

CITY OF LOS ANGELES

CALIFORNIA



ANTONIO R. VILLARAIGOSA
MAYOR

December 8, 2011

DEPARTMENT OF
PUBLIC WORKS
BUREAU OF SANITATION

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CHIEF OPERATING OFFICER

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WASTEWATER ENGINEERING SERVICES DIV.
2714 MEDIA CENTER DRIVE
LOS ANGELES, CA 90065
FAX: (323) 342-6210 OR 342-6211

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Mr. Abu Yusuf, County Bicycle Coordinator
COUNTY OF LOS ANGELES
900 South Fremont Avenue, 11th
Alhambra, CA 91803

File: SC.CE.

Dear Mr. Yusuf:

Bicycle Master Plan – Notice of Public Hearing

This is in response to your November 21, 2011 letter requesting a review of your proposed project. The Bureau of Sanitation has conducted a preliminary evaluation of the potential impacts to the wastewater and stormwater systems for the proposed project.

WASTEWATER REQUIREMENT

The Bureau of Sanitation, Wastewater Engineering Services Division (WESD) is charged with the task of evaluating the local sewer conditions and to determine if available wastewater capacity exists for future developments. We have reviewed the request and found the project to be related expanding a regional bicycle system of interconnected corridors only.

Based on the project description, we have determined it will not result in any new discharge to the sewer and therefore do not have sufficient detail to offer an analysis at this time. Should the project description change, please continue to send us information so that we may determine if a sewer assessment is required in the future.

If you have any questions, please call Kwasi Berko of my staff at (323) 342-1562.

Sincerely,

Ali Poosti, Acting Division Manager
Wastewater Engineering Services Division
Bureau of Sanitation

cc: Kosta Kaporis, BOS
Daniel Hackney, BOS
Rowena Lau, BOS

Div Files\SCAR\CEQA review\Final CEQA Response Ltrs\Bicycle Master Plan – Notice of Public Hearing



**Marina Tenants Association
4015 Via Marina B309
Marina del Rey, CA 90292**

11/15/2011

TO:

County regional planning commission

Regarding the bicycle master plan hearing 11/16/2011

The People I have talked to are very much in favor of the bike path extension from the Venice pier to the Marina channel.

This beautiful beach is probably the only one in many miles of the bike paths that is closed off to a public bike path.

Keep me informed of progress on this bike path and any meetings.

A handwritten signature in black ink that reads "John Rizzo". The signature is written in a cursive, flowing style.

Thank you, John Rizzo

President Marina Tenants Association

Yusuf, Abu

From: West San Gabriel Valley Bike Coalition [wsgvbc@gmail.com]
Sent: Tuesday, November 15, 2011 3:25 PM
To: Rruiz@planning.lacounty.gov
Cc: Yusuf, Abu
Subject: 11/16 Regional Planning Commission Meeting - Public Comment on Update to County Bicycle Master Plan

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

RE: Los Angeles County Bicycle Master Plan

The West San Gabriel Valley Bicycle Coalition (WSGVBC) is pleased the County is taking steps to add bicycle facilities and encourage cycling in the unincorporated communities. A well-constructed plan is essential to create a cohesive, countywide bicycle network. While the current plan falls short of this goal, it can easily be improved, particularly in the following areas.

Development of Safe Infrastructure

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

For example, about 270 of the 816 miles proposed in the plan involve paving shoulders or widening roadways to install a Class III Bike Route. Bike routes do little to encourage cycling among these groups, particularly on streets with average road speeds above 30mph. If the County is prepared to incur the expense of intensive road construction, it should *at least* convert these miles to buffered or protected bike lanes. The added cost of paint is negligible in comparison to the cost of road widening, but the facility's quality and safety would be significantly improved.

Adoption of New County Planning Tools

Earlier this fall the Los Angeles County Department of Public Health released the "[Model Design Manual for Living Streets](#)." The Manual provides guidance on everything from bikeway and pedestrian safety design to water infiltration projects. However, the Bicycle Master Plan only states that the Manual will be a reference. It should be adopted by DPW and DRP in the Plan and used as the County's local roadway design manual.

In particular, the Plan should adopt and utilize the lane width standards set out by the Manual, which provide far more flexibility - a major asset given the County's geographic and planning diversity - than the Caltrans Highway Design Manual standards. This would allow 10' lane standards for streets with design speeds below 35 mph, but still allow for widths up to 11' if needed to accommodate heavy bus or truck traffic. At the same time it would still permit the County to utilize Caltrans standards on streets with higher design speeds.

Equally important, the Plan should adopt the Manual's use of "desired speed" as the guide for lane width determinations. With speed playing a critical role in pedestrian and cyclist safety, the WSGVBC strongly encourages the County to employ reductions in lane width to encourage lower speeds on streets frequented by cyclists and pedestrians.

Adoption of Clear Goals and Easily Measurable Benchmarks

Although the Plan's timeline for implementation is thirty years, it does not have a mode share goal beyond the first five years. Setting clear and measurable goals is critical if interested parties are to track the

implementation and success of the plan. Therefore there needs to be a mode share goal. The WSGVBC suggests a 10% bicycle mode share by 2032 for all trips, and a 5% mode share goal by 2022.

Rational and Equitable Prioritization of Projects

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

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

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

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

Sincerely,

Vincent Chang, Efren Moreno, Alice Strong, Wesley Reutimann
Co-Founders
West San Gabriel Valley Bicycle Coalition

--

Support a More Bike-Friendly San Gabriel Valley

[WSGVBC Blog](#) Twitter: [@wsgvbc](#) Facebook: [BikeSGV](#)

Yusuf, Abu

From: Eric Bruins [ejfb Bruins@gmail.com]
Sent: Tuesday, November 15, 2011 5:27 PM
To: Rruiz@planning.lacounty.gov
Cc: Yusuf, Abu
Subject: Bike Master Plan Update

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

RE: Bike Master Plan Update

Honorable Commissioners:

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

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

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

Investment in Safer Infrastructure

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

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

Equitable and Rational Prioritization of Projects

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

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

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

Clear, Ambitious and Easily Measurable Goals

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

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

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

Sincerely,

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

cc:

Rosie Ruiz, Planning Commission Secretary, Rruiz@planning.lacounty.gov
Abu Yusuf, County Bikeway Coordinator, AYUSUF@dpw.lacounty.gov

Date: 12/28/11

Federal ID: BRLS-5953(586)

Project Name: Malibu Canyon Road over Malibu Creek

Invoice Number: Progress Billing #7

Issues/Background:

- (1) Bridge rehabilitation project is funded by HBP funds.
- (2) Invoice is for the Preliminary Engineering Phase.
- (3) Previous invoice was submitted on **5/25/11**.
- (4) **Project Design Concept was signed on 12/8/10; no PES has been submitted so far.** Request for additional PE funds was submitted on 7/28/11, which is currently pending for Caltrans HQ to process.
- (5) There are currently no cost overruns.
- (6) Invoice amount of \$61,728.83 is approximately 42.8% of the remaining federal funds for PE (\$144,260).
- (7) Project is not on the Caltrans Inactive Project list or the Lapsing Funds list.

Recommendation: Sign Invoice

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

RE: Bike Master Plan Update

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

Investment in Safer Infrastructure

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

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

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Clear, Ambitious and Easily Measurable Goals

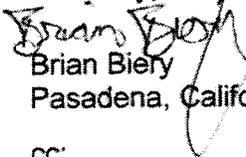
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year to understand how children are getting to and from school and to measure the effectiveness of education, encouragement, and infrastructure investments as they are implemented.

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

Sincerely,


Brian Biery
Pasadena, California

cc:

Rosie Ruiz, Planning Commission Secretary, Rruiz@planning.lacounty.gov
Abu Yusuf, County Bikeway Coordinator, AYUSUF@dpw.lacounty.gov

Yusuf, Abu

From: Carey Smith [careys@imageworks.com]
Sent: Tuesday, November 08, 2011 9:21 AM
To: Yusuf, Abu
Cc: 'Edwin Rivera'
Subject: Bike Path along LA River

Dear Mr. Yusuf,

My husband and I are writing to ask to reconsider the proposal to continue the bike path lane along the LA river through the Berryman Ave blocks in Mar Vista. We live at 3673 Berryman Ave and our neighborhood has had multiple burglaries (our neighbors on both sides have been broken into) and giving access to people from the back of our house would only encourage another point of entry.

Bikers have multiple options for riding; another pathway would be redundant and superfluous.

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

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

Carey Smith and Edwin Rivera.

Yusuf, Abu

From: Rachel Wing [rachelbuckthorn@gmail.com]
Sent: Saturday, November 19, 2011 11:59 PM
To: Yusuf, Abu
Subject: Bike Plan comments
Attachments: Stockholm street with path.pdf

Dear Mr. Yusuf,

I am sorry that I was unable to attend the public hearing on the 16th, and that I didn't become aware of the Bike Plan in time to participate in the public comment period.

I would like to make some comments in hopes that these can go into the record:

I support the Bike Plan enthusiastically, and I believe that the PEIR was sufficient. In fact, I believe that the PEIR overstated potential negative impacts of the project in two ways:

Aesthetic impacts of Class 1 bikeways --- I think the aesthetic impacts would be mostly positive, rather than negative. I am thinking specifically of the proposed Eaton Wash bikeway in the West San Gabriel Valley planning area. The wash currently is a concrete-lined channel with a dirt service road adjacent to it. It does not look natural or attractive at present. A well-designed bike path there could be a visual asset, especially if it opened up opportunities for public art (such as the beautiful LA River gates that have been built). The path could be combined with some native, drought-tolerant landscaping that would green it up even more.

