

3. Existing Conditions and Proposed Network



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This chapter presents an overview of existing conditions and proposed network improvements in the unincorporated County of Los Angeles. The content begins with a summary and description of the regional bike paths maintained by the County, and is then organized alphabetically by County planning area. The statistics presented in each section are specific to these planning areas only; however, the maps display information about the incorporated cities interspersed within the unincorporated areas.

Each section opens with a description of the planning area's geographic, land use, and population characteristics. Then, a summary of existing bicycle conditions is presented, including existing County-maintained bicycle facilities, multimodal connections, and bicycle-involved collisions reported in the area from 2004 through 2009. The proposed network is then presented with information on the alignments and classifications of recommended bicycle networks in the plan area.

Figure 3-1 on page 30 displays an index map of the County of Los Angeles region, which provides information on where to find figures for a specific planning area within the plan. **Figures 3-2 and 3-3** provide an overview of existing bicycle facilities in the western and eastern portions of the County. The maps display data from the LACMTA showing the existing bicycle facilities in incorporated cities adjacent to the County planning areas. LACMTA updated its existing bicycle facilities GIS shapefile in the summer of 2010. Maps of existing land uses by planning area can be found in **Appendix D**.

The proposed network is displayed on two overview maps: **Figure 3-4**, the western portion of the County, and **Figure 3-5**, the eastern portion of the County. Information on the alignments and classifications of recommended bicycle networks for each planning area are provided in sections 3.2 through 3.11. **Appendix E** provides maps identifying existing bicycle parking at Metro stations and proposed end-of-trip facilities for each planning area.

Table 3-1 presents the Caltrans bikeway classification system, which this plan follows in classifying all existing and proposed bikeway facilities. Note that while the County may impose more stringent facility requirements, the County must follow the State minimum standards for all facilities.

The Plan presents an interconnected network of bicycle corridors that adds approximately 831 miles of bikeways throughout the County. The additional bikeways would improve the mobility of bicyclists within the County by enhancing safety, directness, and convenience within and between major regional destinations and activity centers. The 831 miles of proposed bikeways consist of approximately 71 miles Class I bike paths, approximately 274 miles Class II bike lanes, and approximately 463 miles of Class III bike routes, as defined/described in Chapter 1000 of the Caltrans Highway Design Manual. The Plan also proposes a network of 23 miles of bicycle boulevards,¹³ which are facilities that prioritize bicycle travel on low-traffic, low-volume streets and are intended to provide greater safety and comfort to bicyclists. **Table 3-1** provides an introduction to the four proposed facility types, which are discussed in further detail in the Design Guidelines presented in **Appendix F**.

¹³ Bicycle Boulevards will be abbreviated BB in subsequent tables.

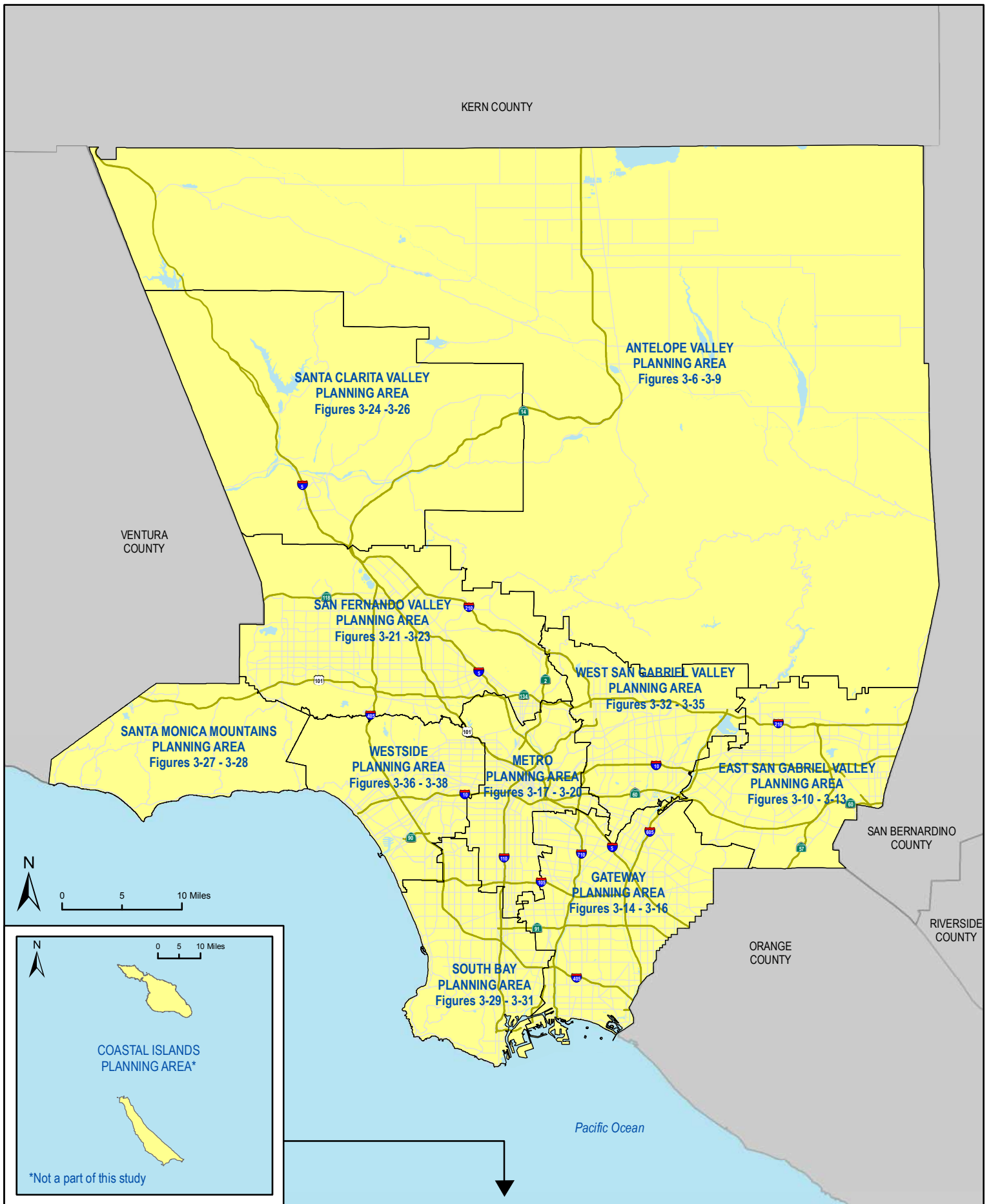


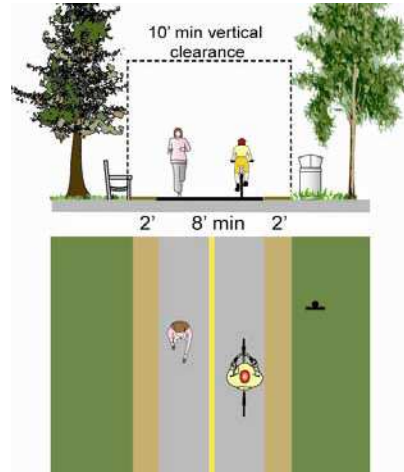
Figure 3-1: Los Angeles County Index of Planning Area Maps

Table 3-1: Bikeway Facilities Types

| Bikeway Description | Example Graphic |
|---------------------|-----------------|
|---------------------|-----------------|

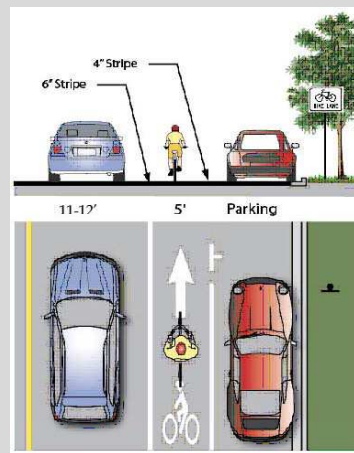
Class I – Bicycle Path

Bike paths, also called shared-use paths or multi-use paths, are paved right-of-way for exclusive use by bicyclists, pedestrians, and other non-motorized modes of travel. They are physically separated from vehicular traffic and can be constructed in roadway right-of-way or exclusive right-of-way. Most of Los Angeles County bicycle paths are located along the creek and river channels, and along the beach. These facilities are often used for recreation but also can provide important transportation connections.



Class II – Bicycle Lane

Bike lanes are defined by pavement striping and signage used to allocate a portion of a roadway for exclusive bicycle travel. Bike lanes are one-way facilities on either side of a roadway. Bike lanes are located adjacent to a curb where no on-street parking exists. Where on-street parking is present, bike lanes are striped to the left side of the parking lane.

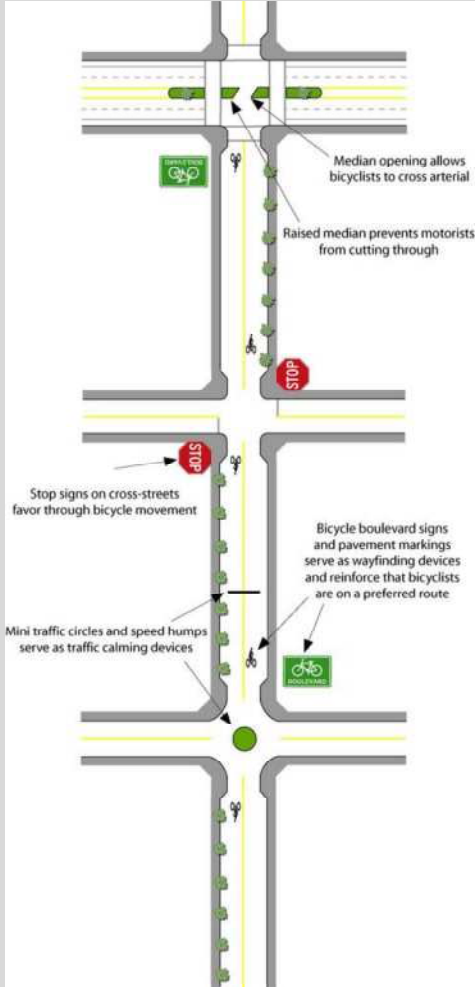


Class III – Bicycle Route

Bike routes provide shared use with motor vehicle traffic within the same travel lane. Designated by signs, bike routes provide continuity to other bike facilities or designate preferred routes through corridors with high demand.



Table 3-1: Bikeway Facilities Types (continued)

| Bikeway Description | Example Graphic |
|--|---|
| <p>Bicycle Boulevards</p> <p>Bicycle boulevards are local roads or residential streets that have been enhanced with signage, traffic calming, and other treatments to prioritize bicycle travel. 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 boulevards shall include signage, pavement markings, and traffic calming features, such as intersection treatments or traffic diversions. The specific treatments employed for a bicycle boulevard will be determined during project implementation based on input received from the public.</p> <p>Bicycle boulevards are not defined as a specific bikeway type by Caltrans; however, the basic design features of bicycle boulevards comply with Caltrans standards.</p> |  <p>The diagram illustrates a bicycle boulevard intersection. Key features include: <ul style="list-style-type: none"> Median opening: A gap in the raised median that allows bicyclists to cross the arterial street. Raised median: A physical barrier that prevents motorists from cutting through the boulevard. Stop signs: Located on cross-streets to favor bicycle movement. Mini traffic circles and speed humps: Used as traffic calming devices at intersections. Signage and pavement markings: Bicycle boulevard signs and pavement markings serve as wayfinding devices and reinforce that bicyclists are on a preferred route. </p> |

In addition to these standard designs, the Plan includes innovative bicycle treatments such as colored bicycle lanes, raised bicycle lanes, buffered bicycle lanes, cycletracks, and bicycle boxes. While these treatments do not have approved design standards at this time, the County will incorporate them into the Plan's toolbox of treatments as their uniform designs and standards are approved by the State of California Department of Transportation (Caltrans). Caltrans and the Federal Highway Administration allow for the experimental implementation of such treatments. The County promotes the use of these innovative treatments and will apply for and implement experimental projects utilizing them where cost effective and where such projects enhance the safety of bicycles, pedestrians, and motorists.

3.1 Regional Bicycle Paths Maintained by the County

In addition to the bikeways within unincorporated areas, the County of Los Angeles maintains many regional bicycle paths that travel through incorporated cities. These bicycle paths are described below.

Ballona Creek Bicycle Path

The County-maintained portion of the Ballona Creek Bicycle Path runs 1.5 miles along the northern side of Ballona Creek, between Lincoln Avenue and the Pacific Avenue Bridge where it connects with the Marvin Braude Bicycle Path. The unincorporated areas adjacent to this path include West Fox Hills and Marina del Rey.

Compton Creek Bicycle Path

The southern County-maintained portion of the Compton Creek Bicycle Path runs 1.8 miles along the east side of Compton Creek, between Del Amo Boulevard to just south of the Gardena Freeway (CA-91). Existing access points are located at Del Amo Boulevard, Alameda Street, and Santa Fe Avenue. The unincorporated areas adjacent to this path include Rancho Dominguez, West Rancho Dominguez-Victoria, and Willowbrook.

Coyote Creek Bicycle Path

The Coyote Creek Bicycle Path straddles the Los Angeles County and Orange County border, running from the North Fork confluence with the La Mirada Creek down to the San Gabriel River. The County of Los Angeles Department of Public Works maintains the 2.8-mile portion on the west side of the channel from Centralia Street to North Fork Coyote Creek. The unincorporated Cerritos Islands are adjacent to this path.

Dominguez Channel Bicycle Path

The Dominguez Channel Bicycle Path runs along the east side of the Dominguez Channel, from Main Street and Broadway to Vermont Avenue and Artesia Boulevard, near the Artesia Transit Center. The unincorporated areas adjacent to this path include West Carson.

La Cañada Verde Creek Bicycle Path

The La Cañada Verde Creek Bicycle Path runs 0.1 miles along the south side of the La Cañada Verde Creek in the Whittier area, from Mulberry Street to Broadway. Mulberry Street and Broadway are the only access points. This bike path is entirely within the unincorporated South Whittier-Sunshine Acres community.

Laguna Dominguez Bicycle Path

The Laguna Dominguez Bicycle Path runs 3.2 miles along the west side of the Dominguez Creek, from Redondo Beach Boulevard to 120th Street. The unincorporated areas adjacent to this path include Alondra Park and Hawthorne Island.

Los Angeles River Bicycle Path

The County-maintained portion of the Los Angeles River Bicycle Path runs 16.7 miles along the Los Angeles River, from the Shoreline Bikeway in Long Beach to Atlantic Boulevard in the City of Vernon. The community of East Rancho Dominguez is the only unincorporated community that is adjacent to this path. South of Imperial Highway, the Los Angeles River Bicycle Path runs along the east bank of the river. At Imperial Highway in South Gate, at the confluence of the Los Angeles River and Rio Hondo, the path splits into two directions. The Los Angeles River Bicycle Path continues north, although the path switches over to the west

bank where it continues along the river until its terminus at Atlantic Boulevard. The path along the east bank becomes Rio Hondo Path north of Imperial Highway, and continues northeasterly along the Rio Hondo.

North Fork Coyote Creek Bicycle Path

The North Fork Coyote Creek Bicycle Path runs 2.8 miles along the eastside of Coyote Creek, from Foster Road in Santa Fe Springs to the confluence with the Coyote Creek in Cerritos. No unincorporated areas are adjacent to this facility.

Rio Hondo Bicycle Path

The Rio Hondo Bicycle Path consists of 17.5 miles of inter-connected bicycle path along the Rio Hondo, Upper Rio Hondo and through the Whittier Narrows Regional Park, connecting to the San Gabriel River Bicycle Path. The southernmost part of the path begins at Imperial Highway in South Gate, where it connects to the Los Angeles River Bicycle Path and continues north to Peck Park in Arcadia.

San Gabriel River Bicycle Path

The San Gabriel River Path runs 30.2 miles along the San Gabriel River, from San Gabriel Canyon Road in Azusa to the access into El Dorado Park in Long Beach. There are numerous access points along the path. The unincorporated areas adjacent to this path include West Whittier-Los Nietos, North Whittier, Whittier Narrows, Avocado Heights, and East Azusa.

San Jose Creek Bicycle Path

The San Jose Creek Bicycle Path runs 2.1 miles along the south side of the San Jose Creek in the City of Industry, from 7th Avenue to Workman Mill Road. Access points are only located at 7th Avenue and Workman Mill Road. The unincorporated areas adjacent to this path include Avocado Heights and Hacienda Heights.

Santa Anita Wash Bicycle Path

The Santa Anita Wash Bicycle Path runs one mile along the Santa Anita Wash, from Live Oak Avenue to the east side of the spillway of Peck Road Water Conservation where it meets the Rio Hondo Bicycle Path in Arcadia. The unincorporated areas adjacent to this path include the South Monrovia Islands.

Marvin Braude Bicycle Path (formerly South Bay Beach Bicycle Path)

The Marvin Braude Bicycle Path is a 20-mile system that runs along the Pacific Coast from Pacific Palisades in the City of Los Angeles to the City of Torrance. The County maintains approximately 14.9 miles of the path from the northern boundary of the City of Santa Monica to its southern terminus in the City of Torrance. Within these limits, the County does not maintain the bicycle lane on Washington Boulevard from north of Admiralty Way to Venice Beach, or the portion from 1st Avenue at Hermosa Beach to the southern end of the Pier at Redondo Beach.

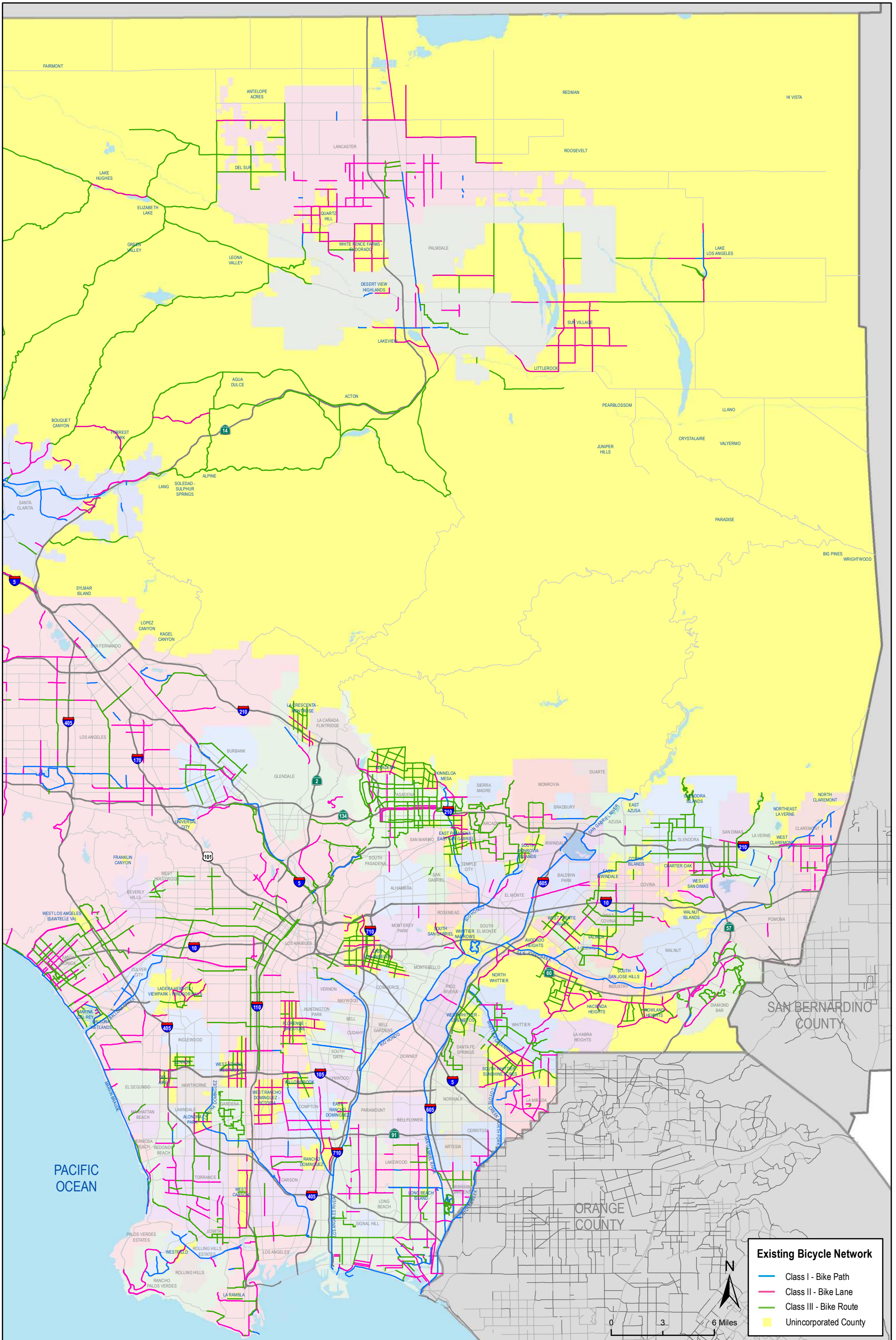


Figure 3-3: Overview of Existing Bikeways in Eastern Los Angeles County

Los Angeles County Bicycle Master Plan

Source: Los Angeles Metro (2010); Alta Planning + Design (2010)
 Date: 1/30/2011

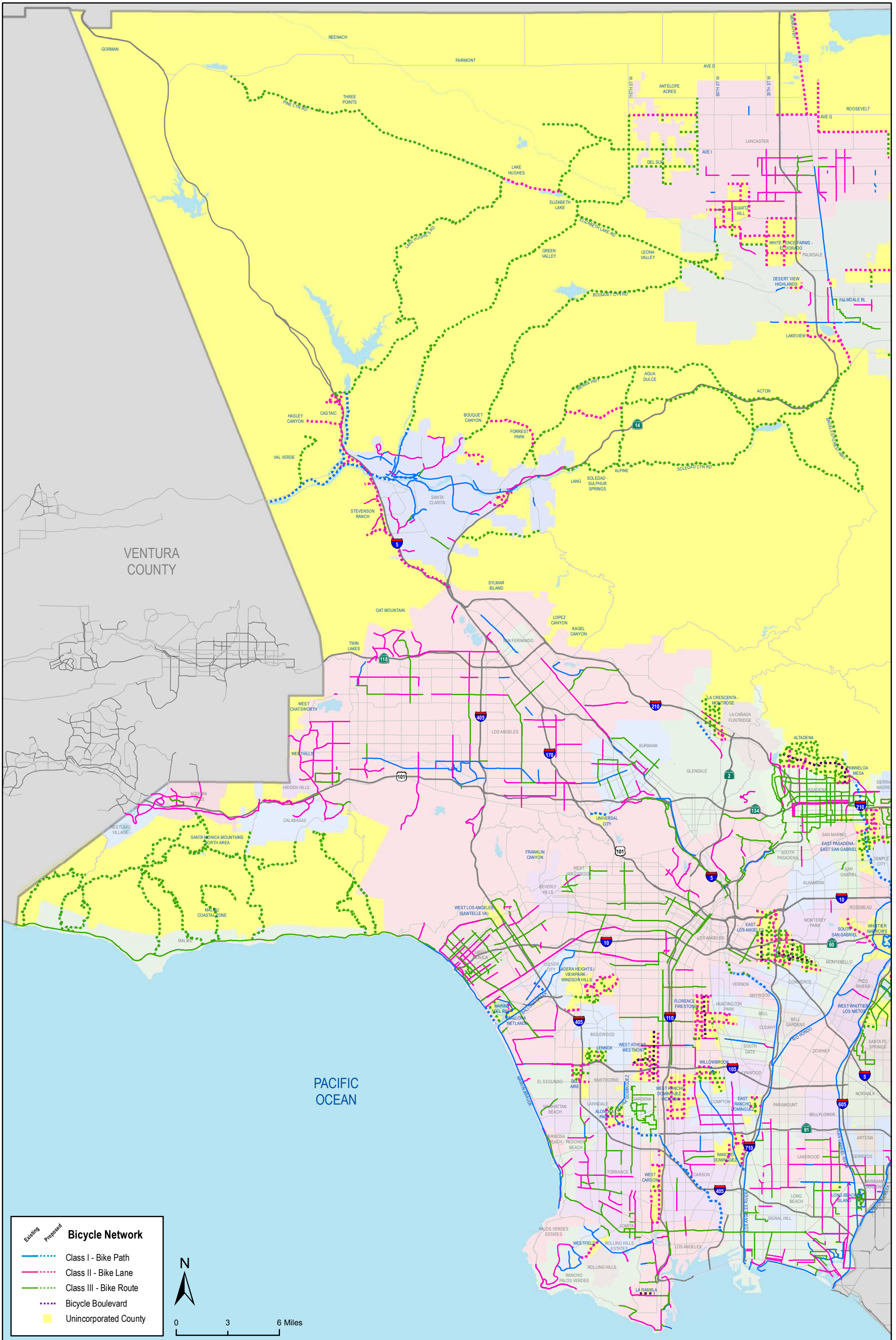


Figure 3-4: Western Los Angeles County Proposed Bicycle Network

Los Angeles County Bicycle Master Plan

Source: Los Angeles Metro (2006; 2010); Alta Planning + Design (2010)
Date: 1/30/2011

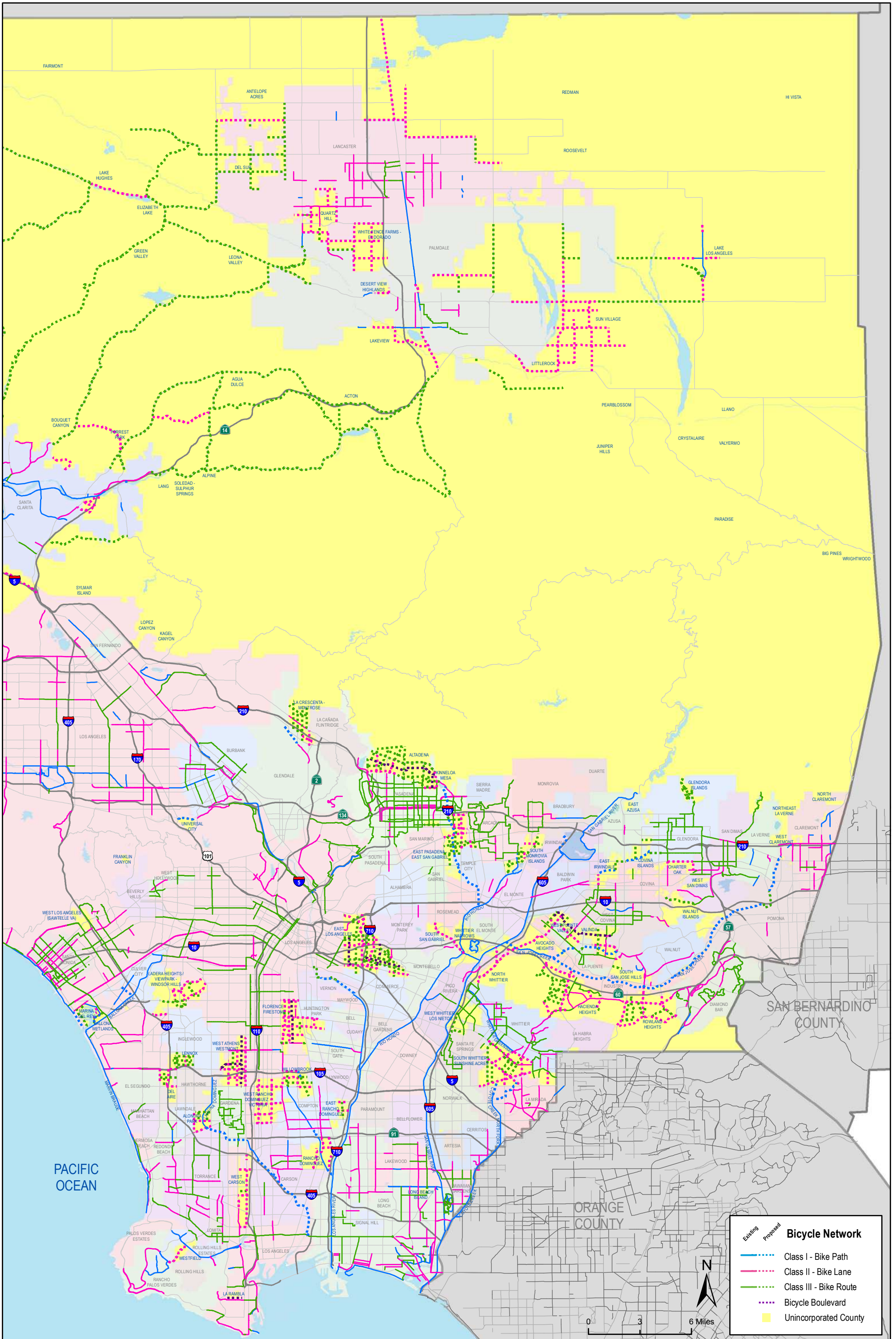


Figure 3-5: Eastern Los Angeles County Proposed Bicycle Network

Los Angeles County Bicycle Master Plan

Source: Los Angeles Metro (2006; 2010); Alta Planning + Design (2010)
Date: 1/30/2011

3.1.1 Network Development

The network selection and classification process included extensive public outreach, on-going consultation with County of Los Angeles staff through a Technical Advisory Committee (TAC), and input from the County's Bicycle Advisory Committee (BAC). The TAC's membership includes staff from the Department of Public Works (DPW), Department of Regional Planning, Department of Public Health, Department of Beaches and Harbors, the Los Angeles County Sheriff's Department, and California Highway Patrol. The BAC is comprised of appointees from the County Supervisors, and staff from Caltrans and LACMTA. The proposed network was also influenced considerably by existing plans and ongoing bicycle planning efforts, by both the County of Los Angeles and other adjacent jurisdictions. The overall objective was to create a seamless, well-integrated bikeway network throughout Los Angeles County.

StreetPlan, an Alta Planning + Design model, was used to evaluate the feasibility of installing bike lanes on roadway segments throughout the County of Los Angeles. *StreetPlan* compares measurements taken of the existing roadway cross-section with roadway design minimum widths for the County and the amount of roadway space available to make a feasibility assessment. The assessments made by the *StreetPlan* model were later followed up by engineering review. Appendix G provides a detailed description of the *StreetPlan* model that was conducted to evaluate the proposed bikeway network.

This feasibility study identified potential bicycle facilities based on existing street cross-sections and proposed cross-sections, which is sufficient for a planning level analysis. Implementing specific bike facilities proposed in the Plan will require a more detailed traffic study that takes into account traffic volumes, speeds, percentage of heavy vehicles/trucks, demand for bicycle facilities, coordination with other jurisdictions/agencies, public outreach, and other considerations.

To enhance the utility of the regional bicycle network, this Plan also includes provisions for secure and convenient bicycle parking and support facilities that encourage transportation-based bicycle trips, and enhance access to transit.

Consistent with the County's Neighborhood Traffic Management Program's¹⁴ primary goal of involving the community in the planning process, the implementation of bicycle boulevard projects will include a process of public outreach to neighborhood residents and other stakeholders. Upon notifying the community of proposed bicycle boulevard projects, a steering committee would be assembled, comprised of neighborhood residents and other stakeholders, County of Los Angeles representatives, and DPW staff. The steering committee will monitor and guide DPW's data collection and analysis. The data analysis will provide further information on the cost and feasibility of potential bicycle boulevard treatments.

DPW staff and the steering committee will present the collected data and analysis results to the public at a community workshop. Planning and outreach for the community workshops will attempt to solicit broad participation and support throughout the community. Upon receiving reasonable community consensus at the public meeting(s), DPW staff will present the bicycle boulevard study results to appropriate regulatory agencies (e.g., County Board of Supervisors, Los Angeles County Sheriff, Los Angeles County Fire, and California Highway Patrol) for review and implementation.

¹⁴ Neighborhood Traffic Management Program http://dpw.lacounty.gov/TNL/NTMP/Page_01.cfm

3.1.2 Bicycle Demand and Air Quality Benefits Analysis

Replacing vehicular trips with bicycle trips has a significant impact on reducing human-generated greenhouse gases (GHGs) in the atmosphere that contribute to climate change. Fewer vehicle trips and Vehicle Miles Traveled (VMTs)¹⁵ translates into fewer mobile source pollutants being released into the air, such as carbon dioxide, nitrogen oxides, and hydrocarbons. Under the Clean Air Act, regions must meet the National Ambient Air Quality Standards established by the U.S. Environmental Protection Agency or they are designated as non-attainment areas.

South Coast Air Quality Management District (SCAQMD) covers most of the County of Los Angeles and is designated a non-attainment area for ozone and Particulate Matter (PM 2.5 and PM 10). The SCAQMD jurisdiction is approximately 10,743 square miles and includes the entire County except for the Antelope Valley, which is covered by the Antelope Valley Air Quality Management District (AVAQMD). The SCAQMD implements a wide range of programs and regulations that address point source pollution and mobile source emissions, and enforces air quality through inspections, fines, and educational training.

The AVAQMD, which includes the Antelope Valley, is a non-attainment area for ozone. Ozone is formed by a photochemical reaction of different pollutants including nitrogen oxides and hydrocarbons. Exposure to ozone has been linked to a number of acute health problems, especially in children.¹⁶ PM pollution has been linked to a number of acute and chronic conditions including chronic bronchitis and heart attack.¹⁷ Although the Los Angeles region has made great strides in improving air quality in recent decades, continued effort is needed to meet federal standards and protect public health. Replacing vehicle trips with bicycle trips is one of many strategies that can help address air pollution.

The SCAQMD and the AVAQMD are responsible for monitoring air quality, as well as planning, implementing, and enforcing programs designed to attain and maintain state and federal ambient air quality standards in the region.

Appendix B presents detailed estimates of existing and future bicycle ridership and associated air quality benefits. For each planning area, an adjusted estimate of current bicycling levels was made using County of Los Angeles and United States Census data, along with several adjustments for likely bicycle commuter underestimations. The Plan predicted future bicycle ridership based on increases observed in other cities and automobile trip reductions for each planning area. Based on the vehicular trip reductions, the Plan predicted planning area-specific air quality benefits for 2035¹⁸. The planning areas included in the Plan are listed alphabetically. Table 3-2 summarizes existing and future bicycle ridership for all planning areas in unincorporated County of Los Angeles and the associated air quality benefits.

¹⁵ Vehicle Miles Traveled is a measurement of the extent of motor vehicle operation, a sum of all miles traveled by motor vehicles over a given period.

