



County of Los Angeles Bicycle Master Plan

Regional Planning Commission Public Hearing



January 11, 2012

Public Hearing



County of Los Angeles

Bicycle Master Plan

Final Plan - December 2011





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Plan changes: Infrastructure

	February 2011 Draft	Draft Plan for Approval
Total Mileage	695 miles	832 miles
Total Cost	\$285 million	\$331 million

Planning Areas	Existing Bikeways			Proposed Bikeways			
	Class I	Class II	Class III	Class I	Class II	Class III	Other
Antelope Valley	3.2	3.8	0.2	24.2	95.9	131.8	407.8
East San Gabriel Valley	7.5	7.6	9.4	25.1	22.9	26.6	3.9
Gateway	45.9	1.0	9.7	25.2	31.0	30.6	4.9
Metro	-	2.3	-	42.1	49.4	40.4	-
San Fernando Valley	-	1.5	-	9.7	41.1	21.4	42.1
Santa Clarita Valley	-	2.4	0.9	0.6	49.1	26.9	12.0
Santa Monica Mountains	-	0.5	-	2.2	0.9	6.3	-
South Bay	8.9	1.1	-	16.5	1.7	7.5	-
West San Gabriel Valley	23.3	-	0.7	16.8	29.1	40.4	-
Westside	11.5	-	2.6	16.5	33.4	108.5	-
Total Mileage	100.3	20.2	23.5	2.7	42.6	8.3	0.9
				9.2	14.8	9.6	4.9
				8.9	15.9	28.6	5.2
				9.1	17.1	34.3	-
				2.5	6.9	5.9	-
				3.2	224.6	289.7	29.9
				69.4	273.8	453.6	22.8
				71.8			



Plan changes: Policies & Design Toolbox

- Support innovative bicycle treatments such as colored bicycle lanes, raised bicycle lanes, buffered bicycle lanes, cycle tracks, and bicycle boxes.
- Promote the use of innovative treatments.
- Apply for and implement experimental projects utilizing innovative treatments where cost effective and where such projects enhance the safety of bicycles, pedestrians, and motorists.





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Issues identified at November 16, 2011 Public Hearing

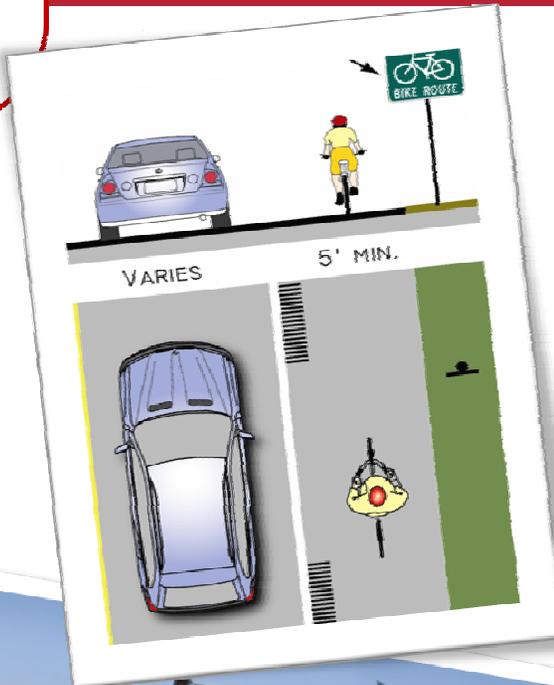


1. More Class II Bike Lanes.
2. Modification to a section of Sepulveda Channel Bike Path due to security and safety concerns.
3. Additional signage along Class III Bike Routes.
4. Network prioritization criteria related to income and obesity.
5. Educational programs for drivers.
6. Cycle tracks and the Model Design Manual for Living Streets.
7. Additional bike facilities in specific unincorporated County islands.



More Class II Bike Lanes in lieu of Class III Bike Routes

1



- Rural Class III Bike Routes will require widening and shoulder improvements.
- Added additional design considerations for Shoulder Bikeways in the Design Toolbox.
- Added Section 1.5 - Explaining the process for updating and changing the recommendations in the Plan based on public input.
- Upgraded 3.4 miles of Class III Bike Route to Class II Bike Lane on Elizabeth Lake Road within the Lake Hughes town center.