Negative impacts on parking --- Implementation of the project is expected to increase the number of trips made by bike and by a combination of bike and transit, which would decrease the number of trips made by car, so the need to park cars should be reduced. I am thinking specifically of the proposed bike lanes on Colorado Blvd. in the West San Gabriel planning area. I make many errands on that stretch of Colorado Blvd. Currently, I do some of those errands by car, requiring parking, due to the lack of a convenient bike route, but I would do many more by bike if there were bike lanes.

I'd like to offer a couple of specific comments on Figure 3-35 of the plan as well:

Proj. #2 - East Del Mar Blvd. Bike Route -- I bike this stretch often in the early morning, but avoid it at all busy times of day because the traffic is too fast and heavy. To make Del Mar a safe bike route, traffic calming measures are needed. Traffic calming on that street would benefit the neighborhoods as well, as there are many apartment homes and schools there.

Proj. #4 - Eaton Canyon Wash Bike Path: I am thrilled about this proposed project! It would be a great recreational route for biking and running. It would be even stronger if the connection to it from the Sierra Madre Villa Gold Line station were improved by adding a bike lane in the short segments of Madre and Foothill that connect from the north side of the station (currently they are mapped as proposed bike routes). The Eaton Wash Bike Path would partly alleviate the parking problem at Eaton Canyon County Nature Center, but they would need to add many more bike racks there.

Proj. #12 - Colorado Blvd. Bike Lane: Great idea!! There is a potential conflict with the bus lines on Colorado, however. A key bus line, Foothill Transit Line 187, uses that stretch of Colorado. It is the only bus that goes east to Azusa, Glendora, etc., and it's chronically late and packed. It would be counter-productive to slow down the 187 further by making it share the current narrow right lane with bikes. I suggest reducing or eliminating

street parking on Colorado to create a wide lane dedicated to buses and bikes only, which would have sufficient passing areas for the bus to get around the bikes readily. I think this could actually speed up the bus, and improve the 187's schedule. I would ride the bus more often, if it weren't painfully slow.

But - even better - we could make Colorado Blvd. truly beautiful! We could put the bike/pedestrian path right down the middle. An example is a street in Stockholm named Karlavagan. I attached a picture of Karlavagan from Google Maps.

Proj. #47 - Rosemead Blvd. Bike Lane: I bike part of this route a couple of times a week, and I would love to see it made better for biking. I assume that if bike lanes were added, there would be a reduction in the number of vehicle lanes. Actually, Rosemead was reduced to one lane in each direction for a time about a year ago, when a major resurfacing of the street was being done, and it did not result in gridlock -- it was just a bit slower for cars but it was a whole lot better for biking. I would not recommend reducing street parking, though, because there are many businesses, and little off-street parking.

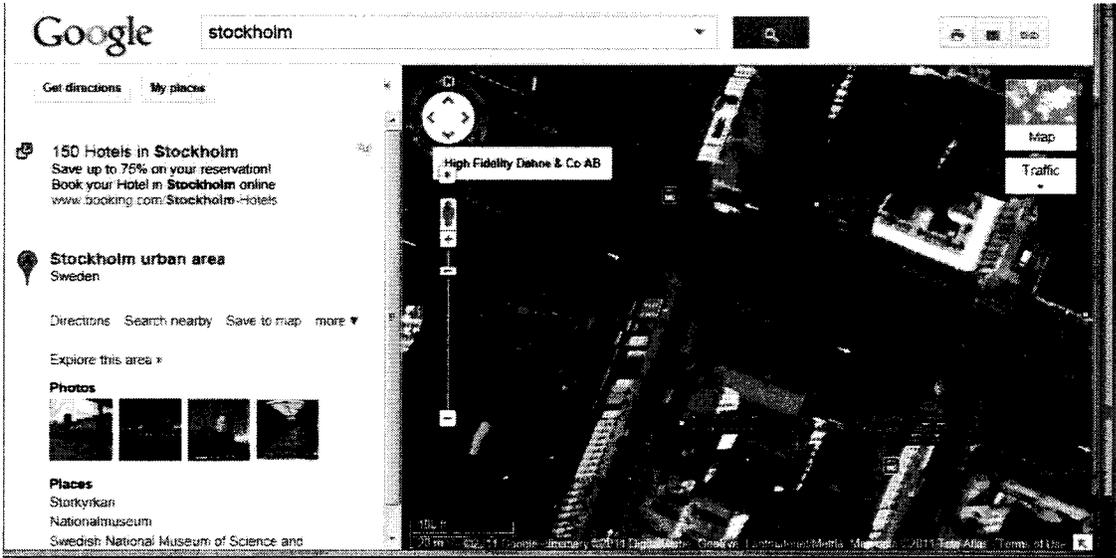
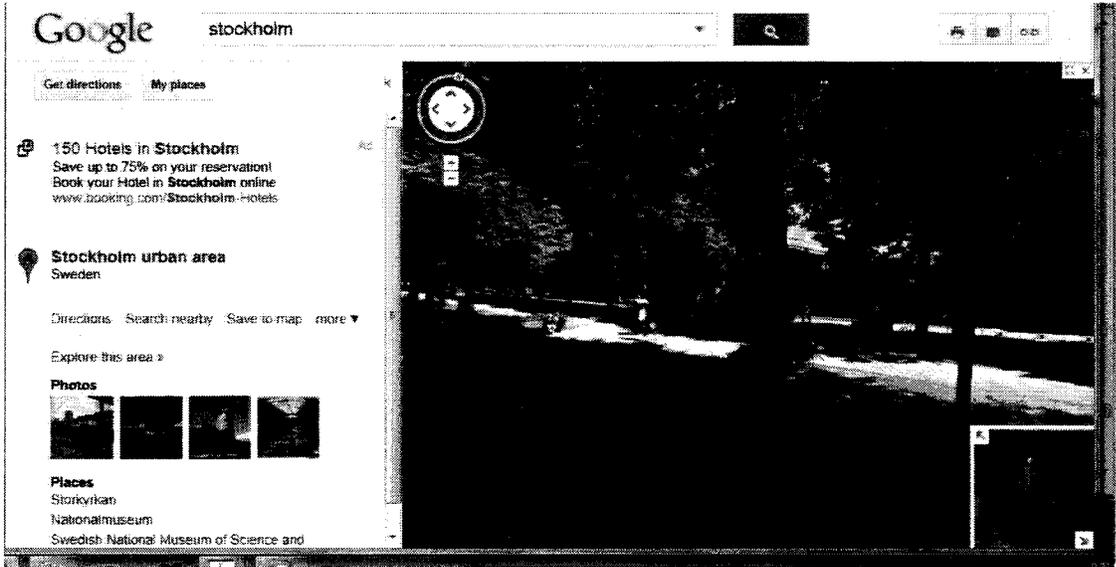
General Comment on Figure #3-35:

It is very frustrating that all the east-west routes north of Duarte Road end abruptly at Michillinda and do not continue into Arcadia.

With a road diet, Colorado would be an excellent route continuing east from Michillinda through Arcadia, and it is the only usable route that I have found. But, with four lanes, at commute times it is even more like a freeway than Del Mar, and does not even have a sidewalk so that you can bail out and walk if it gets too scary. Yet, as I learned to my dismay, under the recently revised Arcadia General Plan, Circulation Element, Arcadia plans to make the situation even worse by designating it a truck route. This will have a negative impact on the viability of the County's east-west routes' ability to link communities.

Thank you for considering my comments, and please keep me posted about the County Bike Plan.

Rachel Wing
1000 San Pasqual St., Apt. #35, Pasadena, 91106



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

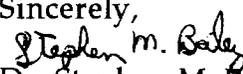
Dear Mr. Yusuf,

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



Benjamin A. Martinez
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

November 17, 2011

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

SUBJECT: COMMENT LETTER – COUNTY OF LOS ANGELES BICYCLE MASTER PLAN

Dear Mr. Yusuf:

Thank you for the opportunity to review the proposed County of Los Angeles Bicycle Master Plan. The City of Pico Rivera is supportive of upgrading and expanding the bicycle network throughout the Gateway Planning Area and the County.

Upon review of the proposed Master Plan and the figures showing the existing and proposed bicycle network in the City of Pico Rivera, we find that there are inaccuracies when compared to existing conditions. We kindly request that the following revisions and considerations be made to improve the Master Plan:

- San Gabriel River Parkway (Beverly Boulevard to 605 Freeway) – Reflect as an existing Class II-Bike Lane
- Manning Road (Beverly Road to Beverly Boulevard) – Reflect as an existing Class II-Bike Lane
- Mines Avenue (Paramount Boulevard to East City Limits) – Convert existing Class II-Bike Lane to Class III-Bike Route classification

As well, the City has recently passed an Ordinance allowing for the use of bicycles on public sidewalks. In an effort to provide a much-needed link between adjacent cities, we request that the Plan also reflect the following proposed classifications:

- Washington Boulevard (East City Limits to Passons Boulevard) – Class III-Bike Route
- Passons Boulevard (Washington Boulevard to Mines Avenue) – Class III-Bike Route
- Provide a connection, along the northern edge of the City, from the existing San Gabriel River Class I Bike Path to the existing the Rio Hondo Class I Bike Path (please see attached map).