¹⁶ http://www.aqmd.gov/forstudents/health_effects_on_children.html

¹⁷ <http://www.epa.gov/pm/health.html>

¹⁸ 2035 was chosen as the horizon year to conform to the County General Plan, which estimates future population in 2035

Table 3-2: Current and Future Ridership and Air Quality Benefits

| Commuting Statistics | Current (2010) | Future (2035) |
|--|-----------------------|----------------------|
| Study area population | 1,188,324 | 1,648,695 |
| Employed population | 404,342 | 549,131 |
| Bike-to-work mode share | 2.0% | 4.0% |
| Number of bike-to-work commuters | 2,176 | 6,264 |
| School children, ages 6-14 (grades K-8) | 174,140 | 279,535 |
| School children bicycling mode share | 2.0% | 4.0% |
| School children bike commuters | 3,483 | 10,873 |
| Number of college students in study area | 77,887 | 125,138 |
| Estimated college bicycling mode share | 10.0% | 15.0% |
| College bike commuters | 7,789 | 18,359 |
| Total number of bike commuters | 13,719 | 44,477 |
| Total daily bicycling trips | 27,438 | 88,955 |
| Vehicle Trips and Miles Reduction | Current (2010) | Future (2035) |
| Reduced Vehicle Trips per weekday | 9,167 | 24,464 |
| Reduced Vehicle Trips per year | 2,392,599 | 6,385,134 |
| Reduced Vehicle Miles per weekday | 60,415 | 155,375 |
| Reduced Vehicle Miles per year | 15,768,365 | 40,552,751 |
| Air Quality Benefits | Current (2010) | Future (2035) |
| Reduced Hydrocarbons (pounds/weekday) | 181.14 | 465.86 |
| Reduced NO _x (pounds/weekday) | 126.53 | 325.42 |
| Reduced CO (pounds/weekday) | 1,651.59 | 4,247.52 |
| Reduced CO ₂ (pounds/weekday) | 49,148 | 126,398 |
| Reduced Hydrocarbons (pounds/year) | 47,278 | 121,589 |
| Reduced NO _x (pounds/year) | 33,025 | 84,933 |
| Reduced CO (pounds/year) | 431,065 | 1,108,604 |
| Reduced CO ₂ (pounds/year) | 12,827,656 | 32,989,896 |

Source: See LACBMP Appendix C, Tables C1-10.

The above analysis shows that while the population of the study area is expected to increase by 45% over the next 23 years, the expected number of bike commuters will increase by 225%. The increased number of trips taken by bicycle will reduce VMT by 155,375 miles on an average weekday, and lead to sizeable air quality benefits. By 2035, emissions of nearly 85,000 pounds of smog-forming NO_x will be avoided per year, along with 16,500 tons of CO₂, one of the principle gasses associated with global climate change.

3.2 Antelope Valley Planning Area

The Antelope Valley Planning Area consists of 1,800 square miles of unincorporated territory within the Antelope Valley. The planning area encompasses the majority of northern County of Los Angeles, accounting for 44% of the County of Los Angeles' total square mileage.¹⁹ The planning area is primarily comprised of rural communities and open space, including high desert lands, the Liebre and Sierra Pelona mountain ranges, and the Angeles National Forest. **Figure D-1** in the appendices displays the existing land uses for the communities in the Antelope Valley Planning Area.

There are an estimated 103,000 residents living in the unincorporated communities of Antelope Valley Planning Area.²⁰ The unincorporated areas surround the more urban and densely populated incorporated cities of Palmdale and Lancaster with estimated populations of 182,663 and 160,650 respectively.²¹ Over the past decade, the entire Antelope Valley has experienced significant population growth, including the unincorporated area within the planning area, which is largely due to the influx of housing subdivisions within and adjacent to Palmdale and Lancaster. This trend is expected to continue with the current unincorporated areas of the planning area projected to grow to a population of 255,000 by 2035.²²

The planning area's 18 unincorporated communities are Acton, Antelope Acres, Crystallaire, Gorman, El Dorado, Juniper Hills, Green Valley, Lake Hughes, Elizabeth Lake, Lake Los Angeles, Leona Valley, Littlerock, Llano, Pearblossom, Quartz Hill, Sun Village, White Fence Farms, and Wrightwood. The following subsections describe current bicycling conditions in Antelope Valley unincorporated communities.

3.2.1 Existing Bicycling Conditions

Bicycling conditions throughout the planning area vary significantly due to Antelope Valley's diverse terrain and land use patterns. Some of the more populated communities such as Quartz Hill or Littlerock/Pearblossom have flat terrain and grid street networks that are conducive to developing a bicycle network with connections to neighboring jurisdictions' bicycle networks. In more rural areas, many of Antelope Valley's roadways are narrow, two-lane roads that function as either arterial highways or residential streets. Some of these roadways have wider shoulders and some also have relatively low traffic volumes and most have no on-street parking demand. Bicycling as a transportation mode can be challenging throughout the planning area due to substantial distances to access employment and commercial centers.

The planning area's unincorporated parts contain 7.2 miles of County maintained bikeways. The existing bikeways are located in Quartz Hill and Lake Los Angeles. The bikeways within Quartz Hill connect with the bicycle network of the neighboring City of Lancaster. **Table 3-3** summarizes the location, classification, and mileage of existing bikeways. **Figure 3-6** shows Antelope Valley's existing bikeways along with major transit stations and bicycle-involved collisions.

¹⁹ Los Angeles County, *Antelope Valley Area Plan Update Background Report*, 2009

²⁰ 2008 SCAG *Regional Transportation Plan*, Table 2.5: Los Angeles County Population Projections

²¹ 2008 SCAG *Regional Transportation Plan*.

²² 2008 SCAG *Regional Transportation Plan*.

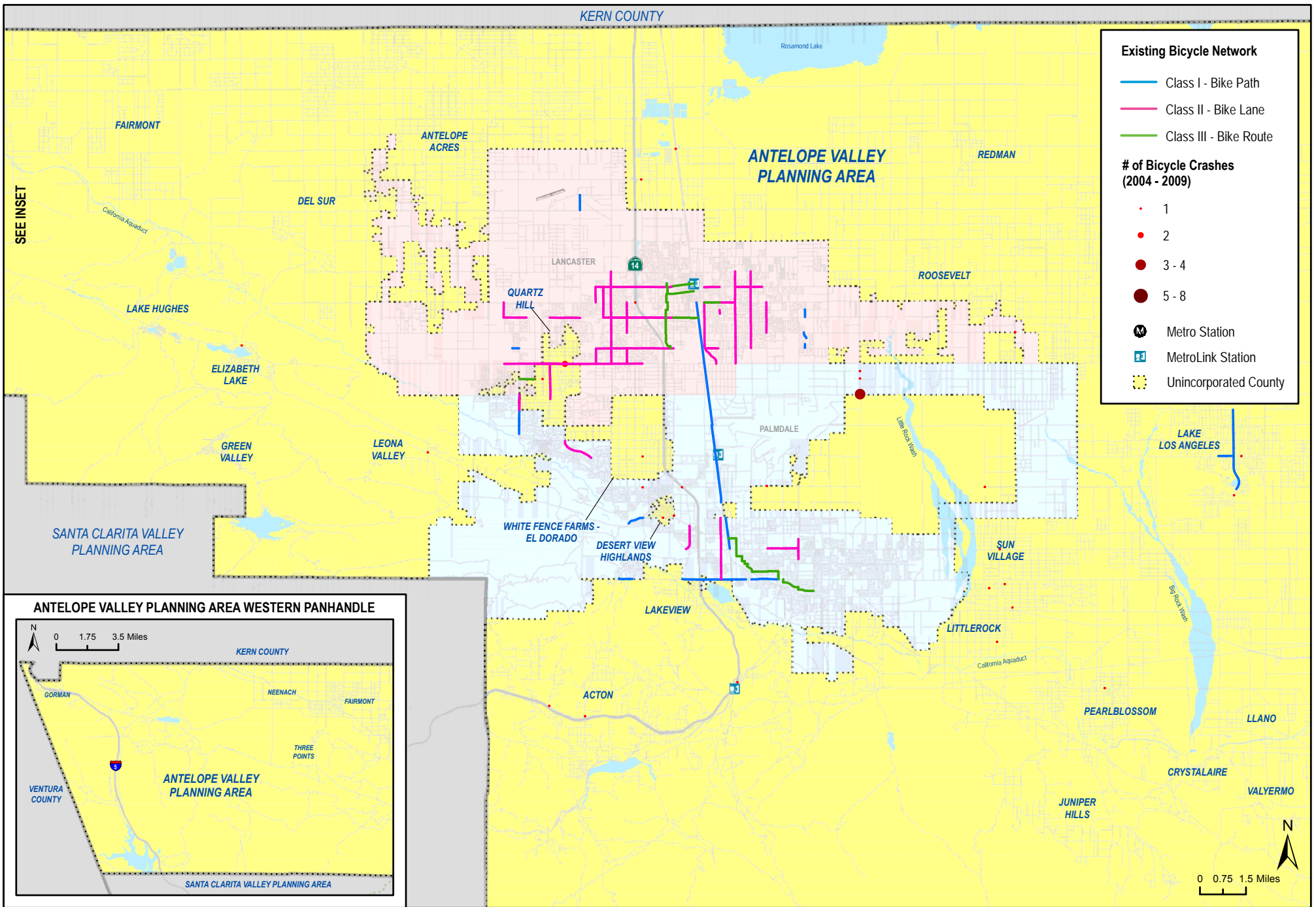


Figure 3-6: Antelope Valley Planning Area Existing Bicycle Network, Major Transit Stations, and Bicycle Crashes (2004-2009)

Table 3-3: Existing Antelope Valley Bikeways

| Community | Segment | From | To | Class | Mileage |
|------------------|-------------------------------|-------------------------------|-------------------------------|-------|------------|
| Lake Los Angeles | 170 th Street East | Avenue M-8 | Avenue P | 1 | 2.7 |
| Lake Los Angeles | Avenue O | 165 th Street East | 170 th Street East | 1 | 0.5 |
| Quartz Hill | 50 th Street West | Avenue L | Avenue M-4 | 2 | 1.3 |
| Quartz Hill | 60 th Street West | Avenue L-4 | Avenue L-8 | 2 | 0.3 |
| Quartz Hill | 60 th Street West | Avenue L-12 | Avenue M-8 | 2 | 0.7 |
| Quartz Hill | Avenue L | 55 th Street West | 40 th Street West | 2 | 1.5 |
| Quartz Hill | Avenue L-8 | 57 th Street West | 55 th Street West | 3 | 0.2 |
| Total | | | | | 7.2 |

**County-maintained bikeways only*

Bicycle collision data assists with identifying locations that may require safety assessment and serves as baseline with which to measure the impacts of bicycle program and infrastructure improvements. According to the California Highway Patrol Statewide Integrated Traffic Records System (SWITRS), 46 bicycle collisions were reported within the unincorporated parts of Antelope Valley Planning Area between 2004 through 2009. Of these 46 instances, three took place at the intersection of 50th Street E and Avenue M, which is the greatest number of crashes at a single location in the Planning Area.

Bicycle-transit integration is vital to encouraging utilitarian bicycling in areas where there is significant distance between where most people live and work. There are three MetroLink stations in Antelope Valley, including one within the unincorporated area, the Vincent Grade/Acton Station. By providing improved bicycle access to commuter rail stations, residents will have greater opportunity to complete lengthy trips without the use of an automobile.

3.2.2 Proposed Network

Table 3-4 summarizes the proposed bicycle network mileage by classification type within the Antelope Valley Planning Area. Projects were prioritized based on bicycling demand, facility deficiencies, barriers to implementation, public comment, and a host of other criteria. As shown, the proposed network would provide an additional 230.7 miles of facility across the planning area, a substantial increase compared to the approximately eight miles of existing bicycle facility within the unincorporated parts of Antelope Valley.

Table 3-4: Antelope Valley Planning Area Bicycle Network Facility Type and Mileage Summary

| Mileage of Proposed Projects by Facility Type | Miles | % of Total |
|---|--------------|-------------|
| Class II – Bike Lane | 95.1 | 41.6% |
| Class III – Bike Route | 134.8 | 58.4% |
| Total | 230.7 | 100% |

Table 3-5 presents the Supervisorial District, specific location, alignment, classification, priority score, and mileage for each of the proposed bikeways within the planning area.

Figure 3-7 displays the proposed bicycle network as well as existing bicycle facilities and major transit stations in the Antelope Valley Planning Area. Figure 3-8 shows a more detailed view of the proposed bicycle

network within the communities of Quartz Hill and White Fence Farms. Figure 3-9 provides a more detailed view of the proposed bicycle network within the communities of Littlerock and Sun Village Area.

Table 3-5: Antelope Valley Planning Area Proposed Bicycle Facilities

| Project ID | Segment | From | To | Community | Class | Mileage | Supervisory District | Priority Score |
|------------|---|-------------------------------|---|---|-------------------------------|---------|----------------------|----------------|
| 1 | 30 th Street West | Avenue M | Avenue O-12 | White Fence Farms-El Dorado, Cities of Lancaster ^A and Palmdale ^A | 2 | 2.8 | 5 | 120 |
| 2 | Elizabeth Lake Road | Dianron Road | 10 th Street West | Desert View Highlands | 2 | 0.8 | 5 | 110 |
| 3 | 170 th Street East | Avenue M | Avenue M-8 | Lake Los Angeles | 2 | 0.5 | 5 | 110 |
| | 170 th Street East | Avenue P | Palmdale Boulevard | | 2 | 1.5 | | |
| 4 | Elizabeth Lake Road | Lake Hughes Road | Munz Ranch Road | Elizabeth Lake | 2 | 3.4 | 5 | 110 |
| 5 | Sierra Highway | Avenue S | Pearblossom Highway | Lakeview and City of Palmdale ^A | 2 | 2.7 | 5 | 105 |
| 6 | Avenue L-8 | 65 th Street West | 60 th Street West | City of Lancaster ^A | 2 | 0.5 | 5 | 100 |
| 7 | 50 th Street West | Avenue M-2 | Avenue N | Quartz Hill | 3 | 0.9 | 5 | 95 |
| 8 | 55 th Street West | Avenue L | Avenue M-8 | Quartz Hill and City of Lancaster ^A | 2 | 1.5 | 5 | 95 |
| 9 | Ridge Route Road/ Pine Canyon Road/ Elizabeth Lake Road | Lancaster Road | 0.3 miles east of Cherry Tree Lane (Palmdale city limit) | Three Points, Lake Hughes, Elizabeth Lake, Leona Valley | 3 | 30.8 | 5 | 95 |
| 10 | 40 th Street East | Avenue H | Lancaster Blvd | Roosevelt, and City of Lancaster ^A | 3 | 1.5 | 5 | 90 |
| 11 | 40 th Street West | Avenue K-4 | Avenue M | Quartz Hill, and City of Lancaster ^A | 2 | 1.7 | 5 | 90 |
| | | | 90 th Street East | 150 th Street East | Lake Los Angeles | 3 | | |
| 12 | Avenue O | 150 th Street East | 165 th Street East | Lake Los Angeles | | 2 | 1.5 | 5 |
| | | | 170 th Street East | | 180 th Street East | 2 | 1.0 | |
| 13 | Angeles Forest Highway | Sierra Highway | Aliso Canyon Road | Acton | 3 | 7.1 | 5 | 90 |
| 14 | Avenue N-8 | Bolz Ranch Road | 30 th Street West | White Fence Farms-El Dorado and City of Palmdale ^A | 3 | 1.5 | 5 | 85 |
| 15 | 45 th Street West | Avenue M-8 | Avenue N-8 | Quartz Hill, White Fence Farms-El Dorado and Cities of Lancaster ^A and Palmdale ^A | 2 | 1.0 | 5 | 85 |
| 16 | Avenue P | 160 th Street East | 170 th Street East | Lake Los Angeles | 3 | 1.6 | 5 | 85 |

Table 3-5: Antelope Valley Planning Area Proposed Bicycle Facilities (continued)

| Project ID | Segment | From | To | Community | Class | Mileage | Supervisory District | Priority Score |
|------------|--|--|------------------------------|---|-------|---------|----------------------|----------------|
| 17 | Avenue O | 30th Street West | 10th Street West | White Fence Farms-El Dorado | 2 | 2.0 | 5 | 85 |
| 18 | 110th Street West | Avenue G | Johnson Road | Del Sur and City of Lancaster ^A | 3 | 4.5 | 5 | 80 |
| 19 | 10th Street West | Auto Center Drive | Elizabeth Lake Road | Desert View Highlands and City of Palmdale ^A | 2 | 0.3 | 5 | 80 |
| 20 | 105th Street East | Palmdale Boulevard | Avenue S | Sun Village | 2 | 1.5 | 5 | 80 |
| 21 | Lancaster Boulevard | 40 th Street East | 55 th Street East | Roosevelt and City of Lancaster ^A | 2 | 1.5 | 5 | 80 |
| 22 | Barrell Springs Road | Tierra Subida Avenue | Sierra Highway | Lakeview | 2 | 2.0 | 5 | 80 |
| 23 | Tierra Subida Avenue | Avenue S | Barrell Springs Road | Lakeview | 2 | 0.8 | 5 | 80 |
| 24 | Avenue U | 87 th Street East | 96 th Street East | Little Rock, Sun Village | 2 | 1.0 | 5 | 80 |
| 25 | Avenue M | 30 th Street West | State Route 14 | Quartz Hill | 2 | 1.7 | 5 | 80 |
| 26 | 20 th Street West | Avenue O-12 | West Avenue M | Quartz Hill | 2 | 2.8 | 5 | 80 |
| 27 | Avenue H | Division Street | 40 th Street East | Roosevelt and City of Lancaster ^A | 2 | 4.1 | 5 | 80 |
| 28 | Avenue T | 80th Street East | 126th Street East | Littlerock | 2 | 4.6 | 5 | 75 |
| 29 | 30 th Street East | East Avenue Q | East Avenue P | Antelope Valley | 3 | 1.0 | 5 | 75 |
| 30 | Avenue K | 52 nd Street West | 40 th Street West | Quartz Hill and City of Lancaster ^A | 2 | 1.2 | 5 | 75 |
| 31 | Avenue S | 0.3 miles east of The Groves (Palmdale city limit) | Tierra Subida Avenue | Lakeview | 2 | 1.3 | 5 | 75 |
| 32 | Crown Valley Road | Sierra Highway | Soledad Canyon Road | Acton | 3 | 1.9 | 5 | 75 |
| 33 | Avenue R | 90th Street East | 110th Street East | Sun Village | 2 | 2.0 | 5 | 75 |
| 34 | Division Street | Avenue H | Avenue E | Roosevelt | 2 | 3.0 | 5 | 75 |
| 35 | Sierra Highway | Avenue P-8 | East Avenue Q | Antelope Valley | 2 | 0.5 | 5 | 75 |
| 36 | 90 th Street West | Avenue G | Avenue G-8 | Fairmount, Del Sur, and City of Lancaster ^A | 3 | 0.5 | 5 | 75 |
| 37 | Avenue L-8 | 60th Street West | 50th Street West | Quartz Hill and City of Lancaster ^A | 2 | 1.0 | 5 | 75 |
| 38 | Mackennas Gold Avenue/ Rawhide Avenue | Avenue P | 170th Street East | Lake Los Angeles | 3 | 0.9 | 5 | 70 |
| 39 | 116th Street East | Avenue S | Avenue T | Sun Village | 2 | 1.0 | 5 | 70 |
| 40 | Avenue M-8 | 60th Street West | 45th Street West | Quartz Hill and City of Palmdale ^A | 2 | 1.5 | 5 | 70 |

Table 3-5: Antelope Valley Planning Area Proposed Bicycle Facilities (continued)

| Project ID | Segment | From | To | Community | Class | Mileage | Supervisory District | Priority Score |
|------------|---|--|-------------------------------|---|-------|---------|----------------------|----------------|
| 41 | 45 th Street West | Avenue K-4 | Avenue L | Quartz Hill | 2 | 1.0 | 5 | 70 |
| 42 | San Francisquito Canyon Road | Calle Siemerio | Elizabeth Lake Road | Green Valley, Elizabeth Lake | 3 | 3.5 | 5 | 70 |
| 43 | 90 th Street West | Avenue H-8 | Avenue K | Fairmount, Del Sur, and City of Lancaster ^A | 3 | 2.5 | 5 | 70 |
| 44 | 106 th Street East | Avenue S | Pearblossom Highway | Sun Village | 2 | 2.5 | 5 | 65 |
| 45 | Sierra Highway | Avenue A | Avenue G | Roosevelt | 2 | 6.1 | 5 | 65 |
| 46 | Red Rover Mine Road/ Escondido Canyon Road | Sierra Highway | Crown Valley Road | Acton | 3 | 2.4 | 5 | 65 |
| 47 | 96 th Street East | Avenue R-8 | Avenue U | Littlerock, Sun Village | 2 | 2.5 | 5 | 65 |
| 48 | Pearblossom Highway | 62 nd Street East | 87 th Street East | Littlerock and City of Palmdale ^A | 2 | 3.0 | 5 | 65 |
| 49 | Avenue S | 0.5 miles west of 90 th Street East | 116 th Street | Littlerock, Sunvillage | 2 | 3.2 | 5 | 65 |
| 50 | Johnson Road | Elizabeth Lake Road | 110 th Street West | Elizabeth Lake, Del Sur | 3 | 3.4 | 5 | 65 |
| 51 | East Avenue P | 15 th Street East | 50 th Street East | Antelope Valley Planning Area and City of Palmdale ^A | 2 | 3.6 | 5 | 65 |
| 52 | Avenue K | 85 th Street West | 90 th Street West | Fairmount, Del Sur, and City of Lancaster ^A | 3 | 0.5 | 5 | 65 |
| 53 | Avenue H | 80 th Street West | 70 th Street West | Fairmount, Del Sur, and City of Lancaster ^A | 3 | 1.0 | 5 | 65 |
| 54 | Avenue G | Lancaster City Limits | Division Street | Roosevelt | 2 | 2.5 | 5 | 65 |
| 55 | Godde Hill Road | Avenida Entrada | Elizabeth Lake Road | Quartz Hill, Leona Valley and City of Palmdale ^A | 3 | 2.9 | 5 | 65 |
| 56 | 40 th Street East | 0.3 miles north of Barrell Springs Road | Barrell Springs Road | Antelope Valley Planning Area | 3 | 0.3 | 5 | 60 |
| 57 | 50 th Street East | Avenue M | Avenue Q | Antelope Valley Planning Area | 3 | 4.0 | 5 | 60 |
| 58 | Barrell Springs Road/ Cheseboro Road/ Mount Emma Road | 47 th Street East | Fort Tejon Road | Antelope Valley Planning Area | 3 | 5.0 | 5 | 60 |

Table 3-5: Antelope Valley Planning Area Proposed Bicycle Facilities (continued)

| Project ID | Segment | From | To | Community | Class | Mileage | Supervisory District | Priority Score |
|--------------------|---|-------------------------------|-------------------------------|---|-------|--------------|----------------------|----------------|
| 59 | Aliso Canyon Road | Soledad Canyon Road | Angeles Forest Highway | Acton | 3 | 7.4 | 5 | 60 |
| 60 | 90th Street East | Avenue M | Avenue Q | Sun Village, Little Rock, City of Palmdale ^A | 3 | 2.0 | 5 | 60 |
| | 90th Street East/ 87th Street East | Avenue Q | Pearblossom Highway | | 2 | 6.7 | | |
| 61 | Palmdale Boulevard | 60th Street East | 110th Street East | Sun Village, Lake Los Angeles, and City of Palmdale ^A | 2 | 4.5 | 5 | 60 |
| | Palmdale Boulevard | 110 th Street East | 170 th Street East | | 3 | 6.2 | | |
| 62 | San Francisquito Canyon Road | Calle Siemerino | Santa Clarita River Trail | Green Valley | 3 | 14.8 | 5 | 60 |
| 63 | Avenue G West | 110th Street West | 70th Street West | Del Sur and City of Lancaster ^A | 2 | 4.0 | 5 | 60 |
| 64 | Avenue N | 50th Street West | State Route 14 | Quartz Hill, White Fence-El Dorado, and Cities of Lancaster and Palmdale ^A | 2 | 3.6 | 5 | 55 |
| 65 | Avenue J | 110th Street West | 70th Street West | | 3 | 4.0 | 5 | 55 |
| 66 | 70th Street West | Avenue F | Avenue J | | 3 | 4.5 | 5 | 55 |
| 67 | Lancaster Road/ Fairmont Neenach Road/ 120th Street West / Avenue I | 160th Street West | 70th Street West | Fairmont, Del Sur and City of Lancaster ^A | 3 | 9.8 | 5 | 55 |
| | | | | | | | | |
| 68 | Munz Ranch Road | Fairmont Neenach Road | Elizabeth Lake Road | Del Sur, Elizabeth Lake | 3 | 4.4 | 5 | 50 |
| Total Miles | | | | | | 230.7 | | |

^A Part of project traverses through or along boundary of incorporated city

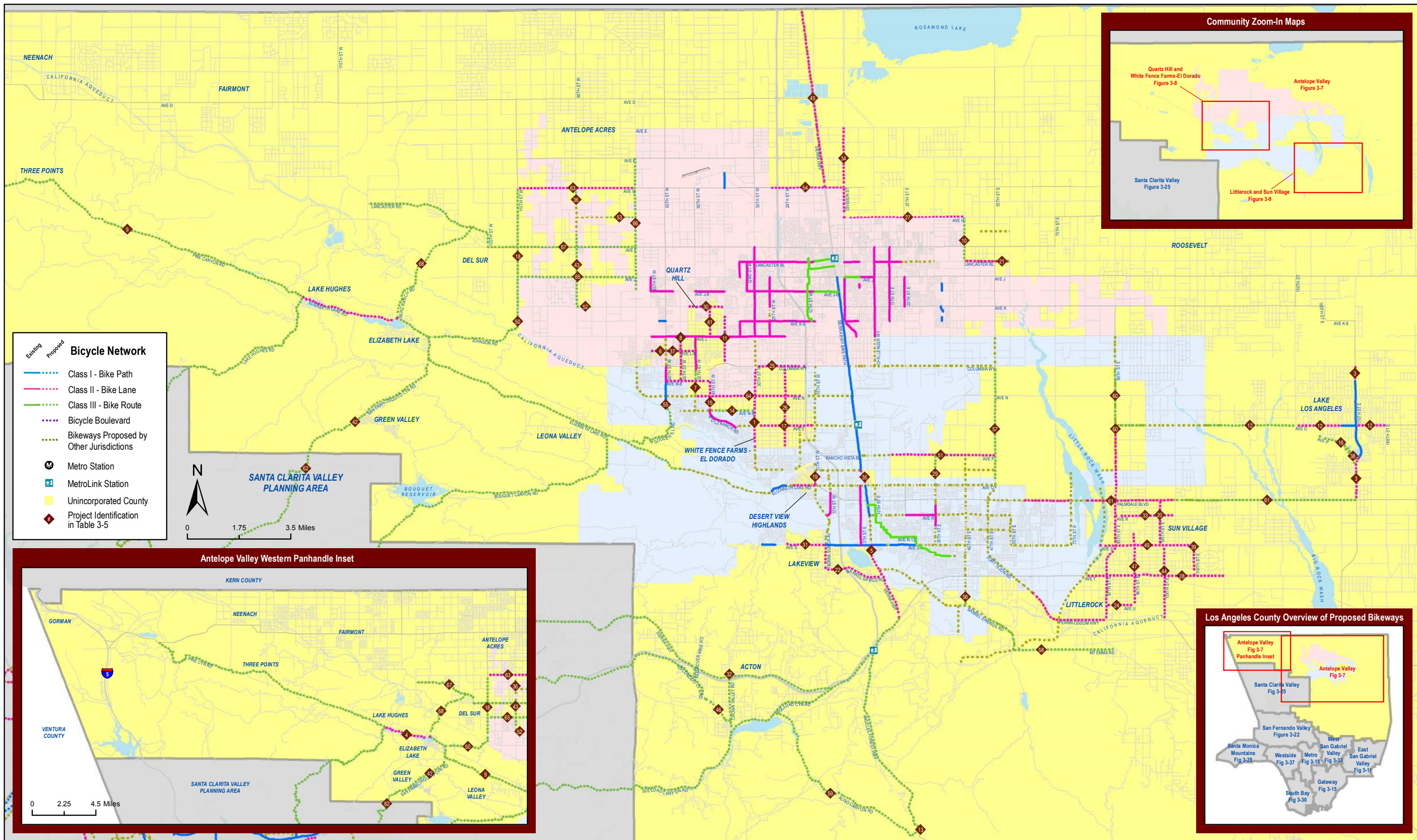


Figure 3-7: Antelope Valley Planning Area Proposed Bicycle Facilities

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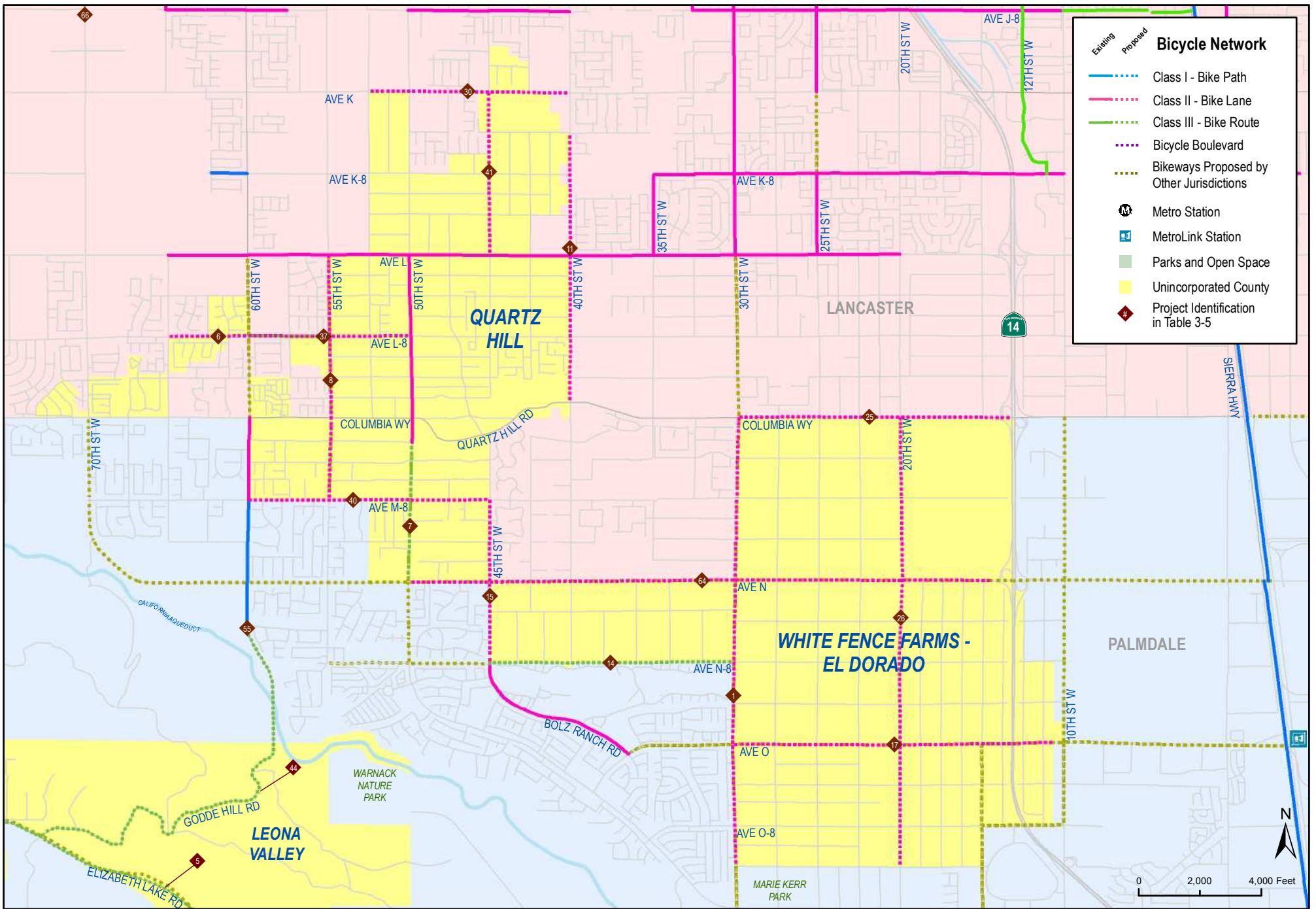


Figure 3-8: Quartz Hill and White Fence Farms-El Dorado Proposed Bicycle Facilities

Los Angeles County Bicycle Master Plan

Source: Los Angeles Metro (2006; 2010); Alta Planning + Design (2010)

Date: 1/31/2011

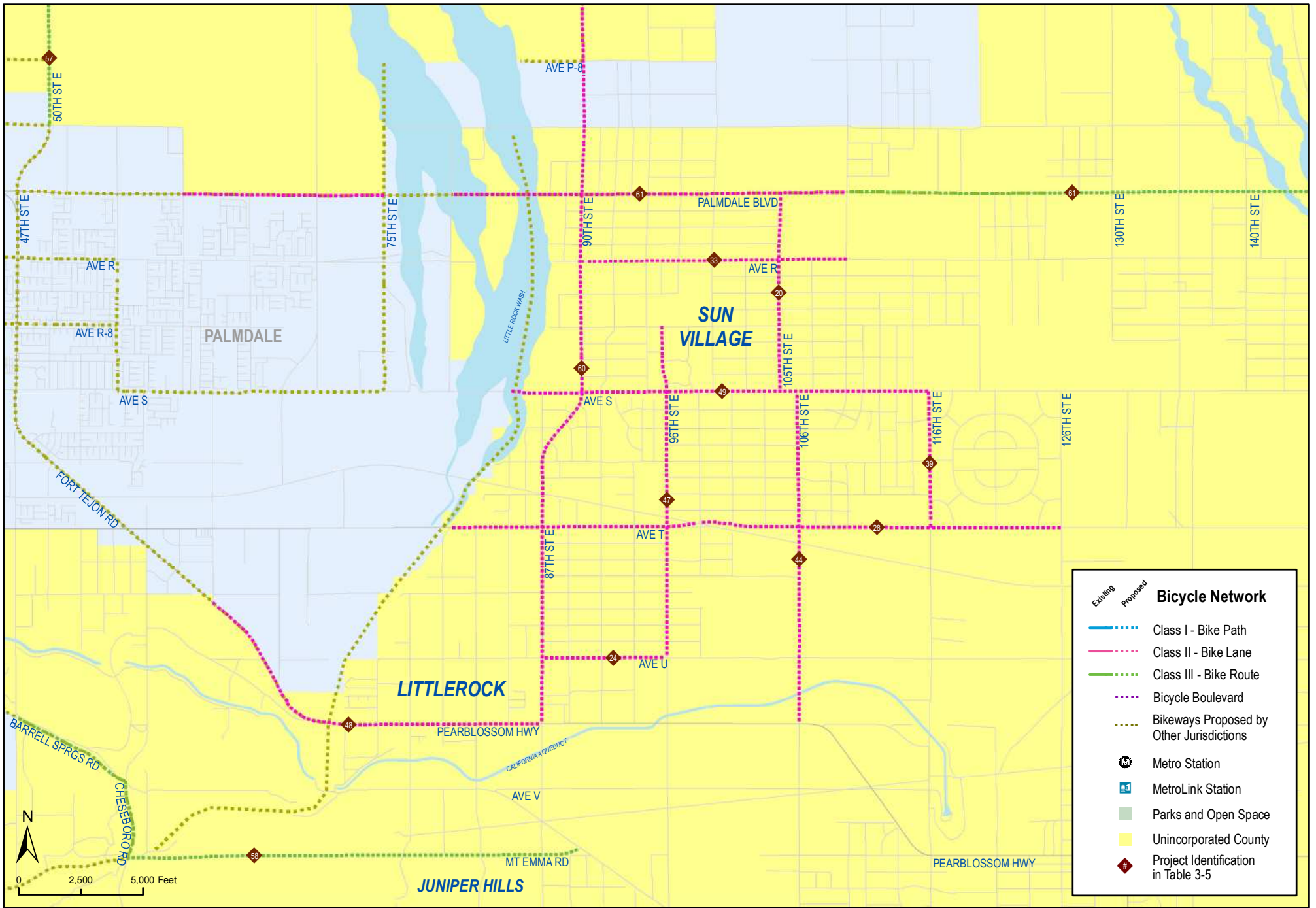


Figure 3-9: Littlerock and Sun Village Proposed Bicycle Facilities

Los Angeles County Bicycle Master Plan

Source: Los Angeles Metro (2006; 2010); Alta Planning + Design (2010)
 Date: 1/31/2011

3.3 East San Gabriel Valley Planning Area

The East San Gabriel Valley Planning Area is the easternmost planning area in the Los Angeles Basin, adjacent to the San Bernardino County border. It consists of the greatest number of unincorporated communities, many of which are small, non-contiguous communities interspersed with incorporated cities. They include: Avocado Heights, Charter Oak Islands, Covina Islands, East Azusa, East Irwindale, East San Dimas, Glendora Islands, Hacienda Heights, North Claremont, North Pomona, Northeast La Verne, Northeast San Dimas, Rowland Heights, South San Jose Hills, South Walnut, Valinda, Walnut Islands, West Claremont, West Puente Valley, and West San Dimas.

