

Appendix C. Relationship to Existing Plans and Policies



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The Plan coordinates with the existing plans and policies of the State of California, Los Angeles County and other agencies. During development of the Plan, other state, county and local plans and policies were reviewed and are outlined in this Appendix. This Plan was developed to be consistent with these policies and plans to the greatest extent possible. Close coordination with other jurisdictions will be necessary during the implementation of this plan.

Appendix C presents a summary of the following existing plans and policies:

State Legislation and Policies

- State Legislation: AB 32 (Global Warming Solutions Act), SB 375 (Sustainable Communities and Climate Protection Act of 2008), AB 1358 (Complete Streets Act of 2008)

Countywide Plans and Policies:

- Draft County of Los Angeles General Plan
- Unincorporated Area wide and Community Specific Plans
- County of Los Angeles Plan of Bikeways (1975)
- Los Angeles River Master Plan (1996)
- San Gabriel River Corridor Master Plan (2006)
- Los Angeles County Code
- Metro Bicycle Transportation Strategic Plan (2006)

Municipal Bicycle Planning Documents:

- City of Burbank Bicycle Master Plan Update (2009)
- Claremont Bicycle Plan (2007)
- City of Glendale Bikeway Master Plan (1995)
- City of San Fernando Bicycle Master Plan (2007)
- City of Santa Clarita Non-Motorized Transportation Master Plan (2008)
- Whittier Bicycle Transportation Plan (2008)
- Los Angeles River Revitalization Master Plan (2007)
- West Hollywood Bicycle and Pedestrian Master Plan (2003)
- Temple City Bicycle Master Plan (2011)
- City of Los Angeles Bicycle Master Plan Update (2011)
- Pasadena Bicycle Master Plan
- Culver City Bicycle and Pedestrian Master Plan (in progress)

Relevant Planning Studies:

- Enhanced Public Outreach Project (2004)
- Eastside Light Rail Bike Interface Plan (2006)
- Coyote Creek Trail Master Plan (2008)
- Bicycle Plans in Adjacent Counties

C.1 State Legislation and Policies

In recent years the State of California has enacted numerous pieces of legislation that directly or indirectly affect the development of a bicycle network in the County of Los Angeles. Recent regulatory initiatives including Assembly Bill 32 (AB 32) and Senate Bill 375 (SB 375) have created a mandate to consider project impacts upon greenhouse gas (GHG) emissions to limit the effects of global warming. A key issue related to GHG emissions is that vehicular travel contributes significantly to overall emissions. Statewide, transportation emissions from vehicles generate over one-third of overall emissions. At a municipal level, transportation may contribute more than 50 percent to citywide or countywide emissions. AB 32, passed in 2006, directed the California Air Resources Board (ARB) to begin developing early action plans to reduce greenhouse gas emissions and to develop a scoping plan to identify how to achieve the 2020 greenhouse gas emissions reductions. Senate Bill 375, which was signed into law September 2008, implements AB 32 by addressing emissions related to land-use and transportation.

This Bicycle Master Plan will play a major role in promoting non-motorized transportation. Addressing transportation emissions can include encouraging walking, bicycling, and utilizing transit, in turn reducing passenger vehicle trips - “the largest single source of greenhouse gas emissions in California, accounting for 30 percent of the total¹.” When developing strategies to reduce GHG emissions through increased use of alternative transportation, it is also important to differentiate between recreational walking and bicycling and utilitarian non-motorized transportation. Replacing a regular, utilitarian automobile trip with a non-motorized trip allows the traveler to fulfill the same trip purpose, whether it is work, school, or shopping travel, among others. However, while infrastructure may increase bicycling trips as a recreational activity, these trips do not necessarily replace other irregular or infrequent recreational trips using automobiles.

C.1.1 SB 375: Redesigning Communities to Reduce Greenhouse Gasses

Senate Bill 375 enhances California’s ability to reach its AB 32 goals by promoting good planning with the goal of more sustainable communities. Under the law, the California Air Resources Board (ARB) has until September 2010 to develop regional GHG emission reduction targets for passenger vehicles, which account for a third of the state’s GHG emissions. ARB is required to establish targets for 2020 and 2035 for each region covered by one of the State’s 18 metropolitan planning organizations (MPOs). Each of California’s MPOs will then prepare a “sustainable communities strategy (SCS)” that demonstrates how the region will meet its GHG reduction target through integrated land use, housing and transportation planning. Once adopted by the MPO, the SCS will be incorporated into that region’s federally enforceable regional transportation plan (RTP). ARB is also required to review each final SCS to determine whether it would, if implemented, achieve the GHG emission reduction target for its region.

On June 30, 2010, ARB released its *Draft Regional Greenhouse Gas Emission Reduction Targets for Automobiles and Light Trucks Pursuant to Senate Bill 375*. In the draft report, the Southern California Association of Governments (SCAG), the MPO for the project area, agreed to preliminary per capita reduction targets of 3% and 6% at years 2020 and 2035, respectively, compared to base year 2005 per capita emissions levels. Official reduction targets were recommended in the fall of 2010. For the SCAG region, individual sub regions will develop their own SCS.

¹<http://gov.ca.gov/fact-sheet/10707/>

SB 375 offers subregions the flexibility to develop appropriate strategies to address the region's GHG reduction goals, including the use of land use and transportation policy.ⁱⁱ The implementation of the Bicycle Master Plan can be a supporting policy to the SCS. The County of Los Angeles participates in multiple SCAG subregions and will have to coordinate closely with other subregional bodies in the development of the SCS. The close alignment of the strategies to achieve both increased bicycle use and a reduction in GHG emissions offers an opportunity for garnering the necessary support to implement the Bicycle Master Plan.

C.1.2 AB 1358: The Complete Streets Act of 2008

AB 1358 was signed into law in September, 2008. Commencing on January 1, 2011, the bill will require that complete street policies be included in the circulation element of city and county general plans when they undergo a substantive revision. Complete streets are defined as highways and city streets that provide routine accommodation to all users of the transportation system, including motorists, pedestrians, bicyclists, individuals with disabilities, seniors, and users of public transportation.

The adoption of complete streets policy language has goals in common with both the greenhouse gas bills (AB 32 and SB 375) as well as the Bicycle Master Plan. As described in the Section 2.g of AB 1358: "In order to fulfill the commitment to reduce greenhouse gas emissions, make the most efficient use of urban land and transportation infrastructure, and improve public health by encouraging physical activity, transportation planners must find innovative ways to reduce vehicle miles traveled and to shift from short trips in the automobile to biking, walking, and use of public transit."

Of note and related to AB 1358, the California Department of Transportation (Caltrans) adopted two policies in recent years relevant to bicycle planning initiatives such as this Bicycle Master Plan. Similar to AB 1358, Deputy Directive 64 (DD-64-R1) sets forth that Caltrans addresses the "safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding."

In a more specific application of complete streets goals, Traffic Operations Policy Directive 09-06 features bicycle detection requirements. Specifically, 09-06 requires that new and modified signal detectors provide bicyclist detection if they are to remain in operation. Further, the standard states that new and modified bicycle path approaches to signalized intersections provide bicycle detection or a bicyclist pushbutton if detection is required.

C.2 Countywide Plans and Policies

This section describes the countywide plans and policies which most directly influence the development of the County of Los Angeles Bicycle Master Plan. These plans and policies have been reviewed to ensure that the Bicycle Master Plan is consistent with existing County of Los Angeles plans and policies. A summary of countywide plans and policies follows.

ⁱⁱ According to the SCAG Framework and Guidelines for Subregional Sustainable Communities Strategy
http://www.scag.ca.gov/sb375/pdfs/SB375_FrameworkGuidelines040110.pdf

C.2.1 Draft County of Los Angeles General Plan (2010)

The County of Los Angeles is currently updating its General Plan and a draft is available for public review at <http://planning.lacounty.gov>.

The primary theme of the General Plan is sustainability and includes many policies that promote healthy, livable, and sustainable communities. Of the five major goals of the plan, bicycling can help address three:

- Smart Growth
- Adequate Community Services and Infrastructure
- Healthy, Livable and Equitable Communities

C.2.1.1 Mobility Element

As a sub-element to the Mobility Element, the Bicycle Master Plan will conform most closely to the goals and policies of that element. However, the Bicycle Master Plan will also support the goals and policies of other General Plan elements. Table C-1 shows the Mobility Element Goals, Policies and Implementation Actions most relevant to the development of the Bicycle Master Plan. The text below reflects the Mobility Element's focus on multi-modal and active transportation.

Mobility policies create a well-connected transportation network; help walking and biking become more practical modes of transport; support increased densities and a mix of uses in transit-oriented and pedestrian districts; conserve energy resources; reduce greenhouse gas emissions and air pollution; and continue to accommodate auto mobility on the County's streets and highways. The California Complete Streets Act of 2007 requires that the transportation plans of California communities meet the needs of all users of the roadway including pedestrians, bicyclists, users of public transit, motorists, children, the elderly, and the disabled. Complete Streets planning requires planning for all modes of travel, with the goal of making roads that are safer and more convenient places to walk, ride a bike, or take transit. Additionally, safer roads enable more people to gain the health benefits of choosing an active form of transportation, and benefit everyone by reducing traffic congestion, auto-related air pollution, and the production of climate-changing greenhouse gases.

Table C-1: Relevant Goals, Policies and Implementation Actions from the County of Los Angeles General Plan Mobility Element

GOAL M-1: An accessible transportation system that ensures the mobility of people and goods throughout the County.

Policy M 1.1: Expand the availability of transportation options throughout the County.

Policy M 1.2: Encourage a range of transportation services at both the regional and local levels, especially for transit dependent populations.

Policy M 1.3: Sustain an affordable countywide transportation system for all users.

Policy M 1.4: Maintain transportation right-of-way corridors for future transportation uses.

Policy M 1.5: Support the linking of regional and community level transportation systems.

GOAL M-2: An efficient transportation system that effectively utilizes and expands multimodal transportation options.

Policy M 2.1: Encourage street standards that embrace the complete streets concept, which designs roadways for all users equally including pedestrians, bicyclists, motorists, people with disabilities, seniors, and users of public transit.

Policy M 2.2: Expand transportation options throughout the County that reduce automobile dependence.

Policy M 2.3: Reduce Vehicle Miles Traveled (VMT) and vehicle trips through the use of alternative modes of transportation...

Policy M 2.4: Support smart-growth street design, such as traditional street grid patterns and alleyways.

Policy M 2.5: Expand bicycle infrastructure and amenities throughout the County for both transportation and recreation

Policy M 2.6: Ensure bike lanes, bike paths, and pedestrian connectivity in all future street improvements.

Policy M 2.7: Reduce parking footprints.

Policy M 2.8: Require a maximum level of connectivity in transportation systems and community-level designs.

Implementation Action M 2.1: Establish a task force to study and evaluate the design guidelines and standards for sidewalks, bike lanes and roads in the County.

GOAL M-4: A transportation system that ensures the safety of all County residents.

Policy M 4.1: Design roads and intersections that protect pedestrians and bicyclists and reduce motor vehicle accidents.

Implementation Action M 4.1: Develop a traffic calming initiative to increase the safety and use of alternative modes of transportation that targets intersection improvements and residential streets. Change the County code to allow narrower roads and enhanced sidewalks where appropriate.