Additionally, the City continues to believe that an optimal connectivity opportunity has not been included in the proposed Master Plan, as has been requested on at least two previous occasions. This opportunity is the construction of a Class I Bicycle Path (bridge) over the San Gabriel River connecting the Mines Avenue Class III Bike Route in Pico Rivera to the Dunlap Crossing bicycle route in an unincorporated community near the City of Whittier.

Bridging this gap will provide for a more urban connection between the Rio Hondo Bike Path, along the westerly City limits, to the San Gabriel River Bikeway along the easterly City limits. The nearest bikeway connection between these two inter-regional bike paths is located several miles north of the City at the Whittier Narrows Recreation Area. The suggested bridge will result in an efficient access for bicyclists, greater regional connectivity within the Bicycle Master Plan, and encourage increased use of these facilities.

Please note that the City of Pico Rivera has previously submitted this bridge request both orally at a public workshop held on March 29, 2011, and by letter dated September 12, 2011.

Should you have any questions or concerns, please feel free to contact Ms. Guille Aguilar, Senior Planner, at (562) 801-4332. She can also be reached via email at gaguilar@pico-rivera.org

Sincerely,



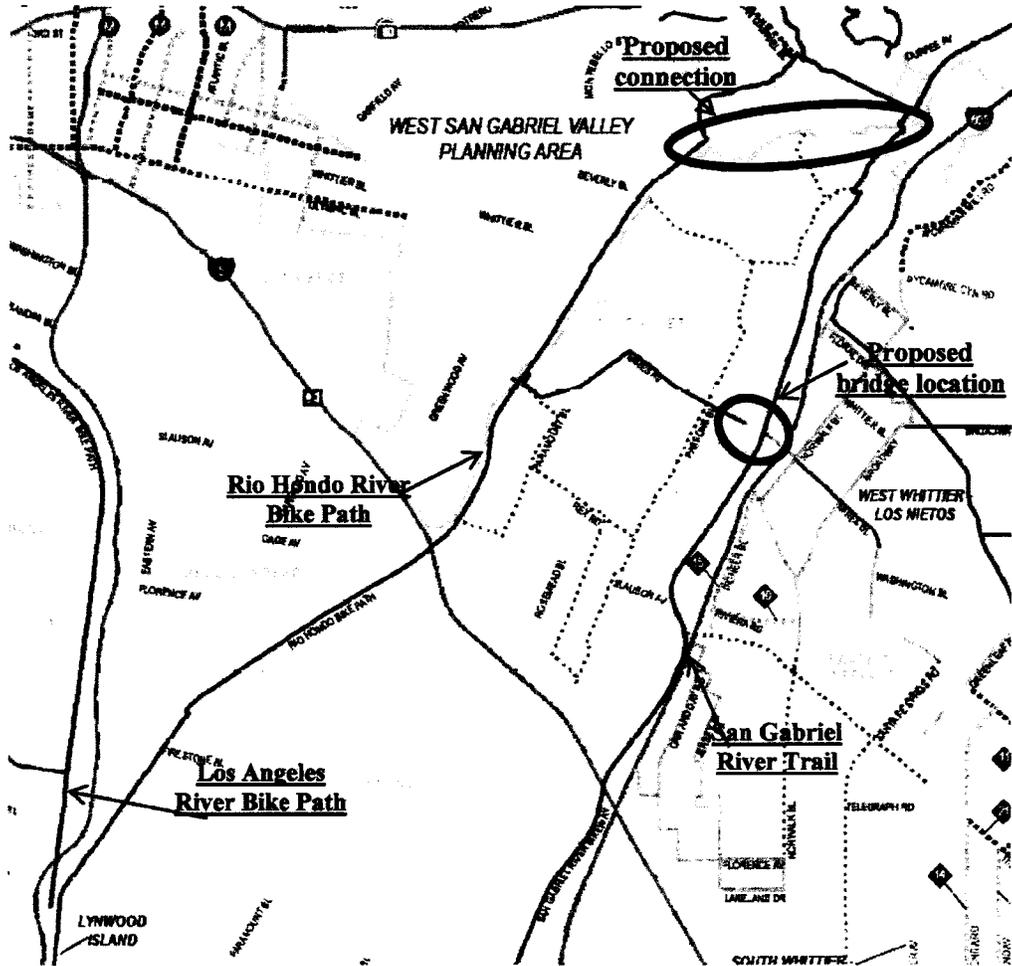
Benjamin A. Martinez
Director of Community and Economic Development

BAM:GA:RG

Attachment: Map

cc: City Manager
Director of Public Works/City Engineer
Assistant City Engineer
Senior Planner

Map:



From: Maria Tipping [<mailto:mtipping@ci.claremont.ca.us>]
Sent: Monday, November 21, 2011 3:11 PM
To: Gill, Jennifer
Cc: Goldsmith, Lynne
Subject: Claremont Comments on LACO Bike Plan

Good Afternoon Jennifer:

The Claremont Bicycle/Pedestrian Advisory Committee has reviewed the LACO Bike Plan and group's Co-Chair **Larry Scheetz (LFS)** provided the following comments for your consideration. Please do not hesitate contacting me should you have any questions or if you need Claremont Bike Map and Claremont's Bike Priority Zone Map.

Sincerely,

Maria

Maria B. Tipping
Associate Engineer/Bicycle Coordinator
City of Claremont
(909) 399-5330 (voice)
(909) 399-5327 (fax)

LFS's Overall comments:

1. Pages @ TOC and List of Figs are often incorrect
2. It would be highly desirable to share this plan with Adventure Cycling Assoc. Especially considering their plans for US Bike Route (USBR) 66 and USBR 70.
3. Detailed streets are not visible. It would be much more useful if both existing and proposed maps would be zoomable to a level showing detailed streets - such as on Google Maps or most GIS map apps.
4. It seems that Google maps has several "desired" bike routes not shown on this plan. Open Goggle Maps and turn on the Bicycling option under Traffic.
5. Figure 3-5 has a title "network" but the planned routes and trails are mostly not connected with many large void areas.. There should be some explanation if there is a plan to fill these gaps and voids. I know that we are not Ft. Collins or Portland, but it might be instructive to look at http://www.fcgov.com/bicycling/pdf/cfc_bicyclemap_2011_vers10_frontonly.pdf

Details:

Page 15 LFS really likes this:

"Bicycle boulevards are typically found on low-traffic / low volume streets that can accommodate bicyclists and motorists in the same travel lanes, without specific bicycle lane delineation. The treatments applied to create a bicycle boulevard heighten motorists' awareness of bicyclists and slow vehicle traffic, making the boulevard more conducive to safe bicycle (and pedestrian) activity. Bicycle boulevard treatments include signage, pavement markings, intersection treatments, traffic calming measures and can include traffic diversions."

Yeah!!

The current end plan map is at Fig 3-5 pg 63 for east LACO

Figure i-1 - not clear whether these are the totals at the end or the additions proposed.

FIG I-3 NEED TO SHARE W ACA - Adventure Cycling for consideration in their US Bike ways - esp. USBR66 and USBR 70.

Are Claremont and nearby areas accurately presented in Fig 3.3 pg 61?

Fig 3.4 pge 34 Planned network for Eastern LACO (shows all county) Is this what we want?
Does not show any USBR66 connections.
Note the BIG hole at La Verne.

Claremont Bicycle Features Missing in LACO map

Does not show Citrus Bikeway in Claremont (**Citrus Bikeway Route**: Bonita Avenue from westerly city limit to College Avenue, College Avenue from Bonita to First Street and First Street from College to Claremont Boulevard)

Does not show Claremont Bike Priority Zone (BPZ): **Claremont BPZ Limits**: Foothill Boulevard to Arrow Highway and Westerly City Limit to Claremont

Should show Gladstone to back door of Santa Fe Dam

Note - nothing across Azusa north of 210 Frwy, but this is a favorite of many east end and San Bernardino Co distance cyclists - Lone Hill or Amelia to Sierra Madre across Azusa to San Gab Trail at Todd.

Someone should review against Google Maps- Bicycle. I think there are a lot of routes on Google not shown on the LACO maps.

There should be a zoomable map showing more street details - such as at Google Maps - Perhaps this should be a linked web site maintained by ??? Note that Sierra Madre across Glendora and Azusa is not noted on Google -bikes either.

Some riders go west on Bennett to Barranca then north to Sierra Madre.

Several popular bike routes in Bonelli Park are not shown on either Google or the LACO plan maps - Fig 3.3 pg 61. Some are on the LA bike paths -

<http://www.labikepaths.com/bike-paths/puddingstone-reservoir/>

Yusuf, Abu

From: Gill, Jennifer [GILLJ@metro.net]
Sent: Monday, November 21, 2011 3:22 PM
To: Yusuf, Abu
Subject: FW: Claremont Comments on LACO Bike Plan

Hi Abu:

Here is a response from one of the contacts that I sent out the e-mails to. I hope this was helpful.

Happy Holiday!

Jennifer

Jennifer Gill
Communications Assistant
Constituent Programs
Metro - Regional Communications Department
One Gateway Plaza
Los Angeles, CA 90012

213-922-4224 (O)
213-922-8868 (F)

From: Maria Tipping [mailto:mtipping@ci.claremont.ca.us]
Sent: Monday, November 21, 2011 3:11 PM
To: Gill, Jennifer
Cc: Goldsmith, Lynne
Subject: Claremont Comments on LACO Bike Plan

Good Afternoon Jennifer:

The Claremont Bicycle/Pedestrian Advisory Committee has reviewed the LACO Bike Plan and group's Co-Chair **Larry Scheetz (LFS)** provided the following comments for your consideration. Please do not hesitate contacting me should you have any questions or if you need Claremont Bike Map and Claremont's Bike Priority Zone Map.