Approximately 274,000 people live in the primarily built-out East San Gabriel Valley unincorporated neighborhoods.²³ Figure D-2 in Appendix D contains the distribution of land uses across the planning area.

3.3.1 Existing Bicycling Conditions

The unincorporated parts of East San Gabriel Valley Planning Area have 24.5 miles of existing County-maintained bikeways. Table 3-6 presents the location, classification, and mileage of existing bikeways within the communities.

Table 3-6: East San Gabriel Valley Existing Bikeways

| Community | Segment | From | To | Class | Mileage |
|--------------------------------------|--------------------------------|-------------------------|------------------------------------|-------|---------|
| Avocado Heights and City of Industry | San Jose Creek Bicycle Path | Workman Mill Road | 7th Avenue | 1 | 2.1 |
| Cities of Baldwin Park and Industry | San Gabriel River Bicycle Path | Ramona Boulevard | 0.1 miles south of Fineview Street | 1 | 2.8 |
| City of Azusa | San Gabriel River Bicycle Path | San Gabriel Canyon Road | Huntington Road | 1 | 2.6 |
| Covina Islands | Hollenbeck Avenue | San Dimas Wash | 0.1 miles south of Edna Place | 3 | 0.6 |
| Hacienda Heights | Cedarlane Drive | Glendale Avenue | Fieldgate Avenue | 3 | 0.2 |
| Hacienda Heights | Colima Road | Allenton Avenue | Larkvane Road | 2 | 3.5 |
| Hacienda Heights | Fieldgate Avenue | Cedarlane Drive | Wedgeworth Drive | 3 | 0.1 |
| Hacienda Heights | Garo Street | Stimson Avenue | Glenelder Avenue | 3 | 0.4 |
| Hacienda Heights | Glenelder Avenue | Garo Street | Cedarlane Drive | 3 | 0.2 |
| Hacienda Heights | Halliburton Road | Stimson Avenue | Colima Road | 2 | 1.2 |
| Hacienda Heights | Pepperbrook Way | Wedgeworth Drive | Azusa Avenue | 3 | 0.1 |
| Hacienda Heights | Stimson Avenue | Gale Avenue | La Monde Street | 3 | 1.1 |
| Hacienda Heights | Stimson Avenue | La Monde Street | Colima Road | 2 | 0.9 |
| Hacienda Heights | Wedgeworth Drive | Fieldgate Avenue | Pepperbrook Way | 3 | 1.2 |
| Hacienda Heights, Rowland Heights | Colima Road | Casino Drive | Allenton Avenue | 3 | 1.2 |
| South San Jose Hills | La Puente Road | Nogales Street | Trish Way | 2 | 0.3 |

²³ 2008 SCAG Regional Transportation Plan, Table 2.5: Los Angeles County Population Projections

Table 3-6: East San Gabriel Valley Existing Bikeways (continued)

| Community | Segment | From | To | Class | Mileage |
|----------------------|-------------------|--|-----------------------------------|--------------|-------------|
| South San Jose Hills | Nogales Street | 0.1 miles south of Amanda Street | La Puente Road | 2 | 0.3 |
| Valinda | Lark Ellen Avenue | 0.1 miles south of Francisquito Avenue | Maplegrove Street | 3 | 0.5 |
| Valinda | Temple Avenue | 0.1 miles west of Ruthcrest Avenue | Azusa Avenue | 3 | 1.1 |
| Valinda | Valinda Avenue | 0.1 miles south of Merced Avenue | Maplegrove Street | 3 | 0.6 |
| Valinda | Valinda Avenue | Burtree Street | Amar Road | 2 | 0.3 |
| Valinda | Valinda Avenue | Maplegrove Street | Meadowside Street | 2 | 0.1 |
| Valinda | Valinda Avenue | Meadowside Street | Burtree Street | 3 | 0.1 |
| Walnut Islands | Cameron Avenue | Whitebirch Drive | Grand Avenue | 2 | 0.6 |
| Walnut Islands | Grand Avenue | Cameron Avenue | 0.3 miles south of Hillside Drive | 2 | 0.4 |
| West Puente Valley | Sunset Avenue | Fairgrove Avenue | Temple Avenue | 3 | 0.8 |
| West Puente Valley | Temple Avenue | 0.2 miles east of Baldwin Park Boulevard | Puente Avenue | 3 | 0.5 |
| West Puente Valley | Temple Avenue | Sunset Avenue | Unruh Avenue | 3 | 0.7 |
| | | | | Total | 24.5 |

*County-maintained bikeways only

Figure 3-10 displays the existing bicycle network along with mass transit stations and locations of bicycle collisions²⁴ in the East San Gabriel Valley Planning Area. Los Angeles County Metropolitan Authority (LACMTA) identified one gap in the 2006 Metro Bicycle Transportation Strategic Plan, as shown in Table 3-7.

Table 3-7: MTA Identified Gaps in the East San Gabriel Inter-Jurisdictional Bikeway

| MTA # | Corridor | Jurisdiction | Description | Constraints |
|-------|-------------|--------------|--|-------------|
| 29 | Colima Road | LA County | Colima Road between Fullerton Rd and Diamond Bar City Limits in unincorporated Rowland Heights | ROW width |

Source: Los Angeles County Metropolitan Transportation Authority: 2006 Metro Bicycle Transportation Strategic Plan, p. 103-104

²⁴ Bicycle collision locations displayed for unincorporated county only.

According to the California Highway Patrol SWITRS data, a total of 256 bicycle collisions were reported within the unincorporated communities of East San Gabriel Planning Area from 2004 through 2009. Sixty-eight of these collisions occurred within Rowland Heights and seven at the intersection of Paso Real Avenue and Colima Road, the single greatest crash location in the planning area between 2004 and 2009. A nearly one-mile segment of Colima Road from Fullerton Drive to Nogales Street had a reported 32 bicycle collisions during the study period.

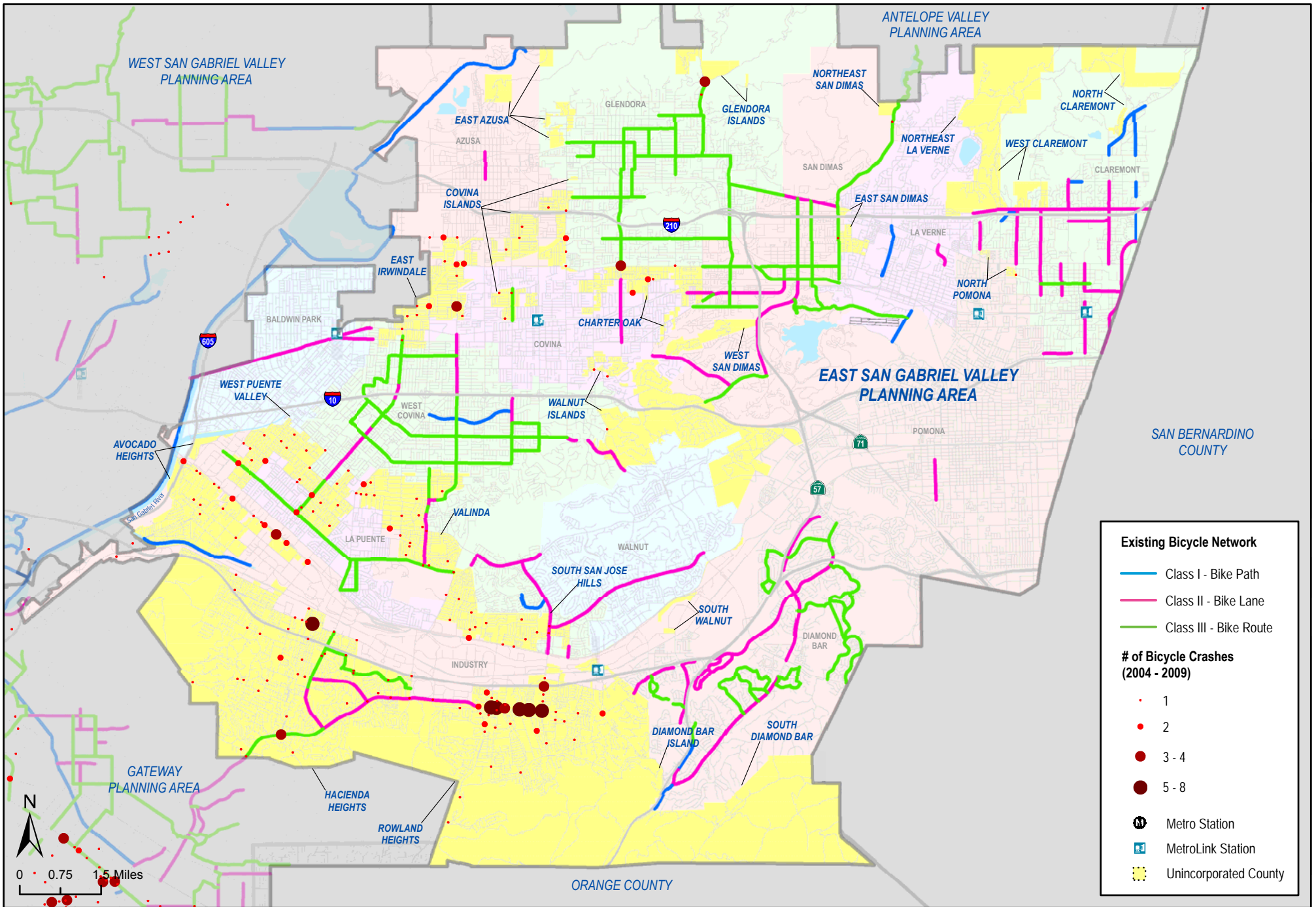


Figure 3-10 East San Gabriel Valley Planning Area Existing Bicycle Network, Major Transit and Bicycle Crashes (2004-2009)

3.3.2 Proposed Network

Table 3-8 summarizes the proposed bicycle network mileage by classification type within the East San Gabriel Valley Planning Area. Projects were prioritized based on bicycling demand, facility deficiencies, barriers to implementation, public comment, and a host of other criteria. As shown, the proposed network would provide approximately 91.1 miles of facility across the planning area compared to its approximately 24.5 existing miles of bicycle facility.

Table 3-8: East San Gabriel Valley Planning Area Bicycle Network Facility Type and Mileage Summary

| Mileage of Proposed Projects by Facility Type | Miles | % of Total |
|---|-------------|------------|
| Class I – Bicycle Path | 25.2 | 27.7% |
| Class II – Bicycle Lane | 31.0 | 34.0% |
| Class III – Bicycle Route | 30.6 | 33.6% |
| Bicycle Boulevard | 4.3 | 4.7% |
| Total | 91.1 | |

Table 3-9 presents the Supervisorial District, specific location, alignment, classification, priority score, and mileage for each of the proposed bikeways within the planning area.

Figure 3-11 displays the proposed bicycle network as well as existing bicycle facilities and major transit stops in the East San Gabriel Valley Planning Area. Figure 3-12 provides a closer view of the proposed bicycle network within the communities comprising the southwestern portion of the planning area: Avocado Heights, Hacienda Heights, Valinda, and West Puente Valley. Figure 3-13 provides a more focused view of the proposed bicycle network within the communities comprising the eastern portion of the planning area: Charter Oak, Covina Islands, East Azusa, East Irwindale, Glendora Islands, Walnut Islands, and West San Dimas.

Table 3-9: East San Gabriel Valley Planning Area Proposed Bicycle Facilities

| Project ID | Segment | From | To | Community | Class | Mileage | Supervisorial District | Priority Score |
|------------|--------------------------------------|------------------------|------------------|---|-------|---------|------------------------|----------------|
| 1 | North Sunset Avenue | Amar Road | Temple Avenue | West Puente Valley, Valinda | 2 | 0.4 | 1 | 145 |
| 2 | San Jose Creek Proposed Bicycle Path | 7 th Avenue | Murchison Avenue | Cities of Industry and Pomona; Hacienda Heights, Rowland Heights, South Walnut and Walnut Islands | 1 | 15.7 | 1, 4 | 140 |

Table 3-9: East San Gabriel Valley Planning Area Proposed Bicycle Facilities (continued)

| Project ID | Segment | From | To | Community | Class | Mileage | Supervisory District | Priority Score |
|------------|--|--------------------------------|----------------------------------|---|--------|------------|----------------------|----------------|
| 3 | Vineland Avenue | 0.3 miles north of Rath Street | Nelson Avenue | West Puente Valley and City of Industry ^A | 3 | 1.3 | 1 | 125 |
| 4 | Killian Avenue | Paso Real Avenue | Otterbien Avenue | Rowland Heights | 3 | 0.4 | 4 | 125 |
| 5 | Paso Real Avenue | Colima Road | Pathfinder Road | Rowland Heights | 3 | 0.9 | 4 | 125 |
| 6 | Pathfinder Road ^B | Paso Real Avenue | Alexdale Lane | Rowland Heights | 2 | 0.4 | 4 | 125 |
| 7 | Jellick Drive/ Los Padres Drive | Greenbay Drive | Aguiro Street | Rowland Heights | 3 | 1.5 | 4 | 120 |
| 8 | Amar Road | Vineland Avenue | North Puente Avenue | West Puente Valley | 2 | 0.4 | 1 | 120 |
| 9 | West Gladstone Street | Blender Street | Big Dalton Wash | East Irwindale and City of Glendora ^A | 3 | 0.8 | 1,5 | 120 |
| 10 | Balan Road/ Annendale Avenue | Brea Canyon Cut Off Road | Pathfinder Road | Rowland Heights | 3 | 1.0 | 4 | 115 |
| 11 | Batson Avenue | Colima Road | Aguiro Street | Rowland Heights | 3 | 1.1 | 4 | 115 |
| 12 | Nogales Street | La Puente Road | Hollingworth Street | West Covina | 2 | 0.4 | 1 | 115 |
| 13 | Pathfinder Road | Fullerton Road | Paso Real Avenue | Rowland Heights | 2 | 1.6 | 4 | 115 |
| 14 | Fullerton Road | Colima Road | Pathfinder Road | Rowland Heights | 2 | 1.6 | 4 | 115 |
| 15 | Nogales Street | Arenth Avenue | Pathfinder Road | Rowland Heights and City of Industry ^A | 2 | 1.8 | 4,1 | 110 |
| 16 | Pathfinder Road | Alexdale Lane | Canyon Ridge Road | Rowland Heights | 2 | 1.9 | 4 | 110 |
| 17 | Mauna Loa Avenue | Citrus Avenue | La Serena Drive | East Irwindale and City of Azusa ^A | 3 | 0.6 | 1,5 | 105 |
| 18 | Willow Avenue | Francisquito Avenue | Amar Road | West Puente Valley and City of La Puente ^A | 3 | 0.8 | 1 | 100 |
| 19 | Las Lomas Drive/ Newton Street | Vallecito Drive | Hacienda Boulevard | Hacienda Heights | 3 | 1.1 | 4 | 100 |
| 20 | Los Robles Avenue | 7th Avenue | Kwis Avenue | Hacienda Heights | 3 | 1.3 | 4 | 100 |
| 21 | Fairway Drive/ Brea Canyon Cut Off Road | Walnut Drive | Bickford Drive | Rowland Heights | 2 | 1.0 | 4 | 100 |
| 22 | Glendora Avenue | Arrow Highway | La Cienega Avenue | Charter Oak | 2 | 0.3 | 5 | 100 |
| 23 | Thompson Creek Proposed Bicycle Path ^F | Lockhaven Way White Avenue | White Avenue Murchison Avenue | City of Pomona | 1 3 | 2.3 1.4 | 1 | 100 |
| 24 | Kwis Avenue | Three Palms Avenue | Newton Street | Hacienda Heights | 3 | 0.6 | 4 | 95 |

Table 3-9: East San Gabriel Valley Planning Area Proposed Bicycle Facilities (continued)

| Project ID | Segment | From | To | Community | Class | Mileage | Supervisory District | Priority Score |
|------------|---|---------------------|--------------------|--|-------|---------|----------------------|----------------|
| 25 | Walnut Avenue/ Echelon Avenue/ Ranlett Avenue | Francisquito Avenue | Temple Avenue | Valinda and City of Industry A | 3 | 1.6 | 1 | 95 |
| 26 | La Monde Street | Hacienda Boulevard | Stimson Avenue | Hacienda Heights | 2 | 0.2 | 4 | 95 |
| 27 | Temple Avenue | Azusa Avenue | Woodgate Drive | South San Jose Hills | 2 | 0.4 | 1 | 95 |
| 28 | Azusa Avenue | Colima Road | Glenfold Drive | Hacienda Heights | 2 | 0.6 | 4 | 95 |
| | Azusa Avenue | Glenfold Drive | Tomich Road | | 3 | 0.1 | | |
| 29 | Gale Avenue | 7th Avenue | Stimson Avenue | Hacienda Heights and City of Industry A | 2 | 2.0 | 1,4 | 95 |
| 30 | Gemini Street | Azusa Avenue | Shipman Avenue | South San Jose Hills | 3 | 0.6 | 1 | 90 |
| 31 | Aguiro Street | Fullerton Road | Los Padres Drive | Rowland Heights | 3 | 0.7 | 4 | 90 |
| 32 | Amar Road | Willow Avenue | North Unruh Avenue | West Puente Valley | 2 | 1.5 | 1 | 90 |
| 33 | Three Palms Avenue/ Farmstead Avenue/ Lujon Street | Kwis Avenue | Stimson Avenue | Hacienda Heights | 3 | 1.0 | 4 | 85 |
| 34 | Camino Del Sur | Vallecito Drive | Colima Road | Hacienda Heights | 2 | 0.9 | 4 | 85 |
| 35 | Colima Road | Casino Drive | Allenton Avenue | Hacienda Heights | 2 | 1.2 | 4 | 85 |
| 36 | Halliburton Road | Hacienda Boulevard | Stimson Avenue | Hacienda Heights | 2 | 0.2 | 4 | 85 |
| 37 | Rath Street/ Stichman Avenue/ Barrydale Street/ Mayland Avenue/ Nolandale Street/ Siesta Avenue/ Fairgrove Avenue/ Sandy Hook Avenue / Maplegrove Street | Vineland Avenue | Lark Ellen Avenue | West Puente Valley, Valinda and Cities of La Puente A and West Covina ^A | BB | 4.3 | 1 | 85 |
| 38 | Big Dalton Wash Proposed Bicycle Path ^D | Irwindale Avenue | Lark Ellen Avenue | Cities of Azusa and Irwindale; Covina Islands and East Irwindale | 1 | 1.0 | 1, 5 | 85 |
| | | Lark Ellen Avenue | Azusa Avenue | | 3 | 1.1 | | |
| | | Arrow Hwy | N. Barranca Avenue | | 1 | 1.6 | | |
| 39 | Rockvale Avenue | Interstate 210 | Woodcroft Street | East Irwindale | 3 | 0.8 | 5 | 80 |
| 40 | Los Altos Drive | Vallecito Drive | Hacienda Boulevard | Hacienda Heights | 3 | 0.9 | 4 | 80 |

Table 3-9: East San Gabriel Valley Planning Area Proposed Bicycle Facilities (continued)

| Project ID | Segment | From | To | Community | Class | Mileage | Supervisory District | Priority Score |
|------------|---|--------------------------------|--|--|-------|---------|----------------------|----------------|
| 41 | Colima Road | Brea Canyon Cut Off Road | City of Diamond Bar boundary (0.1 miles east of Tierra Luna) | Rowland Heights | 2 | 0.7 | 4 | 80 |
| 42 | Irwindale Avenue | Cypress Street | Badillo Street | East Irwindale | 2 | 0.6 | 1 | 80 |
| 43 | Puente Avenue/ Workman Mill Road | Barrydale Street | San Jose Creek Bicycle Path | West Puente Valley and City of Industry A | 2 | 3.5 | 1 | 80 |
| 44 | San Jose Creek Proposed Bicycle Path | San Gabriel River Bicycle Path | Workman Mill Avenue | Avocado Heights and Whittier Narrows | 1 | 0.7 | 1 | 80 |
| 45 | Covina Hills Road | San Joaquin Road | Via Verde | Walnut Islands and Cities of Covina A and San Dimas ^A | 3 | 2.0 | 5 | 75 |
| 46 | Colima Road | Larkvane Road | Brea Canyon Cut Off Road | Rowland Heights | 2 | 2.3 | 4 | 75 |
| 47 | Angelcrest Drive | Newton Avenue | La Subida Drive | Hacienda Heights | 3 | 0.4 | 4 | 70 |
| 48 | La Subida Drive | Vallecito Drive | Hacienda Boulevard | Hacienda Heights | 3 | 0.9 | 4 | 70 |
| 49 | Vallecito Drive | Los Robles Avenue | Camino Del Sur | Hacienda Heights | 3 | 1.6 | 4 | 70 |
| 50 | Brea Canyon Cut Off Road | Bickford Drive | Pathfinder Road | Rowland Heights | 3 | 0.5 | 4 | 70 |
| 51 | Arrow Highway | Glendora Avenue | Valley Center Boulevard | Charter Oak and City of Glendora ^A | 2 | 1.5 | 5 | 70 |
| 52 | Puente Creek Proposed Bicycle Path ^C | Sunset Avenue (San Jose Creek) | Temple Avenue | Avocado Heights, Valinda and Cities of Industry and La Puente | 1 | 1.7 | 1 | 70 |
| | | Temple Avenue | Hacienda Boulevard | | 3 | 0.4 | | |
| | | Hacienda Boulevard | Azusa Avenue | | 1 | 2.2 | | |
| 53 | 7th Avenue/ Orange Grove Avenue | Clark Avenue | Palm Avenue | Hacienda Heights | 2 | 0.5 | 1,4 | 65 |
| | | Palm Avenue | Beech Hill Drive | | 3 | 0.8 | | |
| 54 | Hacienda Boulevard | Colima Road | 0.2 miles north of Walbrook Drive | Hacienda Heights | 2 | 2.4 | 1,4 | 65 |
| 55 | Amar Road | Aileron Avenue | Azusa Avenue | Valinda | 2 | 1.6 | 1 | 65 |
| 56 | Countrywood Avenue | Wedgeworth Drive | Colima Road | Hacienda Heights | 2 | 0.5 | 4 | 60 |
| 57 | Valley Center Avenue | Arrow Highway | Badillo Street | Charter Oak and City of San Dimas ^A | 2 | 0.6 | 5 | 60 |

Table 3-9: East San Gabriel Valley Planning Area Proposed Bicycle Facilities (continued)

| Project ID | Segment | From | To | Community | Class | Mileage | Supervisory District | Priority Score |
|------------|------------------------|---|------------------------|---|-------|---------|----------------------|----------------|
| 58 | Glendora Mountain Road | 4.4 miles north of Big Dalton Canyon Road | Big Dalton Canyon Road | East Azusa, Antelope Valley Planning Area and City of Glendora ^A | 3 | 4.4 | 5 | 60 |

Total Mileage

91.1

^A Part of project traverses through or along boundary of incorporated city

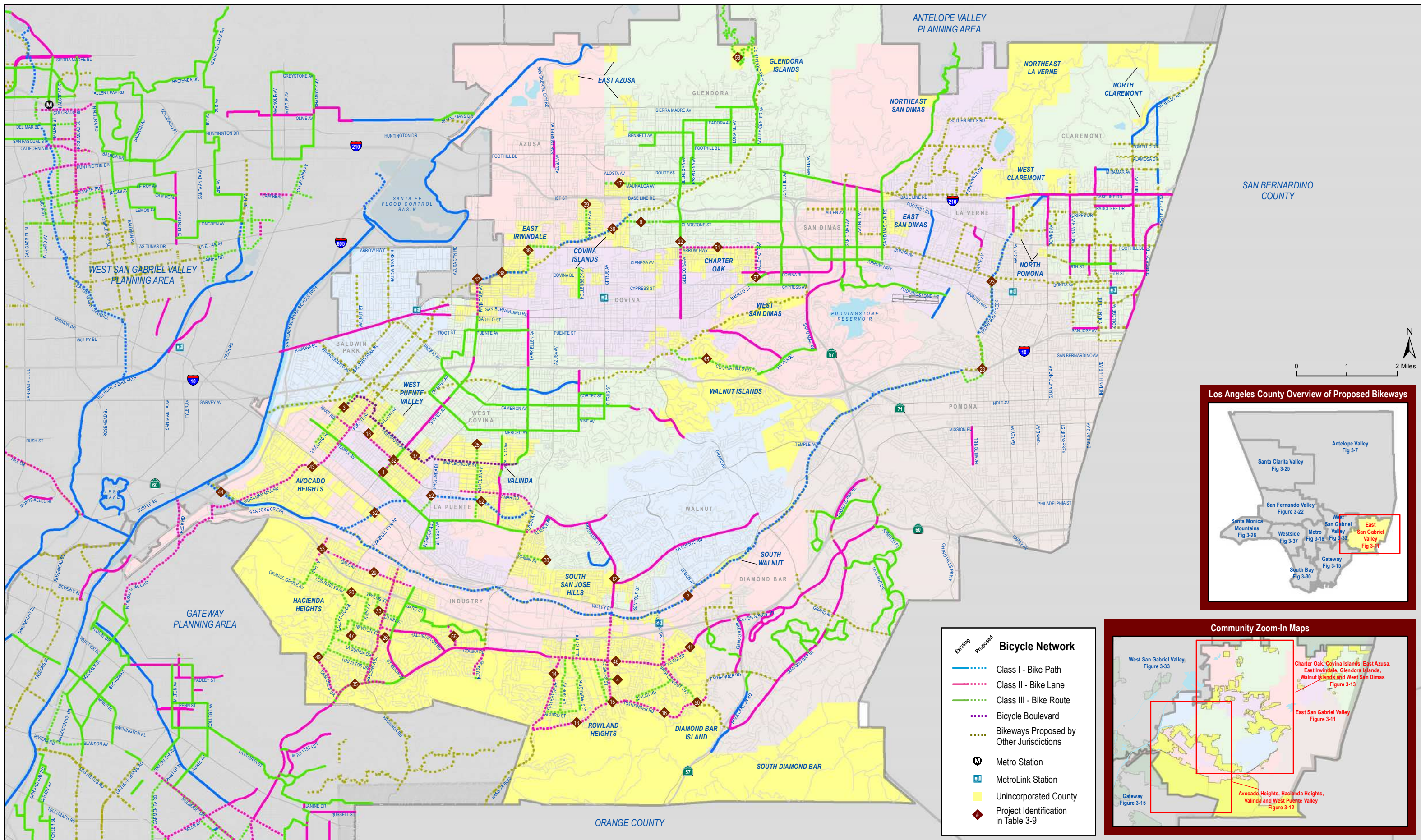
^B Proposed segment overlaps with Early Action bicycle project identified by County of Los Angeles

^C Proposed segment requires on-street alignment between Temple Avenue and Hacienda Boulevard

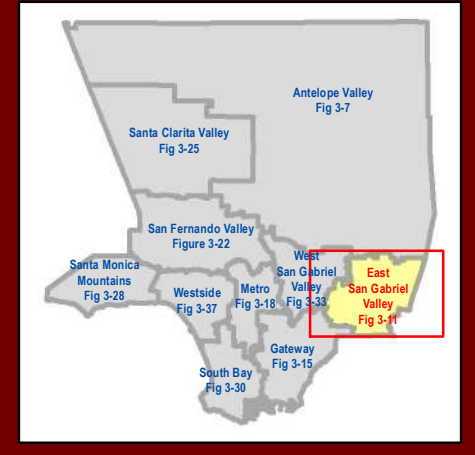
^D Proposed segment requires on-street alignment between Lark Ellen Avenue and Arrow Highway

^E Proposed segment requires on-street alignment between White Avenue and Murchison Avenue

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Los Angeles County Overview of Proposed Bikeways



Community Zoom-In Maps

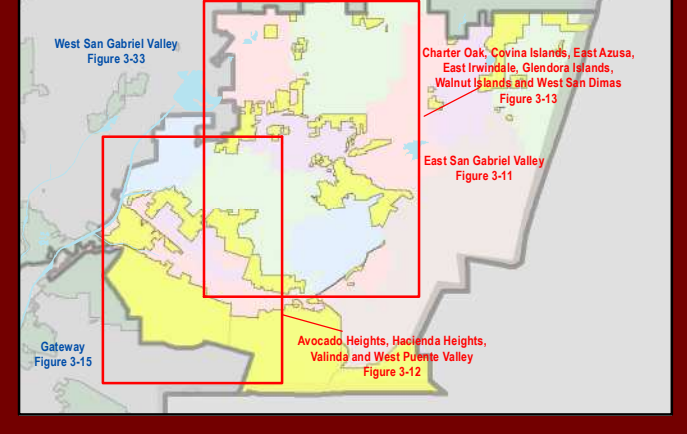


Figure 3-11: East San Gabriel Valley Planning Area Proposed Bicycle Facilities

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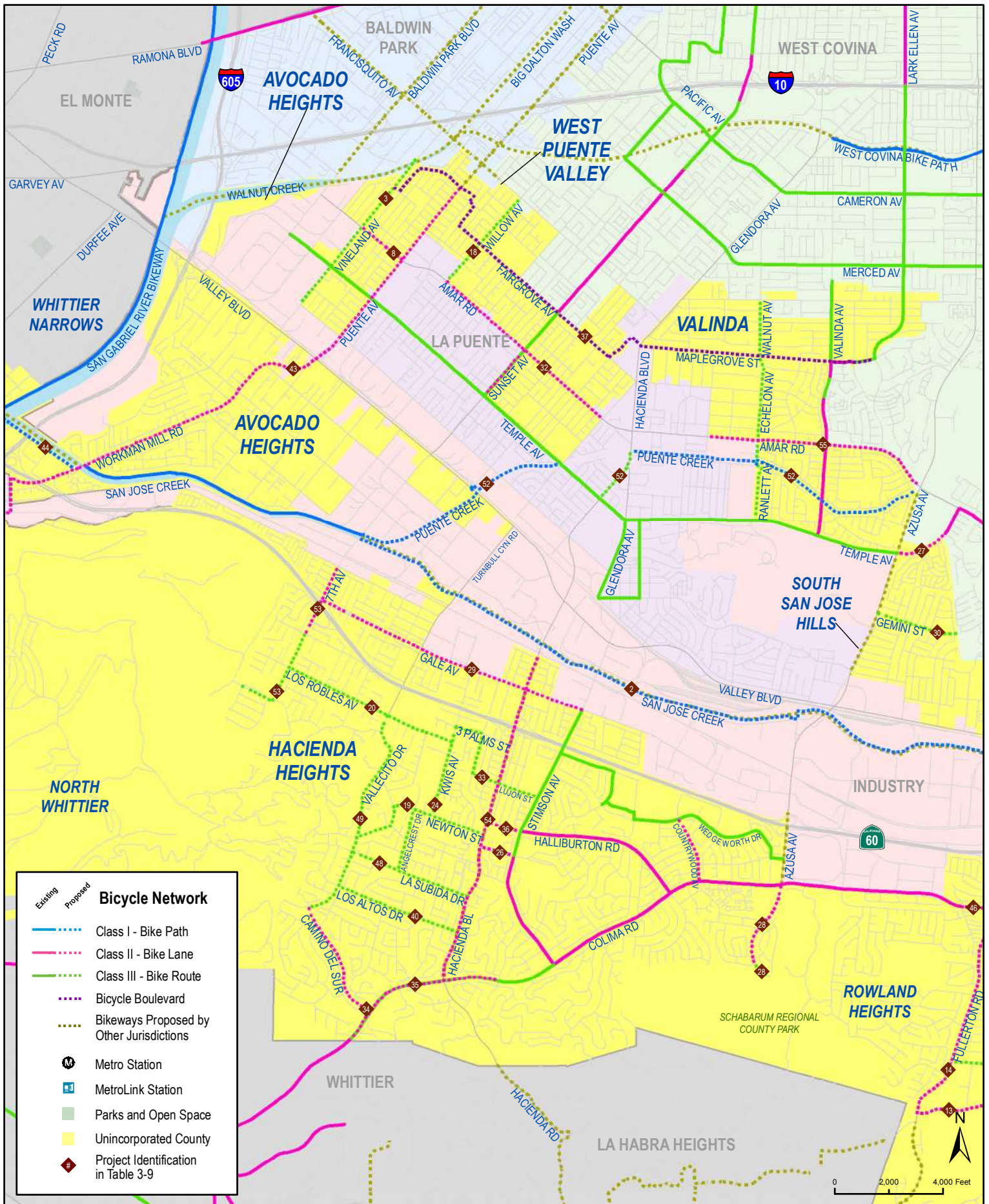