GOAL M-5: A financially sustainable countywide transportation system.

Policy M 5.1: Support dedicated funding streams for the maintenance and improvement of County transportation systems.

GOAL M-6: Effective inter-jurisdictional coordination and collaboration in all aspects of transportation planning.

Policy M 6.1: Expand inter-jurisdictional cooperation to ensure a seamless, inter-modal, and multimodal regional transportation system.

Policy M 6.3: Support the County Bikeway Plan and continue development of a regional coordinated system of bikeways and bikeway facilities.

Policy M 6.4: Encourage local bikeway proposals and community bike plans.

Implementation Action M 6.1: Develop a TDM Management Ordinance that requires bicycle parking in schools, public buildings, major employment centers, and major commercial districts. This ordinance could also apply to select new developments adjacent to transit centers, major employment centers, and major commercial districts to promote alternatives to the automobile.

Implementation Action M 6.2: Participate in the creation of the County Bicycle Master Plan Update Program with the Department of Public Works.

The Mobility Element notes the importance of linking transportation and land use planning to create sustainable communities. The County has historically planned with the goal of moving the highest number of automobiles as possible, but the updated Mobility Element envisions a multimodal transportation system with a greater investment in transit, pedestrian, and bicycle infrastructure.

For any transportation system to be effective, all aspects – streets, freeways, public transit, highways, sidewalks, bicycle facilities, and freight movement – must be comprehensively coordinated with land use planning. Land use and mobility are inextricably linked: low density sprawl with single use development encourages driving. Alternatively, denser, communities with a mix of land uses that encourages transit use, walking, and biking are healthier and sustainable...

Congested roadways and high on-street parking demand create insufficient space adjacent to the road to accommodate widening for bike lanes. In addition, a frequent complaint of bicyclists is the absence of adequate facilities to secure their bicycles at public and private buildings or facilities. Many of the commercial corridors in the mature urban areas are underutilized and in need of redevelopment. Strengthening mixed land uses and promoting compact development in these areas, in concert with design standards for rights-of-way, will help encourage walking and bicycling for shorter trips, as well as make transit more accessible.

C.2.1.2 Land Use Element

The Land Use Element of the General Plan addresses Public Health, due to the growing awareness of how land use development affects public health issues at the community level. Improving the overall condition of the County's public health and well-being through innovative and health-conscious land use planning is a goal of the General Plan. According to the Centers for Disease Control and Prevention (CDC), there has been a dramatic increase in obesity in the United States during the past 20 years.ⁱⁱⁱ The CDC has underscored the connection between urban planning and public health, given the evidence that certain urban design and land use policies significantly increase the amount of time people engage in physical activity.

The goal of the Bicycle Master Plan is to promote an active and healthy lifestyle by encouraging more people to ride bicycles, and providing more bikeways and bicycle infrastructure within the County to accommodate bicyclists. Expansion of the bikeway network within the County will also result in improving the safety of existing road users. According to Statewide Integrated Traffic Records System (SWITRS) data, there were over 50,000 motor vehicle collisions involving bicyclists and pedestrians between 2003 and 2008 statewide.

Some of the relevant Goals and Policies from the Land Use Element are shown below:

Goal LU-8: Land use patterns and community infrastructure that promote health and wellness.

- **Policy LU 8.1:** Promote community health for all neighborhoods.
- **Policy LU 8.2:** Direct resources to areas that lack amenities, such as transit, clean air, grocery stores, bike lanes, parks, and other components of a healthy community.
- **Policy LU 8.3:** Encourage patterns of development, such as sidewalks and walking and biking paths that promote physical activity and discourage automobile dependency.

ⁱⁱⁱ Centers for Disease Control and Prevention report on Obesity Trends: <http://www.cdc.gov/obesity/data/trends.html>

C.2.1.3 Air Quality Element

By encouraging active transportation, the Bicycle Master Plan can also help reduce mobile source emissions throughout the County of Los Angeles. Some of the relevant goals and policies are shown below:

Goal AQ-2: The reduction of air pollution and mobile source emissions through coordinated land use, transportation and air quality planning.

- Policy AQ 2.4: Enhance incentive programs for County employees to utilize alternative transportation options, particularly active transportation such as walking and biking.
- Policy AQ 2.8: Reduce emissions due to traffic congestion and vehicle trips through increased infrastructure that supports alternative modes of transportation.

C.2.1.4 General Plan Implementation

The County General Plan will be implemented in three phases. Phase 1 indicates the highest priority implementation programs, and should be initiated within the first two years of adoption of the General Plan. Phases 2 and 3 should be initiated three and five years from adoption, respectively. Programs designated as ongoing represent actions that must be done on an annual or ongoing basis for General Plan implementation. Table C-2 shows County General Plan implementation programs relevant to the County Bicycle Master Plan:

Table C-2: Plan Implementation

Implementation Program	Actions	General Plan Policies	Phase 1 (0-2 years)	Phase 2 (3-5 years)	Phase 3 (5-10 years)	Ongoing
Complete Streets Ordinance	Prepare a Complete Streets Ordinance that considers the following: Standards for streets, including rural streets, sidewalks, bike lanes and other road amenities to implement Complete Streets. Traffic calming measures for intersections and residential streets that increase the safety and use of alternatives modes of transportation.	Mobility Element Policies: 2.1, 2.2, 2.3, 2.8, 5.3, 6.6	-	X	-	-
Multimodal Transportation Incentives Ordinance*	Prepare a Multimodal Transportation Incentives Ordinance that encourages the provision of multimodal transportation amenities, such as bicycle parking in schools, public buildings, major employment centers, and commercial districts.	Economic Development Element Policies: 3.3	-	-	X	-

*The Department of Regional Planning is currently developing a Healthy Design Ordinance, which will include standards for bike related facilities.

Alternative Transportation and Mobility Program

The Alternative Transportation and Mobility Program addresses the goal to provide communities with access to multi-modal transportation options. This program focuses on improving the pedestrian and mobility environment.

Responsible Agencies: DRP, DPW, Department of Parks and Recreation (DPR), Los Angeles County Metropolitan Transportation Authority (Metro), CEO

C.2.2 Unincorporated Area wide and Community Specific Plans

The Los Angeles County General Plan is the foundation for all other land use plans that are created in the unincorporated County. These community planning efforts are supplemental components of the General Plan and must be consistent with general Plan goals and policies.

Many of these plans include regional or community-level policies regarding circulation, recreational facilities and bikeway facilities. Additionally, certain area and community plans are currently being updated through comprehensive, community-based efforts. All potential bikeways and support facilities that have been identified in these plans and update efforts were reviewed, and included in the Bicycle Master Plan based on their feasibility and relevance to the countywide bikeway network. The County's supplemental land use plans are listed below:

- Santa Clarita Valley Area Plan (Adopted 1984; currently being updated)
- Antelope Valley Area Plan (Adopted 1986; currently being updated)
- Hacienda Heights Community Plan (Adopted 1978; currently being updated)
- Rowland Heights Community Plan (Adopted 1981)
- Altadena Community Plan (Adopted 1986)
- Walnut Park Walnut Park Neighborhood Plan (Adopted 1987)
- East Los Angeles Community Plan (Adopted 1988)
- West Athens/Westmont Community Plan (Adopted 1990)
- Twin Lakes Community Plan (Adopted 1991)
- Santa Monica Mountains North Area Plan (Adopted 2000)
- Florence-Firestone Community Plan (currently being created)
- Santa Catalina Island Local Coastal Plan (Adopted 1983);
- Marina Del Rey Land Use Plan (Adopted 1996);
- Malibu Land Malibu Land Use Plan (Adopted 1986; currently being updated as the Santa Monica Mountains Coastal Zone Plan).
- Fair Oaks Ranch (Adopted 1986)
- Canyon Park Canyon Park(Adopted 1986)
- La Vina(Adopted 1989)
- Northlake (Adopted 1993)
- Newhall Ranch (Adopted 1999)
- East Los Angeles Third Street Specific Plan (currently being created)

C.2.2.1 Antelope Valley Area Plan Mobility Element Goals and Policies

Travel Demand Management

Goal M 1: Land use patterns that promote alternatives to automobile travel.

Policy M 1.3: Encourage new parks, recreation areas, and public facilities to locate in existing rural towns and rural town centers.

Policy M 1.4: Promote alternatives to automotive transit in existing rural towns and rural town centers by linking adjoining areas through pedestrian walkways, trails, and bicycle routes.

Goal M 2: Reduction of vehicle trips and emissions through effective management of travel demand, transportation systems, and parking.

Policy M 2.4: Develop multi-modal transportation systems that offer alternatives to automobile travel by implementing the policies regarding regional transportation, local transit, bicycle routes, trails, and pedestrian access contained in this Mobility Element.

Policy M 2.5: As residential development occurs in communities; require transportation routes, including alternatives to automotive transit, link to important local destination points such as shopping, services, employment, and recreation.

Bikeways and Bicycle Routes

Goal M 9: A unified and well-maintained bicycle transportation system throughout the Antelope Valley with safe and convenient routes for commuting, recreation, and daily travel.

Policy M 9.1: Implement the adopted Bikeway Plan for the Antelope Valley in cooperation with the cities of Lancaster and Palmdale. Ensure adequate funding on an ongoing basis.

Policy M 9.2: Along streets and highways in rural areas, add safe bicycle routes that link to public facilities, a regional transportation hub in Palmdale, and shopping and employment centers in Lancaster and Palmdale.

Policy M 9.3: Ensure that bikeways and bicycle routes connect communities and offer alternative travel modes within communities.

Policy M 9.4: Encourage provision of bicycle racks and other equipment and facilities to support the use of bicycles as an alternative means of travel.

Pedestrian Access

Goal M 11: A continuous, integrated system of safe and attractive pedestrian routes linking residents to rural town centers, schools, services, transit, parks, and open space areas.

Policy M 11.2: Within rural town centers, require that highways and streets provide pleasant pedestrian environments and implement traffic calming methods to increase public safety for pedestrians, bicyclists, and equestrian riders.

Policy M 11.4: Within rural town centers, require that parking be located behind or beside structures, with primary building entries facing the street. Require direct and clearly delineated pedestrian walkways from transit stops and parking areas to building entries.

C.2.2.2 Santa Clarita Valley Area Plan (One Valley, One Vision)

Land Use Goals and Policies

Goal LU 3: Healthy and safe neighborhoods for all residents.

Policy LU 3.2.2: In planning residential neighborhoods, include pedestrian linkages, landscaped parkways with sidewalks, and separated trails for pedestrians and bicycles, where appropriate and feasible.

Goal LU 5: Enhanced mobility through alternative transportation choices and land use patterns.

Objective LU 5.1: Provide for alternative travel modes linking neighborhoods, commercial districts, and job centers.

Policy LU 5.1.1: Require safe, secure, clearly-delineated, adequately-illuminated walkways and bicycle facilities in all commercial and business centers.

Policy LU 5.1.2: Require connectivity between walkways and bikeways serving neighborhoods and nearby commercial areas and schools.

Circulation Goals and Policies

Goal C 1: An inter-connected network of circulation facilities that integrates all travel modes, provides viable alternatives to automobile use, and conforms with regional plans.