2

Modification to the Sepulveda Channel Bike Path in Mar Vista



- Community Concerns related to crime and security.
- Project has low priority.
- Slated for implementation between 2027 and 2032.
- Project will be thoroughly vetted with the community and law enforcement before the County proceeds with the project.



3

Signage along Class III Bike Routes to reduce vehicular speed



- California State law requires local agencies to conform to uniform standards.
- Current manuals do not contain signs that require Motorists to reduce speeds along Bike Routes.
- For urban areas bike routes are not recommended along high speed roadways.
- Modified the Plans Design Toolbox to provide a buffer zone for rural Bike Routes.
- Signage and striping can be installed along Bike Routes to heighten motorists awareness of bicyclists presence, such as “Share the Road” signs.
- Bicycle Boulevards can include traffic calming measures to reduce vehicular speeds.



4

Network Prioritization vs. Distribution of Income and Obesity

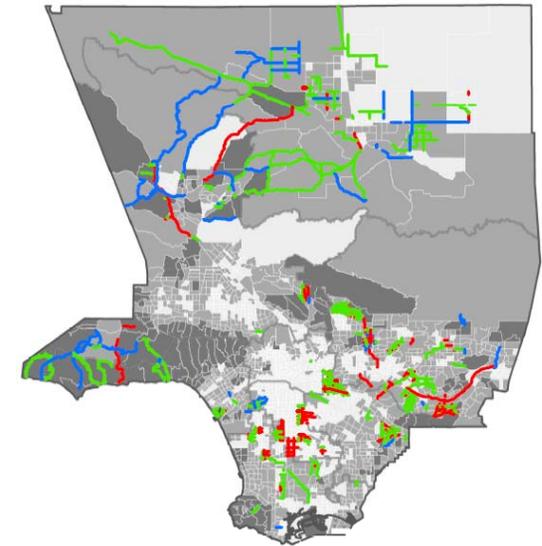
Project Phasing vs. Income Distribution

Bike Phases

- Phase 1
- Phase 2
- Phase 3

Median Income

- ≤ \$40,000
- \$40,000.01 - \$80,000
- > \$80,000



Distribution of proposed bikeways per implementation phase

Income (\$)	Population	Phase 1	Phase 2	Phase 3
≤ 40,000	47%	47%	19%	19%
40,000.1 - 80,000	46%	38%	66%	73%
> 80,000	7%	15%	15%	9%

Note:

- 1) Median Household Income for census tracts in Los Angeles County was obtained from the 2000 Census.
- 2) Based on data from the Department of Labor, the 2011 Lower Living Standard Income Level for Los Angeles County for a family of four is \$40,035.



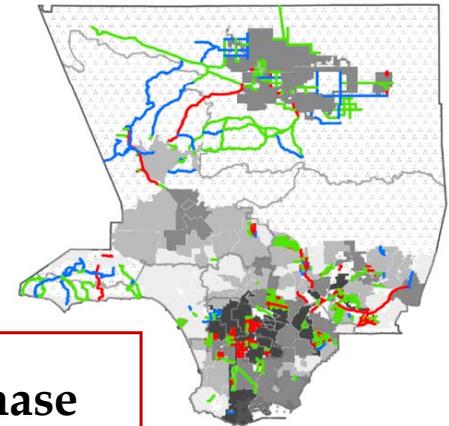
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4 Network Prioritization vs. Distribution of Income and Obesity

Project Phasing vs. Adult Obesity



Distribution of proposed bikeways per implementation phase

Obesity (%)	Population	Phase 1	Phase 2	Phase 3
8.4 - 16.4	17%	21%	13%	20%
16.7 - 23.4	32%	16%	30%	9%
23.6 - 29	30%	13%	29%	49%
29.3 - 39.9	21%	50%	27%	22%