Figure 3-12: Avocado Heights, Hacienda Heights, Valinda and West Puente Valley Proposed Bicycle Facilities

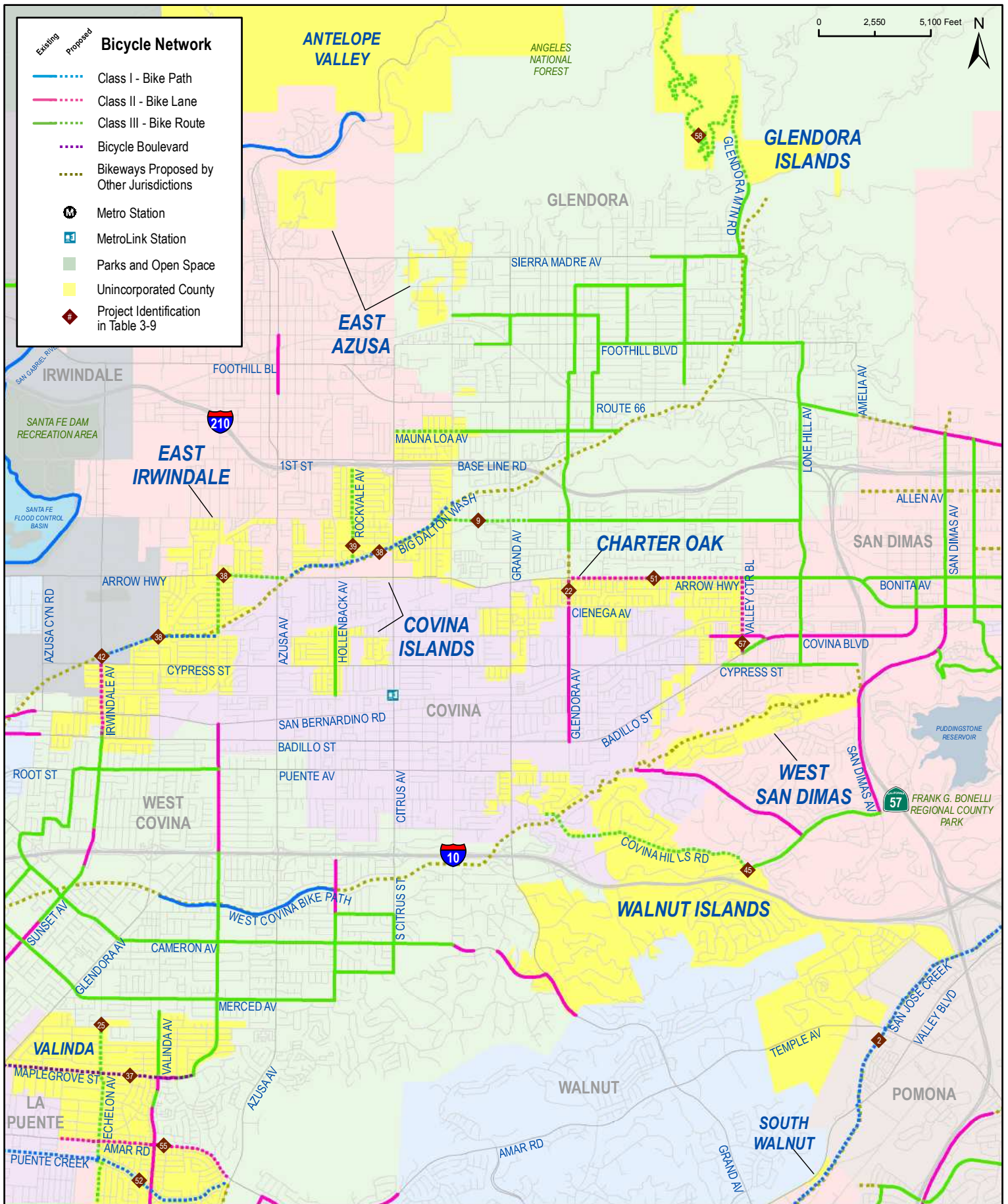


Figure 3-13: Charter Oak, Covina Islands, East Azusa, East Irwindale, Glendora Islands, Walnut Islands and West San Dimas Proposed Bicycle Facilities

3.4 Gateway Planning Area

The Gateway Planning Area is located in the southern portion of the County of Los Angeles, bordering Orange County, the Metro Planning Area, and the West and East San Gabriel Valley Planning Areas. The planning area includes the following urban unincorporated islands: East Rancho Dominguez, North Whittier, Rancho Dominguez, South Whittier-Sunshine Acres, and West Whittier-Los Nietos. Approximately 129,000 people live in the Gateway Planning Area unincorporated neighborhoods.²⁵

Most of these relatively dense unincorporated communities are predominately residential, interspersed with a mix of education, commercial, office, facilities, open space, and recreational land uses. North Whittier, however, is primarily open space, whereas Rancho Dominguez and the Bandini Islands are dominated by industrial land uses. Figure D-3 in Appendix D displays the Gateway Planning Area communities' current land uses.

3.4.1 Existing Bicycling Conditions

The Gateway Planning Area unincorporated communities contain 56.1 miles of existing bikeways, including over 45 miles of County-maintained Class I. Table 3-10 presents the location, classification, and mileage of existing bikeways within the communities.

Table 3-10: Gateway Planning Area Existing Bikeways

| Community | Segment | From | To | Class | Mileage |
|---|---|---|--------------------------------------|-------|---------|
| Bandini Islands, Cities of Bell, Compton, Cudahy, Long Beach, Paramount, South Gate and Vernon | Los Angeles River Bicycle Path | Atlantic Boulevard | Golden Shore Street | 1 | 16.7 |
| Cerritos Islands, City of Cerritos | Coyote Creek Bikeway | Artesia Boulevard | Crescent Avenue | 1 | 2.9 |
| Cities of Bellflower, Cerritos, Downey, Lakewood, Long Beach, Norwalk and Pico Rivera; West Whittier-Los Nietos | San Gabriel River Bicycle Path | 0.2 miles south of Siphon Road | Wardlow Road | 1 | 15.3 |
| Cities of Bell Gardens, Commerce, Downey, Pico Rivera and South Gate | Rio Hondo Bicycle Path | 0.2 miles north of Washington Boulevard | Imperial Highway (Los Angeles River) | 1 | 6.0 |
| Cities of Cerritos and Santa Fe Springs | Coyote Creek Bicycle Path (North Fork Coyote Creek) | Foster Road | Artesia Boulevard | 1 | 2.7 |

²⁵ 2008 SCAG Regional Transportation Plan, Table 2.5: Los Angeles County Population Projections

Table 3-10: Gateway Planning Area Existing Bikeways (continued)

| Community | Segment | From | To | Class | Mileage |
|-------------------------------|----------------------------|------------------------------------|------------------------------|--------------|-------------|
| Rancho Dominguez | Compton Creek Bicycle Path | 0.1 miles north of Homestead Place | Del Amo Boulevard | 1 | 1.7 |
| South Whittier-Sunshine Acres | La Cañada Verde | Mulberry Drive | Broadway | 1 | 0.1 |
| South Whittier-Sunshine Acres | Greenleaf Avenue | 0.1 miles north of Ann Street | Barton Road | 3 | 0.3 |
| South Whittier-Sunshine Acres | Lambert Road | Leffingwell Road | County of Los Angeles border | 3 | 1.0 |
| South Whittier-Sunshine Acres | Mulberry Drive | Painter Avenue | Scott Ave | 3 | 2.9 |
| South Whittier-Sunshine Acres | Santa Gertrudes Avenue | Leffingwell Road | Lemon Drive | 3 | 0.5 |
| South Whittier-Sunshine Acres | Scott Avenue | Mulberry Drive | Lemon Drive | 3 | 0.8 |
| West Whittier-Los Nietos | Broadway | Whittier Blvd | Norwalk Boulevard | 3 | 1.4 |
| West Whittier-Los Nietos | Dunlap Crossing Road | San Gabriel River Bicycle Path | Norwalk Boulevard | 3 | 0.3 |
| West Whittier-Los Nietos | Mines Boulevard | Norwalk Boulevard | Lambert Road | 2 | 1.0 |
| West Whittier-Los Nietos | Norwalk Boulevard | Whittier Boulevard | Perkins Ave | 3 | 2.3 |
| West Whittier-Los Nietos | Sorensen Avenue | Lambert Road | Washington Boulevard | 3 | 0.2 |
| | | | | Total | 56.1 |

**County-maintained bikeways only*

Los Angeles County Metropolitan Authority (LACMTA) identified seven key gaps in the 2006 Metro Bicycle Transportation Strategic Plan, as shown in Table 3-11.

Table 3-11: MTA Identified Gaps in the Gateway Inter-Jurisdictional Bikeway Network

| MTA # | Corridor | Jurisdiction | Description | Constraints |
|-------|------------------------------|------------------------------|---|--------------------------------------|
| 32 | Whittier Greenway | LA County | Connection between Whittier City Limits and San Gabriel River trail | Route not identified |
| 33 | Workman Mill Road | LA County | Connection between Whittier Bike Path and Rio Hondo College | Route not identified |
| 34 | Connector | LA County / Carson | Connection between LA River Path and Compton Path terminus near Del Amo Boulevard | Route not identified |
| 38 | La Mirada / Colima Connector | LA County / La Mirada | Connection between Whittier (La Colima Road) and La Mirada Boulevard in La Mirada | Route not identified |
| 40 | Mills Avenue | LA County / Santa Fe Springs | At Mills Ave, connection between Norwalk Blvd and Whittier Greenway Bike Path | Route not identified |
| 44 | Coyote Creek | Orange County / LA County | Completion of Coyote Creek Bike Path east of North Fork on Coyote Creek Channel | ROW, bridges, jurisdictional issues |
| 46 | Gateway | Paramount / LA County | Connection between San Gabriel River and West Santa Ana Branch ROW at NW terminus of planned multi-city project | DWP ROW, Active RR, adjacent 105 Fwy |

Source: Los Angeles County Metropolitan Transportation Authority: 2006 Metro Bicycle Transportation Strategic Plan, p. 103-104

Figure 3-14 displays the existing bicycle network along with major transit stations and bicycle collision sites in the Gateway Planning Area reported from 2004 through 2009. According to the California Highway Patrol SWITRS data, a total of 142 bicycle collisions were reported within the unincorporated communities of the Gateway Planning Area between 2004 and 2009. The greatest concentration by community occurred in South Whittier-Sunshine Acres, with 86 between 2004 and 2009.

As shown in Figure 3-14, two Metro lines service the planning area. Rancho Dominguez is serviced directly by a Blue Line Metro Station located where the Compton Creek bikeway terminates to the south. The Norwalk/Santa Fe Springs MetroLink station is located just outside the boundary of the South Whittier-Sunshine Acres community. The eastern terminus of the Metro Green Line is located approximately two miles west of the MetroLink Station.

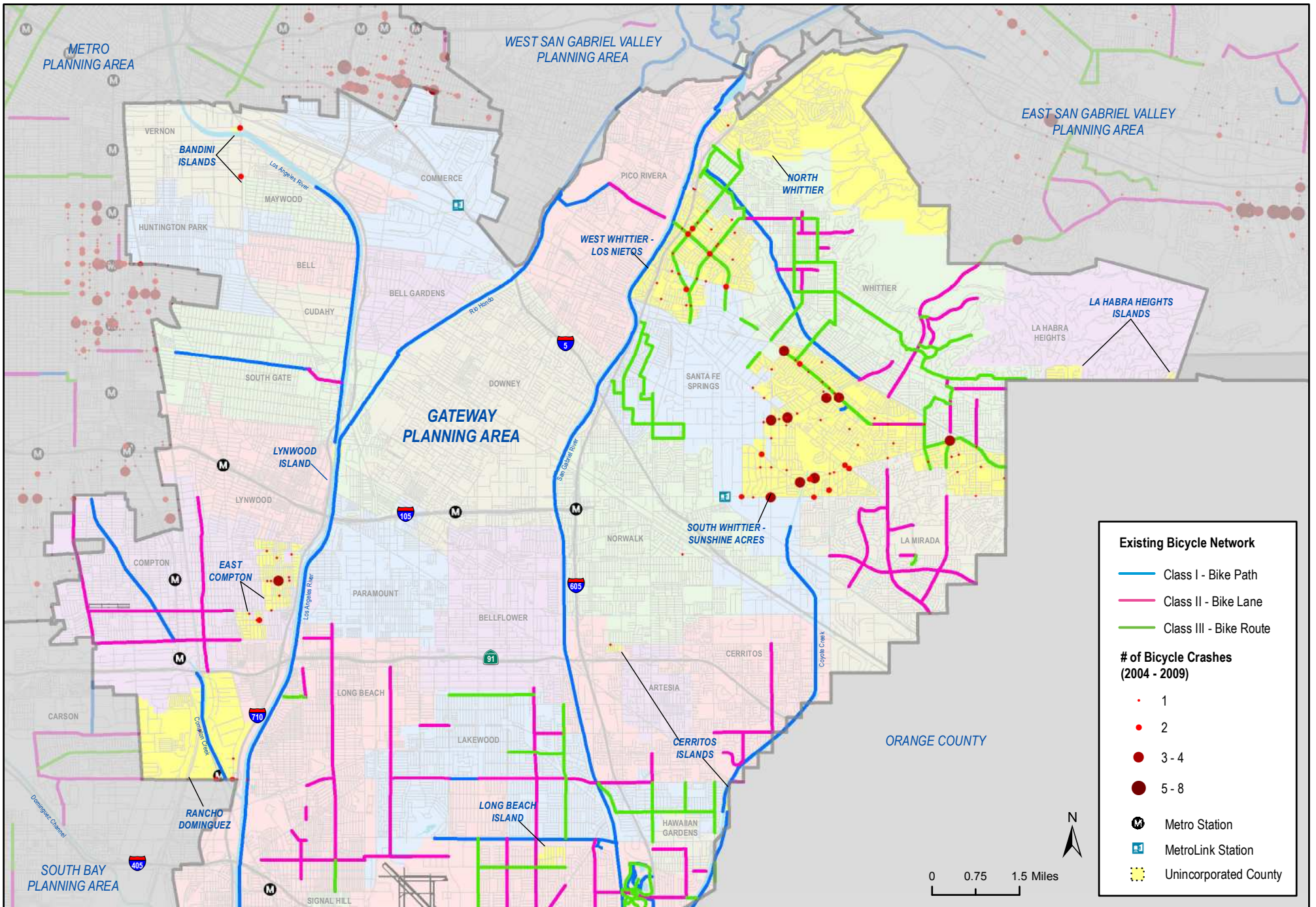


Figure 3-14: Gateway Planning Area Existing Bicycle Network, Major Transit and Bicycle Crashes (2004-2009)

3.4.2 Proposed Network

Table 3-12 summarizes the proposed bicycle network mileage by classification type within the Gateway Planning Area. Projects were prioritized based on bicycling demand, facility deficiencies, barriers to implementation, public comment, and a host of other criteria. As shown, the proposed network would provide approximately 41 miles of facility across the planning area. Currently, unincorporated parts of Gateway Planning Area contain just over 56 miles of existing bicycle facilities.

Table 3-12: Gateway Planning Area Bicycle Network Facility Type and Mileage Summary

| Mileage of Proposed Projects by Facility Type | Miles | % of Total |
|---|-------------|-------------|
| Class I – Bicycle Path | 5.7 | 13.9% |
| Class II – Bicycle Lane | 23.1 | 56.5% |
| Class III – Bicycle Route | 12.1 | 29.6% |
| Total | 40.9 | 100% |

Table 3-13 presents the Supervisorial District, specific location, alignment, classification, priority score, and mileage for each of the proposed bikeways within the planning area.

Figure 3-15 displays the proposed bicycle network as well as existing bicycle facilities and major transit stops within the Gateway Planning Area. Figure 3-16 provides a more detailed view of the proposed bicycle network within the communities of South Whittier-Sunshine Acres and West Whittier-Los Nietos.

Table 3-13: Gateway Planning Area Proposed Bicycle Facilities

| Project ID | Segment | From | To | Community | Class | Mileage | Supervisorial District | Priority Score |
|------------|-------------------------------------|-----------------------------|--------------------------------|---|-------|---------|------------------------|----------------|
| 1 | Workman Mill Road | San Jose Creek Bicycle Path | Strong Avenue | North Whittier, Avocado Heights and City of Industry ^A | 2 | 3.4 | 1, 4 | 145 |
| 2 | Compton Creek Proposed Bicycle Path | Del Amo Boulevard | Los Angeles River Bicycle Path | Rancho Dominguez and City of Long Beach | 1 | 0.5 | 2, 4 | 120 |
| 3 | Mills Avenue | Telegraph Road | Lambert Road | South Whittier-Sunshine Acres | 2 | 1.4 | 4 | 110 |
| 4 | Colima Road | La Mirada Boulevard | Poulter Drive | South Whittier-Sunshine Acres | 3 | 1.2 | 4 | 105 |
| | Colima Road | Poulter Drive | Leffingwell Road | | 2 | 0.3 | | |
| 5 | Ceres Avenue | Broadway | Telegraph Road | South Whittier-Sunshine Acres | 3 | 0.7 | 4 | 100 |
| 6 | Mulberry Drive | Greenleaf Avenue | Colima Road | South Whittier-Sunshine Acres and City of Whittier ^A | 2 | 2.2 | 4 | 100 |

Table 3-13: Gateway Planning Area Proposed Bicycle Facilities (continued)

| Project ID | Segment | From | To | Community | Class | Mileage | Supervisory District | Priority Score |
|------------|---|------------------------|--|---|-------|---------|----------------------|----------------|
| 7 | Atlantic Avenue | Rosecrans Avenue | Alondra Boulevard | East Rancho Dominguez and City of Compton ^A | 3 | 1.0 | 2 | 100 |
| 8 | E. Victoria Street | S. Santa Fe Avenue | Susana Road | Rancho Dominguez | 2 | 0.5 | 2 | 100 |
| 9 | Compton Boulevard | Harris Avenue | Los Angeles River Bicycle Path | East Rancho Dominguez and City of Paramount ^A | 2 | 0.8 | 2,4 | 100 |
| 10 | Imperial Highway | Shoemaker Avenue | Leffingwell Road | South Whittier-Sunshine Acres and Cities of La | 2 | 0.3 | 4 | 100 |
| | Leffingwell Road | Imperial Highway | Scott Avenue | Mirada ^A & Santa Fe Springs ^A | 2 | 3.0 | | |
| 11 | Rivera Road | Pioneer Boulevard | Norwalk Boulevard | West Whittier-Los Nietos and City of Santa Fe Springs ^A | 3 | 0.7 | 4 | 95 |
| 12 | 1st Avenue | Lambert Road | Imperial Highway | South Whittier-Sunshine Acres | 2 | 0.8 | 4 | 95 |
| 13 | Rosecrans Avenue | Butler Avenue | Gibson Avenue | East Rancho Dominguez and City of Compton ^A | 2 | 0.5 | 2 | 95 |
| 14 | South Susana Road | East Artesia Boulevard | Del Amo Boulevard | Rancho Dominguez | 2 | 2.0 | 2 | 95 |
| 15 | Broadway | Mills Avenue | Colima Road | South Whittier-Sunshine Acres | 3 | 0.9 | 4 | 90 |
| 16 | Santa Fe Avenue | Artesia Boulevard | 0.1 miles south of Reyes Avenue (Compton Creek Bicycle Path) | Rancho Dominguez | 2 | 1.0 | 2 | 90 |
| 17 | Saragosa Street/ Pioneer Boulevard | Norwalk Boulevard | Los Nietos Road | West Whittier-Los Nietos and City of Santa Fe Springs ^A | 3 | 1.3 | 4 | 90 |
| 18 | Compton Creek Proposed Bicycle Path | Greenleaf Boulevard | State Route 91 | City of Compton | 1 | 0.7 | 2 | 90 |
| 19 | Palo Verde Avenue | Parkcrest Street | Conant Street | Long Beach Island and City of Long Beach ^A | 3 | 0.5 | 4 | 85 |
| 20 | North Fork Coyote Creek Proposed Bicycle Path | Leffingwell Road | Foster Road | South Whittier-Sunshine Acres, City of Santa Fe Springs | 1 | 0.8 | 4 | 85 |
| 21 | Leland Avenue | Mills Avenue | Leffingwell Road | South Whittier-Sunshine Acres | 3 | 1.2 | 4 | 80 |
| 22 | Carmenita Road | Mulberry Drive | Leffingwell Road | South Whittier-Sunshine Acres and City of Santa Fe Springs ^A | 3 | 2.5 | 4 | 80 |

Table 3-13: Gateway Planning Area Proposed Bicycle Facilities (continued)

| Project ID | Segment | From | To | Community | Class | Mileage | Supervisory District | Priority Score |
|------------|--|----------------------|---------------------|--|----------|----------------|-------------------------------|----------------|
| 23 | Lambert Road | Mills Avenue | Scott Avenue | South Whittier-Sunshine Acres and City of Whittier ^A | 2 | 1.3 | 4 | 80 |
| 24 | Laurel Park Road | East Victoria Street | South Rancho Way | Rancho Dominguez | 2 | 0.6 | 2 | 75 |
| 25 | Los Angeles River Proposed Bicycle Path ^B | Washington Boulevard | Bandini Boulevard | Bandini Islands, City of Los Angeles, City of Vernon | 3 | 1.0 | 1 | 75 |
| | | Bandini Boulevard | S. Downey Boulevard | | 1 | 0.6 | | |
| | | S. Downey Boulevard | Bandini Boulevard | | 3 | 0.4 | | |
| 26 | Telegraph Road | Carmenita Road | Huchins Drive | South Whittier-Sunshine Acres and Cities of La Mirada ^A and Santa Fe Springs ^A | 2 | 2.4 | 4 | 75 |
| | | | | Valley View Avenue | Broadway | Telegraph Road | South Whittier-Sunshine Acres | 3 |
| 27 | Valley View Avenue | Telegraph Road | Imperial Highway | South Whittier-Sunshine Acres | 2 | 0.8 | 4 | 75 |
| 28 | South Rancho Way | Laurel Park Road | Del Amo Boulevard | Rancho Dominguez | 2 | 0.7 | 2 | 70 |
| 29 | La Mirada Boulevard | Colima Road | Leffingwell Road | South Whittier-Sunshine Acres | 2 | 1.1 | 4 | 65 |
| 30 | Milan Creek Proposed Bicycle Path | Marquardt Avenue | Telegraph Avenue | South Whittier-Sunshine Acres, City of La Mirada | 1 | 1.8 | 4 | 30 |

Total Mileage**40.9**^A Part of project traverses through or along boundary of incorporated city^B Proposed project requires on-street alignment between Washington Boulevard and Bandini Boulevard and between Downey Road and Bandini Boulevard

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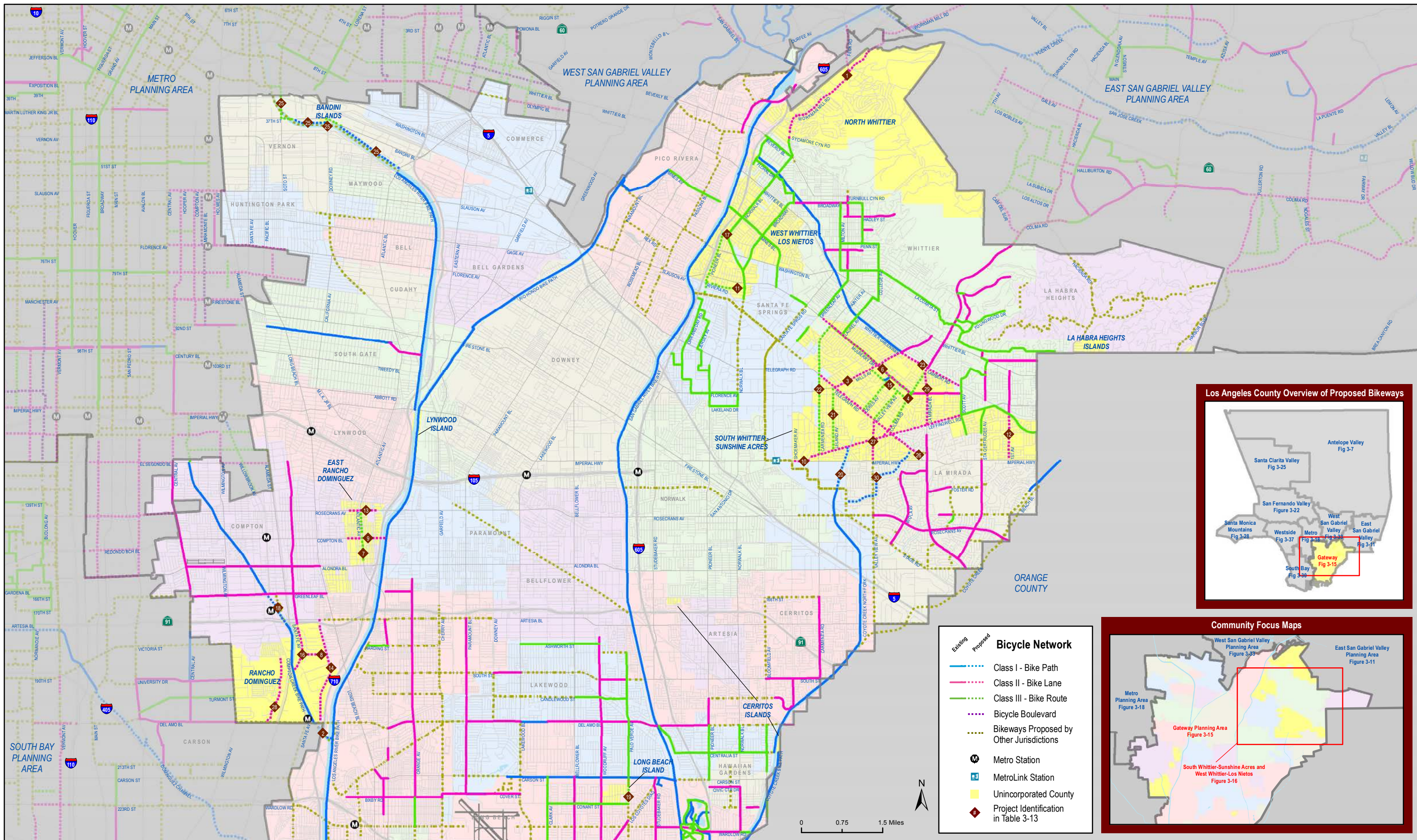


Figure 3-15: Gateway Planning Area Proposed Bicycle Facilities

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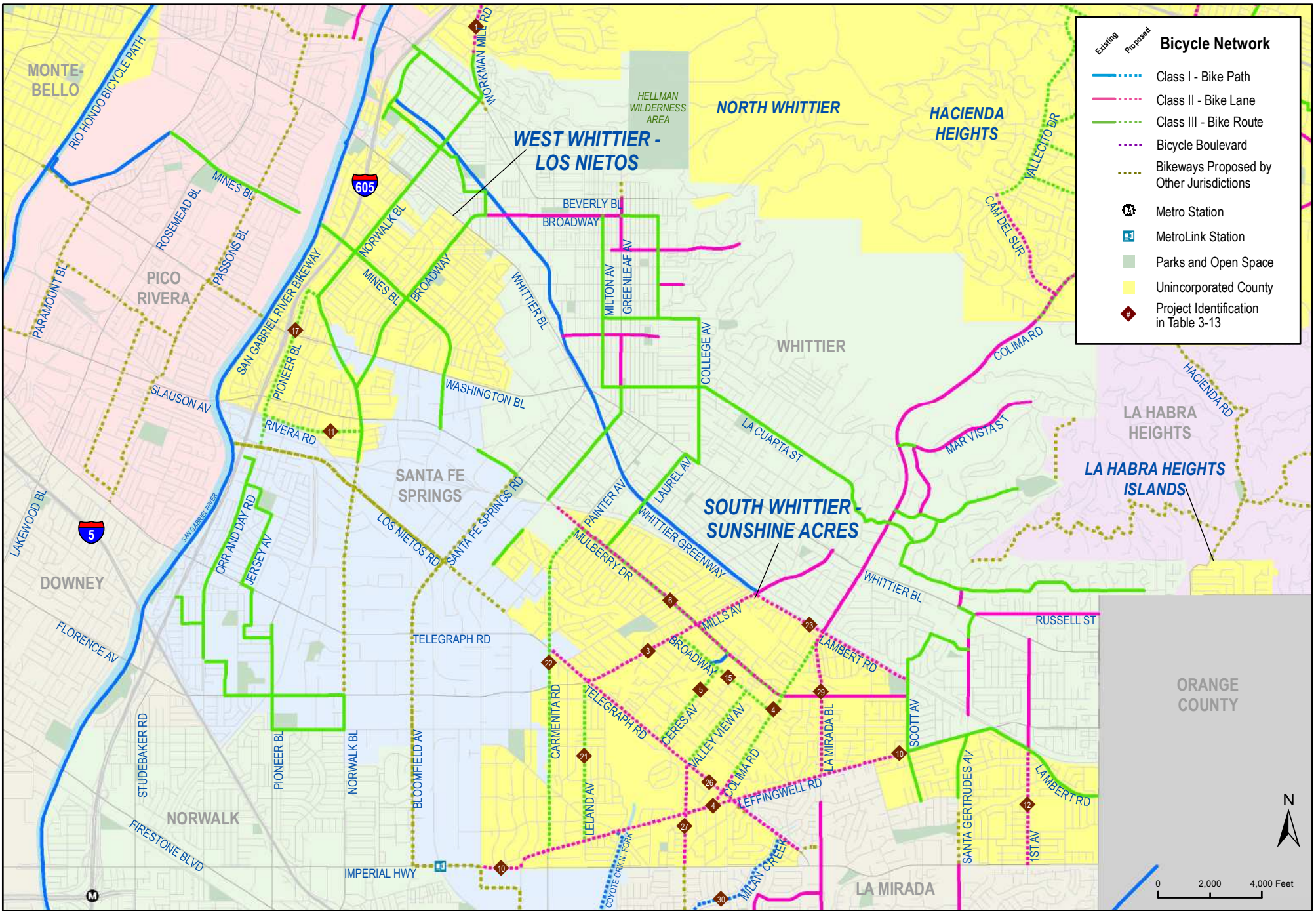


Figure 3-16: South Whittier-Sunshine Acres and West Whittier-Los Nietos Proposed Bicycle Facilities

Los Angeles County Bicycle Master Plan

Source: Los Angeles Metro (2006; 2010); Alta Planning + Design (2010)
 Date: 10/13/2011

3.5 Metro Planning Area

The Metro Planning Area is located in a dense urban area of central County of Los Angeles. The planning area’s unincorporated communities include East Los Angeles, Florence-Firestone, Walnut Park, West Athens-Westmont, West Rancho Dominguez-Victoria, and Willowbrook. This planning area also contains a large portion of the incorporated City of Los Angeles, including Downtown Los Angeles and South Los Angeles.

The planning area is ethnically diverse and densely populated with an estimated 317,000 people living within the approximately 21 square miles combined of unincorporated communities alone.²⁶ The communities are also transit-rich, transected by light-rail lines. Figure D-4 in Appendix D displays the Metro Planning Area’s mix of primarily commercial, mixed use, multi-family, and single-family residential and industrial land uses.

3.5.1 Existing Bicycling Conditions

The Metro Planning Area unincorporated communities have 2.3 miles of existing bikeways. Table 3-14 presents the location, classification, and mileage of existing bikeways within the communities.

Table 3-14: Metro Planning Area Existing Bikeways

| Community | Segment | From | To | Class | Mileage |
|----------------------|-------------------------|-----------------|------------------|--------------|------------|
| East Los Angeles | City Terrace Drive | Alma Avenue | Marengo Avenue | 2 | 0.6 |
| East Los Angeles | Gerhart Avenue | Via San Delarro | Via Campo | 2 | 0.4 |
| East Los Angeles | Herbert Avenue | Medford Street | Whiteside Street | 2 | 0.2 |
| Florence-Firestone | Holmes Avenue | Florence Avenue | Gage Avenue | 2 | 0.5 |
| West Athens-Westmont | 98 th Street | Halldale Avenue | Vermont Avenue | 2 | 0.6 |
| | | | | Total | 2.3 |

**County-maintained bikeways only*

Figure 3-17 displays the existing bicycle network along with major transit stations and bicycle collision sites in the Metro Planning Area reported from 2004 through 2009.

Los Angeles County Metropolitan Authority (LACMTA) identified one key gap in the 2006 Metro Bicycle Transportation Strategic Plan, as shown in Table 3-15.

²⁶ 2008 SCAG Regional Transportation Plan, Table 2.5: Los Angeles County Population Projections

Table 3-15: MTA Identified Gaps in the Metro Planning Area Inter-Jurisdictional Bikeway Network

| MTA # | Corridor | Jurisdiction | Description | Constraints |
|-------|----------|------------------------|--|-------------------------------------|
| 37 | LA River | LA County / LA City | Los Angeles River through central LA, corridor being studied as part of Los Angeles River Revitalization | Active railroad and industrial uses |

Source: Los Angeles County Metropolitan Transportation Authority: 2006 Metro Bicycle Transportation Strategic Plan, p. 103-104

According to the California Highway Patrol SWITRS data, a total of 530 bicycle collisions were reported within the unincorporated parts of the Metro Planning Area between 2004 and 2009. Two hundred and twenty-eight of these collisions occurred within East Los Angeles. There were six collisions at the intersection of Eastern Avenue and Whittier Boulevard, the single greatest crash location within the unincorporated parts of the planning area between 2004 and 2009. Locations within the Metro Planning Area have some of the highest bicycle crash rates in unincorporated Los Angeles County. The high crash rates are attributed to the high ridership within the planning area and a corresponding urgent need for improved bicycle infrastructure. The Plan contains a policy that prioritizes improvements at locations with high crash rates, and certain state and federal programs provide funding opportunities for mitigating dangerous conditions.