Sincerely,

Maria

Maria B. Tipping
Associate Engineer/Bicycle Coordinator
City of Claremont
(909) 399-5330 (voice)
(909) 399-5327 (fax)

LFS's Overall comments:

1. Pages @ TOC and List of Figs are often incorrect
2. It would be highly desirable to share this plan with Adventure Cycling

Assoc. Especially considering their plans for US Bike Route (USBR) 66 and USBR 70.

3. Detailed streets are not visible. It would be much more useful if both existing and proposed maps would be zoomable to a level showing detailed streets - such as on Google Maps or most GIS map apps.

4. It seems that Google maps has several "desired" bike routes not shown on this plan. Open Goggle Maps and turn on the Bicycling option under Traffic.

5. Figure 3-5 has a title "network" but the planned routes and trails are mostly not connected with many large void areas.. There should be some explanation if there is a plan to fill these gaps and voids. I know that we are not Ft. Collins or Portland, but it might be instructive to look at http://www.fcgov.com/bicycling/pdf/cfc_bicyclemap_2011_vers10_frontonly.pdf

Details:

Page 15 LFS really likes this:

"Bicycle boulevards are typically found on low-traffic / low volume streets that can accommodate bicyclists and motorists in the same travel lanes, without specific bicycle lane delineation. The treatments applied to create a bicycle boulevard heighten motorists' awareness of bicyclists and slow vehicle traffic, making the boulevard more conducive to safe bicycle (and pedestrian) activity. Bicycle boulevard treatments include signage, pavement markings, intersection treatments, traffic calming measures and can include traffic diversions."

Yeah!!

The current end plan map is at Fig 3-5 pg 63 for east LACO

Figure i-1 - not clear whether these are the totals at the end or the additions proposed.

FIG I-3 NEED TO SHARE W ACA - Adventure Cycling for consideration in their US Bike ways - esp. USBR66 and USBR 70.

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Several popular bike routes in Bonelli Park are not shown on either Google or the LACO plan maps - Fig 3.3 pg 61. Some are on the LA bike paths - <http://www.labikepaths.com/bike-paths/puddingstone-reservoir/>

Yusuf, Abu

From: Soriano, Reyna
Sent: Wednesday, May 04, 2011 5:21 PM
To: 'Struglia, Rachel'; McCormick, Donna
Cc: Reyes, Mary; Yusuf, Abu; Hudson, Christopher; Daniel Rosenfeld
Subject: County of LA Bike Plan NOP Comments Part 2

We received additional NOP comments (see attached).

Reyna Soriano

County of Los Angeles | Department of Public Works
Programs Development Division | Environmental Planning
Tel: (626)-458-5192 | Fax: (626)-458-3179
Email: rsoriano@dpw.lacounty.gov

"The time is always right to do what is right." ~Martin Luther King, Jr.



NOP comments Part
2.pdf



JERRY BROWN
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



7/2
202

Notice of Preparation

April 1, 2011

To: Reviewing Agencies
Re: County of Los Angeles Bicycle Master Plan
SCH# 2011041004

Forwarded for your review and comment. Notice of Preparation (NOP) for the County of Los Angeles Bicycle Master Plan draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Reyna Soriano
Los Angeles County Department of Public Works
900 S. Fremont Avenue
Los Angeles, CA 91803

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Bas**

SCH# 2011041004
Project Title County of Los Angeles Bicycle Master Plan
Lead Agency Los Angeles County

Type **NOP** Notice of Preparation
Description The purpose of the bicycle Master Plan is to guide the development of infrastructure, policies, and programs that improve the bicycling environment in Los Angeles County. The Plan focuses on areas under the County's jurisdictional authority; however, it also coordinates with bicycle planning efforts of other agencies.

The plan complies with Streets and Highways Code Section 891.2, making the County eligible for Bicycle Transportation Account (BTA) funds. The BTA is an annual program that provides state funds for city and county projects that improve safety and convenience for bicycle commuters.

The plan is a supplementary document to the Los Angeles County General Plan, providing a more detailed bicycle planning and policy direction than is included in the currently adopted General Plan.

Lead Agency Contact

Name Reyna Soriano
Agency Los Angeles County Department of Public Works
Phone 626 458-5192 **Fax**
email
Address 900 S. Fremont Avenue
City Los Angeles **State** CA **Zip** 91803

Project Location

County Los Angeles
City
Region

Cross Streets various

Lat / Long

Parcel No.

Township	Range	Section	Base
-----------------	--------------	----------------	-------------

Proximity to:

Highways various
Airports LAX, Long Beach, Bob Hope
Railways multiple
Waterways Los Angeles river, Santa Clara River, San Gabriel River
Schools various
Land Use varied

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Coastal Zone; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; California Coastal Commission; Department of Conservation; Cal Fire; Central Valley Flood Protection Board; Department of Parks and Recreation; Department of Fish and Game, Region 5; Caltrans, District 7; California Highway Patrol; Caltrans, Division of Transportation Planning; Caltrans, Division of Aeronautics; Public Utilities Commission; Native American Heritage Commission; Air Resources Board, Transportation Projects; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 4; Regional Water Quality Control Bd., Region 6 (Victorville); Other Agency(ies)

Note: Blanks in data fields result from insufficient information provided by lead agency.

**Document Details Report
State Clearinghouse Data Bas**

Date Received 04/01/2011

Start of Review 04/01/2011

End of Review 05/02/2011

NOP Distribution List

County: LOS

ANGELS

SCH#

2 U L L U 4 1 U U 4

RESOURCES AGENCY

Resources Agency
Nadell Gayou

Dept. of Boating & Waterways
Mike Soleto

California Coastal Commission
Elizabeth A. Fuchs

Colorado River Board
Gerald R. Zimmerman

Dept. of Conservation
Rebecca Salazar

California Energy Commission
Eric Knight

Cal Fire
Allen Robertson

Central Valley Flood Protection Board
James Herola

Office of Historic Preservation
Ron Parsons

Dept. of Parks & Recreation
Environmental Stewardship Section

California Department of Resources, Recycling & Recovery
Sue O'Leary

Bay Conservation & Dev't. Comm.
Steve McAdam

Dept. of Water Resources
Resources Agency
Nadell Gayou

Conservancy

Fish and Game

Dept. of Fish & Game
Scott Flint
Environmental Services Division

Fish & Game Region 1
Donald Koch

Fish & Game Region 1E
Laurie Harnsberger

Fish & Game Region 2
Jeff Drongesen

Fish & Game Region 3
Charles Armor

Fish & Game Region 4
Julie Vance

Fish & Game Region 5
Don Chadwick

Fish & Game Region 6
Gabrina Gatchel

Fish & Game Region 6 I/M
Brad Henderson

Fish & Game Region 6 I/M Program
Inyo/Mono, Habitat Conservation

Dept. of Fish & Game M
George Isaac
Marine Region

Other Departments

Food & Agriculture
Steve Shaffer

Dept. of Food and Agriculture
Dept. of Food and Agriculture

Dept. of General Services
Public School Construction

Dept. of General Services
Anna Garbett
Environmental Services Section

Dept. of Public Health
Bridgette Blinning
Dept. of Health/Drinking Water

Independent Commissions/Boards

Delta Protection Commission
Linda Flack

Cal EMA (Emergency Management Agency)
Dennis Castillo

Governor's Office of Planning & Research
State Clearinghouse

Native American Heritage Comm.
Debbie Treadway

Public Utilities Commission
Leo Wong

Santa Monica Bay Restoration
Guanyu Wang

State Lands Commission
Marina Brand

Tahoe Regional Planning Agency (TRPA)
Cherry Jacques

Business, Trans & Housing

Caltrans - Division of Aeronautics
Phillip Crimmins

Caltrans - Planning
Terri Pencovic

California Highway Patrol
Scott Loetscher
Office of Special Projects

Housing & Community Development
CEQA Coordinator
Housing Policy Division

Dept. of Transportation
Caltrans, District 1
Rex Jackman

Caltrans, District 2
Marcelino Gonzalez

Caltrans, District 3
Bruce de Terra

Caltrans, District 4
Lisa Carboni

Caltrans, District 5
David Murray

Caltrans, District 6
Michael Navarro

Caltrans, District 7
Elmer Alvarez

Caltrans, District 8
Dan Kopulsky

Caltrans, District 9
Gayle Rosander

Caltrans, District 10
Tom Dumas

Caltrans, District 11
Jacob Armstrong

Caltrans, District 12
Chris Herre

Cal EPA

Air Resources Board
Airport Projects
Jim Lerner

Transportation Projects
Douglas Ito

Industrial Projects
Mike Tollstrup

State Water Resources Control Board
Regional Programs Unit
Division of Financial Assistance

State Water Resources Control Board
Student Intern, 401 Water Quality Certification Unit
Division of Water Quality

State Water Resources Control Board
Steven Herrera
Division of Water Rights

Dept. of Toxic Substances Control
CEQA Tracking Center

Department of Pesticide Regulation
CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

RWQCB 1
Cathleen Hudson
North Coast Region (1)

RWQCB 2
Environmental Document Coordinator
San Francisco Bay Region (2)

RWQCB 3
Central Coast Region (3)

RWQCB 4
Teresa Rodgers
Los Angeles Region (4)