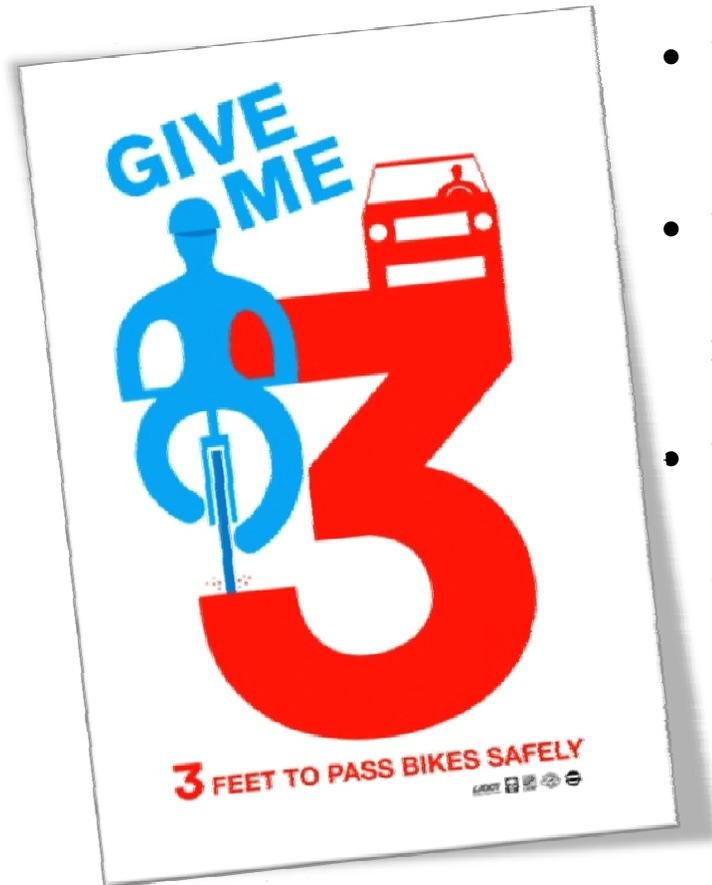
Note:

- 1) Adult obesity prevalence data from 2007, obtained from the 2011 Report on Obesity and related Mortality in Los Angeles County prepared by County Department of Public Health .
- 2) Obesity data is shown for areas with population > 5000 and communities with discrete boundaries.
- 3) 324 miles of the proposed 831 miles falls within the areas where the obesity data was collected.



5

Education Programs to target Motorists



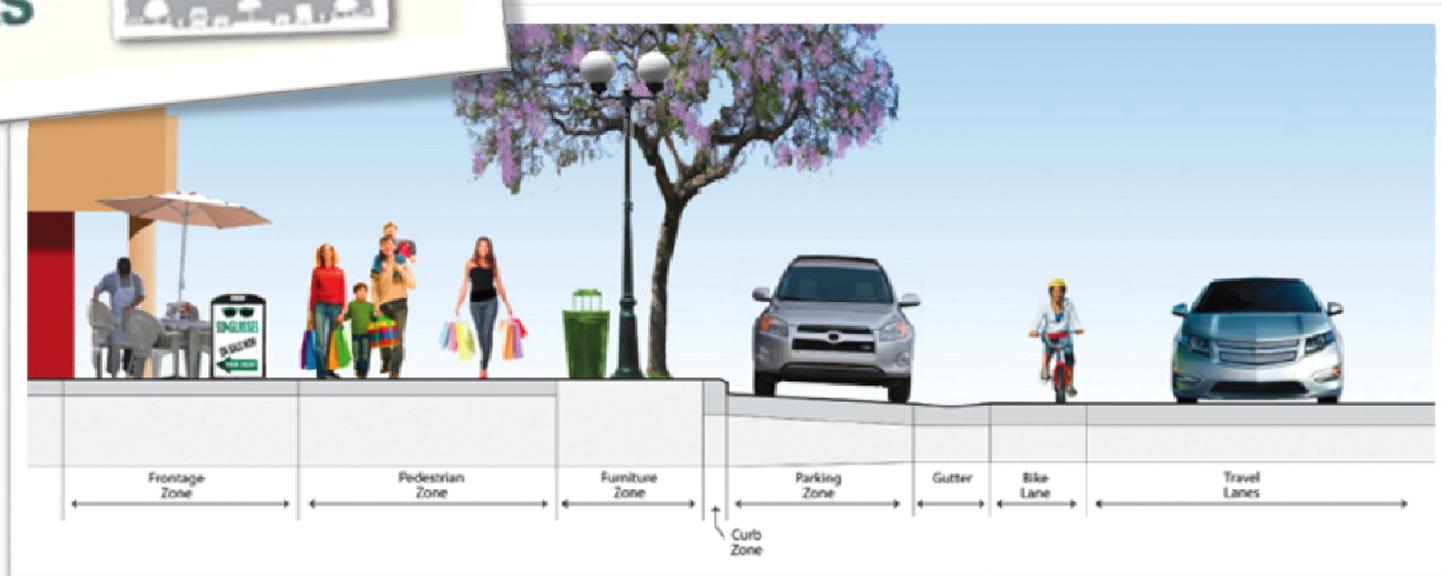
- Difficult and expensive to target motorists only.
- Utilize planned education programs and public awareness campaigns.
- Use high profile public awareness campaigns to educate motorists to be aware of and share the road with bicyclists.
- Use Bicycle Rodeos and other family community events to provide education to motorists and cyclists of all ages and skill levels.