Objective C 1.1: Provide multi-modal circulation systems that move people and goods efficiently while protecting environmental resources and quality of life.

Policy C 1.1.1: Reduce dependence on the automobile, particularly single-occupancy vehicle use, by providing safe and convenient access to transit, bikeways, and walkways.

Policy C 1.1.4: Promote public health through provision of safe, pleasant, and accessible walkways, bikeways, and multi-purpose trail systems for residents.

Policy C 1.1.6: Provide adequate facilities for multi-modal travel, including but not limited to bicycle parking and storage, expanded park-and-ride lots, and adequate station and transfer facilities in appropriate locations.

Policy C 1.1.7: Consider the safety and convenience of the traveling public, including pedestrians and cyclists, in design and development of all transportation systems.

Goal C 6: A unified and well-maintained bikeway system with safe and convenient routes for commuting, recreational use and utilitarian travel, connecting communities and the region.

Objective C 6.1: Adopt and implement a coordinated master plan for bikeways for the Valley, including both City and County areas, to make bicycling an attractive and feasible mode of transportation.

Policy C 6.1.1: For recreational riders, continue to develop Class 1 bike paths, separated from the right-of-way, linking neighborhoods to open space and activity areas.

Policy C 6.1.2: For long-distance riders and those who bicycle to work or services, provide striped Class 2 bike lanes within the right-of-way, with adequate delineation and signage, where feasible and appropriate.

Policy C 6.1.3: Continue to acquire or reserve right-of-way and/or easements needed to complete the bicycle circulation system as development occurs.

Policy C 6.1.4: Where inadequate right-of-way exists for Class 1 or 2 bikeways, provide signage for Class 3 bike routes or designate alternative routes as appropriate.

Policy C 6.1.5: Plan for continuous bikeways to serve major destinations, including but not limited to regional shopping areas, college campuses, public buildings, parks, and employment centers.

Objective C 6.2: Encourage provision of equipment and facilities to support the use of bicycles as an alternative means of travel.

Policy C 6.2.1: Require bicycle parking, which can include bicycle lockers and sheltered areas, at commercial sites and multi-family housing complexes for use by employees and residents, as well as customers and visitors.

Policy C 6.2.2: Provide bicycle racks on transit vehicles to give bike-and-ride commuters the ability to transport their bicycles.

Policy C 6.2.3: Promote the inclusion of services for bicycle commuters, such as showers and changing rooms, as part of the review process for new development or substantial alterations of existing commercial or industrial uses, where appropriate.

C.2.2.3 Santa Monica North Area Plan (2000)

Goal VII 3: Alternative modes of travel for the single occupant automobile for local, commuter, and recreational trips.

Policy VII 22: Develop, and as part of new non-residential development, require the provision of priority park-and-ride lots and parking facilities for public transit vehicles, bicycles, and motorcycles to encourage these modes of transportation.

Policy VII 24: Promote bicycle use by requiring establishment of secure and adequate areas for the parking and storage of bicycles, showers, lockers, and other facilities at major employment and recreation destinations.

Policy VII 25: Develop and maintain a comprehensive system of bicycle routes within the planning area, as depicted on Map 8: Ventura Freeway Corridor Bikeway Plan, and provide appropriate support facilities for bicycle riders; incorporate bike lanes and/or bike use signage into local road designs wherever feasible.

C.2.2.4 Hacienda Heights Community Plan

Policy M 1.2: Promote the integration of multi-use regional trails, walkways, bicycle paths, transit stops, parks and local destinations.

Policy M 1.3: Ensure that bus stops are easily and safely accessible by foot, bicycle, or automobile.

Policy M 1.5: promote and expand the Park and Ride bus system, including providing bike parking facilities at Park and Ride locations.

Goal M 2: Safe and well-maintained bike routes and facilities.

Policy M 2.1: Upgrade existing Class III bike lane designations to Class II and make all new bike lanes Class II or better, where infrastructure permits.

Policy M 2.2: Install safe bike accommodations in appropriate places along Hacienda Boulevard, Colima Road and other well-traveled roads.

Policy M 2.3: Add and maintain new bike racks and lockers at major bus stops in commercial areas, and at all community facilities.

Policy M 2.4: Educate riders and motorists on how to safely share the road, for example through Share the Road signage and educational campaigns.

Implementation #6: Continue to improve traffic operations through signal upgrades, striping, signalization, improved public transit service, expanded bikeways and lanes, carpooling, pedestrian-friendly enhancements, and other improvements where needed.

Implementation # 11: Update Bikeway Master Plan for Unincorporated County Areas including Hacienda Heights.

C.2.2.5 Vision Lennox

- Hawthorne Green Line Station: add bike lane, station bicycle parking. Expanded bicycle storage facilities should be provided at the Green Line station. These facilities could include a bike station or automated bicycle parking at the station. (p. 21)
- Walking/jogging path along freeways. The Caltrans right-of-way just north of the I-105 freeway and the I-405 freeway is wide enough to construct a bike path that would connect four of the schools in Lennox. This bike path will need special crossing treatments at Inglewood Avenue and Hawthorne Boulevard. Access could be provided at the streets that currently end in cul-de-sacs. Interpretive signage, landscape, public art and other similar features could enhance this bike path into one of the most popular features in Lennox. (p. 25)
- Create a network of bikeways. Add bike lanes and bike routes along appropriate streets to develop an interconnected network that local cyclists could use to ride from home to school, the Green Line station, stores, Lennox Park, etc. Add the Class III bike routes (signed on-street bicycle routes) that are in the draft Countywide Bicycle Master Plan along 104th Street and 111th Street. Enhance these bike routes with “sharrows”– pavement markings indicating a shared bicycle lane – and destination signs. Add Class II bike lanes (striped on-street bike lanes) along Lennox Boulevard and Hawthorne Boulevard. Plan for a full bikeway network that may include Class III bike routes on other streets such as Buford Avenue, Firmona Avenue and Freeman Avenue.
- Construct pedestrian and bicycle improvements on school routes. Identify and construct street, sidewalk and intersection improvements that will enhance safety for students that walk or bicycle to school. Teach bicycle safety to students. Encourage students to walk and bicycle to school.(p. 26)
- Add bicycle parking. Install bicycle parking along retail corridors, at schools, Lennox Park, the Hawthorne Green Line Station, and other destinations. Given security concerns, bicycle parking at the Hawthorne Green Line Station will be best if done as a bike station with attendants or automated parking. (p. 26-27)

- Implement road diets and street reconfigurations. Remove travel lanes on appropriate streets to add bike lanes, widen sidewalks, improve pedestrian crossings, landscape, and enhance retail and/or residential neighborhoods (p. 27) See pages 27, 28 for configurations to add bike lanes along certain streets.
- Hold a periodic or regular “ciclovía” on Lennox Boulevard. On occasion, or on a regular basis, close all or part of Lennox Boulevard to cars, so that Lennox residents can use it to bicycle, walk, rollerblade, skateboard, relax, or hold farmers’ markets, etc. (p. 30)
- Implementation Action: Station bicycle parking (p. 36)
- Implementation Action: Bike racks throughout Lennox, improve bicycle network (p. 39)

C.2.2.6 Florence-Firestone Vision Plan

- Allow shared spaces in alleys. Transform alleys into livable shared spaces that may be used by cars, bikes, pedestrians and trucks. Activities to achieve this could include improved paving, fencing and signage. (p. 58)
- Prepare and implement a bicycle network plan. Create and then implement a bicycle plan. Improvements should include adding bike lanes, bike routes, and bike paths along appropriate streets and corridors. The goal of these improvements should be to develop an interconnected network that local cyclists could use to ride from home to the Blue Line station, schools, stores, parks and other destinations. Adopt the recommendations from the study conducted for Metro by the Los Angeles County Bicycle Coalition or incorporate these ideas into the bicycle plan.
- Add bicycle parking in key locations. Install bicycle parking along retail corridors and at schools, parks and other destinations. (p. 74)
- Pedestrian and bicycle improvements on school routes - Identify and construct street, sidewalk and intersection improvements that will enhance safety for students that walk or bicycle to school. The County should seek federal and State grants from Safe Routes to Schools funding sources. (p. 75)
- Recommended streets for road diets in Florence-Firestone include Nadeau Street, Hooper Avenue, Compton Avenue, Holmes Avenue. Recommended improvements include adding bike lanes, widening sidewalks, improving pedestrian crossings, and adding landscaping. (p. 76)

C.2.3 County of Los Angeles Plan of Bikeways (1975)

The previous bicycle plan for the County of Los Angeles was developed in 1975. At the time this plan was developed, there were 78 incorporated cities in the County, none of whom had adopted Bicycle Master Plans. The 1975 Plan of Bikeways proposed a countywide network of bikeways in both incorporated and unincorporated areas. The plan included over 170 “major bikeway corridors” and a proposed network of over 1,500 miles of bikeways. The conditions along many of these proposed “major bikeway corridors” may have changed in the intervening decades, requiring an updated analysis to determine their desirability and feasibility. Additionally, the updated County of Los Angeles Bicycle Master Plan differs significantly from the 1975 Plan of Bikeways in scope, as it focuses only on unincorporated areas and other County-controlled properties. However, the goals and policies of the plan still have relevance today, and provided the framework for the goals, policies and implementation actions recommended in this Bicycle Master Plan. Table C-3 lists the goals from the 1975 Plan of Bikeways.

Table C-3: County of Los Angeles Plan of Bikeways (1975) Goals

<p>GENERAL GOAL 1: Provide safer, more convenient bicycle facilities throughout Los Angeles County for transportation and recreation, as a viable alternative to automobile travel.</p> <p>Sub-Goal A: Promote citizen participation in the planning and financing of bicycle routes.</p> <p>Sub-Goal B: Plan and implement a coordinated interconnected system of bikeways and bikeway support facilities to enhance bicycle transportation.</p> <p>GOAL 2: Initiate a comprehensive safety education program for both bicyclists and motorists to improve safety on existing roadways.</p> <p>Sub-Goal A: Educate bicyclists, motorists and enforcement agencies in the proper operation of bicycles on our roadway transportation system.</p> <p>Sub-Goal B: Monitor accident and safety data to identify safety problems and their solutions.</p> <p>GOAL 3: Interface the Plan of Bikeways with existing and future modes of transportation as they are planned and implemented to ensure the development of a balanced coordinated transportation system which meets the needs of all the citizens of this County.</p> <p>Sub-Goal A: Coordinate the implementation of bikeways with other modes of transportation.</p>

C.2.4 Los Angeles River Master Plan (1996)

The County Board of Supervisors requested the development of a master plan for the Los Angeles River and one of its major tributaries—the Tujunga Wash—in 1991 and the plan was completed in 1996. The Mission of the Los Angeles River Master Plan (LARMP) is to provide for “the optimization and enhancement of aesthetic, recreational, flood control and environmental values by creating a community resource, enriching the quality of life for residents and recognizing the rivers primary purpose for flood control.” The plan envisions a continuous bikeway along both the LA River and the Tujunga Wash. Other LARMP recommendations would also improve the conditions for transportation and recreational bicycling along the river. Environmental quality recommendations such as planting a continuous greenway of trees along the river will improve the bicycling environment along existing and future river bike path segments by providing shade and visual relief along the corridor. Economic development policies related to zoning requirements and development incentives for properties along the river could potentially increase access to destinations.