RWQCB 5S
Central Valley Region (5)

RWQCB 5F
Central Valley Region (5)
Fresno Branch Office

RWQCB 5R
Central Valley Region (5)
Redding Branch Office

RWQCB 6
Lahontan Region (6)

RWQCB 6V
Lahontan Region (6)
Victorville Branch Office

RWQCB 7
Colorado River Basin Region (7)

RWQCB 8
Santa Ana Region (8)

RWQCB 9
San Diego Region (9)

Other
Don Gabriel
Lower LA River
* MPR. Conservation



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

April 26, 2011

Reyna Soriano
County of Los Angeles Department of Public Works
Programs Development Division, 11th Floor
PO Box 1460
Alhambra, CA 91802

Notice of Preparation of a CEQA Document for the County of Los Angeles Bicycle Master Plan

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft environmental impact report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to the SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include original emission calculation spreadsheets and modeling files (not Adobe PDF files). Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. The lead agency may wish to consider using land use emissions estimating software such as URBEMIS 2007 or the recently released CalEEMod. These models are available on the SCAQMD Website at: <http://www.aqmd.gov/ceqa/models.html>.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has developed a methodology for calculating PM_{2.5} emissions from construction and operational activities and processes. In connection with developing PM_{2.5} calculation methodologies, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM_{2.5} emissions and compare the results to the recommended PM_{2.5} significance thresholds. Guidance for calculating PM_{2.5} emissions and PM_{2.5} significance thresholds can be found at the following internet address: http://www.aqmd.gov/ceqa/handbook/PM2_5/PM2_5.html.

In addition to analyzing regional air quality impacts the SCAQMD recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at <http://www.aqmd.gov/ceqa/handbook/LST/LST.html>.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA web pages at the following internet address: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additional mitigation measures can be found on the SCAQMD's CEQA web pages at the following internet address: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/prdas/aqguide/aqguide.html>. In addition, guidance on siting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: <http://www.arb.ca.gov/ch/handbook.pdf>. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (<http://www.aqmd.gov>).

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. If you have any questions regarding this letter, please call Ian MacMillan, Program Supervisor, CEQA Section, at (909) 396-3244.

Sincerely,

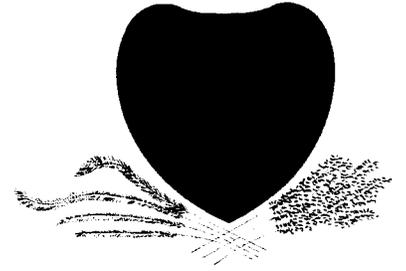


Ian MacMillan

Program Supervisor, CEQA Inter-Governmental Review
Planning, Rule Development & Area Sources

City of San Marino

Planning & Building Department



April 28, 2011

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

**SUBJECT: RESPONSE TO THE COUNTY OF LOS ANGELES BICYCLE MASTER PLAN
INITIAL STUDY**

Dear Ms. Soriano:

Thank you for the opportunity to review and comment on the County of Los Angeles Bicycle Master Plan Initial Study. The City of San Marino has no comments regarding the project at this time. However, the City would be interested in receiving further information about the potential traffic impacts of the project when such information becomes available.

Please add myself as the contact person for the City of San Marino. My contact information is as follows:

Amanda Thorson, Planning and Building Assistant
City of San Marino
2200 Huntington Drive
San Marino, CA 91108
626-300-0784
athorson@cityofsanmarino.org

Please feel free to contact me should you have any questions or need additional information.

Sincerely,


AMANDA THORSON
Planning and Building Assistant



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

Yusuf, Abu

From: Yusuf, Abu
Sent: Wednesday, November 02, 2011 11:34 AM
To: Suska, Mateusz (Matt)
Subject: FW: Bicycle Master Plan

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

From: Dorrit Ragosine [<mailto: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: 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: Yusuf, Abu
Sent: Wednesday, November 02, 2011 11:35 AM
To: Suska, Mateusz (Matt)
Subject: FW: Bicycle Master Plan Future Mailings

From: Don Moss [<mailto: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: Wednesday, November 02, 2011 11:34 AM
To: Suska, Mateusz (Matt)
Subject: FW: BIKE TRAIL

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

From: Jean Wall [<mailto: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

Tang, Stacy

From: Ruiz, Rosie [rruiz@planning.lacounty.gov]
Sent: Wednesday, November 16, 2011 7:17 AM
To: Russett, Anne; Yusuf, Abu
Subject: FW: Letter of Support for the Bike Master Plan Update
Attachments: LOS_LosAngelesCounty_MasterBikePlan_Final.pdf

Rosie Ruiz
Commission Services
Department of Regional Planning
320 W. Temple Street, Room 1350
Los Angeles, CA 90012
<http://planning.lacounty.gov>
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From: Jacqueline Hernandez [<mailto:jacqueline.hernandez@heart.org>]
Sent: Tuesday, November 15, 2011 9:05 PM
To: AYUSUF@dpw.lacounty.gov; Ruiz, Rosie
Subject: Letter of Support for the Bike Master Plan Update

Hello,

Please find the American Heart Association's letter of support for the Bike Master Plan.

If you have any questions, please feel free to contact me at the number listed below.

Thank you,

Jackie

Jacqueline Yvette Hernandez
Government Relations Director
Greater Los Angeles Area
American Heart Association

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November 14th, 2011

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

RE: Support for the Los Angeles Bicycle Master Plan Update

Dear Regional Planning Commission,

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

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

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

Sincerely,

A handwritten signature in black ink, appearing to read "Bob Larlee".

Bob Larlee
Chair, American Heart Association
Greater Los Angeles Division

Tang, Stacy

From: Shadbehr, Arnie [AShadbehr@cityofhawthorne.org]
Sent: Tuesday, November 15, 2011 5:35 PM
To: Yusuf, Abu
Subject: FW: Update on County of Los Angeles Bicycle Master Plan

Hi,

This is my third attempt. I hope you receive this email. please read my email below (dated November 9th) as I'm not sure if our proposed plan is accurately incorporated in the L.A. County Final Plan.

Thanks,
Arnold Shadbehr, P.E.
Interim City Manager/Director of P.W.
City of Hawthorne,
310-349-2910/2980

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

Mr. Yusuf,

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

Arnold Shadbehr, P.E.
Interim City Manager/Director of P.W.
City of Hawthorne,
310-349-2910/2980

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

Dear Mr. Yusuf,

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

Thank you,

Arnold Shadbehr, P.E.
Interim City Manager/Director of P.W.
City of Hawthorne,

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



**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*

Tang, Stacy

From: Yusuf, Abu
Sent: Wednesday, November 02, 2011 11:36 AM
To: Suska, Mateusz (Matt)
Subject: FW: Update on County of Los Angeles Bicycle Master Plan

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,

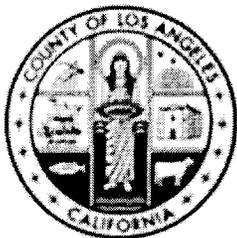
I run the Altadena Patch news site and met you a few months back at the Altadena master bike plan meeting, and I have a couple of questions on the plan for you. I just left you a voicemail as well, so we could talk if you prefer. Basically, here is what I am curious about:

- 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.

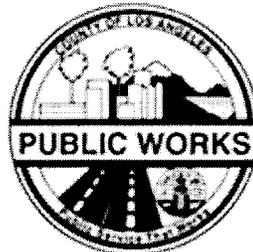
Thanks for the bike plan info, and please get in touch with me as soon as you can. Cheers,

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,

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*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*

--

Dan Abendschein
Local Editor, Altadena Patch
office: 626-737-0452
cell: 310-339-1008
altadena.patch.com
Facebook: www.facebook.com/AltadenaPatch
Twitter: www.twitter.com/AltadenaPatch

Key Questions:

- What steps will DPW take between now and Jan 11th to address the Sup Yaroslavsky's motion passed yesterday?
- How should we provide further feedback between now and Jan 11th to ensure any changes that may have impact on the FEIR are considered?
- How will DPW address items that may affect the FEIR?

Plan Comments

Design Guidelines:

- Sup. Yaroslavsky's motion called for including more innovation in this plan we see this needing to be done in two ways;
 - First we feel the design guidelines need to include a menu of innovative treatments that will be considered as approved or adopted;
 - Second we would like to see further policy language included regarding roadway design and innovative treatments in the policy section of the plan.
- The design guidelines need to include a menu of what bike boulevards will/may include and a minimum number of treatments (e.g. 3 of XX per X mile) - we believe DPW should already have an idea of the various treatments that will be considered when they work with communities to design and implement bike boulevards - these potential treatments need to be in the design guidelines (see the City of LA Design Guidelines)
- Model Street Manual designs should be default design guidelines for bicycle facilities and roadways in general (absolutely in urban areas, more flexible in rural areas) - put the onus on DPW to opt out rather than choosing which part of the County should be livable

Policy Considerations:

- Create a new Goal - Goal 7 Evaluation - under that goal include policies 1.5.1, 2.4, 5.3.1 and an additional policy to report on cumulative safety ie: increases or decreases in bicycle related crashes in the unincorporated planning areas
- **Policy 1.2** include:
 - Update General Plan Mobility Element and adopt county roadway cross-sections that include bikeways and safer travel lane widths as specified in the Model Street Manual
 - Add Policy 1.2.1 Using the cross-sections included in the Model Design Manual for Living Streets develop and adopt new street cross-sections that accommodate a range of bikeway facilities as standard cross-sections in the County's Mobility Element of the General Plan and street design standard plans. Lead Dept: DRP, DPW Time frame: 2012-2015
- **Policy 1.2** - should this include a provision for a bicycle trust fund or way for the county to collect a mitigation fee that can be used to implement bikeways? (Consistent with new state law) If so you may want to move these policies to funding.
 - Consider creating policy 1.2.2: Bicycle Plan Mitigation Fee & Trip Reduction Credit - Establish a trip mitigation fee to be used to implement bike plan projects and programs.