6

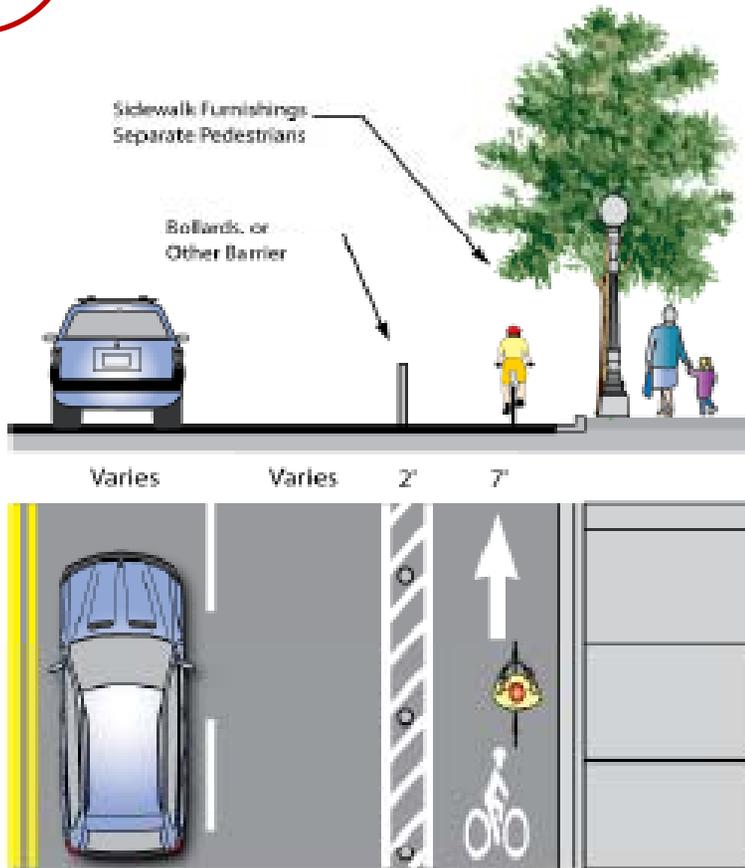
Innovative Bicycle Treatments

- Support use of the Model Design Manual for Living Streets.
- Added Section F.5.5 Innovative Bicycle Treatments which includes cycle tracks and other designs.
- Commitment to implement experimental projects.