Recommendations regarding the design and use of fencing along the river and at access points may also impact bicycling in the County. In addition to the LARMP, guidelines for signage, landscaping and maintenance along the LA River were developed. **Figure C-1** provides an example of projects recommended in the LARMP which include bike path landscaping and access improvements, among others. LARMP bikeway-related projects and general recommendations falling under County of Los Angeles jurisdiction were addressed in the design guidelines and project recommendations in this Bicycle Master Plan.

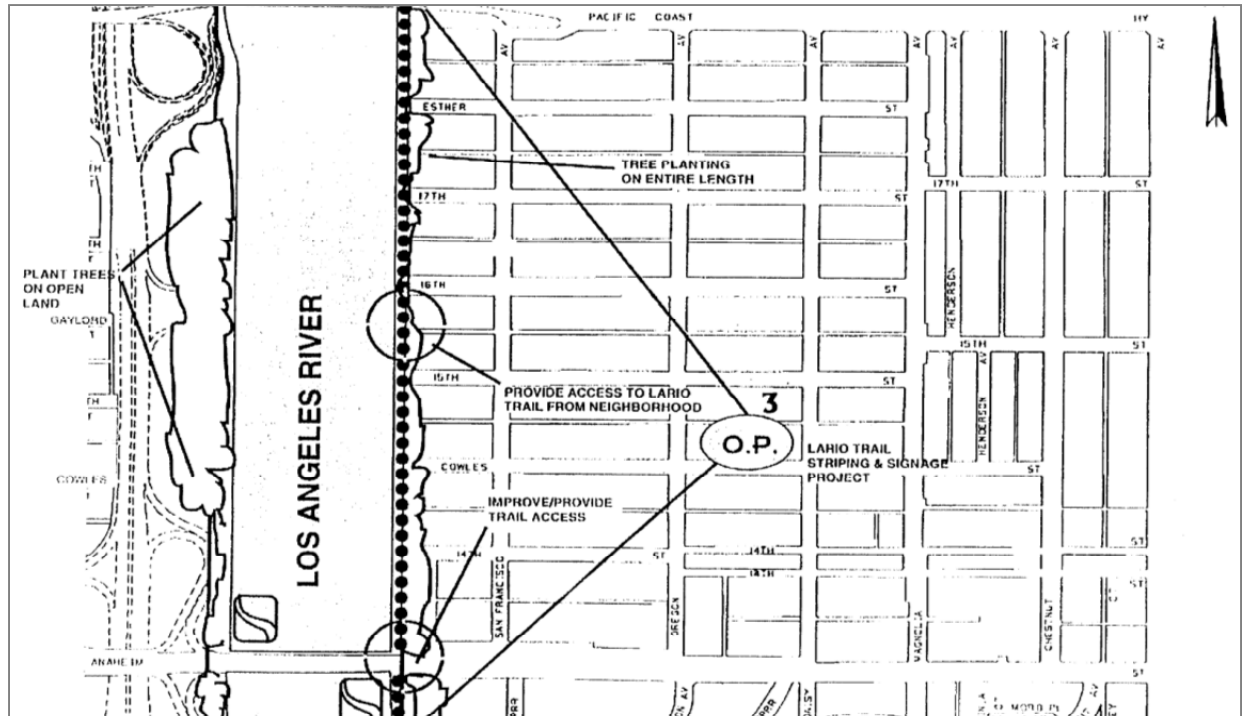


Figure C-1: Los Angeles River Master Plan Examples Project Sheet

C.2.5 San Gabriel River Corridor Master Plan (2006)

The San Gabriel River Corridor Master Plan (SGRCMP) has goals related to habitat, recreation, open space, flood protection, water quality, and economic development. A bicycle path (the San Gabriel River Trail) already exists along the full length of the river from the foothills of the San Gabriel Mountains in Azusa to Seal Beach. A primary objective of the SGRCMP is to enhance the San Gabriel River Trail. The plan identifies 27 “trail enhancement projects” within the corridor. Figure C-2 identifies river enhancement projects along the corridor. The yellow dots indicate enhancements to the San Gabriel River Trail. The Bicycle Master Plan includes the San Jose Creek Bike Trail connection between the existing San Jose Creek Bike Trail and the San Gabriel River Bike Trail next to the Woodland Duck Farm Project proposed in the SGRCMP.

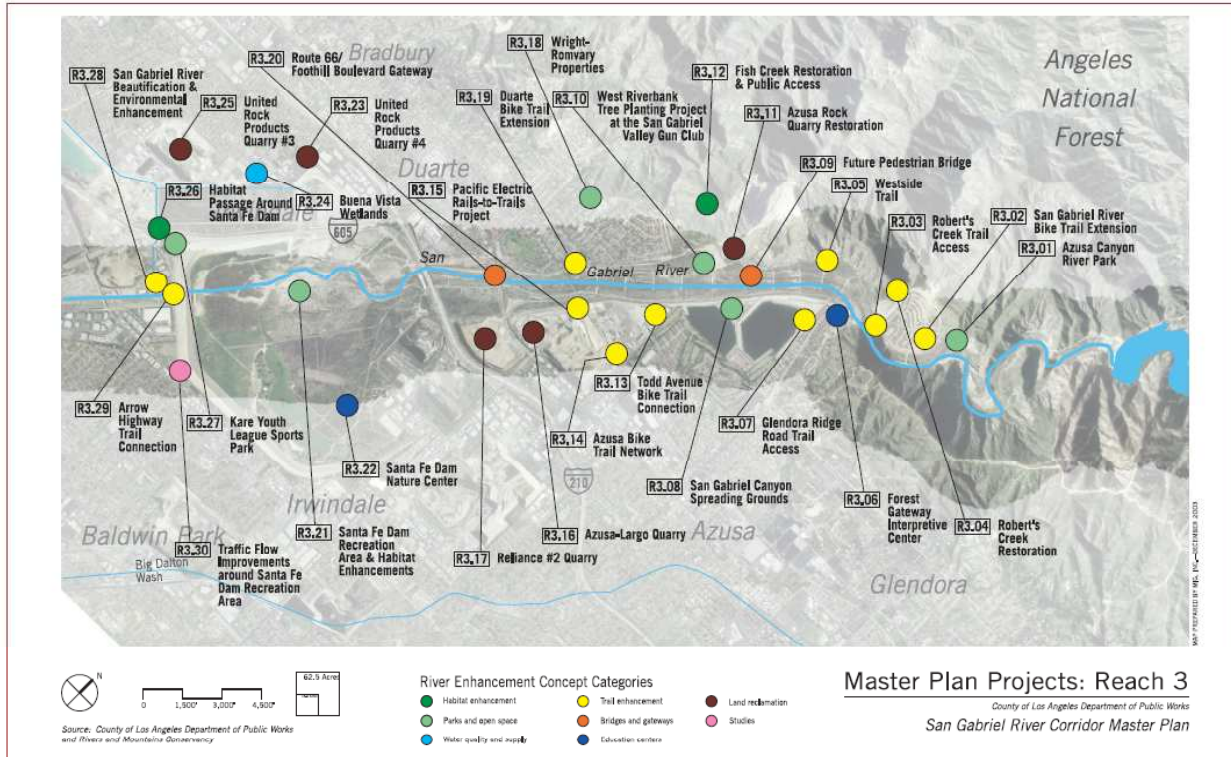


Figure C-2: San Gabriel Corridor Master Plan Projects

C.2.6 Los Angeles County Code

The Los Angeles County Code has numerous references to bicycling. Bicycle-related code is summarized in Table C-4 below.

Table C-4: Los Angeles County Code

Code	Summary
Chapter 15.52 Crosswalks and Bikeways	
15.52.030 Bicyclist roadway crossing restrictions	The commissioner may place signs where it has been determined that conditions of vehicular and bicycle traffic are such that a traffic hazard would exist if bicyclists were permitted to cross the roadway at these locations directing that bicyclists shall not cross at a location so indicated.
15.52.040 (A) Placement of bicycle lanes	If the commissioner finds that the width of a county highway and the amount of traffic thereon, is such that a separate lane could be provided to accommodate bicycle traffic, he may place appropriate markings and may erect and maintain appropriate signs indicating the bicycle lane.
15.52.040 (B) Prohibition of vehicle use of bicycle lanes	A person shall not operate a motor vehicle in the bicycle lane except to cross at a permanent or temporary driveway, or for the purpose of parking a vehicle where parking is permitted or where the vehicle is disabled.

Table C-4: Los Angeles County Code (continued)

Code	Summary
15.52.050-70 Pedestrian use of bicycle lanes restrictions, signage and conditions for prohibition	Pedestrians are prohibited from walking upon bicycle lanes, except when crossing, where appropriate signs or markings allow them to do so. Wherever sidewalks or other suitable areas are available for pedestrian use, the commissioner may place and maintain such signs and pavement markings. In any otherwise events where pedestrians walk in the bicycle lane, they are to stay close to the edge of the lane farthest from vehicular traffic.
Chapter 15.76 Miscellaneous Regulations	
15.76.080 Driving or riding vehicles on sidewalk.	A person shall not operate any bicycle on any sidewalk or parkway except at a permanent or temporary driveway or at specific locations thereon where the commissioner finds that such locations are suitable for, and has placed appropriate signs and/or markings permitting such operation or riding.
15.76.090 Riding on bicycle or motorcycle handlebars.	The operator of a bicycle shall not carry any other person upon the handlebars of such bicycle or motorcycle. A person shall not ride upon the handlebars of any bicycle.
15.76.100 Clinging to moving vehicles prohibited.	A person operating, riding or traveling upon any bicycle on any public highway shall not cling to or attach himself to, or his vehicle or device to, any other moving vehicle or streetcar.
Chapter 17.12 Beaches	
17.12.240 Bicycle paths.	The director may designate, by sign or postings, certain areas to be used exclusively by persons using or operating bicycles upon bicycle lanes or paths set aside for that use on the beach.
Chapter 19.12 Harbors	
19.12.1340 Bicycles operation and immobility	No person shall ride a bicycle on other than a paved vehicular road or path designated for that purpose. A bicyclist shall be permitted to wheel or push a bicycle by hand over any area normally reserved for pedestrian use. No person shall leave a bicycle or motorcycle lying on the ground or paving, or set against a building or tree, or in any place or position that may cause a person to trip over or be injured by it.
Chapter 22.20 Residential Zones	
Part 7 22.20.460 (4d) Residential Planned Development Zone Uses and development standards Open Space	Subject to the approval of the hearing officer, open space may include one or more of the following, designated for the use and enjoyment of all of the occupants of the planned residential development or appropriate phase thereof: - Present or future hiking, riding or bicycle trails

Table C-4: Los Angeles County Code (continued)