Comments on LA County Bike Plan – 11.30.11

- Establish a process for fair share contributions towards bicycle facilities to be allocated as trip reductions. Lead Dept. DRP & DPW Time frame: 2012-plan duration
 - Consider creating policy 1.2.3: Bicycle Plan Trust Fund - Establish a trust fund to collect project related trip-mitigation fees to be used for Bike Plan projects and program implementation. Lead Dept: DRP & DPW Timeframe: 2012-2016
- **Policy 1.3.2**
 - Update timeframe to 2012 or 2013 as the Healthy Design Ordinance includes a bike parking ordinance that should be adopted by March 2012 - enforcement with new development should begin soon after – move this policy to under Policy 1.6 Bicycle Parking
- **Policy 1.4**
 - Update policy 1.4.2 - utilize the bike plan implementation priorities to prioritize streets for planting and maintenance of shade trees. Timeframe 2012-through plan duration
 - Add policy 1.4.4 Implement Green Pavement Treatments - Caltrans has issued a blanket approval for cities and counties in California to use green pavement treatments with bike lanes or at intersections and bicycle/vehicle mixing areas along bike lanes. County DPW is required to report to Caltrans the locations where green pavement treatments will be implemented. Green pavement treatments will be considered with implementation of bike lane projects and to improve safety with existing bike lanes. Lead Dept: DPW Timeframe 2012-through plan duration
 - Add policy 1.4.5 Innovative Bikeway Implementation - As new designs are approved or adopted by the state, LA County DPW will seek to implement bikeway innovations such as, but not limited to, cycle tracks, bike boxes, contra-flow bike lanes, bicycle only left turn lanes, raised bicycle lanes, buffered bike lanes, and non-standard bikeway signage that can greatly increase safety and encourage more concerned but interested residents to cycle, especially women, families, children and senior citizens. Lead Dept: DPW Timeframe 2012- through plan duration
 - Consider creating policy 1.4.6 Bicycle Sharing Program - Work with private enterprise, neighboring local jurisdictions & LACMTA to develop a bike sharing network at transit hubs, TODs, and at land-uses that are large trip generators/attractors in the unincorporated communities. Develop County-wide bike share standards in cooperation with Metro and pilot cities (Santa Monica) so that systems are ultimately interoperable. Lead Dept: DPW & Supervisors Timeframe: 2012-2018
 - Consider adding policy 1.4.7 Street Lighting Prioritization - utilize the bike plan implementation priorities to prioritize streets for installation and maintenance of street lighting. Timeframe 2012-through plan duration
- **Policy 1.5.1-** include provision for review of funding and grant awards or non-awards to provide disclosure on why county is or is not being awarded grants and steps being taken to address any issues that keep the county from being awarded funds
- **Policy 1.6** include bike corrals in the bike parking ordinance and update the timeframe to 2012-2013 as the HDO should be adopted by March 2012
 - Add Policy 1.6.3 Bicycle Parking Handbook - Provide visual information to developers, property managers and building inspector about bicycle parking and support facilities (lockers, showers) to comply with the County Bike Parking ordinance when adopted. Make guides available online and at relevant county offices and project desks. Lead Dept: DRP & DPW Timeframe: 2012-2015
 - Add Policy 1.6.4 Bicycle Parking & Facilities Training - Develop a Bicycle Parking & Facilities Requirement Training Presentation and post on county website under

- residential and business sections. Provide training sessions to county staff responsible for building and safety inspections to improve knowledge of bicycle parking standards and requirements amount building inspectors in order to appropriately enforce bicycle parking, shower, and locker requirements.
- Add policy 1.6.5 - Online Bicycle Parking Request - establish and maintain an online system for citizens and businesses to request bicycle parking in the public right of way to be installed and maintained by the County. Lead Dept: DPW Timeframe 2012-through plan duration
 - Add policy 1.6.6 – Provide bike valet or additional temporary bike parking for large scale events in the unincorporated communities. Work with local organizations to provide valet services or establish a county run valet program.
 - **Policy 2.1.2** - remove this policy - sharrows are a standard treatment - no exploration needed, implement where appropriate.
 - **Policy 2.2** section could be reworked with 1.2 and 1.4
 - **Policy 2.4** - Reformat as Develop a County Complete Streets Policy & Checklist consider moving to under Policy 1.2 in Goal 1
 - A Complete Streets Checklist is intended for use on projects at their earliest conception or design phase so that any pedestrian or bicycle consideration can be included in the project budget. The county will complete the checklist before projects are submitted for approval. The Complete Streets checklist is required and made available to the any county Bicycle and Pedestrian Advisory Committee (BPACs), community based organizations, town councils, or other related community engagement groups or activities as well as decision makers.
 - an example from MTC can be viewed here:
http://www.mtc.ca.gov/planning/bicyclespedestrians/Routine_Accommodation_checklist_FINAL.pdf
 - 2.4.1 - get rid of the word Encourage - just say Develop and adopt traffic study criteria that better accounts for bicyclists, pedestrians, and transit.
 - Policy 2.4.3 - remove the words when *adopted by Caltrans*, County has the ability NOW to adopt any LOS measure they would like, this is a local decision not a caltrans decision. This is outlined in the state CEQA law guidelines.
 - **Policy 2.5** - should this be under Education? What actions actually will be done to address safety?
 - **Policy 2.6** - should be better integrated with Bike Parking and other relevant development policies in Goal 1
 - **Policy 2.7** - should be better integrated with Goal 1 and implementing the network and adopting street cross sections and street design guidelines
 - **Goal 3**, make sure to call out that you will develop and include multi-lingual education materials
 - **Policy 5.1** - Will you maintain the existing County BAC? Possibly consider enlarging it to include members from each planning area instead of just Sup. district?
 - **Policy 5.3.1** include provision for measuring public’s understanding of bike safety and rights to the roadway

Prioritization & Phasing Plan:

- **Utility Criteria**

- increase points for collision analysis (0 to 20) dependent on frequency or proximity of multiple collisions along one project segment
- adjust zero-vehicle ownership households to low-income households to better cover areas with high rates of transit dependence - as some households may have one car but many family members may rely on transit since the vehicle may be used primarily by one family member. Use a grading system based on the percentage of low-income households (<80% AMI) that are located along a proposed bikeway or surrounding community.
- **Implementation Criteria**
 - We take issue with most of this category as it really penalizes projects that may end up being really needed but potentially really costly.
 - Currently project cost is 0-20 points - with projects that cost lower receiving more points - we feel this should be altered to be \$s per mile instead of per project (also, more innovative projects may cost more, but will also be more heavily used - a mile of bike route is not equivalent to a mile of cycletrack - need some kind of projected usage in the denominator. Perhaps density x facility type could be some sort of proxy for estimating the user base.)
 - Additionally costly projects are double penalized since the reductions in width of median or roadway widening projects will be more costly right off the bat - so there is no need to have points awarded for projects not requiring these items
 - We also understand there may be political issues that require a lot of community outreach and engagement with removing parking or a travel lane we don't think projects should be penalized for needing to reconfigure existing roadway space especially regarding lane removal if the travel volumes are low
 - With respect to project coordination - while we understand that working with neighboring jurisdictions can be time-consuming, it can also reap huge rewards in creating a connected county bikeway network, especially in the urban islands where bikeways may not run very long, but can link neighboring jurisdictions and destinations - additionally path projects will be some of the most expensive and require the most multi-jurisdictional coordination. Penalizing projects that require coordination unnecessarily defers bike projects in urban islands, which tend to be more urban and thus warrant more bike facilities.

Additional Street Considerations

- Montrose Ave in Montrose to connect to Glendale Plan

ESGV

West Gladstone Street from Blender to Big Dalton Wash.

Distance: 0.4 miles.

Speed limit: 40 mph.

Width/lanes: 4 lane road with very wide lanes. Might be able to narrow lanes and fit in bike lane. Otherwise road diet.

Connects: Shopping center, school, park.

Vallecito Drive from Los Robles to Camino Del Sur.

Distance: 1.6 miles.

Speed limit: 40 mph

Width/lanes: southern stretch is 5 lane portion which has a center turn lane but literally zero driveways or side streets. The middle stretch has unnecessarily wide lanes with buffered-off space and medians which serve no purpose. North of Las Lomitas appears to be too narrow to accommodate bike lanes.

GATEWAY

Carmenita Road between Mulberry Drive and Leffingwell Road.

Distance: 2.5 miles.

Speed limit: 35-40

Width/lanes: Wide median which could be removed if necessary, but the outside lanes are very wide and might accommodate bike lanes. Demand for street parking is almost non-existent -- maybe one car every few blocks.

Connects: two massive malls, high school, park,

SOUTH BAY

120th Street from Aviation Blvd to Inglewood Blvd.

Distance: 0.7 miles

Speed limit:

Width/lanes: 4 lanes, ripe for road diet. Lots of driveways so road diet could be helpful.

Connects: park, school, jobs/retail/restaurants are dense at Aviation terminus. Also crucial for bicyclists to cross the 405.