Also shown in **Figure 3-17**, the Metro Planning Area is transit-rich, providing opportunities to support multimodal trips between the planning area and locations throughout the region. All of the unincorporated communities are served by Metro Rail Lines. East Los Angeles is served by four stations along the Gold Line. Florence-Firestone and Willowbrook combined have several stations along the Blue and Green Line. The southernmost unincorporated communities, West Athens-Westmont and West Rancho Dominguez-Victoria, are served by the Green Line.

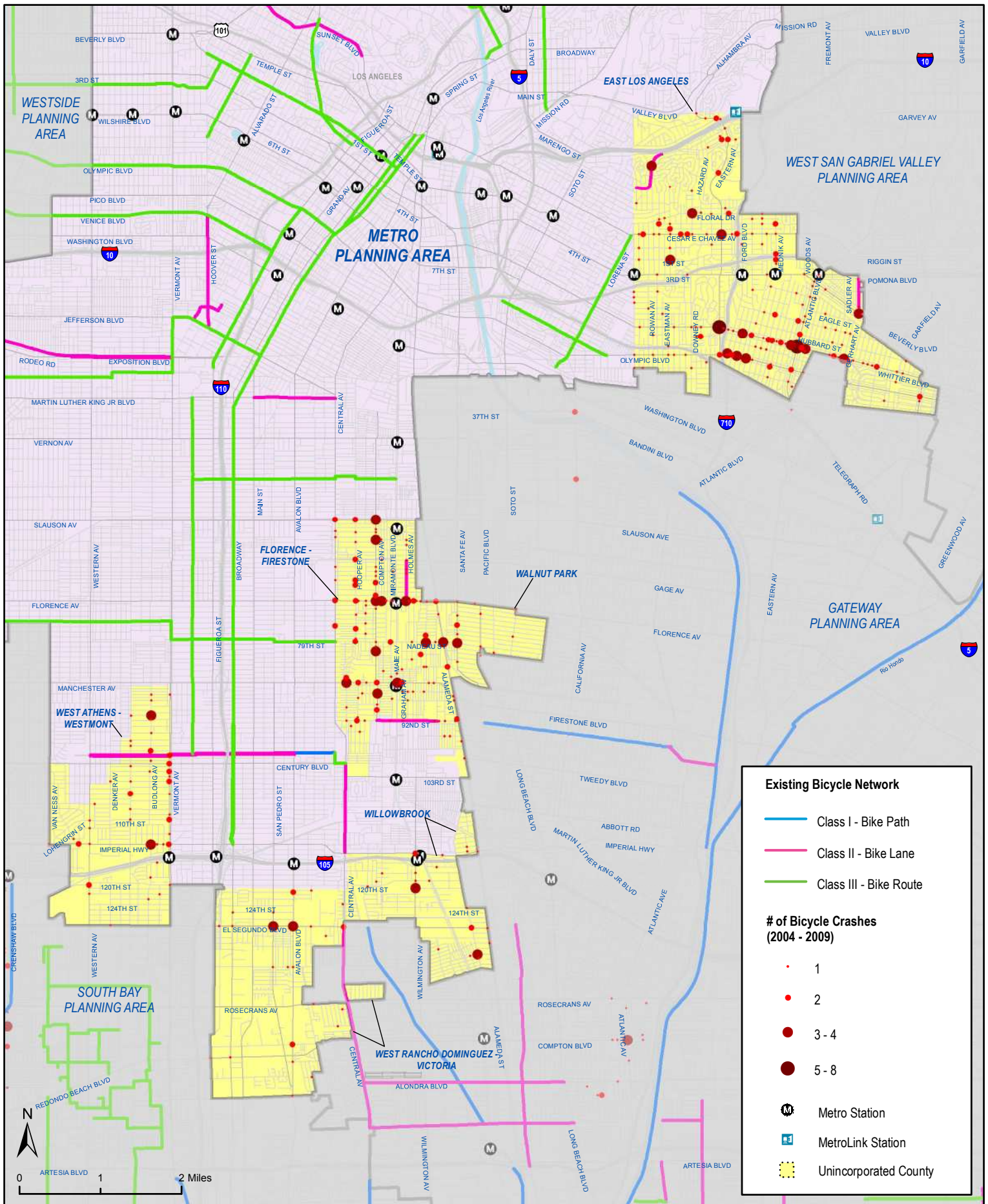


Figure 3-17: Metro Planning Area Existing Bicycle Network, Major Transit Stations, and Bicycle Crashes (2004-2009)

3.5.2 Proposed Network

Table 3-16 summarizes the proposed bicycle network mileage by classification type within the Metro Planning Area. Projects were prioritized based on bicycling demand, facility deficiencies, barriers to implementation, public comment, and a host of other criteria. As shown, the proposed network would provide approximately 88 miles of facility across the planning area to bolster its total of 2.3 existing miles of bicycle facility within the unincorporated parts of the planning area.

Table 3-16: Metro Planning Area Bicycle Network Facility Type and Mileage Summary

| Mileage of Proposed Projects by Facility Type | Miles | % of Total |
|---|-------------|-------------|
| Class I – Bicycle Path | 0.7 | 0.8% |
| Class II – Bicycle Lane | 48.1 | 54.6% |
| Class III – Bicycle Route | 26.9 | 30.5% |
| Bicycle Boulevard | 12.4 | 14.1% |
| Total | 88.1 | 100% |

Table 3-17 presents the Supervisorial District, specific location, alignment, classification, priority score, and mileage for each of the proposed bikeways within the planning area.

Figure 3-18 displays the proposed bicycle network as well as existing bicycle facilities and major transit stops within the Metro Planning Area. Figure 3-19 provides a more detailed view of the proposed bicycle network within the community of East Los Angeles. Figure 3-20 provides a more focused view of the proposed bicycle network within the communities comprising the central and southern portion of the planning area: Florence-Firestone, Walnut Park, West Athens-Westmont, West Rancho Dominguez-Victoria, and Willowbrook.

Table 3-17: Metro Planning Area Proposed Bicycle Facilities

| Project ID | Segment | From | To | Community | Class | Mileage | Supervisorial District | Priority Score |
|------------|-------------------------------------|-------------------------|-------------------------|--------------------------------|-------|---------|------------------------|----------------|
| 1 | Crocket Boulevard | 76 th Place | 83 rd Street | Florence-Firestone | 3 | 0.6 | 2 | 145 |
| 2 | Cesar Chavez Avenue | Indiana Street | Mednik Avenue | East Los Angeles | 3 | 1.8 | 1 | 145 |
| | Cesar Chavez Avenue | Mednik Avenue | Vancouver Avenue | | 2 | 0.3 | | |
| 3 | Woods Avenue ^A | 1 st Avenue | Olympic Boulevard | East Los Angeles | BB | 1.5 | 1 | 145 |
| 4 | Normandie Avenue | 98 th Street | El Segundo Boulevard | West Athens-Westmont | 2 | 2.1 | 2 | 140 |
| 5 | East 68 th Street | Central Avenue | Compton Avenue | Florence-Firestone | 3 | 0.5 | 2 | 135 |
| 6 | Maie Avenue/ Miramonte Boulevard | Slauson Avenue | 92 nd Street | Florence-Firestone | BB | 2.5 | 2 | 135 |
| 7 | Redondo Beach Boulevard | South Figueroa Street | Avalon Boulevard | West Rancho Dominguez-Victoria | 2 | 1.0 | 2 | 135 |

Table 3-17: Metro Planning Area Proposed Bicycle Facilities (continued)

| Project ID | Segment | From | To | Community | Class | Mileage | Supervisory District | Priority Score |
|------------|------------------------------------|-------------------------|-------------------------|---|-------|---------|----------------------|----------------|
| 8 | Florence Avenue ^B | Central Avenue | Mountain View Avenue | Florence-Firestone and City of Huntington Park ^C | 2 | 2.2 | 1, 2 | 135 |
| 9 | Vermont Avenue | 87 th Street | El Segundo Boulevard | West Athens-Westmont and City of Los Angeles ^C | 2 | 2.9 | 2 | 135 |
| 10 | Budlong Avenue | Manchester Avenue | El Segundo Boulevard | West Athens-Westmont | BB | 3.0 | 2 | 130 |
| 11 | El Segundo Boulevard | Figueroa Street | Central Avenue | Willowbrook | 2 | 1.6 | 2 | 130 |
| 12 | Compton Avenue | Slauson Avenue | 92 nd Street | Florence-Firestone and City of Los Angeles ^C | 2 | 2.5 | 2 | 130 |
| 13 | Broadway | East 121 Street | East Alondra Boulevard | West Rancho Dominguez-Victoria | 2 | 2.5 | 2 | 130 |
| 14 | Firestone Boulevard ^B | Central Avenue | Alameda Street | Florence-Firestone | 2 | 1.4 | 2 | 130 |
| 15 | Imperial Highway | Van Ness Avenue | Vermont Avenue | West Athens-Westmont | 2 | 1.5 | 2 | 130 |
| 16 | Denker Avenue | Century Boulevard | Imperial Highway | West Athens-Westmont | 3 | 1.0 | 2 | 125 |
| 17 | Holmes Avenue | Slauson Avenue | Gage Avenue | Florence-Firestone | 2 | 0.5 | 2 | 125 |
| 18 | Rosecrans Avenue | Figueroa Street | Central Avenue | Willowbrook and City of Compton ^C | 2 | 1.7 | 2 | 125 |
| 19 | Hazard Avenue | City Terrace Drive | Cesar Chavez Avenue | East Los Angeles | 3 | 1.1 | 1 | 120 |
| 20 | 6 th Street | Ford Boulevard | Harding Avenue | East Los Angeles | 3 | 1.8 | 1 | 120 |
| 21 | 92 nd Street | Central Avenue | Compton Avenue | Florence-Firestone and City of Los Angeles ^C | 3 | 0.5 | 2 | 120 |
| | 92 nd Street | Miner Street | Alameda Street | City of Los Angeles ^C | 3 | 0.3 | | |
| 22 | Ford Boulevard ^A | Floral Drive | Olympic Boulevard | East Los Angeles | 3 | 1.8 | 1 | 120 |
| 23 | Nadeau Street/ Broadway | Central Avenue | State Street | Florence-Firestone | 2 | 2.6 | 1, 2 | 120 |
| 24 | Whiteside Street | Hebert Avenue | Eastern Avenue | East Los Angeles | 3 | 0.6 | 1 | 115 |
| 25 | Seville Avenue | East Florence Avenue | Broadway | Florence-Firestone | 2 | 0.5 | 1 | 115 |
| 26 | 124 th Street | Slater Avenue | Alameda Street | Willowbrook and City of Compton ^C | 3 | 1.5 | 2 | 110 |
| 27 | Whitter Boulevard | Indiana Street | Ford Boulevard | East Los Angeles | 3 | 1.2 | 1 | 110 |
| 28 | Success Avenue/ Slater Avenue | Imperial Highway | El Segundo Boulevard | Willowbrook and City of Compton ^C | 3 | 0.9 | 2 | 110 |
| 29 | Avalon Boulevard | 121st Street | Alondra Boulevard | West Rancho Dominguez-Victoria | 2 | 2.5 | 2 | 110 |
| 30 | Mednik Avenue/ Arizona Avenue A | Floral Drive | Olympic Boulevard | East Los Angeles | 2 | 1.9 | 1 | 110 |

Table 3-17: Metro Planning Area Proposed Bicycle Facilities (continued)

| Project ID | Segment | From | To | Community | Class | Mileage | Supervisory District | Priority Score |
|------------|--|-------------------------------------|----------------------|--|-------|---------|----------------------|----------------|
| 31 | Whitter Boulevard | Ford Boulevard | Via Clemente Street | East Los Angeles | 3 | 2.4 | 1 | 105 |
| 32 | Imperial Highway | Central Avenue | Wilmington Avenue | Willowbrook and City of Los Angeles ^c | 2 | 0.9 | 2 | 105 |
| 33 | Alondra Boulevard | Figueroa Street | Avalon Boulevard | Rancho Dominguez-Victoria, and City of Carson ^c | 2 | 1.0 | 2 | 105 |
| 34 | Beverly Boulevard | Pomona Boulevard | Gerhart Avenue | East Los Angeles | 3 | 0.8 | 1 | 100 |
| 35 | Rowan Avenue/ Dennison Street/ Eastman Avenue ^A | Floral Drive | Olympic Boulevard | East Los Angeles | BB | 1.8 | 1 | 100 |
| 36 | Hubbard Street | Ford Boulevard | Mobile Street | East Los Angeles | BB | 2.2 | 1 | 100 |
| 37 | Gerhart Avenue | Via San Delarro Street | Eagle Street | East Los Angeles | 2 | 0.2 | 1 | 100 |
| | Gerhart Avenue | Eagle Street | Whittier Boulevard | | 3 | 0.5 | | |
| 38 | 120th Street/ 119th Street ^A | Central Avenue | Wilmington Avenue | Willowbrook | 2 | 0.8 | 2 | 100 |
| | 119th Street | Wilmington Avenue | Mona Boulevard | | 3 | 0.6 | | |
| 39 | Eastern Avenue | 0.1 miles north of Whiteside Street | Olympic Boulevard | East Los Angeles | 2 | 3.1 | 1 | 100 |
| 40 | Olympic Boulevard | Indiana Street | Concourse Avenue | East Los Angeles | 2 | 3.3 | 1 | 100 |
| 41 | Wilmington Avenue | 119th Street | El Segundo Boulevard | Willowbrook and City of Compton ^c | 2 | 0.6 | 2 | 100 |
| 42 | Western Avenue | 108 th Street | El Segundo Boulevard | West Athens-Westmont | 2 | 1.5 | 2 | 100 |
| 43 | Medford Street | Indiana Street | Hebert Avenue | East Los Angeles | 2 | 0.5 | 1 | 95 |
| | Hebert Avenue | Whiteside Street | City Terrace Drive | | 3 | 0.1 | | |
| 44 | 1 st Street | Indiana Street | Mednik Avenue | East Los Angeles | 2 | 1.8 | 1 | 95 |
| 45 | Margaret Avenue | Sadler Avenue | Hubbard Street | East Los Angeles | 3 | 0.8 | 1 | 90 |
| 46 | Willowbrook Avenue | 119 th Street | Oris Street | Willowbrook | 3 | 1.2 | 2 | 90 |
| 47 | La Verne Avenue/ Gratian Street/ Ferris Avenue | 3 rd Street | Telegraph Road | East Los Angeles | 3 | 1.5 | 1 | 90 |
| 48 | Floral Drive | Indiana Street | Mednik Avenue | East Los Angeles and City of Monterey Park ^c | 3 | 1.8 | 1 | 90 |
| 49 | Lohengrin Avenue/ 110 th Street | Imperial Highway | Budlong Avenue | West Athens-Westmont | BB | 1.3 | 2 | 90 |

Table 3-17: Metro Planning Area Proposed Bicycle Facilities (continued)

| Project ID | Segment | From | To | Community | Class | Mileage | Supervisory District | Priority Score |
|----------------------|--|-----------------------------------|--------------------------|---|-------|-------------|----------------------|----------------|
| 50 | City Terrace Drive | 0.1 miles east of Rowan Avenue | Hazard Avenue | East Los Angeles | 3 | 0.5 | 1 | 90 |
| | City Terrace Drive | Hazard Avenue | Eastern Avenue | | 2 | 0.4 | | |
| 51 | Willowbrook Avenue | Imperial Highway | 119 th Street | Willowbrook | 1 | 0.4 | 2 | 90 |
| | Proposed Bicycle Path ^A | (at Rosa Parks Metro Station) | | | | | | |
| 52 | Hooper Avenue | Slauson Avenue | 95 th Street | Florence-Firestone | 2 | 2.7 | 2 | 90 |
| 53 | Slauson Avenue | Central Avenue | Alameda Street | Florence-Firestone and City of Los Angeles ^C | 2 | 1.1 | 1, 2 | 90 |
| | | | | West Rancho Dominguez-Victoria | | | | |
| 54 | Central Avenue | 121 st Street | 127 th Street | West Rancho Dominguez-Victoria | 2 | 0.5 | 2 | 85 |
| 55 | Arroyo Seco Proposed Bicycle Path ^A | San Fernando Road | Avenue 26 | City of Los Angeles | 1 | 0.3 | 1 | 85 |
| 56 | Hendricks Avenue | 0.1 miles north of Hubbard Street | Ferguson Drive | East Los Angeles | 3 | 0.8 | 1 | 80 |
| 57 | Sadler Avenue | Pomona Boulevard | Whittier Boulevard | East Los Angeles | 3 | 1.0 | 1 | 80 |
| 58 | Downey Road | 3 rd Avenue | Noakes Street | East Los Angeles | 3 | 1.5 | 1 | 80 |
| 59 | 120 th Street | Western Avenue | Vermont Avenue | West Athens-Westmont | 2 | 1.0 | 2 | 80 |
| 60 | El Segundo Boulevard | Wilmington Avenue | Alameda Street | Willowbrook | 2 | 0.9 | 2 | 80 |
| Total Mileage | | | | | | 88.1 | | |

^A Proposed segment overlaps with Early Action bicycle project identified by County of Los Angeles

^B Proposed segment will be developed as part of the County's Transit Oriented District (TOD) development plan

^C Part of project traverses through or along boundary of incorporated city

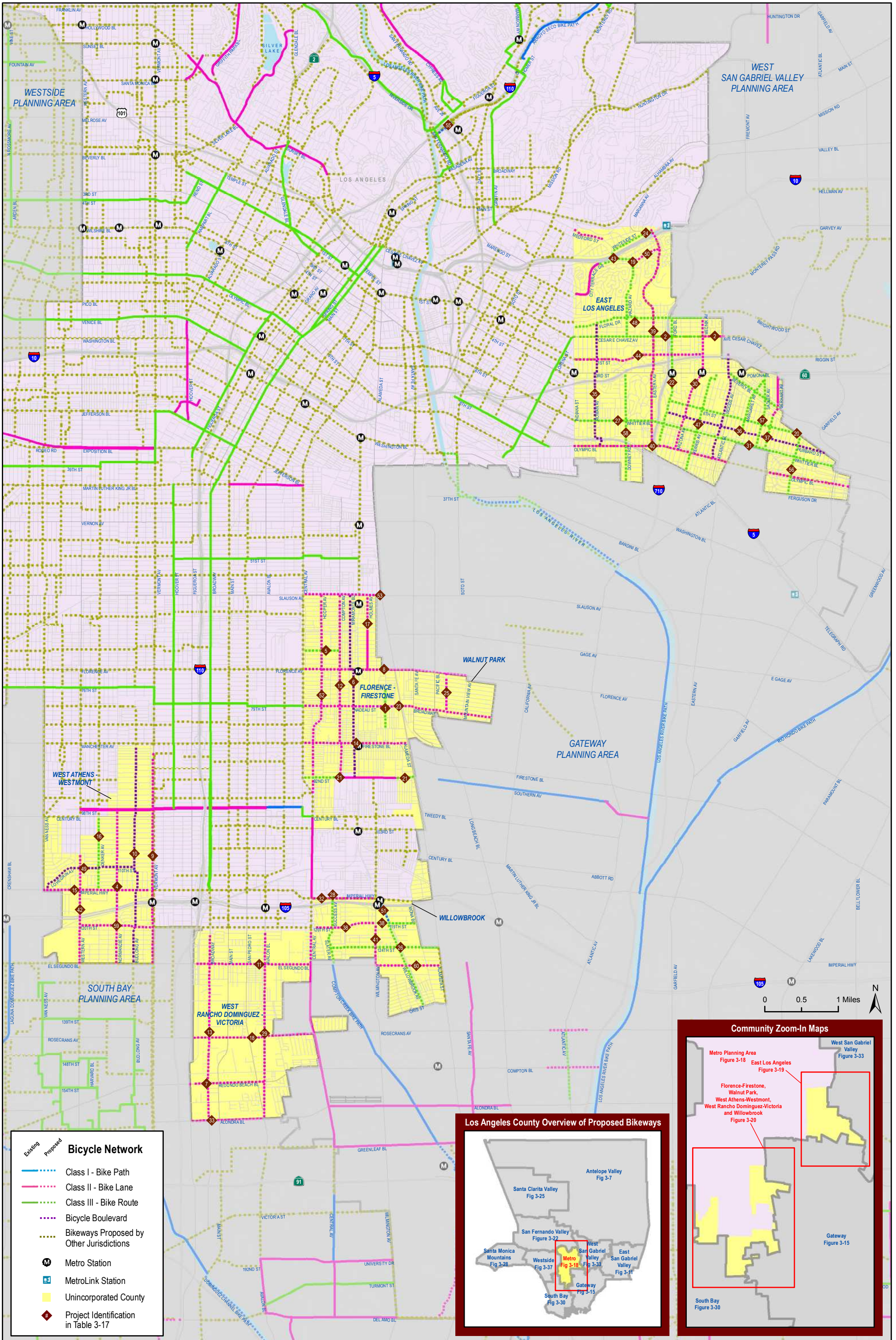


Figure 3-18: Metro Planning Area Proposed Bicycle Facilities

Los Angeles County Bicycle Master Plan

Source: Los Angeles Metro (2006; 2010); Alta Planning + Design (2010)
 Date: 10/13/11

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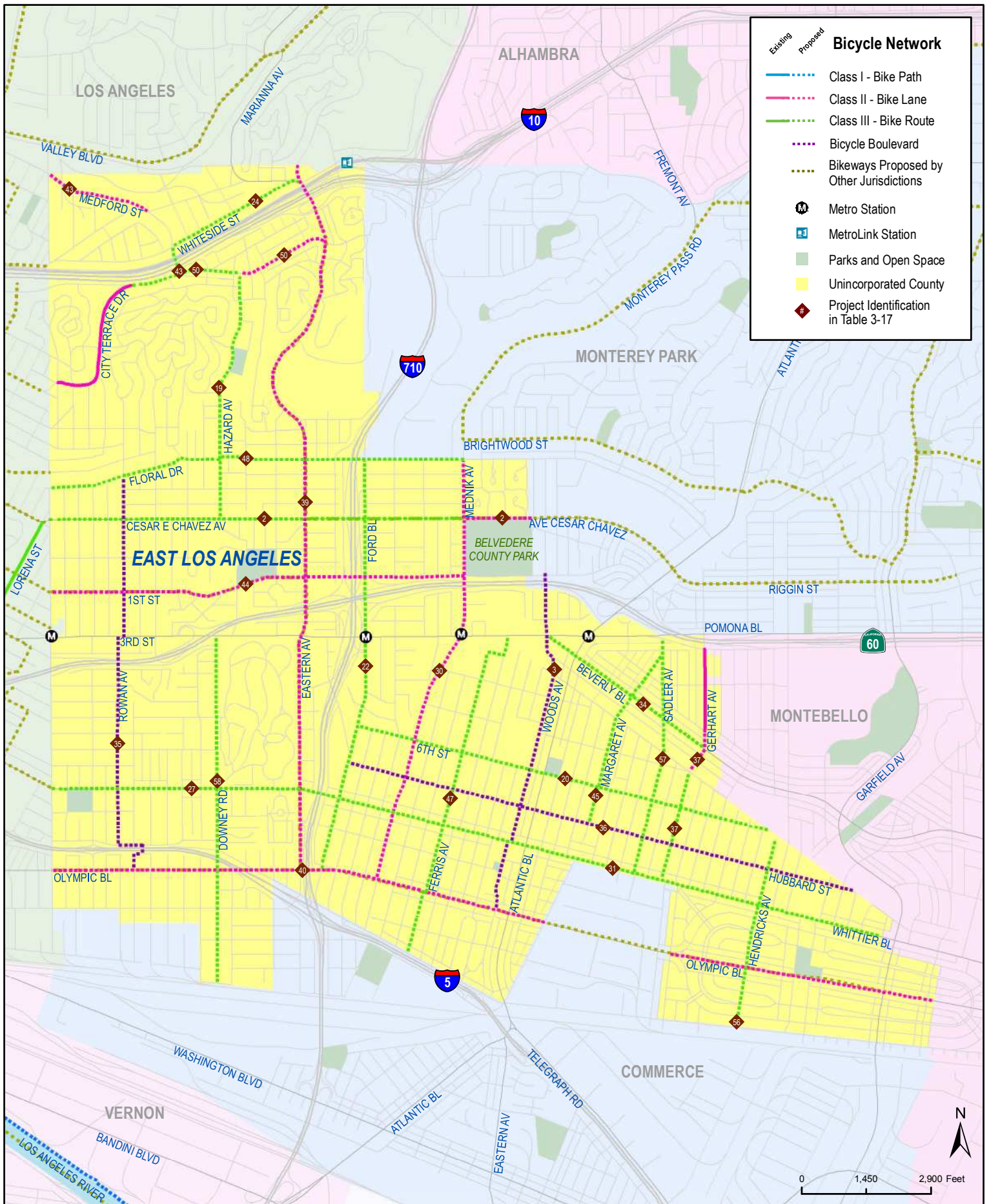


Figure 3-19: East Los Angeles Proposed Bicycle Facilities

Los Angeles County Bicycle Master Plan

Source: Los Angeles Metro (2006; 2010); Alta Planning + Design (2010)
Date: 10/13/11

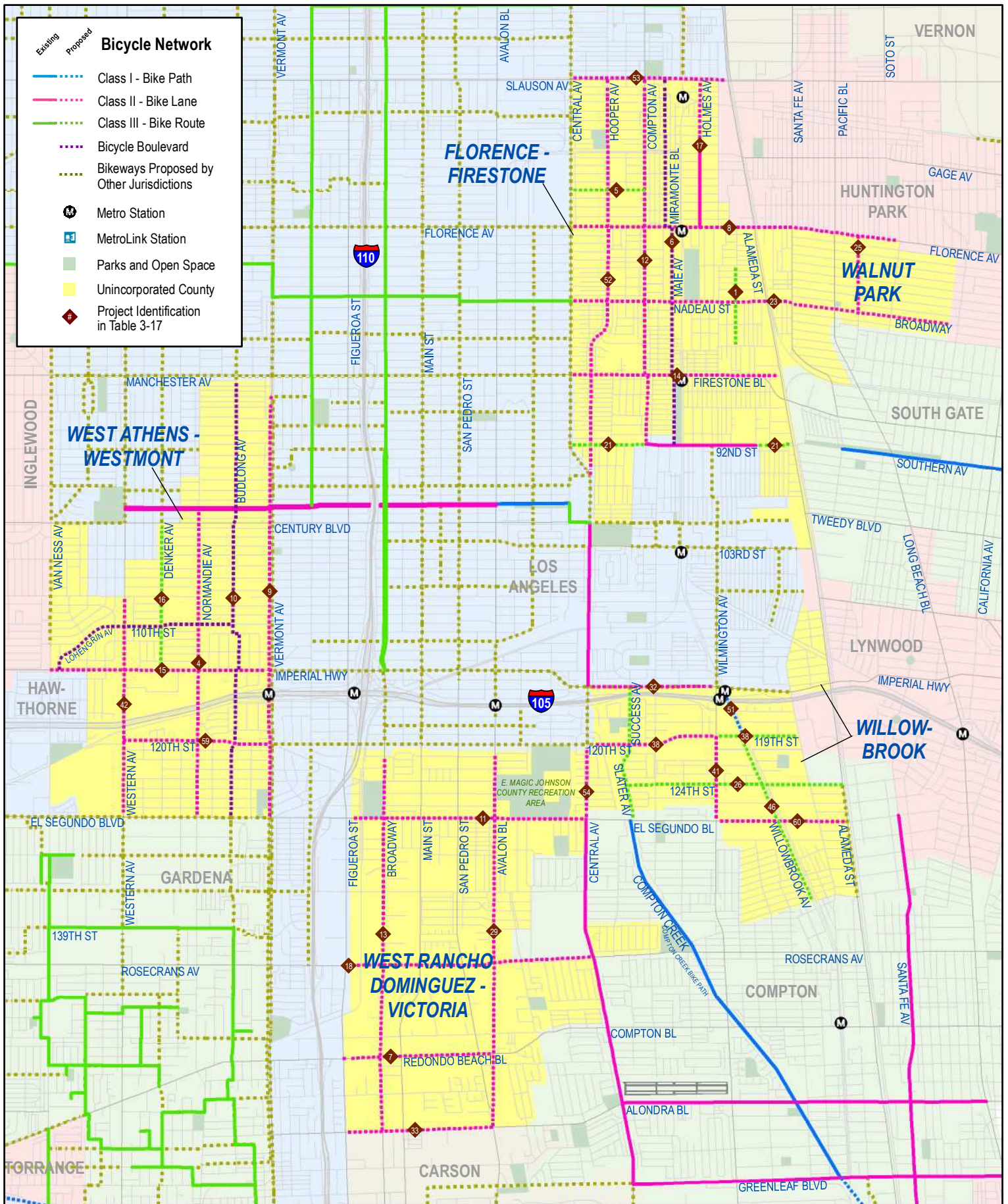


Figure 3-20: Florence-Firestone, Walnut Park, West Athens-Westmont, West Rancho Dominguez-Victoria and Willowbrook Proposed Bicycle Facilities

3.6 San Fernando Valley Planning Area

The San Fernando Valley Planning Area is mostly incorporated with only a few small unincorporated communities scattered along the periphery of the planning area in the foothills of the mountain ranges surrounding San Fernando Valley. The planning area's unincorporated communities include Kagel Canyon, La Crescenta-Montrose, Lopez Canyon, Oat Mountain, Sylmar Island, Twin Lakes, Universal City, West Chatsworth, and West Hills. The unincorporated parts of the San Fernando Valley have an estimated population of 28,000 residents.²⁷ These communities encircle the incorporated San Fernando Valley, which includes the cities of Los Angeles (San Fernando Valley portion), Burbank, Glendale, and San Fernando.

The San Fernando Valley is demarcated by the Santa Susana Mountains to the northwest, San Gabriel Mountains to the northeast, Verdugo Mountains to the east, and the Santa Monica Mountains to the south separating the San Fernando Valley from the Los Angeles Basin. The Chalk Hills to the south and the Simi Hills to the west also define the valley area. The planning area unincorporated communities are, for the most part, sparsely populated, with only La Crescenta-Montrose having a sizable population (18,907).

Figure D-5 in Appendix D displays the land uses within the planning area. The communities of Kagel Canyon, Lopez Canyon and Sylmar Island are mountainous with predominantly rural residential, open space, and park land uses. Industrial uses occupy the southern portion of Lopez Canyon. La Crescenta-Montrose is primarily low to medium density single-family residential with commercial activity concentrated along Foothill Boulevard. Oat Mountain and Twin Lakes have a combined population of 1,358. Whereas Oat Mountain is mainly rural, park, and open space, Twin Lakes is dominated by single-family residential land uses. Universal City is exclusively occupied by Universal Studios property. The unincorporated area has no residences and is designated for commercial and industrial land uses only. Located on the western boundary of the planning area, West Chatsworth and West Hills encompass two square miles of rural residential and single family residential land. West Chatsworth is largely rural residential with a sparsely populated hillside community located in the northern portion of the community. By comparison, the incorporated cities of San Fernando Valley are mostly built out, with strong patterns of urban and suburban development.

3.6.1 Existing Bicycling Conditions

Of these nine communities, only La Crescenta-Montrose has an existing bikeway, which runs through the community along Foothill Boulevard. The community of West Hills contains a portion of a bikeway on Valley Circle Boulevard, which runs along the boundary of the community for one third of a mile.

Table 3-18 presents the location, classification, and mileage of existing bikeways within the communities. Figure 3-21 displays major transit, existing bicycle network, and reported bicycle collisions in the planning area.

²⁷ 2008 SCAG Regional Transportation Plan, Table 2.5: Los Angeles County Population Projections

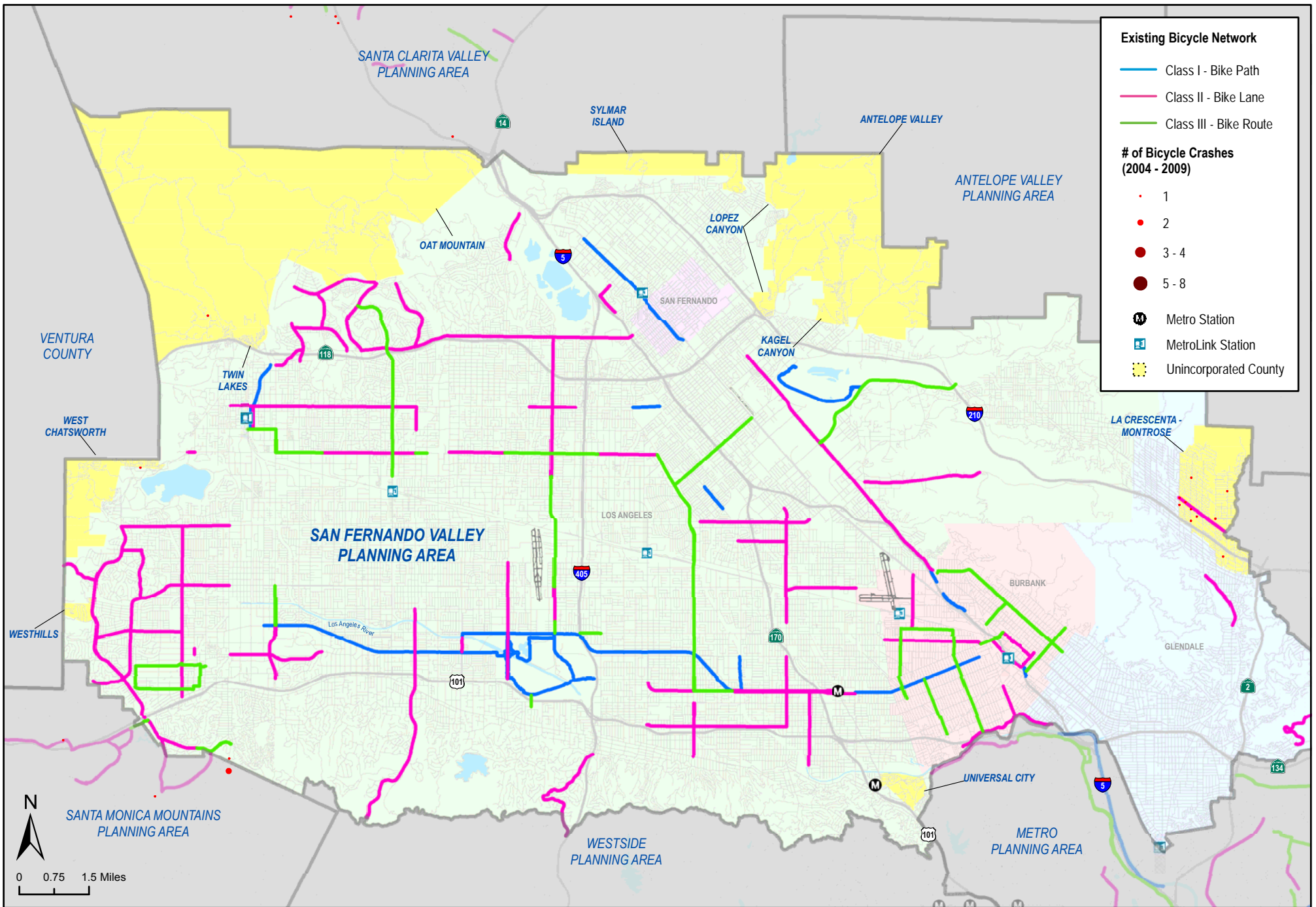


Figure 3-21: San Fernando Valley Planning Area Existing Bicycle Network, Major Transit and Bicycle Crashes (2004-2009)

Table 3-18: San Fernando Planning Area Existing Bicycle Facilities

| Community | Segment | From | To | Class | Mileage |
|-----------------------------------|-------------------------|-----------------------------------|---------------|--------------|------------|
| San Fernando Valley Planning Area | Foothill Boulevard | Pennsylvania Avenue | Briggs Avenue | 2 | 1.2 |
| San Fernando Valley Planning Area | Valley Circle Boulevard | 0.1 miles north of Vanowen Street | Corrie Lane | 2 | 0.3 |
| | | | | Total | 1.5 |

**County-maintained bikeways only*

Los Angeles County Metropolitan Authority (LACMTA) identified two key gaps in the 2006 Metro Bicycle Transportation Strategic Plan, as shown in Table 3-19.