6 Innovative Bicycle Treatments



Cycle Track



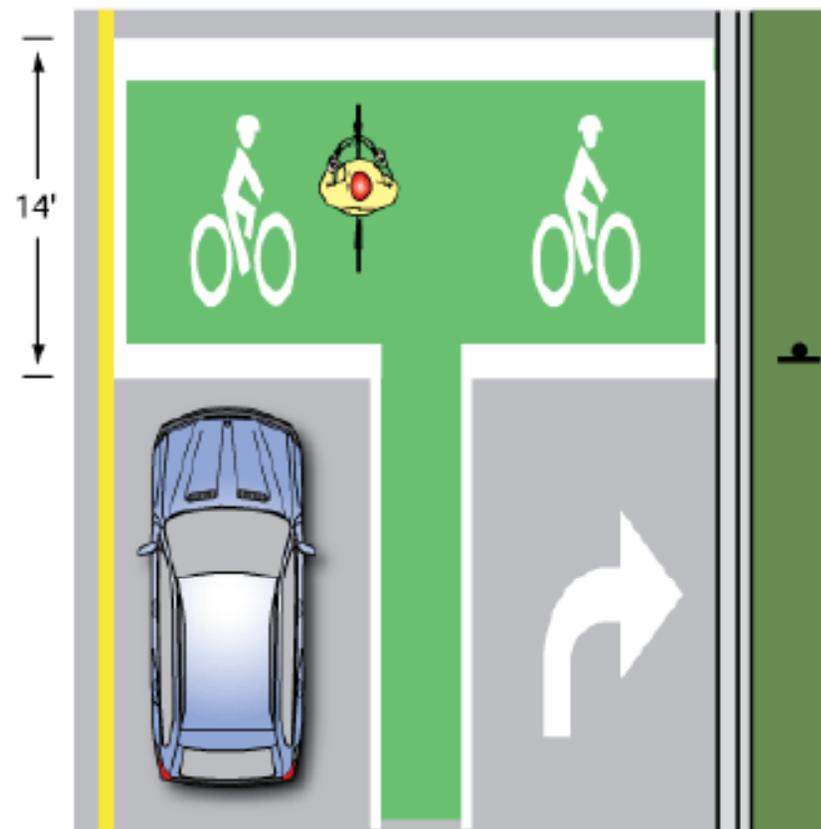
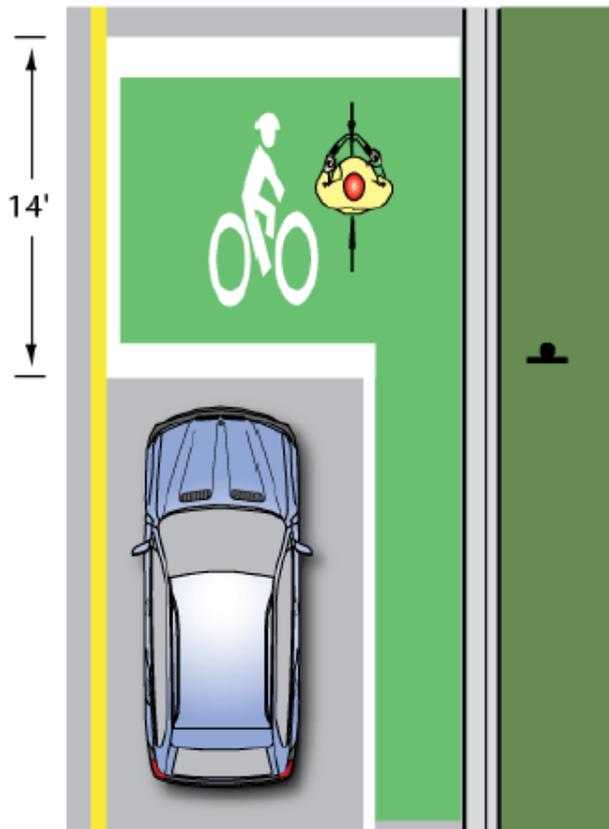
Buffered Bike Lane