Code	Summary
Chapter 22.40 Special Purpose and Combining Zones	
Part 11. (9c) Mixed Use Development Parking and Access	Unless specifically waived or modified by the hearing officer, mixed use developments shall be subject to all of the following requirement for parking and access: there shall be adequate provision for and separation of different transportation modes including pedestrian, bicycle, automobile and truck.
22.40.520 (4d) Mixed Use Development Uses and development standards Open Space	Subject to the approval of the hearing officer, open space may include one or more of the following, designated for the use and enjoyment of all of the occupants of the planned mixed use development or appropriate phase thereof: - Present or future hiking, riding or bicycle trails
Chapter 22.46 Specific Plans	
Part 2. 22.46.220 & 630 Bicycle and Pedestrian Circulation plan for the Two Harbors area	A bicycle and pedestrian circulation plan shall be prepared which shows the location and design of bikeways and pedestrian walkways providing access to the Two Harbors area.
	The bicycle and pedestrian routes shall link with proposed residential areas, lodges, commercial development, piers and the proposed interpretive center.
Part 2. 22.46.1050 Marina Del Rey community identity elements	Notable elements within the Marina Del Rey area feature bicycle amenities that should be preserved with any further development. These include the Loop Road, with its own landscaped character, signs, lighting, the pedestrian promenade and bicycle trail; and the walkways and bicycle trails that are a primary means for access to activities in the Marina.
22.46.1100 Marina Del Rey bicycle circulation system	The pedestrian and bicycle system is an important component of the overall circulation system. The pedestrian promenade and bicycle path enhance shoreline access and implement a number of policies in the land use plan.
	<p>Bicycle system features include:</p> <ul style="list-style-type: none"> Connections to the South Bay Regional Bikeway; Access around the entire Marina area, to all land uses, including visitor-serving facilities and beaches; Identification striping, markers and signs; Smooth, continuous paving; Directories, bike racks, benches, drinking fountains, storage lockers at all land uses; Connections to other travel modes (bus stops, park and ride, transit stations, bus transportability).
	The bicycle system should maximize access without compromising safety. Separate right-of-way, minimizing driveways that interfere with the route and compatible intersection design are all necessary for ensuring a safe bicycle system.

Table C-4: Los Angeles County Code (continued)

Code	Summary
22.46.1190 (3) Conditions of approval	To fully mitigate traffic impacts, new developments are required to establish a functional transportation systems management (TSM)/Transportation Demand Management (TDM) program, or to participate in an existing TSM/TDM program. Consolidation of numerous TSM/TDM programs is highly desirable. Viable TSM/TDM possibilities include, but shall not be limited to: <ul style="list-style-type: none"> -- Carpools; -- Ridesharing; -- Vanpools; -- Modified work schedules/flex time; -- Increase use of bicycles for transportation; -- Bicycle racks, lockers at places of employment; -- Preferential parking for TSM/TDM participants; -- Incentives for TSM/TDM participants; -- Disincentives. The TSM/TDM program should follow the guidelines in the Transportation Improvement Program contained in Appendix G. An annual report on the effectiveness of the TSM/TDM program shall be submitted to the department of regional planning.
22.46.1850-80 Regional bicycle trail retention within the Marina Del Rey area	The regional bicycle trail shall be retained or reconstructed as part of any redevelopment affecting parcels in the Oxford Development Zone 6, the Admiralty Development Zone 7, the Bali Development Zone 8, or the Mindanao Development Zone 9.
22.46.1950 (C1) Coastal improvement fund. Use of Fund	Park and public access facilities, including, but not limited to: Bicycle paths
22.46.1970 (B1) Coastal improvement fund fee specified programs	The Marina del Rey Specific Plan identifies specific facilities which may be financed through the coastal improvement fund to mitigate the impacts of residential development in the existing Marina. The facilities include: Park and public access facilities, including, but not limited to: Bicycle paths

C.2.7 Metro Bicycle Transportation Strategic Plan (2006)

The Los Angeles County Metropolitan Transportation Authority (LACMTA) adopted their Bicycle Transportation Strategic Plan (BTSP) in June 2006. This plan was designed to be used by cities, the County and transit agencies in planning regionally significant bicycle facilities.

Volume 1 of the BTSP focuses primarily on methods for improving bicycle access to transit hubs and identifying gaps in the regional bikeway network. **Figure C-3** shows bike-transit hubs identified by LACMTA. **Figure C-4** and **Figure C-5** show gaps in the regional bikeway network identified by LACMTA. The County of Los Angeles Bicycle Master Plan will attempt to improve access to bike-transit hubs and close gaps in the regional bikeway network wherever possible within the County's jurisdictional authority.

Volume 2 of the BTSP compiled all existing and proposed bikeways under the jurisdiction of the County and the 88 incorporated cities within the County of Los Angeles. The volume was developed to provide compliance with the requirements of the Bicycle Transportation Account (CA Streets and Highways Code

Section 891.2), and to facilitate inter-jurisdictional coordination in bikeway planning efforts. In the development of the County of Los Angeles Bicycle Master Plan, the BTSP identified connection opportunities to existing and planned bikeways in adjacent jurisdictions. For example, Figure C-6 shows the location of existing and proposed bicycle facilities surrounding the unincorporated areas of La Crescenta/Montrose and Altadena.



Figure C-3: Metro Bike Transit Hubs

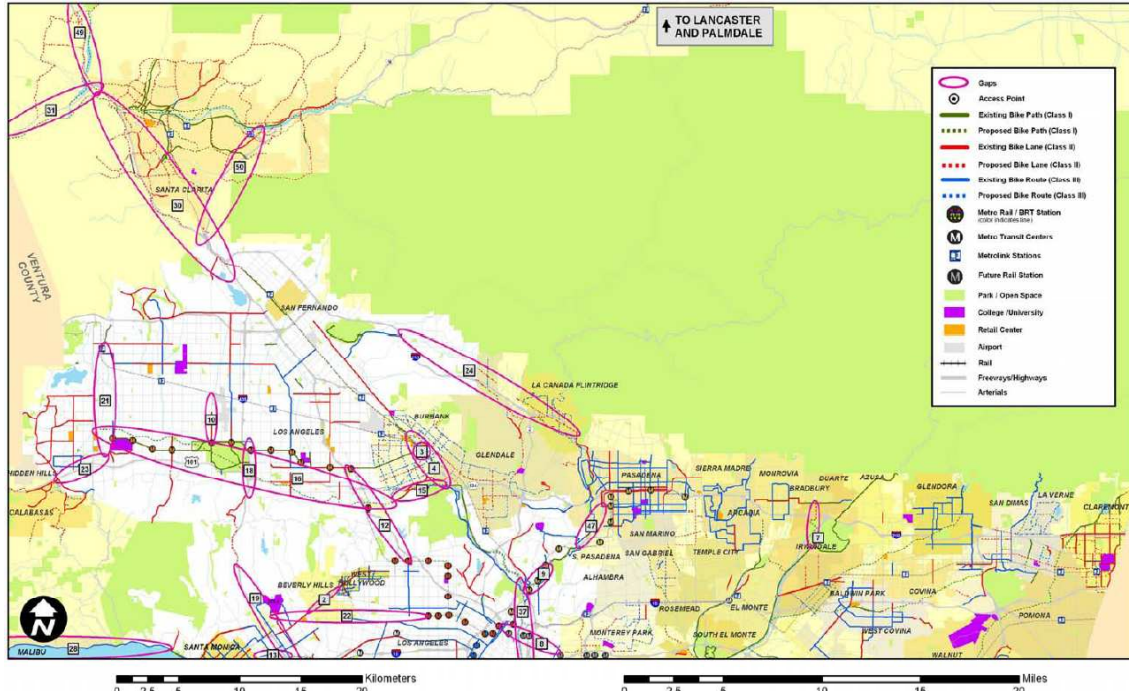


Figure C-4: North County Regional Bikeway Gaps

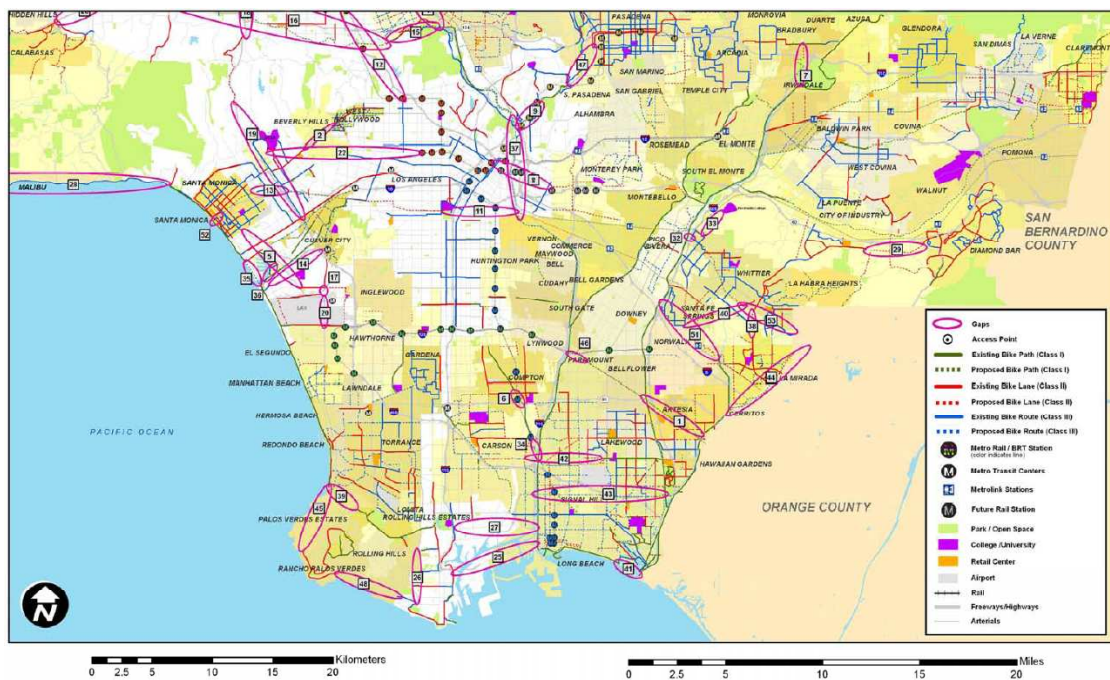


Figure C-5: South County Regional Bikeway Network Gaps



Figure C-6: Existing and Proposed Bikeways in Adjacent Jurisdictions

C.3 Municipal Bicycle Planning Documents

The Metro Bicycle Transportation Strategic Plan (BTSP) will be the primary tool for coordination with the bikeway infrastructure plans of other jurisdictions. However, the following bicycle planning documents are more recent than the BTSP. These plans have been either developed and adopted by incorporated cities, or are forthcoming and will be consulted for inter-jurisdictional coordination throughout the development of the County of Los Angeles Bicycle Master Plan. The following section describes these recent bicycle plans and identifies the specific projects within each plan that are relevant to the development of the County of Los Angeles Bicycle Master Plan.

C.3.1 City of Burbank Bicycle Master Plan Update (2009)

The City of Burbank adopted an update to its 2003 Bicycle Master Plan Update in December 2009. The City of Burbank is located in the western San Fernando Valley and does not border any unincorporated territory. Future segments of the Los Angeles River Bikeway will be located along the river near the city’s southern border.

C.3.2 Claremont Bicycle Plan (2007)

The City of Claremont Bicycle Plan was adopted in November 2007. Claremont is located in the San Gabriel Valley at the eastern border of Los Angeles County. The City has borders with several small pockets of unincorporated County. A key element of the bikeway network is the Thompson Creek Regional Trail, which includes an existing section between Mount Baldy Road in the north to the south side of the 210 Freeway, as well as a proposed section extending south to Gary Avenue. The bike paths proposed in the County Bicycle

Master Plan along San Jose Creek and Thomson Creek will connect the City's existing and proposed bikeway network to the County's regional bikeway network.