Table 3-19: MTA Identified Gaps in the San Fernando Inter-Jurisdictional Bikeway Network

| MTA # | Corridor | Jurisdiction | Description | Constraints |
|-------|---------------|---|--|----------------|
| 24 | Foothill Blvd | LA City / Glendale / LA County / La Cañada-Flintridge | Connection between Wentworth (LA City) and Oak Grove (La Cañada) | Urban Arterial |

Source: Los Angeles County Metropolitan Transportation Authority: 2006 Metro Bicycle Transportation Strategic Plan, p. 103-104

Several factors hinder bicycling opportunities in the San Fernando Valley Planning Area. Many of the communities are characterized by steep topography, undulating street networks, and minimal bicycle trip generators. However, opportunities do exist to provide recreational facilities, connect these communities with adjacent cities, and foster multimodal trip-taking.

La Crescenta-Montrose includes both flat and hilly terrain. While it has a grid street network, connectivity to the east and south are respectively hindered by the Pickens Canyon Channel and the Foothill Freeway (I-210). Both barriers currently create choke points requiring identification of potential new crossings or enhancements to existing crossings.

Universal City consists of hilly private land and streets, except for access roads that connect visitors to the Universal Studios Theme Park and Universal City Walk. Although the community has no residents, the area is a major employee and tourist destination. Shuttles transport workers and visitors between the area and the nearby Universal City Red Line Metro Station.

Due to topographical barriers and the relative absence of major bicycle trip generators, improvements are focused on facilitating connections to bicycle networks and transit hubs in adjacent cities. Six MetroLink and two Metro Stations are located in San Fernando Valley incorporated communities.

According to the California Highway Patrol SWITRS data, 12 bicycle collisions were reported in the unincorporated communities of San Fernando Valley Planning Area from 2004 through 2009. Figure 3.21 identifies bicycle crash locations for this time period. Of the 12 collisions, ten occurred in La Crescenta-Montrose. This high number of collisions may be a result of La Crescenta-Montrose having higher population and more bicycling activity than the other communities in the planning area.

3.6.2 Proposed Network

Table 3-20 summarizes the proposed bicycle network mileage by classification type within the San Fernando Valley Planning Area. Projects were prioritized based on bicycling demand, facility deficiencies, barriers to implementation, public comment, and a host of other criteria. As shown, the proposed network would provide approximately 11 miles of facility across the planning area including 2 miles of bicycle path and 7 miles of bicycle route. Currently, there are only 1.5 miles of existing bicycle facility within the unincorporated parts of the San Fernando Valley Planning Area.

Table 3-20: San Fernando Valley Planning Area Bicycle Network Facility Type and Mileage Summary

| Mileage of Proposed Projects by Facility Type | Miles | % of Total |
|---|-------------|-------------|
| Class I – Bicycle Path | 2.2 | 19.3% |
| Class II – Bicycle Lane | 1.7 | 14.9% |
| Class III – Bicycle Route | 7.5 | 65.8% |
| Total | 11.4 | 100% |

Table 3-21 presents the Supervisorial District, specific location, alignment, classification, priority score, and mileage for each of the proposed bikeways within the planning area.

Figure 3-22 displays the proposed bicycle network as well as existing bicycle facilities and major transit stops in the San Fernando Valley planning area. Figure 3-23 provides a more detailed view of the proposed bicycle network within the La Crescenta-Montrose community.

Table 3-21: San Fernando Valley Planning Area Proposed Bicycle Facilities

| Project ID | Segment | From | To | Community | Class | Mileage | Supervisorial District | Priority Score |
|------------|---|----------------------|------------------------------------|---|-------|---------|------------------------|----------------|
| 1 | Los Angeles River Proposed Bicycle Path | Lankershim Boulevard | 0.2 miles west of Barham Boulevard | Universal City | 1 | 1.0 | 3 | 145 |
| 2 | Rosemount Avenue | Rockdell Street | Honolulu Avenue | La Crescenta-Montrose and City of Glendale ^A | 3 | 1.9 | 5 | 135 |
| 3 | La Crescenta Avenue | Orange Avenue | Foothill Boulevard | La Crescenta-Montrose | 3 | 0.6 | 5 | 130 |
| 4 | Altura Avenue | La Crescenta Avenue | Rosemount avenue | La Crescenta-Montrose | 3 | 0.3 | 5 | 120 |
| 5 | La Crescenta Avenue | Foothill Boulevard | Montrose Avenue | La Crescenta-Montrose and City of Glendale ^A | 3 | 0.6 | 5 | 120 |
| 6 | Briggs Avenue | Shields Street | Foothill Boulevard | La Crescenta-Montrose | 3 | 1.3 | 5 | 110 |
| 7 | Ramsdell Avenue | Markridge Road | Montrose Avenue | La Crescenta-Montrose and City of Glendale ^A | 3 | 1.6 | 5 | 95 |

Table 3-21: San Fernando Valley Planning Area Proposed Bicycle Facilities (continued)

| Project ID | Segment | From | To | Community | Class | Mileage | Supervisory District | Priority Score |
|----------------------|---|---------------------|---------------------|---|-------|-------------|----------------------|----------------|
| 8 | Montrose Avenue | Rosemont Ave | Montrose Lane | La Crescenta-Montrose | 2 | 0.8 | 5 | 95 |
| 9 | Orange Avenue/ Whittier Drive | Pennsylvania Avenue | Briggs Avenue | La Crescenta-Montrose | 3 | 1.2 | 5 | 80 |
| 10 | Verdugo Flood Control Channel Bicycle Path | New York Avenue | Shirley Jean Street | City of Glendale | 1 | 1.2 | 5 | 70 |
| 11 | Ocean View Boulevard | Foothill Boulevard | Honolulu Avenue | La Crescenta-Montrose and City of Glendale ^A | 2 | 0.9 | 5 | 50 |
| Total Mileage | | | | | | 11.4 | | |

^A Part of project traverses through or along boundary of incorporated city

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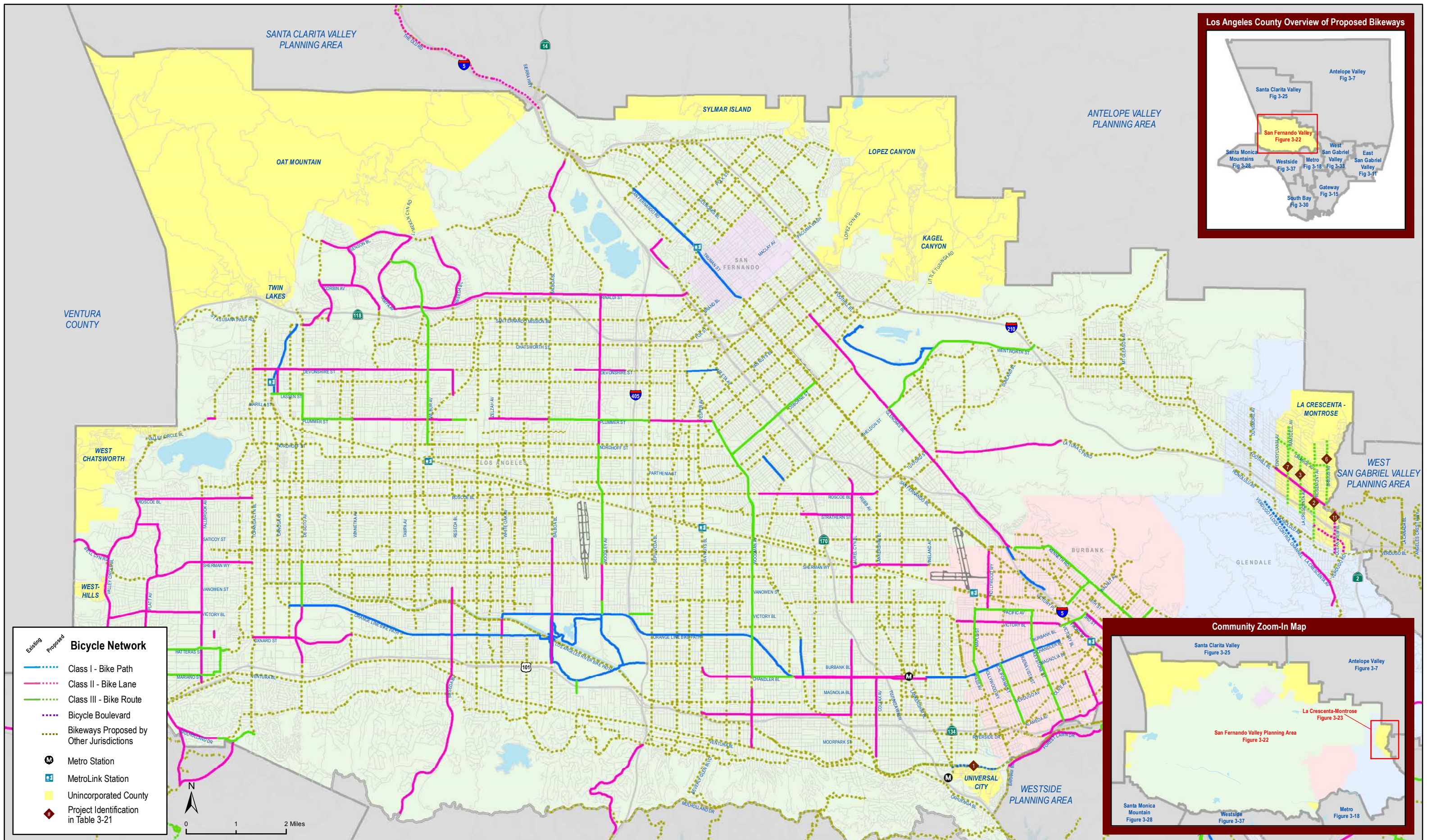


Figure 3-22: San Fernando Valley Planning Area Proposed Bicycle Facilities

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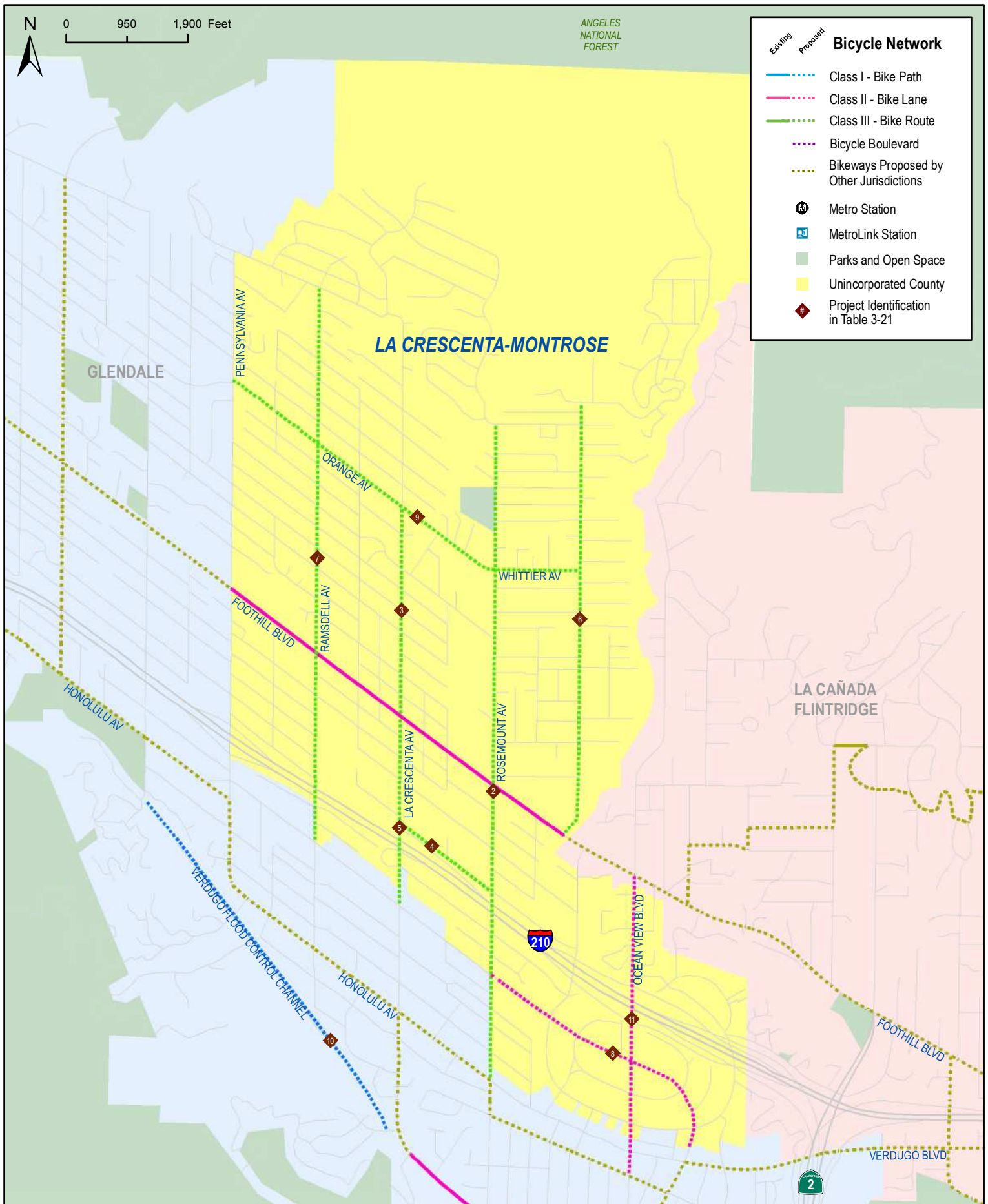


Figure 3-23: La Crescenta-Montrose Proposed Bicycle Facilities

3.7 Santa Clarita Valley Planning Area

The unincorporated County covers around 195 square miles of the Santa Clarita Valley Planning Area’s total 484 square miles. The Planning Area is located in northern Los Angeles County, bounded by Ventura County to the west, the Antelope Valley Planning Area to the north and east, and the San Fernando Valley Planning Area to the south.²⁸

The planning area is characterized by several village-like communities with distinct development patterns and histories of development. Many of these communities are isolated from each other by built and natural barriers such as topography, the Santa Clarita River, and Interstate 5. The valley features a significant amount of County park and open space. The Los Padres and Angeles National Forests comprise about 235 square miles of the planning area. Urban development is focused within and just outside of the City of Santa Clarita, while the surrounding unincorporated communities are suburban-rural. **Figure D-6 in Appendix D** displays the Santa Clarita Valley Planning Area communities and designated land uses. The unincorporated parts of Santa Clarita Valley have an estimated population of 85,000 residents compared to the 178,062 residents living in the more densely populated incorporated City of Santa Clarita.²⁹

There are 10 unincorporated suburban/rural communities within Santa Clarita Valley Planning Area. They include: Agua Dulce, Alpine, Bouquet Canyon, Castaic, Forest Park, Hasley Canyon, Lang, Soledad-Sulphur Springs, Stevenson Ranch, and Val Verde. The following subsections describe current bicycling conditions within unincorporated Santa Clarita Valley Planning Area.

3.7.1 Existing Bicycling Conditions

There are three existing County-maintained bikeway segments accounting for approximately 3.3 miles in unincorporated Santa Clarita Valley. **Table 3-22** summarizes the location, classification, and mileage of existing bikeways. **Figure 3-24** displays the existing bicycle network along with major transit stations and bicycle collision locations in Santa Clarita Valley.

Table 3-22: Santa Clarita Valley Existing Bikeways

| Community | Segment | From | To | Class | Mileage |
|-----------------|-------------------------|---------------------------------|------------------|--------------|------------|
| Stevenson Ranch | Stevenson Ranch Parkway | Poe Parkway | The Old Road | 2 | 1.4 |
| Stevenson Ranch | The Old Road | Stevenson Ranch Parkway | Pico Canyon Road | 3 | 0.9 |
| Stevenson Ranch | Valencia Boulevard | 0.2 miles west of Old Rock Road | The Old Road | 2 | 1.0 |
| | | | | Total | 3.3 |

**County-maintained bikeways only*

²⁸ Los Angeles County, *Draft Santa Clarita Valley Area Plan: “One Valley One Vision”*, 2009

²⁹ 2008 SCAG Regional Transportation Plan, *Table 2.5: Los Angeles County Population Projections; 2006-2008 American Community Survey, B00001 3-Year Estimates*

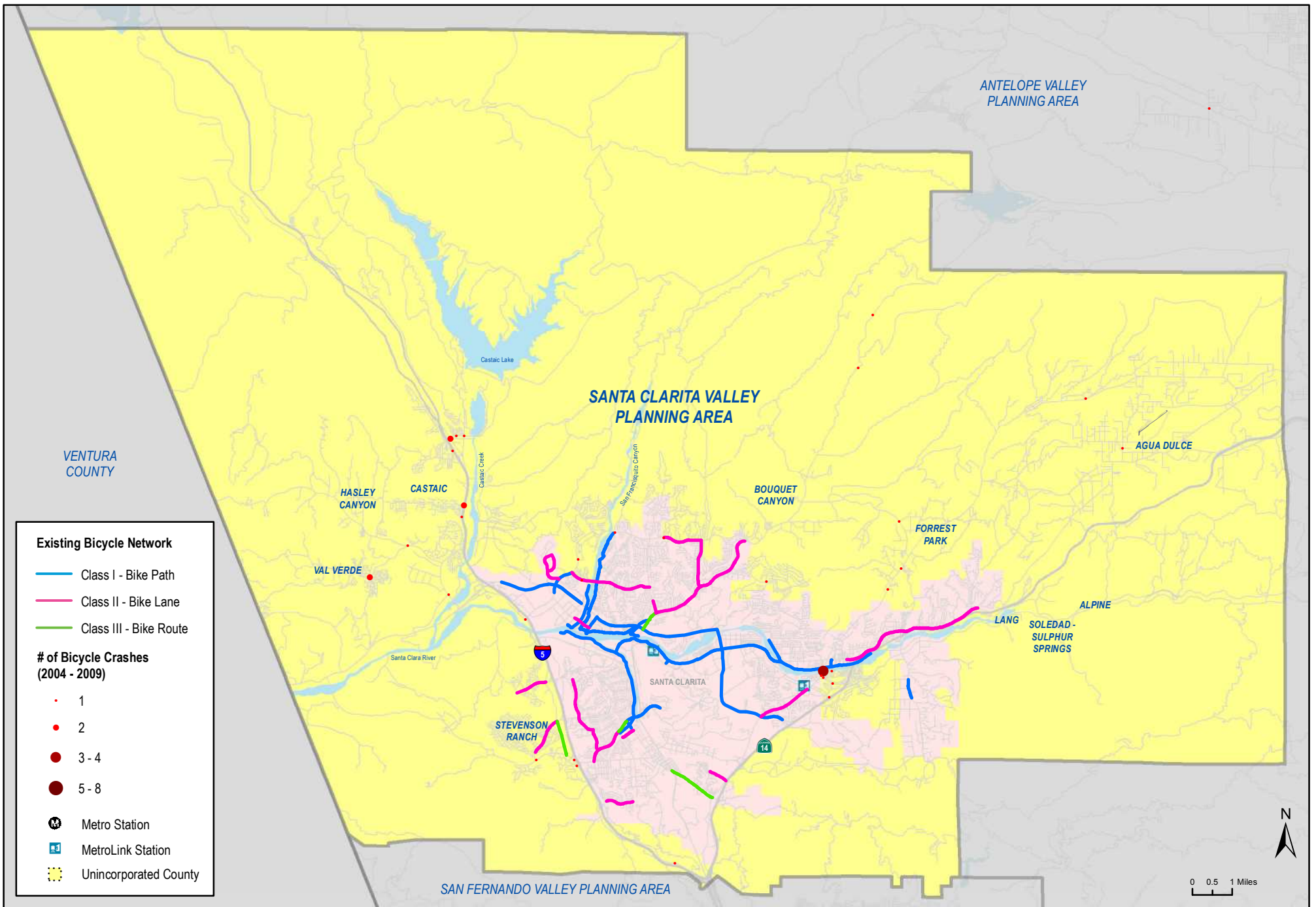


Figure 3-24: Santa Clarita Valley Planning Area Existing Bicycle Network, Major Transit and Bicycle Crashes (2004-2009)

The planning area possesses both opportunities and constraints in expanding the existing bicycle network and increasing bicycling activity. Constraints, including medium-to-low residential density and undulating street network nestled in hilly terrain, serve as barriers to bicycling. There are also several constrained gaps in the inter-jurisdictional bikeway network. LACMTA identified four key gaps in the 2006 Metro Bicycle Transportation Strategic Plan, as shown in Table 3-23.

Table 3-23: MTA Identified Gaps in the Santa Clarita Inter-Jurisdictional Bikeway Network

| MTA # | Corridor | Jurisdiction | Description | Constraints |
|-------|--------------------------------|----------------------------------|---|---|
| 30 | Old Road | Los Angeles County | Located along Old Road adjacent to Golden State Freeway. Connection between Valencia, Santa Clarita and San Fernando Road MetroLink right-of-way bike path in the San Fernando Valley | May require shoulder improvements and road widening in some places to create Class II or III bikeway. |
| 31 | Route 126 | Los Angeles County | Connection between Santa Clarita and the Ventura County Line | May require shoulder improvements and road widening in some places to create Class II or III bikeway. |
| 49 | Castaic/San Francisquito Creek | Santa Clarita/Los Angeles County | Connection between Santa Clarita and Castaic Lake along Castaic Creek, San Francisquito Creek, and the Golden State Freeway | May require shoulder improvements and road widening in some places to create Class II or III bikeway. |
| 50 | Sierra Highway | Santa Clarita/Los Angeles County | Connection between the Old Road and Soledad Canyon Bike Path | May require shoulder improvements and road widening in some places to create Class II or III bikeway. |

Source: Los Angeles County Metropolitan Transportation Authority: 2006 Metro Bicycle Transportation Strategic Plan, p. 103-104

Providing connections to the City of Santa Clarita, which the unincorporated area surrounds completely, is an essential consideration for improving the bicycling connectivity in the unincorporated portions of the Santa Clarita Valley Planning Area. The City of Santa Clarita also has three MetroLink Stations and an extensive bike path system along its rivers. Opportunities exist to extend the bike path system through to the unincorporated area along the Santa Clara River and Castaic Creek.

According to the California Highway Patrol SWITRS data, 38 bicycle collisions were reported within unincorporated Santa Clarita Valley between 2004 and 2009. Of these 38 instances, four occurred at the intersection of Sierra Highway and Sandy Drive, which is the greatest number of crashes at a single location in the planning area.

3.7.2 Proposed Network

Table 3-24 presents the proposed bicycle network mileage by classification type within the Santa Clarita Valley Planning Area. Projects were prioritized based on bicycling demand, facility deficiencies, barriers to

implementation, public comment, and a host of other criteria. As shown, the proposed network would add approximately 158 miles to the existing 3.3 miles of bicycle facility across the unincorporated parts of the planning area—including 108 miles of proposed Class III. A vast majority of the 108 miles of Class III bikeways are proposed along the shoulders of rural roadways. The shoulders of rural Class III bikeways provide the same physical separation as bike lanes do, while maintaining the legality of the shoulder as space for emergency vehicle stops. Class IIIs on shoulders do not require curb and gutter, which helps preserve the rural characteristic of the roadway.

Table 3-24: Santa Clarita Valley Planning Area Bicycle Network Facility Type and Mileage Summary

| Mileage of Proposed Projects by Facility Type | Miles | % of Total |
|---|--------------|-------------|
| Class I – Bicycle Path | 16.5 | 10.4% |
| Class II – Bicycle Lane | 33.4 | 21.1% |
| Class III – Bicycle Route | 108.5 | 68.5% |
| Total | 158.4 | 100% |

Table 3-25 presents the Supervisorial District, specific location, alignment, classification, priority score, and mileage for each of the proposed bikeways within the planning area.

Figure 3-25 displays the proposed bicycle network as well as existing bicycle facilities and major transit stops in the Santa Clarita Valley Planning Area. Figure 3-26 displays a closer view of the proposed bicycle facilities for the Castaic neighborhood.

Table 3-25: Santa Clarita Valley Planning Area Proposed Bicycle Facilities

| Project ID | Segment | From | To | Community | Class | Mileage | Supervisorial District | Priority Score |
|------------|-------------------------------------|--------------------------------|------------------------------|------------------------------------|-------|---------|------------------------|----------------|
| 1 | Pico Canyon Road | Whispering Oaks Drive | The Old Road | Stevenson Ranch | 2 | 1.2 | 5 | 115 |
| 2 | Sierra Highway ^{A, B} | 0.3 miles south of Ryan Lane | Pearblossom Highway | Forest Park, Agua Dulce,, Acton | 3 | 24.3 | 5 | 105 |
| 3 | Stevenson Ranch Parkway | Poe Parkway | Pico Canyon Road | Stevenson Ranch | 2 | 0.2 | 5 | 100 |
| 4 | Old Road | Weldon Canyon Road | Sierra Highway | Castaic | 2 | 1.2 | 5 | 100 |
| 5 | San Francisquito Creek Trail | Copper Hill | San Francisquito Canyon Road | Green Valley | 1 | 0.6 | 5 | 95 |
| 6 | Hillcrest Parkway | Sloan Canyon Road | The Old Road | Castaic | 2 | 2.0 | 5 | 90 |
| 7 | Magic Mountain Parkway ^A | 0.4 miles west of The Old Road | The Old Road | Santa Clarita Valley Planning Area | 2 | 0.5 | 5 | 90 |

Table 3-25: Santa Clarita Valley Planning Area Proposed Bicycle Facilities (continued)

| Project ID | Segment | From | To | Community | Class | Mileage | Supervisory District | Priority Score |
|------------|--|-----------------------|-----------------------|---|-------|---------|----------------------|----------------|
| 8 | The Old Road ^{A, B} | Sloan Canyon Road | Weldon Canyon Road | Castaic and City of Santa Clarita ^C | 2 | 13.4 | 5 | 90 |
| 9 | Castaic Road | Lake Hughes Road | Parker Road | Castaic | 3 | 0.5 | 5 | 80 |
| 10 | Sloan Canyon Road | Quail Valley Road | Lake Hughes Road | Castaic | 2 | 0.8 | 5 | 80 |
| 11 | Jakes Way | Canyon Park Boulevard | Eleanor Circle | Santa Clarita Valley Planning Area | 2 | 1.0 | 5 | 80 |
| 12 | Escondido Canyon Road | Agua Dulce Canyon | Red Rover Mine | Forest Park, Agua Dulce | 3 | 6.9 | 5 | 80 |
| 13 | Pulm Canyon Road | Via Joice Drive | Ashboro Drive | Bouquet Canyon, Leona Valley, Antelope Valley Planning Area | 2 | 1.7 | 5 | 75 |
| 14 | Bouquet Canyon Road ^B | Hob Court | Elizabeth Lake Road | Bouquet Canyon, Leona Valley, Antelope Valley Planning Area | 3 | 19.8 | 5 | 75 |
| 15 | Soledad Canyon Road ^A | Mammoth Lane | Sierra Highway | Lang, Soledad-Sulphur Springs, Alpine, Acton and City of Santa Clarita ^C | 3 | 17.5 | 5 | 75 |
| 16 | Parker Road/ Ridge Route Road | Sloan Canyon Road | Lake Hughes Road | Castaic | 2 | 1.2 | 5 | 70 |
| 17 | Lost Canyon Road | Via Princessa Road | Canyon Park Boulevard | Fair Oaks Ranch | 2 | 0.5 | 5 | 70 |
| 18 | Agua Dulce Canyon Road ^A | Sierra Highway | Soledad Canyon Road | Agua Dulce, Alpine | 3 | 6.5 | 5 | 70 |
| 19 | Santa Clara River Proposed Bicycle Path ^{B, D} | Ventura County limit | McBean Parkway | Santa Clarita Valley Planning Area, City of Santa Clarita | 1 | 10.2 | 5 | 70 |
| 20 | Oak Springs Canyon Road Proposed Bicycle Path ^D | Soledad Canyon Road | Lost Canyon Road | City of Santa Clarita | 1 | 0.2 | 5 | 65 |
| 21 | Via Princessa Road ^C | Sierra Highway | Lost Canyon Road | Fair Oaks Ranch and City of Santa Clarita | 2 | 0.8 | 5 | 65 |
| 22 | Canyon Park Boulevard | Sierra Highway | Lost Canyon Road | Santa Clarita Valley Planning Area | 2 | 0.8 | 5 | 60 |
| 23 | Henry Mayo Drive ^A | Commerce Center Drive | The Old Road | Santa Clarita Valley Planning Area | 2 | 0.8 | 5 | 60 |

Table 3-25: Santa Clarita Valley Planning Area Proposed Bicycle Facilities (continued)

| Project ID | Segment | From | To | Community | Class | Mileage | Supervisory District | Priority Score |
|------------|---|---------------------|------------------------|---|-------|---------|----------------------|----------------|
| 24 | Vasquez Canyon Road | Bouquet Canyon Road | Sierra Highway | Bouquet Canyon, Forest Park | 2 | 3.6 | 5 | 60 |
| 25 | Castaic Creek Proposed Bicycle Path ^D | Lake Hughes Road | Henry Mayo Drive | Santa Clarita Valley Planning Area | 1 | 5.5 | 5 | 60 |
| 26 | Davenport Road ^A | Sierra Highway | Agua Dulce Canyon Road | Agua Dulce | 2 | 3.7 | 5 | 55 |
| 27 | Lake Hughes Road | Sloan Canyon Road | Elizabeth Lake Road | Castaic, Lake Hughes, Antelope Valley Planning Area | 3 | 23.0 | 5 | 55 |
| 28 | Sand Canyon Road | Sierra Highway | Vista Point Lane | Forrest Park and City of Santa Clarita ^C | 3 | 1.0 | 5 | 50 |
| 29 | Hasley Canyon Road/ Del Valle Road/ Hunstock Street/ Chiquito Canyon Road | Sloan Canyon Road | Henry Mayo Drive | Val Verde | 3 | 4.0 | 5 | 50 |
| 30 | Placerita Canyon Road | Sierra Highway | Sand Canyon Road | Santa Clarita Valley Planning Area and City of Santa Clarita ^C | 3 | 5.0 | 5 | 45 |

Total Mileage**158.4**^A Proposed segment has been identified as a roadway widening project in the Santa Clarita Valley One Valley One Vision Plan^B Proposed segment overlaps with Early Action bicycle project identified by County of Los Angeles^C Part of project traverses through or along boundary of incorporated city^D Alignment of bicycle path is conceptual and does not represent alignment at implementation phase

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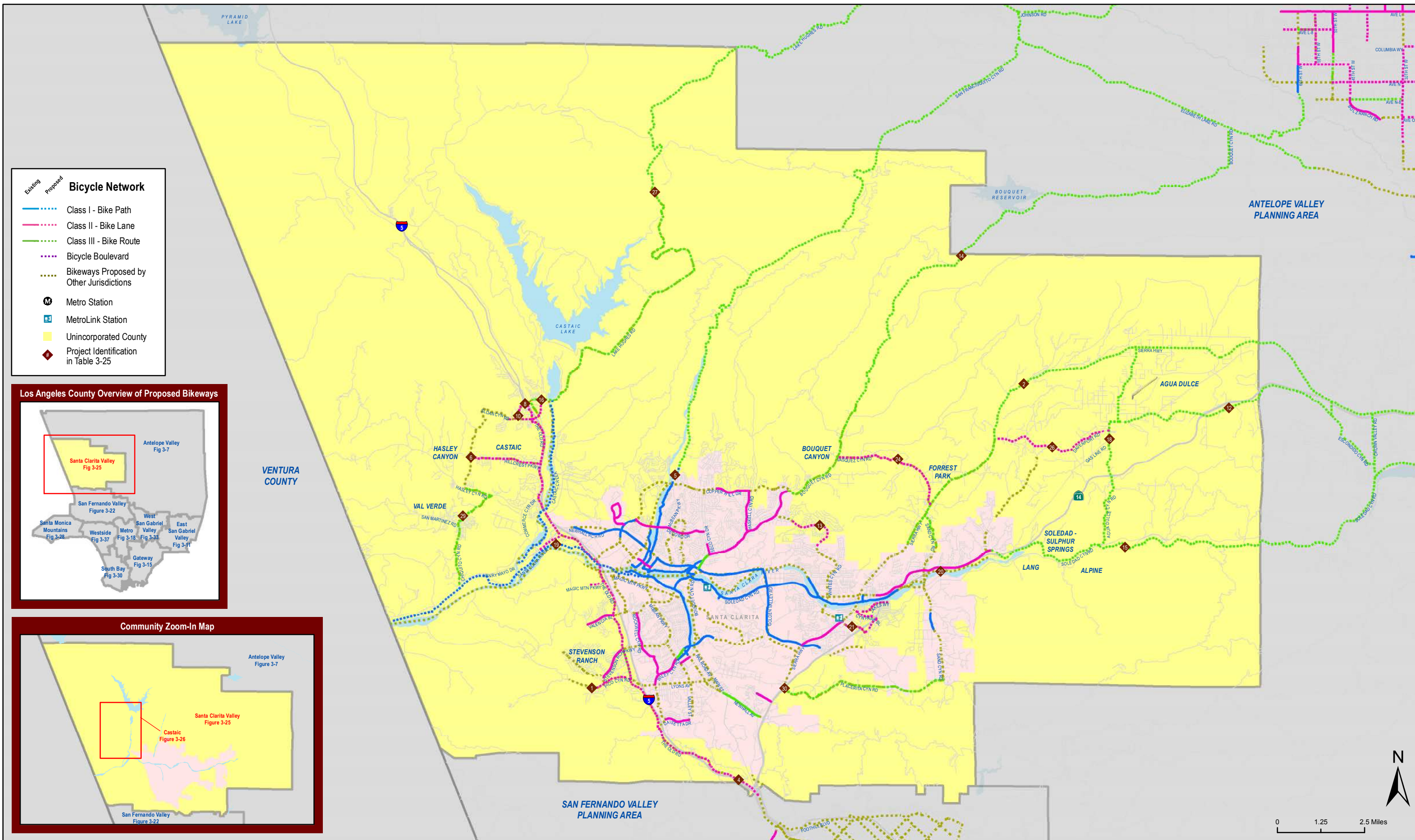