6

Innovative Bicycle Treatments

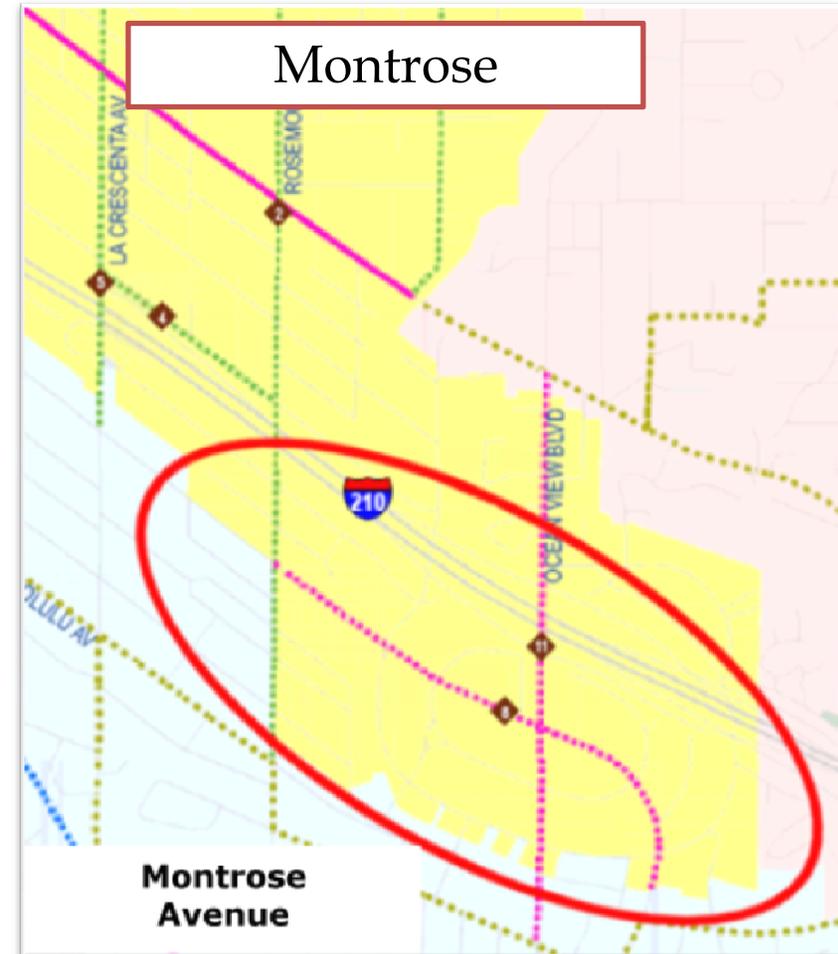
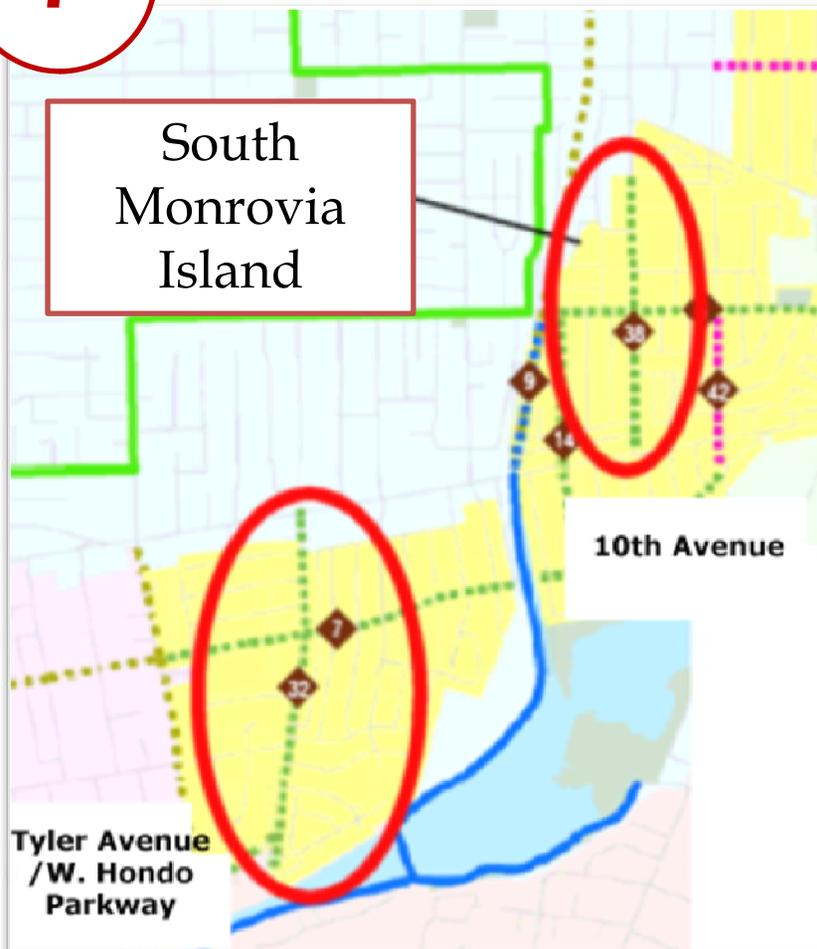
Bicycle Box





7

Additional Bicycle Facilities





Environmental Review



- Draft Final Environmental Impact Report (FEIR) has been prepared.
- FEIR analyzed the potential for significant environmental impacts associated with the Plan.
- FEIR includes a Mitigation Monitoring and Reporting Program. The Program will assist in mitigating or reducing significant adverse effects of implementation of the Plan to an acceptable level.



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Recommended Motion

RESOLUTION

THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES

PROJECT NO. R2011-00874
ADVANCE PLANNING CASE NO. 201100008
PLAN AMENDMENT CASE NO. 201100005
ENVIRONMENTAL CASE NO. 201100124

Regional Planning Commission
approve the resolution recommending
that the Board of Supervisors:

- Hold a public hearing
- Approve the Bicycle Master Plan
- Certify the EIR



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Thank You