C.3.3 Culver City Bicycle and Pedestrian Master Plan (2011)

Culver City is located in western Los Angeles County and shares its eastern border with the unincorporated areas of Baldwin Hills and Ladera Heights. The Ballona Creek bikeway carries a significant portion of the City's existing bicycle traffic. A focus of the Bicycle and Pedestrian Initiative is providing access to the future Exposition Light Rail Transit Line and bike path. This plan was adopted by the City Council on November 8, 2011.

C.3.4 City of Glendale Bikeway Master Plan (1995)

The City of Glendale completed its Bikeway Master Plan in 1995. The City of Glendale lies at the eastern end of the San Fernando Valley and shares borders with the City of Los Angeles, the City of Burbank, the City of La Cañada Flintridge and unincorporated La Crescenta-Montrose. The 1995 Bikeway identifies bikeways connecting to unincorporated areas along Foothill Boulevard, Rosemont Avenue, and Honolulu Avenue. The city is currently developing the Safe and Healthy Streets Plan to help implement policies contained in the Bikeway Master Plan.

C.3.5 City of Los Angeles Bicycle Master Plan Update (2011)

The City of Los Angeles is the most populous city in the county with approximately 3.8 million residents. The city spans much of the County's north-central and central area. The City borders numerous unincorporated areas including Kagel Canyon, East Los Angeles, City Terrace, Marina Del Rey, Baldwin Hills, View Park, Windsor Hills, Florence, Del Aire, Lennox, Westmont, Athens, Willowbrook, Walnut Park, and West Carson. Several major County-owned flood control channels fall largely within the Los Angeles City limits. The Plan was adopted by the City council on March 1, 2011. Many of the on-street facilities recommended in this plan include connections to unincorporated areas. Proposed bikeways along flood-control owned or maintained by the Los Angeles County Flood Control District also appeared in the draft maps including facilities along the Arroyo Seco, Brown's Canyon Wash, East Canyon Channel, Los Angeles River, Pacoima Diversion Canal, Pacoima Wash, and Tujunga Wash.

C.3.6 City of San Fernando Bicycle Master Plan (2007)

The City of San Fernando completed its first Bicycle Master Plan in January 2007. San Fernando is surrounded by the City of Los Angeles. Bike paths have been recommended along two flood control channels: the East Canyon Channel and the Pacoima Wash. The proposed bike path along the East Canyon Channel would be used to connect two proposed local bikeways. The proposed Pacoima Wash path extends along the entire western side of the channel within the City of San Fernando. A path along the eastern side of the channel is proposed between 4th and 8th streets. The Pacoima Wash path has potential to become a regional trail, as the City of Los Angeles's current Bicycle Master Plan has proposed bike paths along the Pacoima Wash that will connect to the bike path within the City of San Fernando.

C.3.7 City of Santa Clarita Non-Motorized Transportation Master Plan (2008)

The City of Santa Clarita is located on the northern edge of the county and is surrounded on all sides by unincorporated areas. The roadway network is dominated by curvilinear arterials which lead out beyond the

city limits. Santa Clarita’s plan proposes improvements to bicycle, pedestrian and trail facilities, including several which connect to County roads. The County plan proposes bikeway connections to the City of Santa Clarita in several locations to the east, including Bouquet Canyon Road, Sierra Highway, Sand Canyon Road and Soledad Canyon Road. To the west, the County is proposing bike lanes along The Old Road, which runs along the western boundary of the City of Santa Clarita and crosses several important arterials leading into the city. **Figure C-7** shows existing and proposed bicycle facilities and trails in Santa Clarita. Santa Clarita bicycle facilities connecting to unincorporated areas include:

- Santa Clarita River (Bike path)
- San Francisquito Creek Trail (Bike path)
- Copper Hill Drive (Bike lanes)
- Decoro Drive (Bike lanes)
- Bouquet Canyon Road (Bike lanes)
- Plum Canyon/Whites Canyon Road (Bike lanes)
- Sand Canyon Road (Bike path/lanes/route)
- Placerita Canyon Road (Bike route)
- Vasquez Canyon Road/Sierra Highway (Bike lanes)

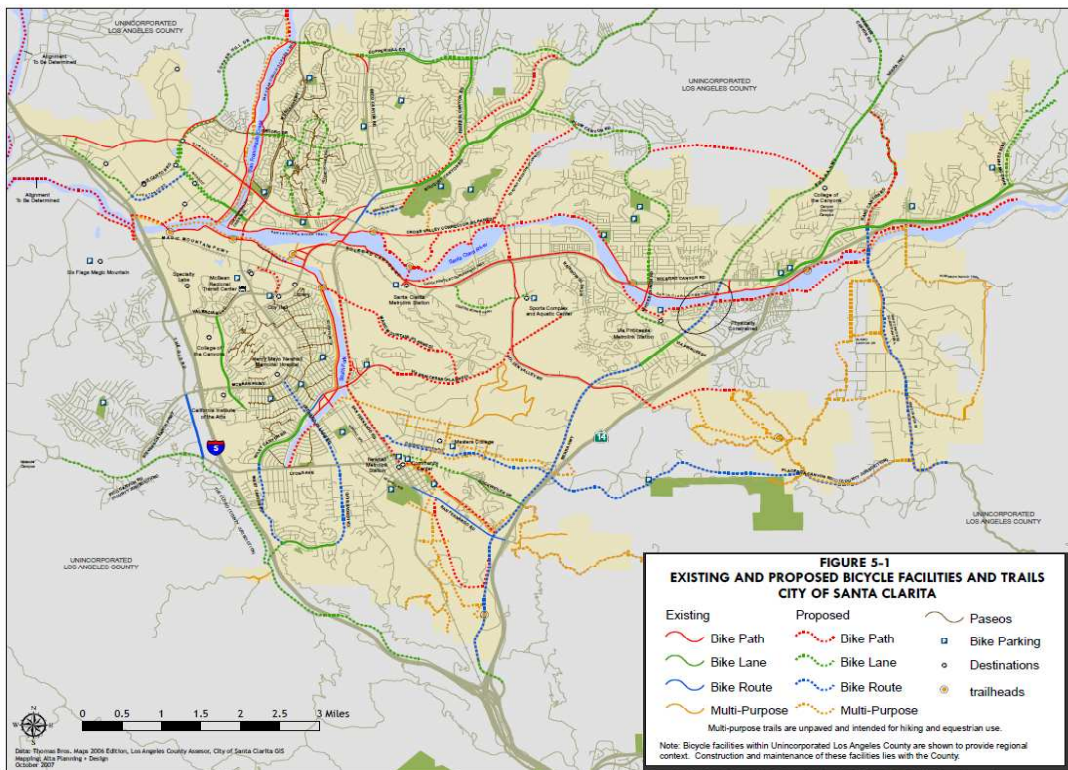


Figure C-7: Existing and Proposed Santa Clarita Bicycle Facilities and Trails

C.3.8 City of Temple City Bicycle Master Plan (2011)

On March 15, 2011, the City Council approved Temple City's first bicycle master plan, which includes a network of designated bikeways and other safety improvements that connect cyclists to key destinations like parks, schools, transit hubs and the regional Rio Hondo Bike Trail.

The plan includes:

- Bicyclist input from over 300 online surveys.
- A network of Class I, II, and III bikeways totaling 26.9 miles, which includes on-street and off-street bikeways.
- Direction on expanding the existing regional bikeway network and connecting gaps to ensure greater local and regional connectivity.
- Recommendations for education, encouragement, enforcement, and evaluation programs.
- A bicycle improvement list including potential funding sources; implementation is estimated at \$6.9 million.
- An increase in bicycle commuting to over 3,200 local riders by the year 2030.

The City of Temple City Bicycle Master Plan proposes 26.9 miles of bicycle facilities to promote bicycling as a viable transportation alternative. Temple City lies within the West San Gabriel Valley Planning Area of Los Angeles County. Of the proposed facilities, there are some that link to the unincorporated county proposed facilities adjacent to the city limits of Temple City including:

- Proposed Class III facility on S. Golden West Avenue, connecting to the City of Arcadia
- Proposed Class II facility on Temple City Boulevard, connecting to the City of Arcadia
- Proposed Class II facility on Rosemead Boulevard, extending north toward City of Pasadena
- Proposed Class III facility on Longden Avenue, connecting to the City of San Gabriel
- Proposed Class III facility on Garibaldi Avenue, connecting to the City of San Gabriel
- Proposed Class III facility on Daines Drive, connecting to the City of Arcadia
- In addition the proposed Class I Eaton Wash Channel trail crosses over the western boarder of Temple City.

The recommendations in the City's Plan were developed to complement the recommendations being made by the County's Plan around and within the City's jurisdiction.

C.3.9 West Hollywood Bicycle and Pedestrian Plan (2003)

The City of West Hollywood is surrounded by Hollywood, the Hollywood Hills, Melrose and Beverly Hills. The Bicycle and Pedestrian Mobility Plan provides enhancements for a multi-modal bicycle- and pedestrian activity, while improving links to transit to better serve residents, commuters, shoppers, and visitors within this popular and active community.

- The Plan includes six primary goals:
- Promote Bicycle Transportation
- Develop an Enhanced Bikeway Network
- Enhance Bicycle Transportation Safety
- Enhance Pedestrian Mobility

- Enhance Pedestrian Safety
- Encourage More People to Walk

The existing bikeway network consists of 5.45 miles of bike lanes and routes, with an additional 11.30 miles of roadway enhancements proposed in the Plan. Santa Monica and Sunset Boulevards are specific arterial roads with high volumes of bicyclists and pedestrians. Plans for improving these corridors include widened sidewalks and add bicycle lanes to further accommodate and support an active community. The Plan also supports the development and implementation of supplemental educational and public outreach efforts. Overall estimated costs for the proposed projects and programs are \$3,872,117.

C.3.10 Whittier Bicycle Transportation Plan (2008)

The City of Whittier updated its Bicycle Transportation Plan in 2008. Whittier is bordered by the unincorporated areas of West Whittier-Los Nietos, South Whittier and Hacienda Heights. This plan will be used to develop continuous on-street bikeway connections between the City of Whittier and these unincorporated areas of the County. The County plan proposes several bikeways connecting to, including: Workman Mill Road, Mills Avenue, Colima Road, 1st Avenue and Mulberry Drive (existing bike route, proposed bike lane). The proposed bike lane along Mills Avenue South Whittier-Sunshine Acres would connect the unincorporated community of South Whittier-Sunshine Acres to the southern terminus of the Whittier Greenway Trail. **Figure C-8** shows existing and proposed bicycle facilities in Whittier.