WSGV

Lake Ave from Loma Alta to Altadena.

Distance: 1 mile

Width lanes: 4 lane road should be given road diet. It is lined with residential side streets so there are probably a lot of left turns here.

Note: There is another 0.9 miles of Bike Route on Lake Ave SOUTH of Altadena. This probably can't easily be turned to a bike lane because the area is pretty commercial so the 4th lane and center turn lane might be needed more.

Tang, Stacy

From: avking@live.com
Sent: Tuesday, November 15, 2011 3:53 PM
To: Yusuf, Abu
Cc: seconddistrict@gox.lacounty.gov; councilman.rosendahl@lacity.org; info@marvista.org
Subject: objection to the Proposed County of Los Angeles Master Bicycle Plan and demand for deletion of a listed segment

Importance: High

Mr. Yusuf,

I object to the draft County of Los Angeles Master Bicycle Plan and urge it not be finalized by the Planning Commission nor adopted by the County until provisions for the safety of bicyclists and pedestrians and the security of adjacent residents and property owners are more specifically outlined (e.g. fences, gates, lights, noise-abatement, general sanitation and maintenance). The Plan's lack of even basic proposals to mitigate such safety and security issues shows that it is still incomplete.

In addition, **please delete the indicated .06 mile segment along the Sepulveda Channel from Palms Boulevard to Venice Boulevard from the Plan now--before it is passed to the Board of Supervisors.** There is a bike route paralleling this segment just 1/2 to 1 block to the west on McLaughlin Avenue; so the Channel segment is duplicative and unnecessary to the immediate or long-term goals of transportation or recreation in the County. Additionally, this stretch has been historically and is now an "attractive nuisance", even as it is fenced off from the public.

Further, if the Plan is meant simply as a list of possibilities or guide, I question the wisdom and circumstances leading to the indication of just the west bank of the Channel (and upper west fork) in it; but omitting the east bank (and upper east fork). The latter would lead continuously from the intersection of Palms Blvd. & Sawtelle Avenue, near UCLA's married student housing, to the intersection of Venice Blvd. & McLaughlin Avenue and the bike route on Venice Boulevard--which would seem to be marginally more beneficial. A very curious omission indeed! However, it too is a long standing "attractive nuisance" and should not be included in the Plan.

Sincerely,
--Alexander V. King
3716 Coolidge Avenue
Los Angeles CA 90066

Tang, Stacy

From: Helen Mayer [helensmayer@hotmail.com]
Sent: Wednesday, November 16, 2011 1:32 PM
To: Yusuf, Abu
Subject: Opposition to Bikepath

To whom it may concern:

We are requesting the deletion of the L.A. County's proposed bike path from the Sepulveda Flood Control Channel Easement -- Venice Blvd. to Palms Ave., from L.A. County's Master Bike way Plan. We feel that this bike path is unnecessary while there is already a bike path on McLaughlin Ave., which runs parallel to this proposed bike path.

Thanks in advance.

Helen and Gary Mayer

3654 Coolidge Ave.

Los Angeles, California 90066

(310) 397-9841

Tang, Stacy

From: Nancy Lawrence [tearmyartout@mac.com]
Sent: Tuesday, November 15, 2011 5:58 PM
To: Kkatona@bos.lacounty.gov; Yusuf, Abu; seconddistrict@bos.lacounty.gov;
councilman.rosendahl@lacity.org
Subject: Proposed Bikeway in Mar Vista

To All Concerned Parties:

I am aware that there is a hearing on Nov. 16 regarding a proposed .6 mile Bikeway in Mar Vista along the flood control channel. I have signed a group letter objecting to this proposal, but I would like to reiterate my objection and hope that the proposal will be removed from the master plan.

Sincerely,

Nancy Lawrence
3642 Coolidge Ave.
L.A., CA 90066

Tang, Stacy

From: Bike Safety [venicebikepath@gmail.com]
Sent: Wednesday, November 16, 2011 5:06 PM
To: Yusuf, Abu
Cc: 'Allyn Rifkin'; aabramson@dpw.lacounty.gov; Abramson, Allan; 'Nancy Marino'; 'john rizzo'; 'Jim Kennedy'
Subject: Public Comment on County of Los Angeles Bicycle Master Plan

November 16, 2011
Los Angeles County Department of Public Works
900 S. Fremont Ave.
Alhambra, CA 91803

Re: LA County Bicycle Master Plan - Public Comment

There are significant impacts that need to be addressed in the Los Angeles County Bicycle Master Plan.

1. There is no indication of the heavy traffic along the Washington Blvd. segment (currently a Class 2 Bike Path subsection of the Marvin Braude Bicycle Path) which extends 1 from the beach. There were 56 collisions that were reported on the California Highway Patrol SWITRS database (now FARS) that occurred in the Westside Planning Area. A full 66% (37) of those collisions that were reported occurred in the Marina del Rey section of the planning area. Hundreds and possibly thousands incidents go unreported and our biking citizens ascend on the Marina del Rey area to access the bike path. They are put in harm's way in traveling down Washington Blvd to and from the beach (and Bike Path).

Public safety should be the #1 concern of the Bicycle Master Plan. With its high traffic trips and continued build out, Washington Blvd. is not safe for a Class 2 Bike Path. An alternative route needs to be implemented to connect the Marvin Braude Bicycle Path. The mitigation of placing a Class 3 Bike Path along Via Dolce is not going to be significant to counter the high collision rates.

2. The Marina del Rey segments of planned changes to increase bicycle access will not significantly help with public safety. The addition of Class 3 bike paths on the western regions of Marina del Rey does not address the demand or the impacts of traffic to and from the Marvin Braude Bike Path. Class 1 and Class 2 Bike Paths along Via Marina were ruled out as being "infeasible" by the LA County Department of Public Works. A traffic engineer later admitted that this was feasible if the medians could be adjusted (as is currently being done in another segment of Marina del Rey).

Marina del Rey was planned to be a recreational asset for the citizens of Los Angeles. There is a lack of Political "WILL" to protect the public and complete the Marvin Braude Bicycle Path (Class 1). The completion of the Bike Path would allow for a safe commute between beach cities and allow for optimal recreational and visitor-serving access.

3. There have been no alternatives offered to complete the Marvin Braude Bicycle Path. We have not seen any indication of the County's DPW planning process for the completion of the last few miles of the Bike Path in the Marina del Rey area.

County residents were not given any alternatives leading to the completion of the Marvin Braude Bike Path.

4. There were no traffic engineers involved in the public process. Many questions were asked at the public meetings regarding traffic conditions and mitigations. These questions were not answered at the meetings because valuable experts were not present. One of these questions was about the word "infeasible" in regards to a bike path and another question was from a County Commissioner about looking at reducing traffic trips around western Marina del Rey to accommodate a Class 1 or Class 2 Bike Path. A County DRP official used the terminology "not prudent" regarding bike paths during a meeting and did not offer an explanation. Several

attempts were made to try to understand the meaning of that statement. Unfortunately, no clear indication about the use of "not prudent" was ever given.

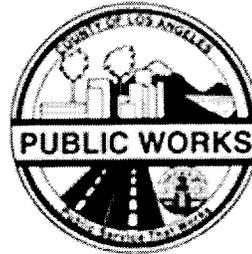
Without having the appropriate officials at the meetings, many of the concerns and/or questions could not be addressed in a timely manner. The public was not provided a "reasonable" presentation of facts with regards to this project. The information asymmetry has left our bicycle enthusiasts and committed community organizers in the dark.

Sincerely,
Jon Nahhas
8110 Manitoba St. #207
Playa Del Rey, CA 90293

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



**COUNTY OF LOS ANGELES
BICYCLE MASTER PLAN**



Dear Bicycle Master Plan Stakeholder,

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*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*

Tang, Stacy

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

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--

Colin Bogart

Program & Campaigns Manager

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213 629-2142

colin@la-bike.org

www.la-bike.org

Tang, Stacy

From: Yusuf, Abu
Sent: Wednesday, October 19, 2011 12:41 PM
To: 'Raza, Adriana'
Cc: Reyes, Mary; Suska, Mateusz (Matt); Abramson, Allan
Subject: RE: County of Los Angeles Bicycle Master Plan

Adriana,

Thanks for your interest in the County Bicycle Master Plan. We have an alternate site at lacountybikeplan.org that you can try retrieve the Plan. I am not aware of any proposed on or off street bikeways that can affect the Los Angeles County Sanitation Districts's (District) sewers. We will investigate such details during the design phase for the proposed projects.

We will likely need to discuss r/w issues with the District regarding proposed bike paths such as the San Jose Creek Bike Path near the City of Industry, where the access road within the Districts' property near the I-605 and SR-60 interchange may provide the best route for connecting the San Gabriel River Bike Path to the San Jose Creek Bike Path at Workman Mill Road. Please let me know if you would be our point of contact for such discussions when we proceed with implementing the proposed connection along San Jose Creek and the other bikeways that may affect District property or utilities.

Sincerely!

Abu Yusuf
Bikeway Coordinator
Programs Development Division
Phone: (626) 458-3940
Fax: (626) 458-3179
Email: ayusuf@dpw.lacounty.gov

From: Raza, Adriana [<mailto: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

Tang, Stacy

From: Maria Gutzeit [mgutzeit@ca.rr.com]
Sent: Tuesday, November 15, 2011 4:35 PM
To: Yusuf, Abu; mgutzeit@compliance-plus.net
Cc: 'Perry, Dave'; Reyes, Mary; Abramson, Allan
Subject: RE: Update on County of Los Angeles Bicycle Master Plan

I had a few comments on policy issues as was discussed at the meeting. I will write those up. I guess since the hearing is being continued, it makes sense to wait for the response to comments first, so I can give you a comprehensive reply. It seemed like most of my comments other than the "high speed rural road" ranking issue - as would pertain to Vasquez, for instance - were addressed.