Figure 3-25: Santa Clarita Valley Planning Area Proposed Bicycle Facilities

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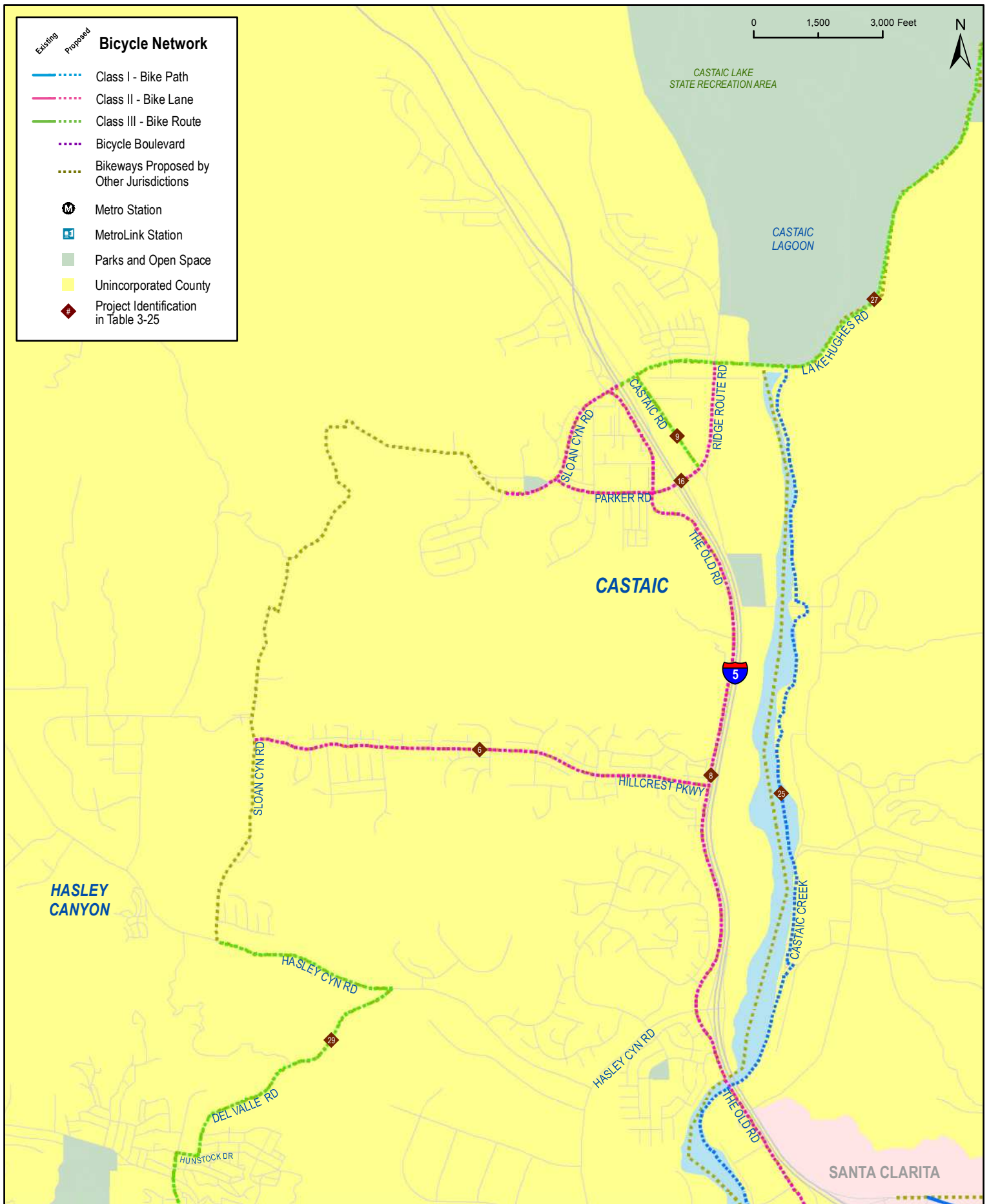


Figure 3-26: Castaic Proposed Bicycle Facilities

Los Angeles County Bicycle Master Plan

Source: Los Angeles Metro (2006; 2010); Alta Planning + Design (2010)
Date: 10/13/11

3.8 Santa Monica Mountains Planning Area

The Santa Monica Mountains Planning Area is located in a biologically diverse and sensitive mountainous area of western County of Los Angeles. The planning area borders Ventura County, San Fernando Valley Planning Area, and Westside Planning Area. Along the northern portion of the planning area are several incorporated cities: Westlake Village, Agoura Hills, Calabasas, and Hidden Hills. Along the coastal portion of the planning area to the south is the City of Malibu. The Santa Monica Mountains National Recreational Area encompasses a vast area of the mountain range. The remaining 113 approximate square miles of unincorporated areas are comprised of the Santa Monica Mountains Coastal Zone and Santa Monica Mountains North Area.

In 2010, approximately 22,000 people resided within the unincorporated parts of Santa Monica Mountains Planning Area.³⁰ Multi-agency conservation-based planning efforts have helped maintain a low population density throughout the planning area. The Santa Monica Mountains Planning Area land uses are predominately open space, park, and rural residential. There are also discrete pockets of single-family residential and commercial areas dispersed throughout the planning area. Figure D-7 in Appendix D displays the planning area’s location and land uses.

3.8.1 Existing Bicycling Conditions

There is one existing County-maintained Class II bikeway of 0.5 miles within the unincorporated Santa Monica Mountains Planning Area. Table 3-26 summarizes the location and extent of this facility.

Table 3-26: Santa Monica Mountains Planning Area Existing Bikeways

| Community | Segment | From | To | Class | Mileage |
|-----------------------------------|-------------|---------------------|-------------------------------------|--------------|------------|
| Santa Monica Mountains North Area | Agoura Road | Liberty Canyon Road | 0.1 miles west of Malibu Hills Road | 2 | 0.5 |
| | | | | Total | 0.5 |

**County-maintained bikeways only*

Figure 3-27 shows the existing bicycle facilities along with bicycle collision locations in the Santa Monica Mountains Planning Area.

The LACMTA identified one key gap in the 2006 Metro Bicycle Transportation Strategic Plan, as shown in Table 3-27.

³⁰ 2008 SCAG Regional Transportation Plan, Table 2.5: Los Angeles County Population Projections

Table 3-27: MTA Identified Gaps in the Santa Monica Mountains Inter-Jurisdictional Bikeway Network

| MTA # | Corridor | Jurisdiction | Description | Constraints |
|-------|----------|--------------------|--|----------------------------|
| 28 | Beach | Los Angeles County | Northern extension of South Bay Beach Bike Path through Malibu | Requires feasibility study |

Source: Los Angeles County Metropolitan Transportation Authority: 2006 Metro Bicycle Transportation Strategic Plan, p. 103-104

Opportunities to expand the existing bicycle network include creating connections to recreational areas and between residential and commercial pockets. There is no mass transit servicing the planning area, which limits multimodal trip-taking potential.

According to the California Highway Patrol SWITRS data, a total of 31 bicycle collisions were reported in the Santa Monica Mountains/Coastal Planning Area between 2004 through 2009. Twelve of these collisions occurred in the Santa Monica Mountains North Area, with four crashes reported at the intersection of Kanan Road and Mulholland Highway. Nineteen took place within the Malibu Coastal Zone, four of which occurred at the Mulholland Highway and Pacific Coast Highway intersection.

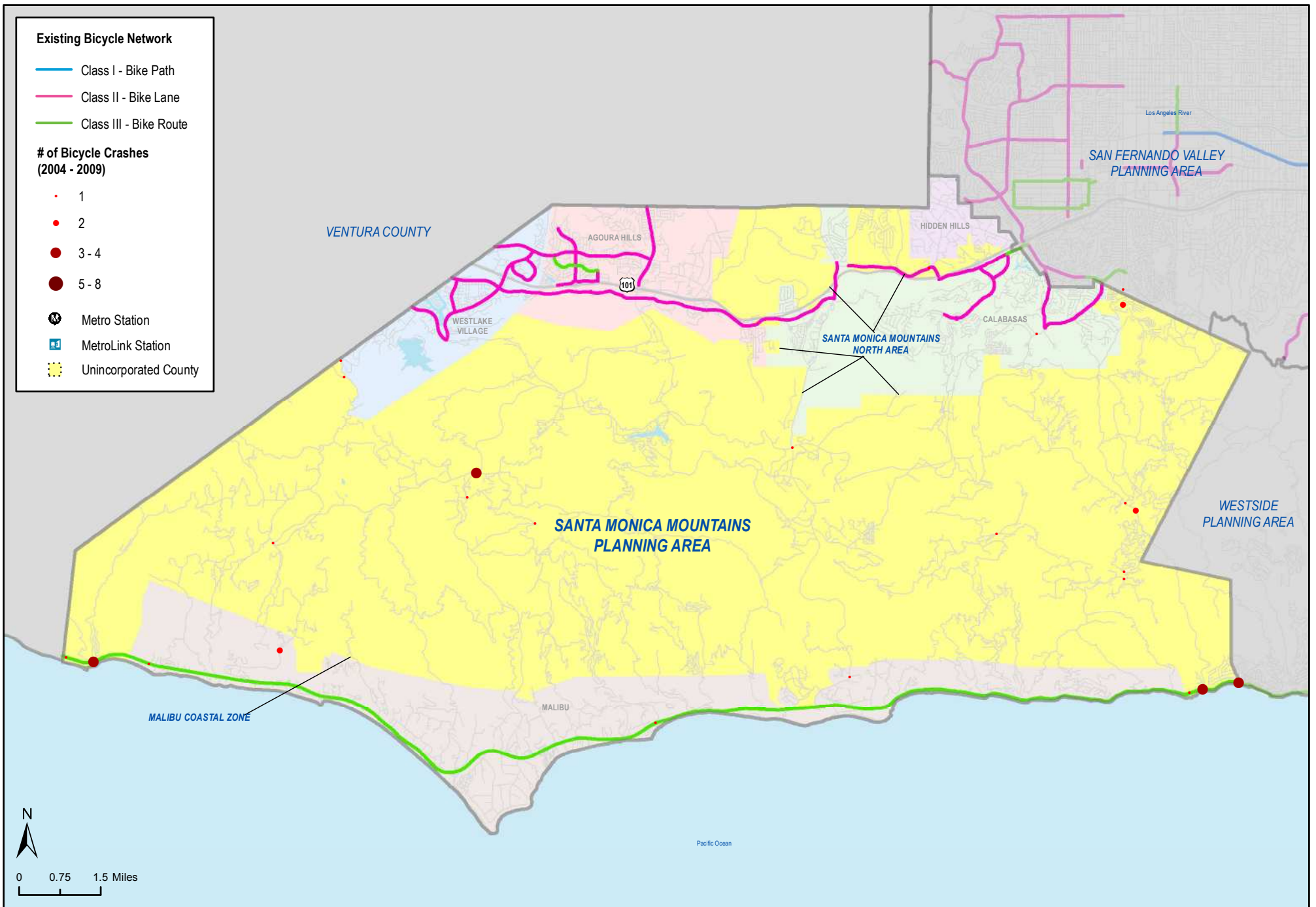


Figure 3-27: Santa Monica Mountains Existing Bicycle Network, Major Transit and Bicycle Crashes (2004-2009)

3.8.2 Proposed Network

Table 3-28 summarizes the proposed bicycle network mileage by classification type within the Santa Monica Mountains Planning Area. Projects were prioritized based on bicycling demand, facility deficiencies, barriers to implementation, public comment, and a host of other criteria. As shown, the proposed network would provide approximately 96 miles of facility across the planning area to bolster the 0.5 existing miles of bicycle facility within the unincorporated communities.

Table 3-29 presents the Supervisorial District, specific location, alignment, classification, priority score, and mileage for each of the proposed bikeways within the planning area. Figure 3-28 displays the proposed bicycle network, as well as existing bicycle facilities and major transit stops in the Santa Monica Mountains planning area.

Table 3-28: Santa Monica Mountains Planning Area Bicycle Network Facility Type and Mileage Summary

| Mileage of Proposed Projects by Facility Type | Miles | % of Total |
|---|-------------|-------------|
| Class II – Bicycle Lane | 1.8 | 2% |
| Class III – Bicycle Route | 93.8 | 98% |
| Total | 95.6 | 100% |

Table 3-29: Santa Monica Mountains Planning Area Proposed Bicycle Facilities

| Project ID | Segment | From | To | Community | Class | Mileage | Supervisorial District | Priority Score |
|------------|--|--|--------------------------|--|-------|---------|------------------------|----------------|
| 1 | Las Virgenes Road/ Malibu Canyon Road | 0.1 miles south of Lost Hills Road | Pacific Coast Highway | Santa Monica Mountains North Area, Malibu Coastal Zone and Cities of Calabasas and Malibu ^A | 3 | 7.9 | 3 | 110 |
| 2 | Mureau Road | 0.2 miles west of Las Virgenes Road | Calabasas Road | Santa Monica Mountains North Area | 2 | 1.8 | 3 | 105 |
| 3 | Lake Vista Drive | Mulholland Highway | Mulholland Highway | Malibu Coastal Zone | 3 | 1.4 | 3 | 90 |
| 4 | Mulholland Highway | Decker Canyon Road | Pacific Coast Highway | Malibu Coastal Zone | 3 | 7.5 | 3 | 85 |
| 5 | Corral Canyon Road | Mesa Peak Road | Pacific Coast Highway | Santa Monica Mountains and City of Malibu ^A | 3 | 7.7 | 3 | 80 |
| 6 | Latigo Canyon Road | Mulholland Highway | Pacific Coast Highway | Santa Monica Mountains and City of Malibu ^A | 3 | 10.6 | 3 | 80 |
| 7 | Tuna Canyon Road | Fernwood Pacific Drive | Pacific Coast Highway | Santa Monica Mountains North Area and City of Malibu ^A | 3 | 5.4 | 3 | 80 |

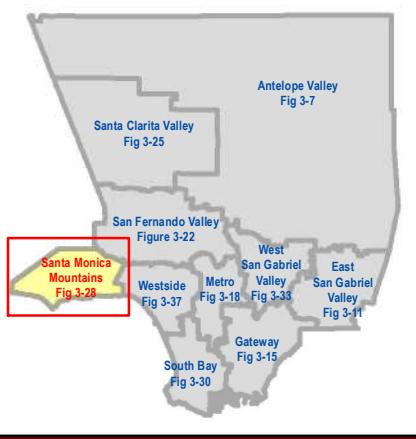
Table 3-29: Santa Monica Mountains Planning Area Proposed Bicycle Facilities (continued)

| Project ID | Segment | From | To | Community | Class | Mileage | Supervisory District | Priority Score |
|----------------------|---|--------------------------|---------------------------------|---|-------|-------------|----------------------|----------------|
| 8 | Old Topanga Canyon Road | Valdez Road | Topanga Canyon Boulevard | Santa Monica Mountains North Area, Malibu | 3 | 4.8 | 3 | 80 |
| | Topanga Canyon Boulevard ^B | Old Topanga Canyon Road | Pacific Coast Highway | Coastal Zone and City of Los Angeles ^A | 3 | 4.3 | 3 | |
| 9 | Decker Canyon Road ^B / Lechusa Road/ Encinal Canyon Road | Mulholland Highway | Pacific Coast Highway | Malibu Coastal Zone and City of Malibu ^A | 3 | 5.9 | 3 | 75 |
| 10 | Cornell Road | Kanan Road | Mulholland Highway | Santa Monica Mountains North Area and City of Agoura Hills ^A | 3 | 2.3 | 3 | 65 |
| 11 | Kanan Road/ Kanan Dume Road | Agoura Road | Pacific Coast Highway | Santa Monica Mountains North Area, Malibu Coastal Zone and Cities of Agoura Hills and Malibu ^A | 3 | 12.1 | 3 | 60 |
| 12 | Fernwood Pacific Drive | Topanga Canyon Boulevard | Tuna Canyon Road | Santa Monica Mountains North Area | 3 | 1.7 | 3 | 55 |
| 13 | Decker Canyon Road ^B / Encinal Canyon Road/ Mulholland Highway | Pacific Coast Highway | 0.5 miles north of Lyndon Drive | Malibu Coastal Zone and City of Malibu ^A | 3 | 22.2 | 3 | 45 |
| Total Mileage | | | | | | 95.6 | | |

^A Part of project traverses through or along boundary of incorporated city

^B Proposed facility is along a Caltrans-maintained roadway

Los Angeles County Overview of Proposed Bikeways



Bicycle Network

- Existing Proposed
- Class I - Bike Path
- Class II - Bike Lane
- Class III - Bike Route
- Bicycle Boulevard
- Bikeways Proposed by Other Jurisdictions
- Metro Station
- MetroLink Station
- Unincorporated County
- Project Identification in Table 3-29

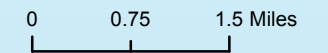
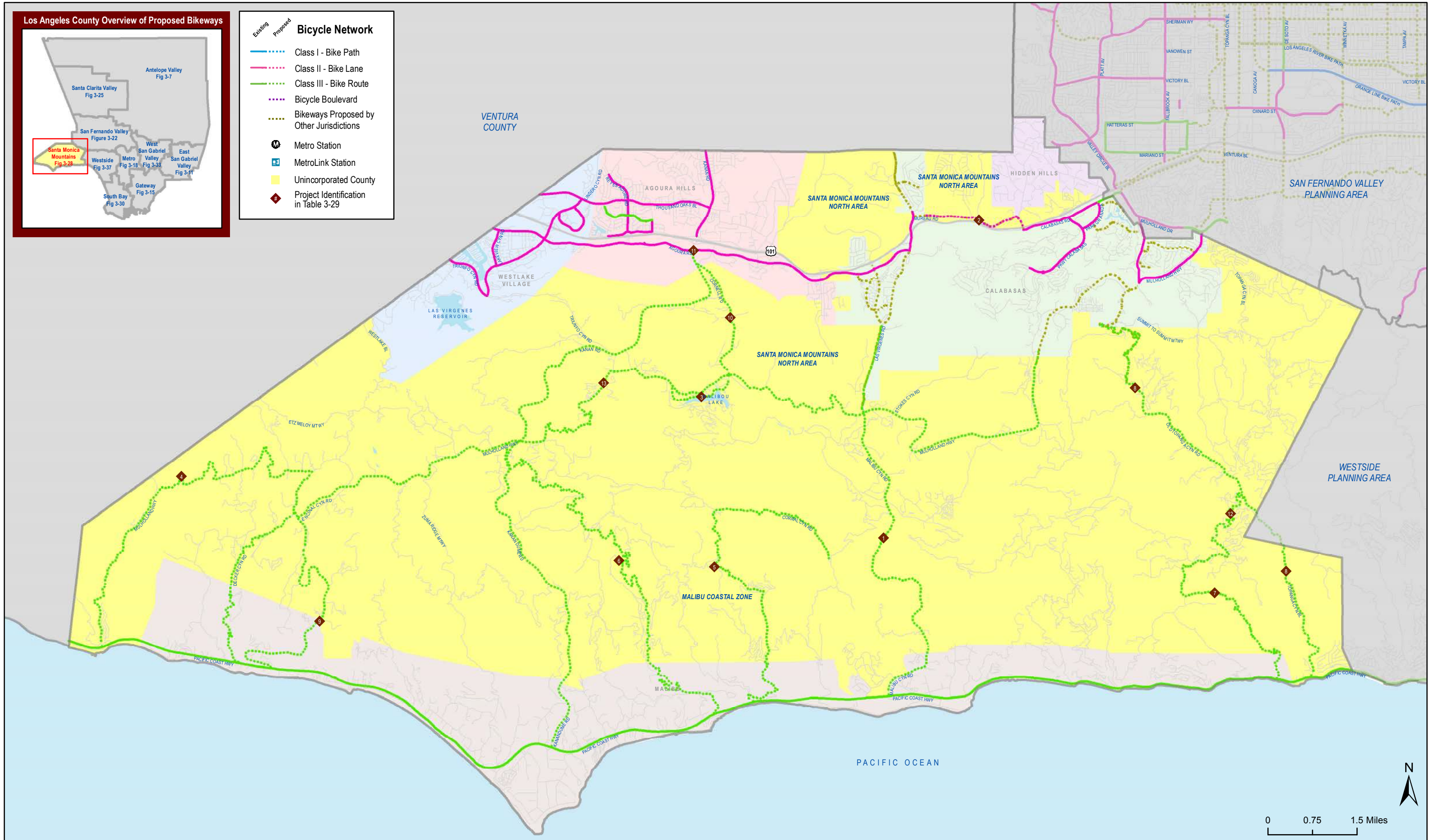


Figure 3-28: Santa Monica Mountains Planning Area Proposed Bicycle Facilities

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3.9 South Bay Planning Area

The South Bay Planning Area is located in the southwestern-most portion of Los Angeles County. Approximately 78,000 people resided within the unincorporated parts of the South Bay Planning Area in 2010.³¹ The planning area unincorporated communities include Alondra Park, Hawthorne Island, Del Aire, Lennox, Westfield, La Rambla, and West Carson.

These relatively dense communities host a broad spectrum of land uses including residential, commercial, office, education, industrial, open space, and recreational. Figure D-8 in Appendix D displays the South Bay Planning Area's current land use patterns.

3.9.1 Existing Bicycling Conditions

The South Bay Planning Area contains 10.5 miles of County-maintained bicycle facilities. Table 3-30 presents the location, classification, and mileage of existing bikeways within the communities. Figure 3-29 illustrates the existing bicycle facilities of the planning area and regionally significant transit stations in the area, as well as bicycle collision sites within the unincorporated communities reported from 2004 through 2009.

Table 3-30: South Bay Planning Area Existing Bicycle Facilities

| Community | Segment | From | To | Class | Mileage |
|---|--------------------------------|--------------------------|--------------------------|--------------|-------------|
| Alondra Park, Cities of Gardena and Hawthorne | Laguna Dominguez Bicycle Path | 120 th Street | Redondo Beach Boulevard | 1 | 3.2 |
| Cities of El Segundo, Hermosa Beach and Manhattan Beach | Marvin Braude Bicycle Path | Grand Avenue | 35 th Street | 1 | 2.9 |
| Cities of Redondo Beach and Torrance | Marvin Braude Bicycle Path | Coral Way | Via Riviera | 1 | 2.0 |
| City of Los Angeles | Dominguez Channel Bicycle Path | Vermont Avenue | 190 th Street | 1 | 0.8 |
| West Carson | Normandie Avenue | Sepulveda Boulevard | Lomita Boulevard | 2 | 1.1 |
| City of Carson | Dominguez Channel Bicycle Path | 190 th Street | Main Street | 1 | 0.5 |
| | | | | Total | 10.5 |

*County-maintained bikeways only

The LACMTA identified one key gap in the 2006 Metro Bicycle Transportation Strategic Plan, as shown in Table 3-31.

³¹ 2008 SCAG Regional Transportation Plan, Table 2.5: Los Angeles County Population Projections

Table 3-31: MTA Identified Gaps in the South Bay Inter-Jurisdictional Bikeway Network

| MTA # | Corridor | Jurisdiction | Description | Constraints |
|-------|----------|----------------|-----------------------------|----------------------|
| 39 | Beach | Los Angeles | Southern extension of beach | Route not identified |
| | | County / Palos | bikeway, connector to Palos | |
| | | Verdes Estates | Verdes Dr. path | |

Source: Los Angeles County Metropolitan Transportation Authority; 2006 Metro Bicycle Transportation Strategic Plan, p. 103-104

There are opportunities to facilitate multi-modal trip-making in the unincorporated communities of Lennox and Del Aire by linking the nearby Metro transit stations servicing the neighborhood with bicycle facilities. Opportunities also exist to provide connections to El Camino College and UCLA Harbor Medical Center, two key land uses in the unincorporated South Bay Planning Area, as well as employment centers in neighboring Torrance and El Segundo. As islands dispersed between incorporated cities, developing a cohesive bicycle network for the unincorporated communities of the South Bay Planning Area will be difficult without additional bicycle connections being provided by neighboring cities. While neighboring cities of Torrance and Gardena have developed bikeways, most neighboring cities have yet to begin developing comprehensive bicycle networks. The Dominguez Channel provides an excellent opportunity to create a continuous bicycle path system from the City of Hawthorne to downtown Long Beach if it were to connect with the existing Laguna Dominguez bicycle path to the north and the existing Los Angeles River bicycle path to the south.

According to the California Highway Patrol SWITRS data, a total of 109 bicycle collisions were reported within the unincorporated communities of South Bay Planning Area between 2004 and 2009, 41 of which occurred in West Carson.

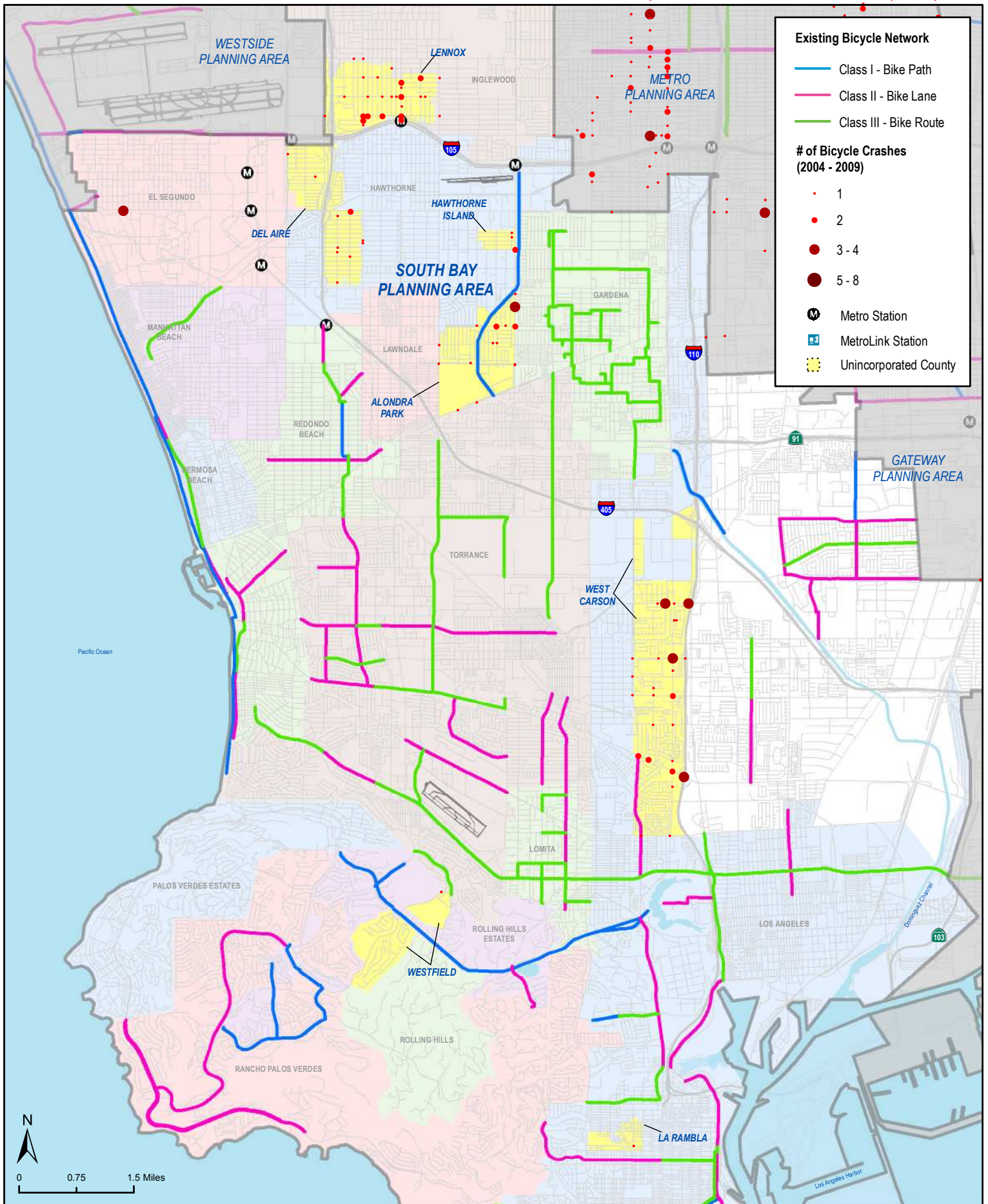


Figure 3-29: South Bay Planning Area Existing Bicycle Network, Major Transit and Bicycle Crashes (2004-2009)

3.9.2 Proposed Network

Table 3-32 summarizes the proposed bicycle network mileage by classification type within the South Bay Planning Area. Projects were prioritized based on bicycling demand, facility deficiencies, barriers to implementation, public comment, and a host of other criteria. As shown, the proposed network would add 34.5 miles of bicycle facility to the 10 miles already maintained by the County. Table 3-33 presents the Supervisorial District, specific location, alignment, classification, priority score, and mileage for each of the proposed bikeways within the planning area.

Figure 3-30 displays the proposed bicycle network, as well as existing bicycle facilities and major transit stops within the South Bay Planning Area. Figure 3-31 provides a more focused view of the proposed bicycle network within the communities comprising the northern and central portion of the planning area: Alondra Park, Del Aire, Hawthorne Island, and Lennox.