Whittier bicycle facilities connecting to unincorporated areas include:

- 1st Avenue (Bike lanes)
- Colima Road (Bike lanes/route)
- Leffingwell Road (Bike lanes/route)
- Pioneer Boulevard (Bike lanes/route)
- Santa Gertrudes Avenue/West Road (Bike lanes/route)
- Slauson Avenue/Mulberry Drive (Bike lanes/route)
- Whittier Greenway Trail (Bike path)

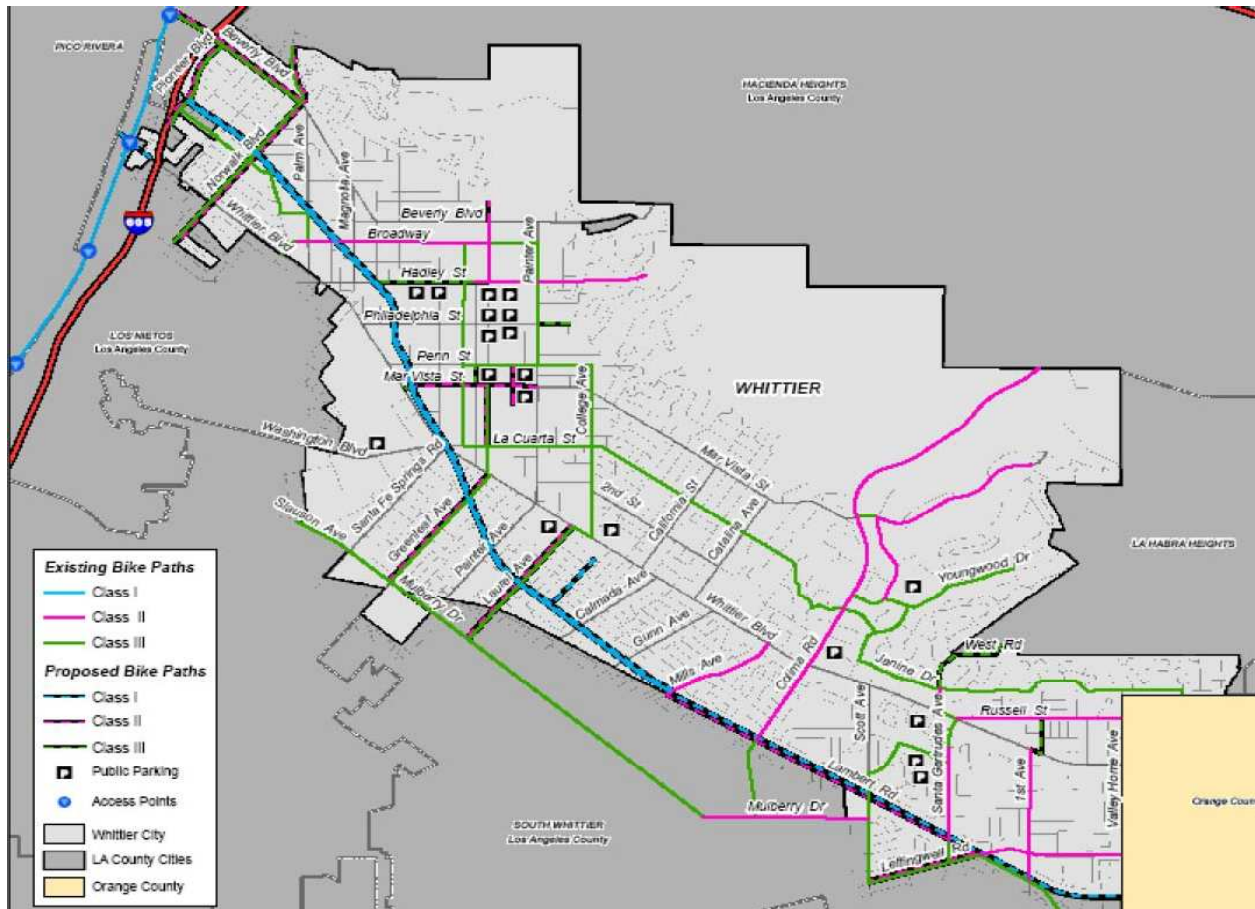


Figure C-8: Existing and Proposed Whittier Bicycle Facilities

C.3.11 Los Angeles River Revitalization Master Plan (2007)

The City of Los Angeles initiated the Los Angeles River Revitalization Master Plan (LARRMP) to identify opportunities for revitalizing the 32-mile stretch of the Los Angeles River that falls within the Los Angeles City limits. Like the 1996 County of Los Angeles LARMP, this plan envisions a continuous bikeway along the full length of the Los Angeles River and enhanced access to the corridor from surrounding neighborhoods, as shown in Figure C-9.

Goal: Create a Continuous River Greenway	Goal: Connect Neighborhoods to the River
<p><i>Recommendation #5.1:</i> Provide opportunities for continuous and uninterrupted movement along the River.</p>	<p><i>Recommendation #5.4:</i> Provide green arterial connections to the River. Where suitable, landscaped areas should be designed to meet upland habitat requirements.</p>
<p><i>Recommendation #5.2:</i> Establish a River Buffer area within and adjacent to the River that meets riparian or upland habitat requirements.</p>	<p><i>Recommendation #5.5:</i> Create safe, non-motorized routes between the River and cultural institutions, parks, civic institutions, transit-oriented development, schools, transit hubs, and commercial and employment centers within 1 mile of the River.</p>
<p><i>Recommendation #5.3:</i> Extend open space, bike paths, and multi-use trails into the tributaries.</p>	<p><i>Recommendation #5.6:</i> Increase direct pedestrian and visual access to the River.</p>

Figure C-9: Los Angeles River Revitalization Master Plan Goals

C.3.12 Pasadena Bicycle Master Plan (in progress)

The City of Pasadena is located in the San Gabriel Valley and borders the unincorporated communities of Altadena, East Pasadena-East San Gabriel, Kinneloa Mesa and San Pasqual. The Pasadena Bicycle Plan update is currently in progress and the consultant team will coordinate with the City of Pasadena to develop bikeway connections between Pasadena and the unincorporated areas of Altadena and East Pasadena. The County plan proposes many connections to the City of Pasadena, including the multi-jurisdictional bike path proposed along Eaton Wash, on-street bikeways along Woodbury Road, Windsor Avenue, Marengo Avenue, Lake Avenue and Washington Boulevard providing connections from the unincorporated community of Altadena; and Colorado Avenue, California Avenue, San Pasqual Street and Del Mar Avenue providing connections from the unincorporated community of East Pasadena-East San Gabriel.

C.3.13 Concurrent Bicycle Planning Efforts

Other cities may be developing new or updated bicycle plans in the near future (e.g., Baldwin Park, Bellflower, Burbank, and Lancaster). The project team will work with these jurisdictions as closely as possible to ensure

that the development of the County of Los Angeles Bicycle Master Plan is coordinated with any concurrent municipal planning efforts. Relevant Planning Studies

The planning documents described in this section remain unadopted by the agency or agencies responsible for implementing their recommendations, but provide valuable analysis to assist the development of the County of Los Angeles Bicycle Master Plan. The use of these plans as guidance does not reflect County endorsement of specific proposals.

C.3.14 Enhanced Public Outreach Project (2004)

The Enhanced Public Outreach Project (EPOP) had two goals: (1) to significantly increase the level of public participation in the development of the LACMTABTSP; and (2) gain a better understanding of the needs, perceptions and travel behavior of all bicyclists, focusing on those in communities with low income and high transit use. Public input was collected through two surveys: a more general Countywide Bicycle Survey followed by an Origin and Destination Survey. Over 3,000 surveys were completed and analyzed. Many of the targeted communities included unincorporated areas such as Altadena, East Los Angeles, Florence-Firestone, Willowbrook, and Lennox. The findings of this report will be considered in the development of the County of Los Angeles Bicycle Master Plan, with specific attention to the data collected in or near unincorporated areas of the County. Figure C-10 shows bicyclists origins and destinations collected through EPOP surveys.

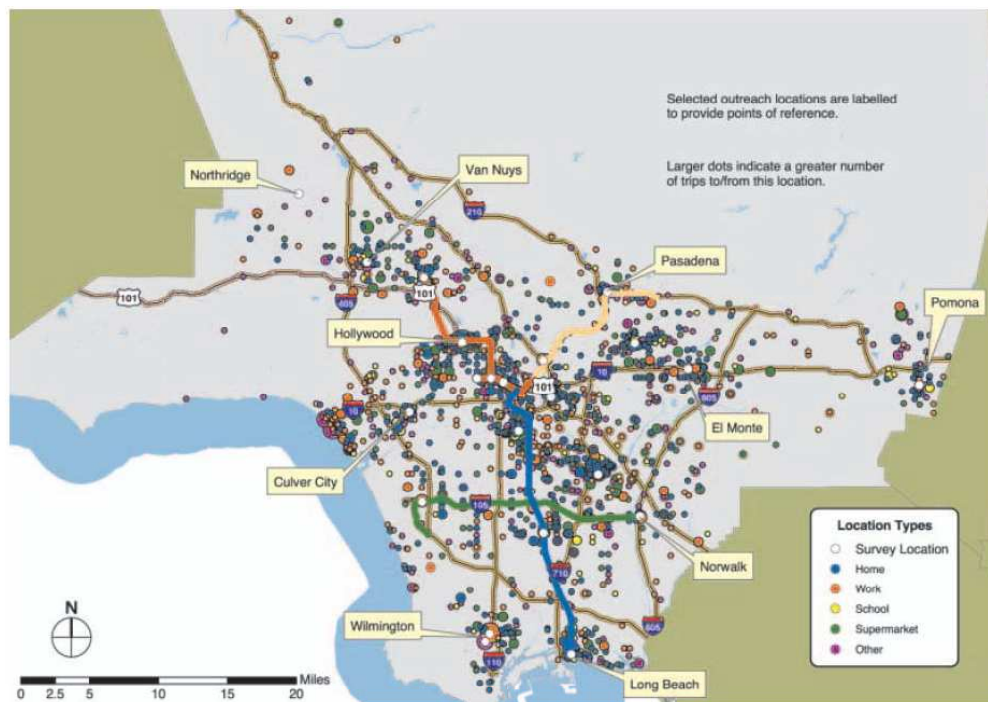


Figure C-10: Bicyclist Origins and Destinations (EPOP Surveys)

C.3.15 Eastside Light Rail Bike Interface Plan (2006)

The Eastside Light Rail Bike Interface Plan recommended bicycle transportation programs and infrastructure to promote bicycle access to future Gold Line stations. This study was led by LACMTA and funded by Caltrans. The study area included portions of the City of Los Angeles and the unincorporated County of Los Angeles. The plan has not been formally adopted by any agency. The County of Los Angeles received funding from LACMTA to develop bikeways along Arizona Avenue/Mednik Avenue, Woods Avenue, Ford Boulevard and Rowan Avenue. The purple lines in Figure C-11 indicate the studied routes for access to the newly-opened Gold Line stations.