Other than minor policy comments I am curious as to why some Santa Clarita routes were deemed infeasible and one of my comments would be that rather than just sticking in Appendix J, it at least should be explained with a paragraph...what is the table and what made things infeasible and if there would be any opportunity for future revisit (in the case of "non-fatal" flaws.)

Thank you Abu. It is fabulous the County undertook this effort.



Compliance Plus

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

From: Yusuf, Abu [mailto:AYUSUF@dpw.lacounty.gov]
Sent: Tuesday, November 15, 2011 11:10 AM
To: mgutzeit@compliance-plus.net
Cc: Perry, Dave; Reyes, Mary; Abramson, Allan
Subject: RE: Update on County of Los Angeles Bicycle Master Plan

Maria,
We have not been able to focus on finalizing our responses to the comments received on the March 2011 Draft Plan due to other priority tasks such as preparing for tomorrow's public hearing meeting. We will request a continuance of tomorrow's public hearing from the Regional Planning Commission as we are still waiting for the Final EIR that needs to be approved along with the Plan. The next public hearing is likely to be scheduled for January 11, 2012. We plan to resume work on the comment matrix after tomorrow, and make it available for public review before the next public hearing meeting.

As discussed at our last BAC meeting, the table J-1 that lists the facilities not included in the Plan should have been reduced to only show the changes between the March 2011 Draft Plan (Draft) and the October 2011 Final Draft (Final Draft) Plan. Alta kept the routes from the old table, even when they have been proposed as bikeways in the Final Draft.

Two examples are 50th Street E - Avenue N to Avenue M-2 (p J-3) in Antelope Valley and Via Princesa in Santa Clarita Valley (p J-6) which have been added as proposed bikeways in the Final Draft. 50th Street E can be found in p 43, #56 and Via Princesa in p 98, #21. We are combing through the Final Draft to look for other errors such as the incorrect information on the supervisorial district, and incorrectly symbolizing a class III route as a class II lane on the maps. What confounds me is that Alta showed the information accurately in the maps for the Draft and the errors were introduced in the Final Draft.

Mary Reyes, my supervisor, was the lady speaking at the last BAC meeting. Please let me know if you have any other questions or comments on the Final Draft. Thanks again for all your help with the Plan development.

Abu

From: Maria Gutzeit [mailto:mgutzeit@ca.rr.com]
Sent: Monday, November 07, 2011 2:41 PM
To: Yusuf, Abu
Cc: 'Perry, Dave'
Subject: FW: Update on County of Los Angeles Bicycle Master Plan

Hi Abu:

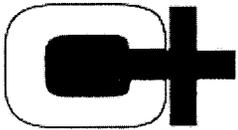
Any luck on getting the "response to comments" table for the Bike Master Plan?

Also, can you let me know the reasons behind the Santa Clarita routes in table J-1 were removed?

Lastly, who was the lady speaking at our last presentation? Was she with Alta or the County? I didn't catch her name.

Dave Perry (cc'd) asked me for an update on this and I was hoping to get the above information to review with him before the planning meeting. If it isn't likely to be done by then, I'll try to track the changes that were made with the new document you handed out.

Thanks!



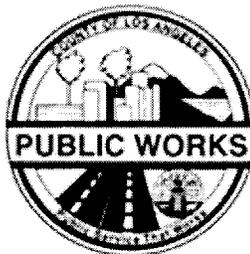
Compliance Plus

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

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



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*

Tang, Stacy

From: Jacqueline Hernandez [jacqueline.hernandez@heart.org]
Sent: Thursday, November 17, 2011 3:52 PM
To: Rruiz@planning.lacounty.gov; Yusuf, Abu
Subject: Retraction of Letter of Support for Master Bike Plan

Importance: High

Hi Rosie and Abu,

I sent in the wrong version. Would I be able to send you the correct version in support of the 11/16/2011 meeting?

Thank you,

Jackie

Jacqueline Yvette Hernandez
Government Relations Director
Greater Los Angeles Area
American Heart Association
816 S. Figueroa Street
Los Angeles, CA 90017-2400
Ph. (213) 291-7016
Fax. (213) 291-7003
jacqueline.hernandez@heart.org

Tang, Stacy

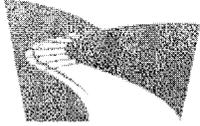
From: Steve Schweigerdt [steve@railstotrails.org]
Sent: Tuesday, November 15, 2011 4:03 PM
To: Rruiz@planning.lacounty.gov; Yusuf, Abu
Cc: wesleyreutimann@gmail.com; Laura Cohen
Subject: RTC comments for LAC Bike Plan
Attachments: LAC Bike Plan comments RTC.pdf

Hi Rosie and Abu,

Thank you for the opportunity to submit comments on the draft LAC Bike Plan. Please find my comments attached and let me know if you have any questions. We look forward to these projects improving the network for bicyclists in LA County.

Steve Schweigerdt

Trail Development Manager, Western Region
Rails-to-Trails Conservancy
235 Montgomery St. Suite 769
San Francisco, CA 94104
p: 415-814-1102
f: 415-989-1255
steve@railstotrails.org



rails-to-trails
conservancy

Western Regional Office
235 Montgomery Street, Suite 769
San Francisco, CA 94104

tel 415.814.1100
fax 415.989.1255

www.railstotrails.org

November 15, 2011

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

RE: LA County Bicycle Master Plan

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

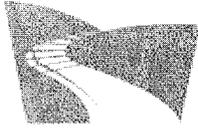
RTC is pleased the County is taking steps to add bicycle facilities and encourage cycling in the unincorporated communities. A well-constructed plan is essential to create a cohesive, countywide bicycle network.

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

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

1. Preferred Infrastructure

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



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www.railstotrails.org

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

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

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

Rational and Equitable Prioritization of Projects

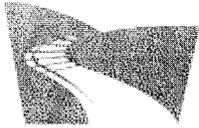
In order to have the greatest impact, projects should be prioritized in a manner that develops infrastructure that is most effective and serves communities that need it most.

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

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

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

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



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need of safer streets for cycling first.

Adoption of Clear Goals and Easily Measurable Benchmarks

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

Missing Facilities

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

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

Sincerely,

Steve Schweigerdt
Trail Development Manager, Western Region

Tang, Stacy

From: Lesguttman@aol.com
Sent: Wednesday, November 16, 2011 10:23 AM
To: Yusuf, Abu
Subject: SAY NO! TO Sepulveda bikeway

I am a homeowner along the proposed bikeway route along the Sepulveda Flood Control Channel in Mar Vista that runs between Venice and Palms Blvd.

PLEASE DO NOT put a bikeway along this route. You should know that this flood control corridor has been the source of extreme vandalism, graffiti, theft and gunfire over the years and needs to be strictly cordoned off and restricted. Anything less jeopardizes the safety and integrity of the homeowners who live along the channel.

There exists a parallel bikeway along McLaughlin Avenue just a few feet away. No need to duplicate... spend the city/county's money more wisely and avoid redundancy...

I favor bikeways in general... however, this particular proposal is redundant, threatening to the neighborhood's security and a waste of time and money.

LES GUTTMAN
11488 Biona Drive
Los Angeles, 90066

Tang, Stacy

From: Diane Karp [theman11507@verizon.net]
Sent: Tuesday, November 15, 2011 5:36 PM
To: Yusuf, Abu
Cc: Alexander King
Subject: Sepulveda Channel

Dear Mr. Yusuf,

I am aware that you have been hearing from my neighbors about the proposed bike path along the .06 mile stretch of the Sepulveda Channel. I am writing to let you know that I also am opposed to this and ask that you and all involved consider amending the proposed .6 mile path along the Sepulveda Channel from the bicycle master plan. This plan subjects all of us neighbors along this path to Graffiti, theft, trash in the wash, and many other illegal activities that already take place in the open, not to mention what opening up this hidden area will do to allow more of these type of activities to take place.

I am going to do whatever it takes to stop this from going through to protect us from what will be a very potentially dangerous situation.

With Best Regards and Respect,

Diane Karp
3727 Coolidge Ave.
Los Angeles, Ca. 90066

Tang, Stacy

From: Jerard Wright [wrightconcept@gmail.com]
Sent: Tuesday, November 15, 2011 9:33 PM
To: Rruiz@planning.lacounty.gov; Yusuf, Abu
Cc: Darrell Clarke
Subject: Sierra Club - Bike Plan Letter of Support
Attachments: Sierra Club Comments County Bike Plan.doc

To the Honorable Regional County Planning Staff,

See attached letter as a submission of comments from the Sierra Club Angeles Chapter Transportation Committee.

--

Wright Concept

Jerard Wright

(323) 919-9424

wrightconcept@gmail.com

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



(213) 387-4287 phone
(213) 387-5383 fax
www.angeles.sierraclub.org

November 15, 2011

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

Re: Bike Master Plan Update

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

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

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

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

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

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

Setting Clear Benchmarks

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

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

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

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

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

ⁱⁱ Promotion of Cycling Directorate General for Internal Policies, Structural and Cohesion Policies. European Parliament, 2010. Accessed 14 November 2011.