The County plan proposes bikeways to improve access to the new Gold Line stations are on the following roadways:

- 4th Street
- Arizona Avenue/Mednik Avenue
- Ford Boulevard
- Rowan Avenue/Eastern Avenue
- Woods Avenue

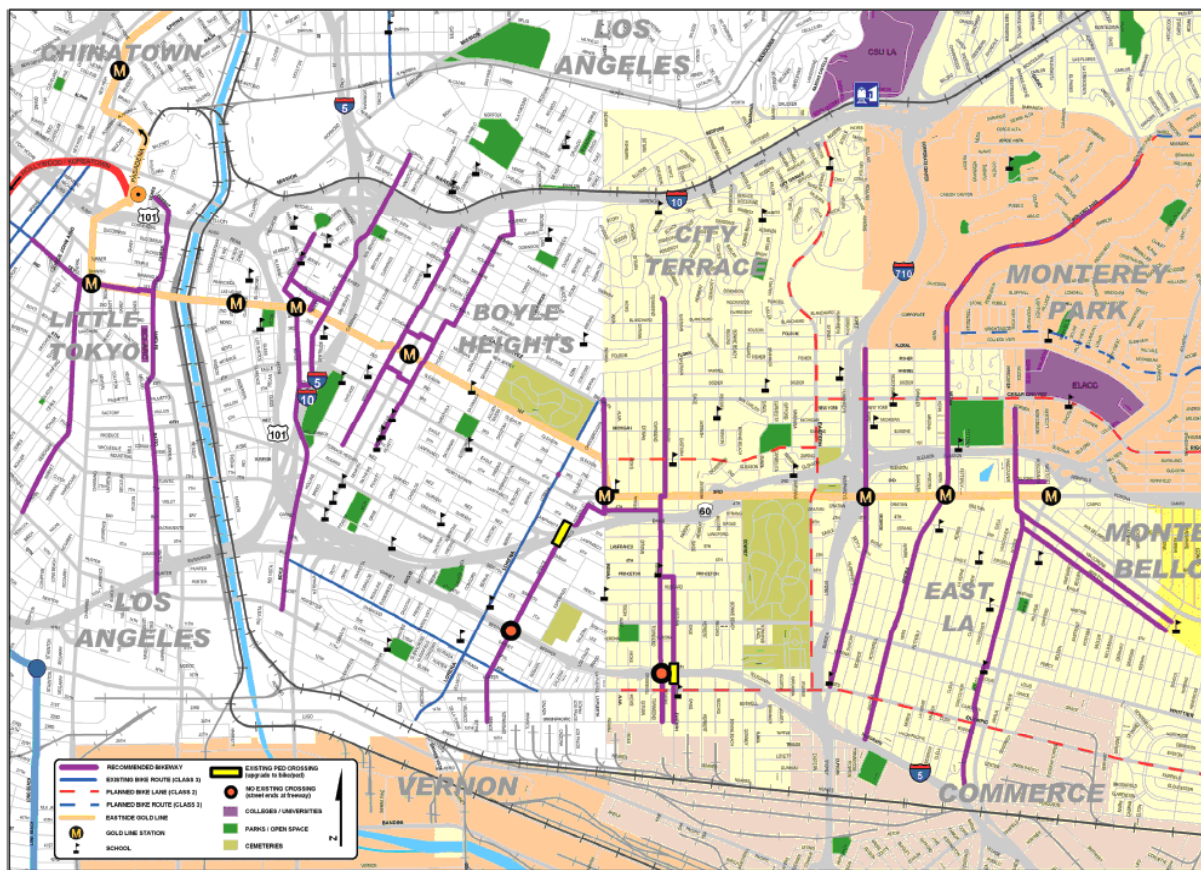


Figure C-11: Bikeway Connections to Eastside Gold Line Stations

C.3.16 Coyote Creek Trail Master Plan (2008)

Coyote Creek runs through the saw-toothed border of Los Angeles and Orange counties. As a result, the creek alternates repeatedly between the two counties and 12 incorporated cities (five in Los Angeles County and seven in Orange County) as it flows toward the San Gabriel River and ultimately the Pacific Ocean. Figure C-12 shows the alignment of the Coyote Creek North Fork Extension and brief project descriptions. The Coyote Creek Trail Master Plan was developed by the San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy to coordinate trail expansion and improvement projects across jurisdictions within the Coyote Creek watershed. In addition, the plan included a recommendation to extend the North Fork of the Coyote Creek bike path from its current terminus at Foster Road to just south of the Candlewood Country Club in the unincorporated area of South Whittier-Sunshine Acres. The County plan is including the northern extension of the bike path along Coyote Creek North Fork as a part of its recommendations.

Lower Coyote Creek Bikeway enhancements

Item	Project Description	Project Location	Jurisdiction*
94.	Extend Coyote Creek bike path northward on North Fork (a.k.a. La Cañada Verde Creek) to Candlewood Country Club.	West side of North Fork Coyote Creek from Foster Road to Coteau Dr at edge of Candlewood Country Club. T-Guide LA/OR 737, C2-C1-D1; LA 707, D7.	Santa Fe Springs and Los Angeles County
95.	Design and build inverted bike path undercrossings in the trapezoidal channel beneath an existing four-lane highway.	West side of North Fork at Foster Rd. T-Guide LA/OR 737, C2.	Santa Fe Springs
96.	Design and build inverted bike path undercrossings in the trapezoidal channel beneath three existing six-lane highways.	West side of North Fork Imperial Hwy, Meyer Rd and Leffingwell Rd. T-Guide LA/OR 737, C1-D1; LA 707, D7.	
97.	Construct a bike path bridge over North Fork Coyote Creek to provide access to bike path.	South edge of Candlewood Country Club from Ramset Dr to Coteau Dr.	

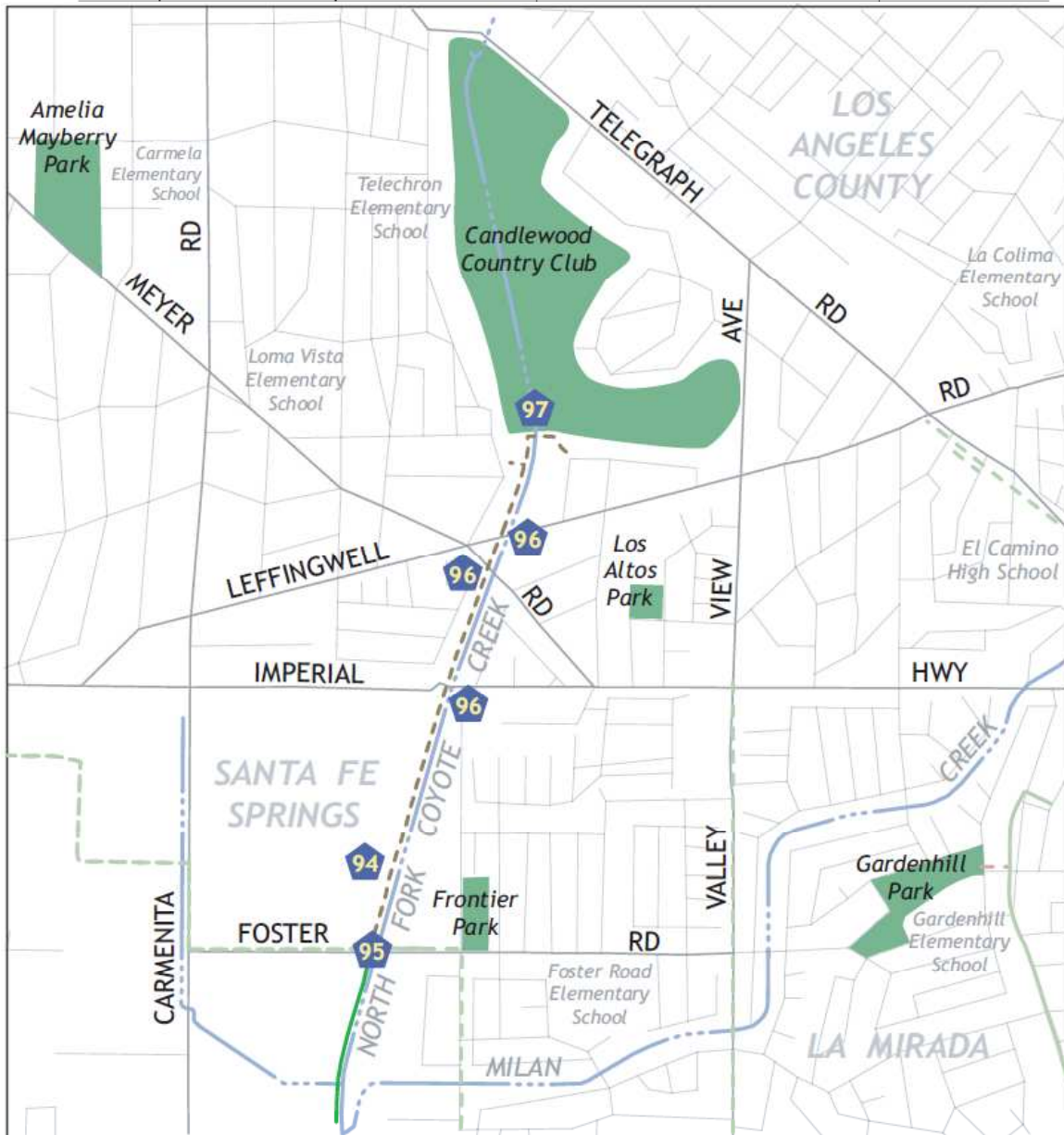


Figure C-12: Coyote Creek North Fork Extension

C.3.17 Bicycle Plans in Adjacent Counties

Bicycle plans in adjacent counties were consulted as necessary to identify cross-county linkages from unincorporated areas or other County of Los Angeles properties.

C.3.17.1 OCTA Commuter Bikeways Strategic Plan (2009)

The Orange County Transportation Authority (OCTA) updated its Commuter Bikeways Strategic Plan (CBSP) in 2009. The plan compiled the bikeway plans of all Orange County jurisdictions in order to identify all existing and proposed bikeways in the County. Other than the Coyote Creek Bikeway and the San Gabriel River Trail discussed above, key bikeway connections along the County of Los Angeles border include the Pacific Coast Highway, College Park Drive, Norwalk Avenue-Los Alamitos Boulevard, Wardlow Road-Ball Road, Carson Avenue-Lincoln Avenue, Del Amo Boulevard-Le Palma Avenue, Carmenita Road-Moody Street, South Street-Orange Thorpe Avenue, Walker Street, Rosecrans Avenue, Lambert Road, the Imperial Highway Path (La Habra), and Leffingwell Road-La Habra Boulevard.

C.3.17.2 Ventura Countywide Bicycle Master Plan (2007)

The Ventura County Transportation Commission (VCTC) developed a countywide bicycle plan to identify important regional bikeways. The proposed regional connections between Ventura County and the County of Los Angeles include: the Santa Paula Branch Line Trail, the Santa Susana Pass Road bike lanes, Thousand Oaks Boulevard bike lanes, and bike lanes along SR-1 between Las Posas Road and the Los Angeles County Line. The Santa Paula Branch Line Trail could potentially connect to a planned bikeway along the Santa Clara River in the County of Los Angeles.

C.3.17.3 San Bernardino County Non-Motorized Transportation Plan (2001)

The San Bernardino Association of Governments (SANBAG) developed this plan to coordinate bikeway planning among San Bernardino County jurisdictions. The proposed San Antonio Wash Bikeway and Southern Pacific Rail Trail are the regional bikeways which may impact the development of the County of Los Angeles Bicycle Master Plan. Bike lanes proposed for Orchard Street in San Bernardino County (Montclair) could be extended to Lincoln Avenue in County of Los Angeles (Pomona) to create a more local cross-county connection.