Table 3-32: South Bay Planning Area Bicycle Network Facility Type and Mileage Summary

| Mileage of Proposed Projects by Facility Type | Miles | % of Total |
|---|-------------|-------------|
| Class I – Bicycle Path | 9.2 | 26.7% |
| Class II – Bicycle Lane | 14.8 | 42.9% |
| Class III – Bicycle Route | 9.6 | 27.8% |
| Bicycle Boulevard | 0.9 | 2.6% |
| Total | 34.5 | 100% |

Table 3-33: South Bay Planning Area Proposed Bicycle Facilities

| Project ID | Segment | From | To | Community | Class | Mileage | Supervisorial District | Priority Score |
|------------|---------------------------|--------------------------|--------------------------|---|-------|---------|------------------------|----------------|
| 1 | Hawthorne Boulevard | 104 th Street | 111 th Street | Lennox | 2 | 0.6 | 2 | 145 |
| 2 | Redondo Beach Boulevard | Prairie Avenue | Crenshaw Boulevard | Alondra Park and City of Torrance ^A | 2 | 1.1 | 2 | 145 |
| 3 | 111 th Street | Buford Avenue | Prairie Avenue | Lennox and City of Inglewood ^A | 3 | 1.1 | 2 | 130 |
| 4 | Manhattan Beach Boulevard | Prairie Avenue | Crenshaw Boulevard | Alondra Park | 2 | 1.0 | 2 | 125 |
| 5 | 104 th Street | Buford Avenue | Prairie Avenue | Lennox and City of Inglewood ^A | 3 | 1.1 | 2 | 120 |
| 6 | Marine Avenue | Prairie Avenue | Crenshaw Boulevard | Alondra Park and City of Hawthorne ^A | 3 | 0.9 | 2 | 120 |

Table 3-33: South Bay Planning Area Proposed Bicycle Facilities (continued)

| Project ID | Segment | From | To | Community | Class | Mileage | Supervisory District | Priority Score |
|------------|---|--------------------------|---------------------------|--|-------|---------|----------------------|----------------|
| 7 | Normandie Avenue | 225 th Street | Sepulveda Boulevard | West Carson | 2 | 0.6 | 2 | 115 |
| 8 | Lennox Boulevard | Felton Avenue | Osage Avenue | Lennox | 3 | 1.1 | 2 | 110 |
| 9 | Freeman Avenue | 104 th Street | 111 th Street | Lennox | 3 | 0.5 | 2 | 105 |
| 10 | South Lemoli Avenue | Marine Avenue | Manhattan Beach Boulevard | Alondra Park | 3 | 0.5 | 2 | 105 |
| 11 | Doty Avenue | Marine Avenue | Manhattan Beach Boulevard | Alondra Park | 3 | 0.5 | 2 | 105 |
| 12 | Aviation Boulevard | Imperial Highway | 154 th Street | Del Aire and City El Segundo ^A | 2 | 0.7 | 2, 4 | 105 |
| 13 | Dominguez Channel Proposed Bicycle Path | Redondo Beach Boulevard | Pacific Coast Highway | City of Torrance, City of Gardena | 1 | 2.8 | 2, 4 | 105 |
| 14 | Buford Avenue | 104 th Street | 111 th Street | Lennox | 3 | 0.5 | 2 | 100 |
| 15 | Isis Avenue | 116 th Street | El Segundo Boulevard | Del Aire and City of El Segundo ^A | 3 | 0.9 | 2, 4 | 100 |
| 16 | 223 rd Street | Normandie Avenue | Interstate 110 | West Carson | 2 | 0.7 | 2 | 100 |
| 17 | 220 th Street | Normandie Avenue | Vermont Avenue | West Carson | 3 | 0.5 | 2 | 90 |
| 18 | Del Amo Boulevard | Normandie Avenue | Interstate 110 | West Carson and City of Los Angeles ^A | 2 | 0.8 | 2, 4 | 90 |
| 19 | Imperial Highway | La Cienega Boulevard | Inglewood Avenue | Lennox and Cities of Hawthorne and Los Angeles ^A | 2 | 0.5 | 2 | 90 |
| 20 | Crenshaw Boulevard | Palos Verdes Drive | Indian Peak Road | Westfield and Cities of Rancho Palos Verdes, Rolling Hills, Rolling Hills Estates ^A | 2 | 1.6 | 4 | 90 |
| 21 | Prairie Avenue | Redondo Beach Boulevard | South Marine Avenue | Alondra Park | 2 | 1.2 | 2 | 85 |
| 22 | Lomita Boulevard | Frampton Avenue | Vermont Avenue | West Carson and City of Los Angeles ^A | 2 | 0.5 | 2 | 85 |
| 23 | El Segundo Boulevard | Isis Avenue | Inglewood Avenue | Del Aire and City of Hawthorne ^A | 2 | 0.8 | 2 | 85 |

Table 3-33: South Bay Planning Area Proposed Bicycle Facilities (continued)

| Project ID | Segment | From | To | Community | Class | Mileage | Supervisory District | Priority Score |
|------------|---------------------------------------|--------------------------|-----------------------|---|-------|---------|----------------------|----------------|
| 24 | 120 th Street | Aviation Boulevard | Inglewood Avenue | Del Aire and City of Hawthorne ^A | 3 | 1.0 | 2 | 80 |
| 25 | Vermont Avenue | 190 th Street | Lomita Boulevard | West Carson and City of Los Angeles ^A | 2 | 3.7 | 2, 4 | 80 |
| 26 | Inglewood Avenue | Century Boulevard | Imperial Highway | Lennox and Cities of Hawthorne and Inglewood ^A | 3 | 1.0 | 2 | 75 |
| 27 | La Cienega Boulevard | Imperial Highway | El Segundo Boulevard | Del Aire and City of Los Angeles ^A | 2 | 1.0 | 2,4 | 75 |
| 28 | Dominguez Creek Proposed Bicycle Path | Main Street | Pacific Coast Highway | City of Los Angeles | 1 | 6.4 | 2, 4 | 75 |
| 29 | 223 rd Street | Harbor Fwy | Vermont Avenue | West Carson | 2 | 0.2 | 4 | 65 |
| 30 | West 7 th Street | South Weymouth Avenue | South Cabrillo Avenue | City of Los Angeles ^A | BB | 0.9 | 4 | 60 |

Total Mileage **34.5**

^A Part of project traverses through or along boundary of incorporated city

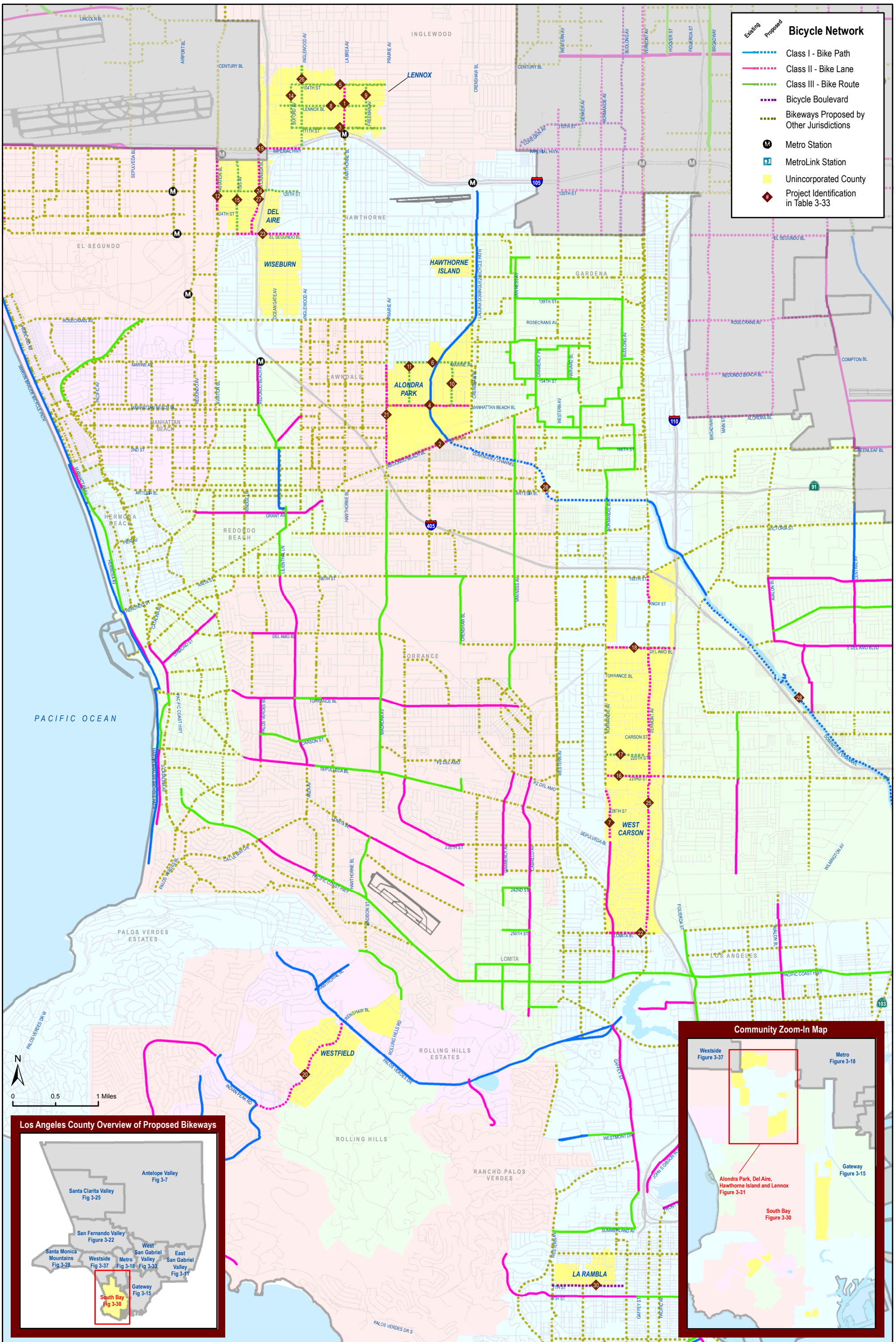


Figure 3-30: South Bay Planning Area Proposed Bicycle Facilities

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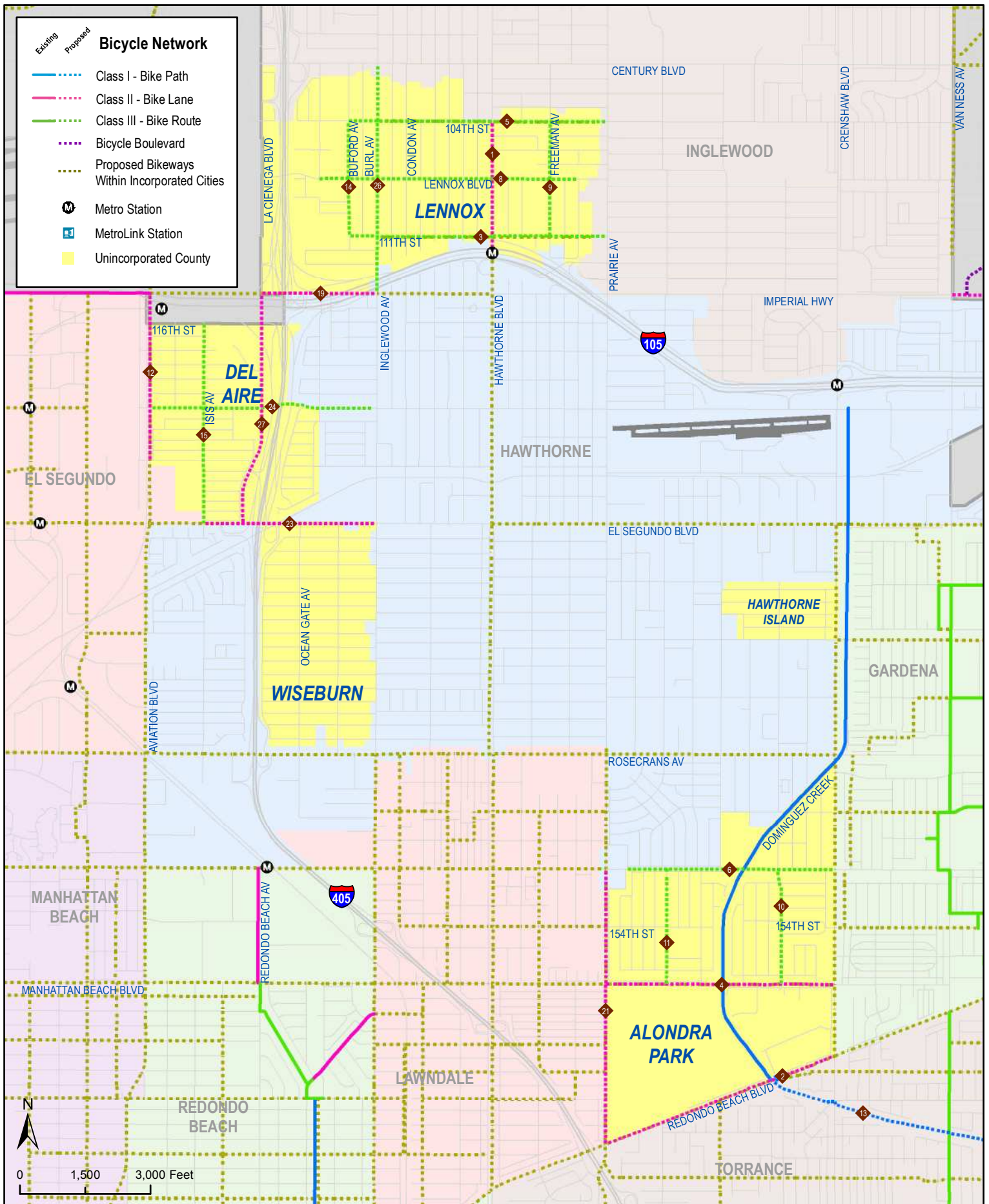


Figure 3-31: Alondra Park, Del Aire, Hawthorne Island and Lennox Recommended Bicycle Facilities

3.10 West San Gabriel Valley Planning Area

The West San Gabriel Valley Planning Area is comprised of a cluster of communities located east of downtown Los Angeles and intermingled with numerous cities, including Pasadena, South Pasadena, Monterey Park, and El Monte. Approximately 118,000 people resided within the unincorporated parts of the West San Gabriel Valley in 2010.³² The planning area communities include Altadena, East Pasadena-East San Gabriel, Kinneloa Mesa, San Pasqual, South Monrovia Islands, South San Gabriel, South El Monte Islands, and Whittier Narrows.

The San Gabriel Valley has undergone dramatic population and demographic shifts over the last 30 years. Previously a bedroom community, it now hosts employment centers and major regional transit access. Mixed-use infill and transit-oriented development are planned for East Pasadena and it is envisioned as a model for unincorporated communities in this area. Figure D-9 in Appendix D shows the West San Gabriel Valley Planning Area's current land use patterns, which are predominately single-family residential.

3.10.1 Existing Bicycle Conditions

The unincorporated parts of West San Gabriel Valley Planning Area currently contain 25.9 miles of existing bikeways, including 23 miles of Class I bicycle path. Table 3-34 summarizes the location, classification, and mileage of existing bikeways.

Figure 3-32 displays the existing bicycle network along with mass transit stations and bicycle collision sites³³ in the West San Gabriel Valley Planning Area.

There are multiple Metro and MetroLink Stations in the planning area that provide residents and commuters with the option to take multimodal trips. Altadena, East Pasadena-East San Gabriel, and San Pasqual also have Metro Gold Line stations nearby. The South Monrovia Islands and Whittier Narrows have connections to the El Monte MetroLink station and the El Monte Bus Terminal via the Rio Hondo bike path.

Numerous opportunities exist to expand the existing bicycle network and, therefore, improve bicycle-transit integration and access to commercial, recreational, and other key destinations. The unincorporated communities of Altadena, East Pasadena-East San Gabriel, San Pasqual, and the South Monrovia Islands have excellent opportunities to enhance their bicycling mobility by developing facilities that tie in to the relatively dense bicycle networks of adjacent cities of Pasadena and Arcadia.

According to the California Highway Patrol SWITRS data, a total of 87 bicycle collisions were reported in the West San Gabriel Valley Planning Area from 2004 through 2009, 40 of which occurred in Altadena.

³² 2008 SCAG Regional Transportation Plan, Table 2.5: Los Angeles County Population Projections

³³ Bicycle collision locations displayed for unincorporated county only.

Table 3-34: West San Gabriel Valley Existing Bikeways

| Community | Segment | From | To | Class | Mileage |
|--|---------------------------------------|--------------------------------------|---|--------------|-------------|
| Altadena | Allen Avenue | New York Drive | Washington Boulevard | 3 | 0.7 |
| Altadena | Elizabeth Street | Oxford Avenue | Allen Avenue | 3 | 0.2 |
| Cities of Arcadia and El Monte | Santa Anita Wash Bicycle Path | Live Oak Avenue | Rio Hondo Bicycle Path | 1 | 1.0 |
| Cities of Arcadia, El Monte, Rosemead and South El Monte, and Whittier Narrows | Upper Rio Hondo Bicycle Path | Rio Hondo Parkway | San Gabriel Boulevard | 1 | 6.9 |
| City of Irwindale | San Gabriel River Bicycle Path | Huntington Drive | Ramona Boulevard | 1 | 8.2 |
| City of Montebello and Whittier Narrows | Rio Hondo Bicycle Path | San Gabriel Boulevard | 0.2 miles north of Washington Boulevard | 1 | 3.7 |
| East Pasadena-East San Gabriel | Madre Street | Del Mar Boulevard | Green Street | 3 | 0.2 |
| East Pasadena-East San Gabriel | Madre Street | Thorndale Road | San Pasqual Street | 3 | 0.2 |
| East Pasadena-East San Gabriel | San Pasqual Street | 0.1 miles west of Oneida Drive | Madre Street | 3 | 0.1 |
| San Pasqual | San Pasqual Street | Berkeley Avenue | San Gabriel Boulevard | 3 | 0.9 |
| San Pasqual | Sierra Madre Boulevard | 0.1 miles south of Del Mar Boulevard | 0.1 miles north of California Boulevard | 3 | 0.3 |
| Whittier Narrows | Rio Hondo-San Gabriel River Connector | Upper Rio Hondo Bicycle Path | San Gabriel River Bicycle Path | 1 | 1.0 |
| Whittier Narrows | San Gabriel River Bicycle Path | 0.1 miles south of Fineview Street | 0.2 miles south of Siphon Road | 1 | 2.5 |
| | | | | Total | 25.9 |

*County-maintained bikeways only

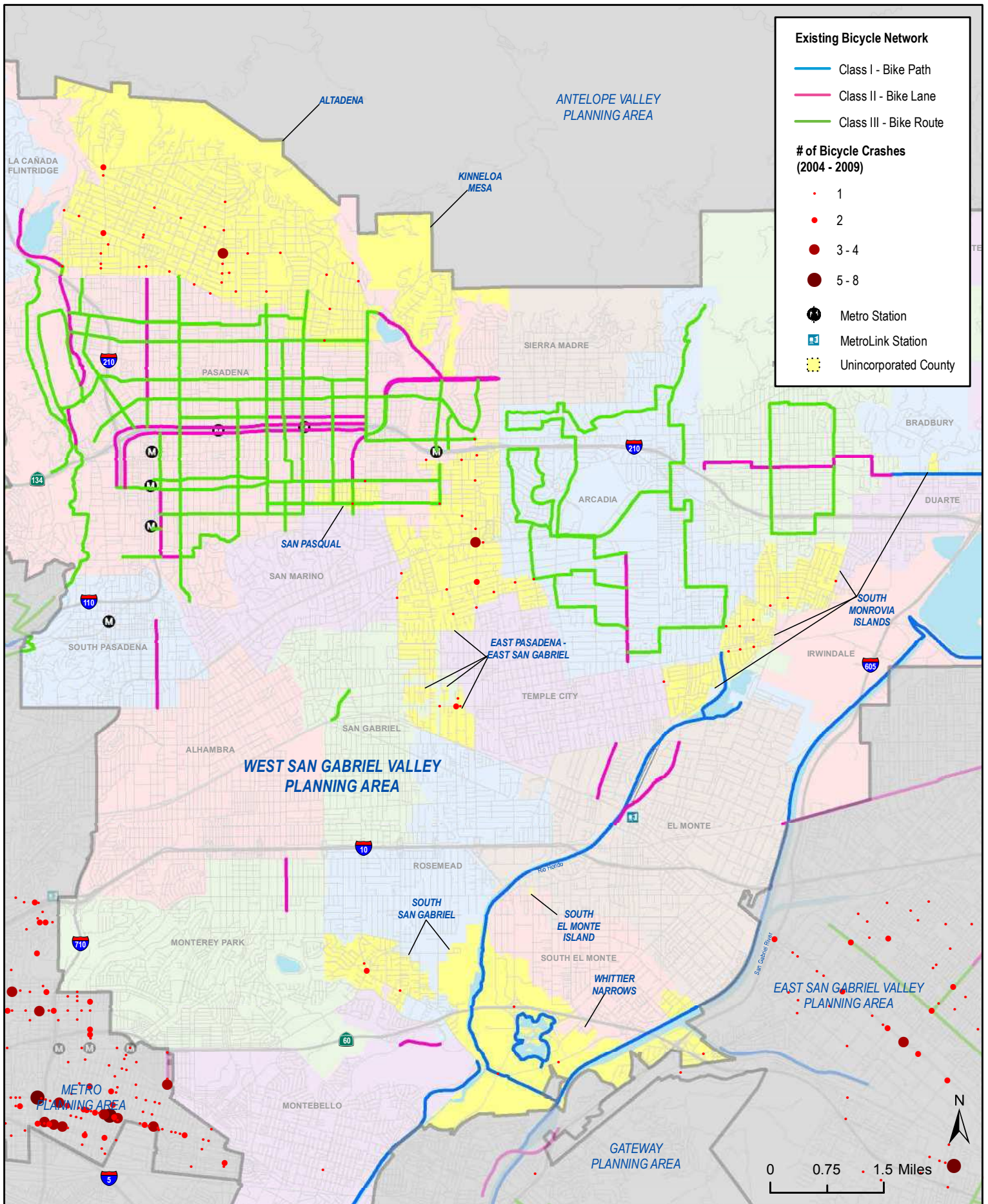


Figure 3-32: West San Gabriel Valley Planning Area Existing Bicycle Network, Major Transit and Bicycle Crashes (2004-2009)

3.10.2 Proposed Network

Table 3-35 summarizes the proposed bicycle network mileage by classification type within the West San Gabriel Valley Planning Area. Projects were prioritized based on bicycling demand, facility deficiencies, barriers to implementation, public comment, and a host of other criteria. As shown, the proposed network would provide 66 miles of facility across the planning area. Under current conditions, unincorporated West San Gabriel Valley contains nearly 26 miles of bicycle facility.

Table 3-36 presents the Supervisorial District, specific location, alignment, classification, priority score, and mileage for each of the proposed bikeways within the planning area.

Figure 3-33 displays the proposed bicycle network as well as existing bicycle facilities and major transit stops in the West San Gabriel Valley Planning Area. Figure 3-34 provides a more detailed view of the proposed bicycle network within the Altadena and Kinneloa Mesa communities. Figure 3-35 provides a closer view of the proposed bicycle network within the communities of East Pasadena-East San Gabriel, San Pasqual, and the South Monrovia Islands.

Table 3-35: West San Gabriel Valley Planning Area Bicycle Network Facility Type and Mileage Summary

| Mileage of Proposed Projects by Facility Type | Miles | % of Total |
|---|-------------|-------------|
| Class I – Bicycle Path | 9.1 | 13.9% |
| Class II – Bicycle Lane | 17.1 | 26.0% |
| Class III – Bicycle Route | 34.3 | 52.2% |
| Bicycle Boulevard | 5.2 | 7.9% |
| Total | 65.7 | 100% |

Table 3-36: West San Gabriel Valley Proposed Bicycle Facilities

| Project ID | Segment | From | To | Community | Class | Mileage | Supervisorial District | Priority | Score |
|------------|----------------------------------|--------------------|-----------------|--|-------|---------|------------------------|----------|-------|
| 1 | Madre Street/ Muscatel Avenue | San Pasqual Street | Longden Avenue | East Pasadena-East San Gabriel | 3 | 1.7 | 5 | 145 | |
| 2 | Del Mar Boulevard | Madre Street | Rosemead Avenue | East Pasadena-East San Gabriel and City of Pasadena ^A | 3 | 0.5 | 5 | 145 | |
| 3 | Allen Avenue | Altadena Drive | New York Drive | Altadena | 3 | 1.5 | 5 | 130 | |

Table 3-36: West San Gabriel Valley Proposed Bicycle Facilities (continued)

| Project ID | Segment | From | To | Community | Class | Mileage | Supervisory District | Priority Score |
|------------|---|--|------------------------|--|-------|---------|----------------------|----------------|
| 4 | Eaton Wash Channel Proposed Bicycle Path ^B | New York Drive | E. Foothill Boulevard | East Pasadena-East San Gabriel, City of Pasadena, City of Temple City, City of San Gabriel, City of Rosemead, City of El Monte | 1 | 1.7 | 1, 5 | 125 |
| | | E. Foothill Boulevard | Del Mar Boulevard | | 3 | 0.6 | | |
| | | Del Mar Boulevard | Rio Hondo Bicycle Path | | 1 | 6.0 | | |
| 5 | Longden Avenue | 8 th Avenue | Peck Road | South Monrovia Islands | 3 | 0.7 | 5 | 115 |
| 6 | Holliston Avenue | Altadena Drive | Lexington Street | Altadena and City of Pasadena ^A | 3 | 1.1 | 5 | 115 |
| 7 | Daines Drive/ 9 th Avenue/ Lynd Avenue | Santa Anita Avenue | Mayflower Avenue | South Monrovia Islands and City of Arcadia ^A | 3 | 1.3 | 5 | 110 |
| 8 | Lake Avenue | Loma Alta Drive | Atchison Street | Altadena and City of Pasadena | 3 | 1.9 | 5 | 110 |
| 9 | Santa Anita Wash Proposed Bicycle Path | Longden Avenue | Live Oak Avenue | South Monrovia Islands | 1 | 0.3 | 5 | 100 |
| 10 | Huntington Drive | San Gabriel Boulevard | Michillinda Avenue | East Pasadena-East San Gabriel | 2 | 1.4 | 5 | 105 |
| 11 | Sierra Madre Villa Avenue/ Madre Street | Interstate 210 | Green Street | East Pasadena-East San Gabriel and City of Pasadena ^A | 3 | 0.2 | 5 | 105 |
| 12 | Colorado Boulevard | Kinneloa Avenue (Eaton Wash Channel Proposed Bicycle Path) | Michillinda Avenue | East Pasadena-East San Gabriel and City of Pasadena | 2 | 1.1 | 5 | 100 |
| 13 | Woodbury Road | Windsor Avenue | Santa Rosa Avenue | Altadena and City of Pasadena ^A | 2 | 1.7 | 5 | 95 |
| | Woodbury Road | Santa Rosa Avenue | Lake Avenue | | 3 | 0.5 | | |
| 14 | Foss Avenue/ Center Street | Longden Avenue | Daines Drive | South Monrovia Islands | 3 | 0.6 | 5 | 95 |
| 15 | California Avenue | Hurstview Avenue | Novice Lane | South Monrovia Islands and City of Monrovia ^A | 3 | 0.9 | 5 | 95 |
| 16 | Pepper Drive | Glen Canyon Road | Washington Boulevard | Altadena | 3 | 0.9 | 5 | 95 |
| 17 | Altadena Drive | Allen Avenue | Canyon Close Road | Altadena | 3 | 1.0 | 5 | 95 |

Table 3-36: West San Gabriel Valley Proposed Bicycle Facilities (continued)

| Project ID | Segment | From | To | Community | Class | Mileage | Supervisory District | Priority Score |
|------------|--|--|--------------------------------------|---|-------|---------|----------------------|----------------|
| 18 | Ardendale Avenue/ Oak Avenue/ Naomi Avenue | 0.2 miles west of Muscatel Avenue (Eaton Wash Channel Proposed Bicycle Path) | Golden West Avenue | East Pasadena-East San Gabriel | 3 | 1.4 | 5 | 95 |
| 19 | Glenrose Avenue | Loma Alta Drive | Woodbury Road | Altadena | 3 | 1.5 | 5 | 95 |
| 20 | New York Drive | Lake Avenue | 0.1 miles east of Creekside Court | Altadena | 3 | 2.2 | 5 | 95 |
| 21 | Altadena Drive | Crestford Drive | Allen Avenue | Altadena and City of Pasadena ^A | 3 | 3.1 | 5 | 95 |
| 22 | Lincoln Avenue | Loma Alta Drive | Altadena Drive | Altadena | 3 | 0.2 | 5 | 95 |
| | Lincoln Avenue | Altadena Drive | Woodbury Road | | 2 | 1.1 | | |
| 23 | Ventura/ Calaveras/Mendocino | Windsor Avenue | Allen Avenue | Altadena | BB | 3.6 | 5 | 95 |
| 24 | Peck Road | San Gabriel River Bicycle Path | Workman Mill Road | Whittier Narrows, Avocado Heights, North Whittier and City of Industry ^A | 2 | 0.9 | 1,4 | 95 |
| 25 | Duarte Road ^C | San Gabriel Boulevard | Sultana Avenue | East Pasadena-East San Gabriel | 3 | 1.0 | 5 | 90 |
| | Duarte Road | Sultana Avenue | Oak Avenue | | 2 | 0.4 | | |
| 26 | Windsor Avenue | Ventura Street | Figuroa Drive | Altadena | 3 | 0.5 | 5 | 90 |
| 27 | Loma Alta Drive | Lincoln Avenue | Lake Avenue | Altadena | 3 | 1.6 | 5 | 90 |
| 28 | Glenview Terrace/ Glen Canyon Road/ Roosevelt Avenue | Allen Avenue | Washington Boulevard | Altadena | BB | 1.6 | 5 | 90 |
| 29 | Emerald Necklace Gateway | San Gabriel River Path | Park entrance parking lot | Santa Fe Dam Recreational Area | 1 | 1.1 | 1 | 90 |
| 30 | Windsor Avenue | Figuroa Drive | Alberta Street | Altadena and City of Pasadena ^A | 3 | 0.1 | 5 | 85 |
| | Windsor Avenue | Alberta Street | Interstate 210 | | 2 | 0.3 | | |
| 31 | San Pasqual Street | Madre Street | Rosemead Avenue | East Pasadena-East San Gabriel | 2 | 0.5 | 5 | 85 |
| 32 | Tyler Ave/W. Hondo Parkway | E. Live Oak Avenue | Temple City Limits | South Monrovia Islands | 3 | 1.0 | 1,5 | 85 |

Table 3-36: West San Gabriel Valley Proposed Bicycle Facilities (continued)

| Project ID | Segment | From | To | Community | Class | Mileage | Supervisory District | Priority Score |
|------------|--|-----------------------------------|----------------------------------|--|-------|---------|----------------------|----------------|
| 33 | Altadena Drive | Canyon Close Road | Washington Boulevard | Altadena | 2 | 1.0 | 5 | 85 |
| 34 | Del Mar Avenue/ Hill Drive/San Gabriel Boulevard ^C | Graves Avenue | 0.2 miles east of Lincoln Avenue | South San Gabriel, Whittier Narrows and Cities of Montebello and Rosemead ^A | 2 | 2.6 | 1 | 85 |
| 35 | Figueroa Drive | Windsor Avenue | Fair Oaks Avenue | Altadena | 3 | 0.8 | 5 | 80 |
| 36 | Las Flores Drive | Glenrose Avenue | Lake Avenue | Altadena | 3 | 1.0 | 5 | 80 |
| 37 | Marengo Avenue | Loma Alta Drive | Altadena Drive | Altadena and City of Pasadena ^A | 3 | 0.9 | 5 | 80 |
| | Marengo Avenue | Altadena Drive | Montana Street | | 2 | 0.9 | | |
| 38 | S 10th Avenue | Arcadia City Limits | E. Live Oak Avenue | South Monrovia Islands | 3 | 0.6 | 5 | 75 |
| 39 | Casitas Avenue | Ventura Street | West Altadena Drive | Altadena | 3 | 0.5 | 5 | 75 |
| 40 | Vista Street | Huntington Drive | Longden Avenue | East Pasadena-East San Gabriel | 3 | 1.1 | 5 | 70 |
| 41 | San Pasqual Street | Greenwood Avenue | San Gabriel Boulevard | East Pasadena | 3 | 0.9 | 5 | 70 |
| 42 | Mayflower Avenue | Longden Avenue | Lynd Avenue | South Monrovia Islands | 2 | 0.3 | 5 | 70 |
| 43 | South Golden West Avenue | West Naomi Avenue | East Lemon Avenue | East Pasadena-East San Gabriel and City of San Arcadia ^A | 3 | 0.4 | 5 | 70 |
| 44 | Camino Real | Mayflower Avenue | California Avenue | South Monrovia Islands | 2 | 0.7 | 5 | 70 |
| | Shrode Avenue | California Avenue | Mountain Avenue | | 3 | 0.4 | | |
| 45 | Washington Boulevard | Belford Drive | Altadena Drive | Altadena | 2 | 0.7 | 5 | 70 |
| 46 | Willard Avenue | Longden Avenue | Las Tunas Drive | East Pasadena-East San Gabriel and City of San Gabriel ^A | 3 | 0.7 | 5 | 60 |
| 47 | California Boulevard | 0.1 miles east of Brightside Lane | Michillinda Avenue | East Pasadena-East San Gabriel | 2 | 1.0 | 5 | 60 |
| 48 | Longden Avenue | San Gabriel Boulevard | Rosemead Boulevard | East Pasadena-East San Gabriel and Cities of San Gabriel and Temple City ^A | 3 | 1.0 | 5 | 55 |

Table 3-36: West San Gabriel Valley Proposed Bicycle Facilities (continued)

| Project ID | Segment | From | To | Community | Class | Mileage | Supervisory District | Priority Score |
|----------------------|---------------------------------|--------------------|----------------|---|-------|-------------|----------------------|----------------|
| 49 | Temple City Boulevard | Duarte Road | Lemon Avenue | East Pasadena-East San Gabriel and City of Temple City ^A | 2 | 0.5 | 5 | 55 |
| 50 | Rosemead Boulevard ^C | Colorado Boulevard | Callita Street | East Pasadena-East San Gabriel | 2 | 2.0 | 5 | 60 |
| Total Mileage | | | | | | 65.7 | | |

^A Part of project traverses through or along boundary of incorporated city

^B Proposed project requires on-street alignment between Maple Street and Titley Avenue and between Kinneloa Avenue and Del Mar Boulevard

^C Proposed segment overlaps with Early Action bicycle project identified by County of Los Angeles

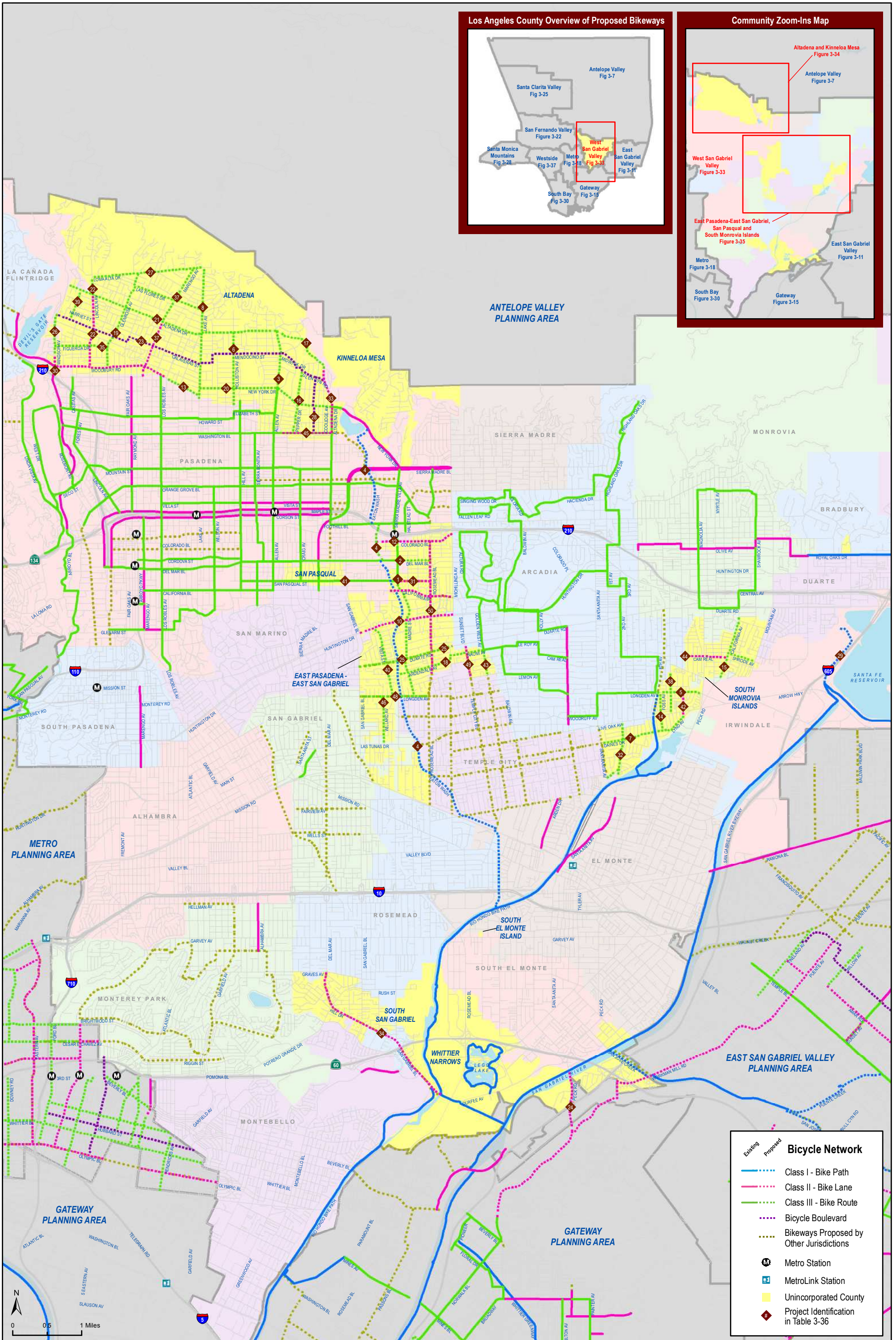


Figure 3-33: West San Gabriel Valley Planning Area Proposed Bicycle Facilities

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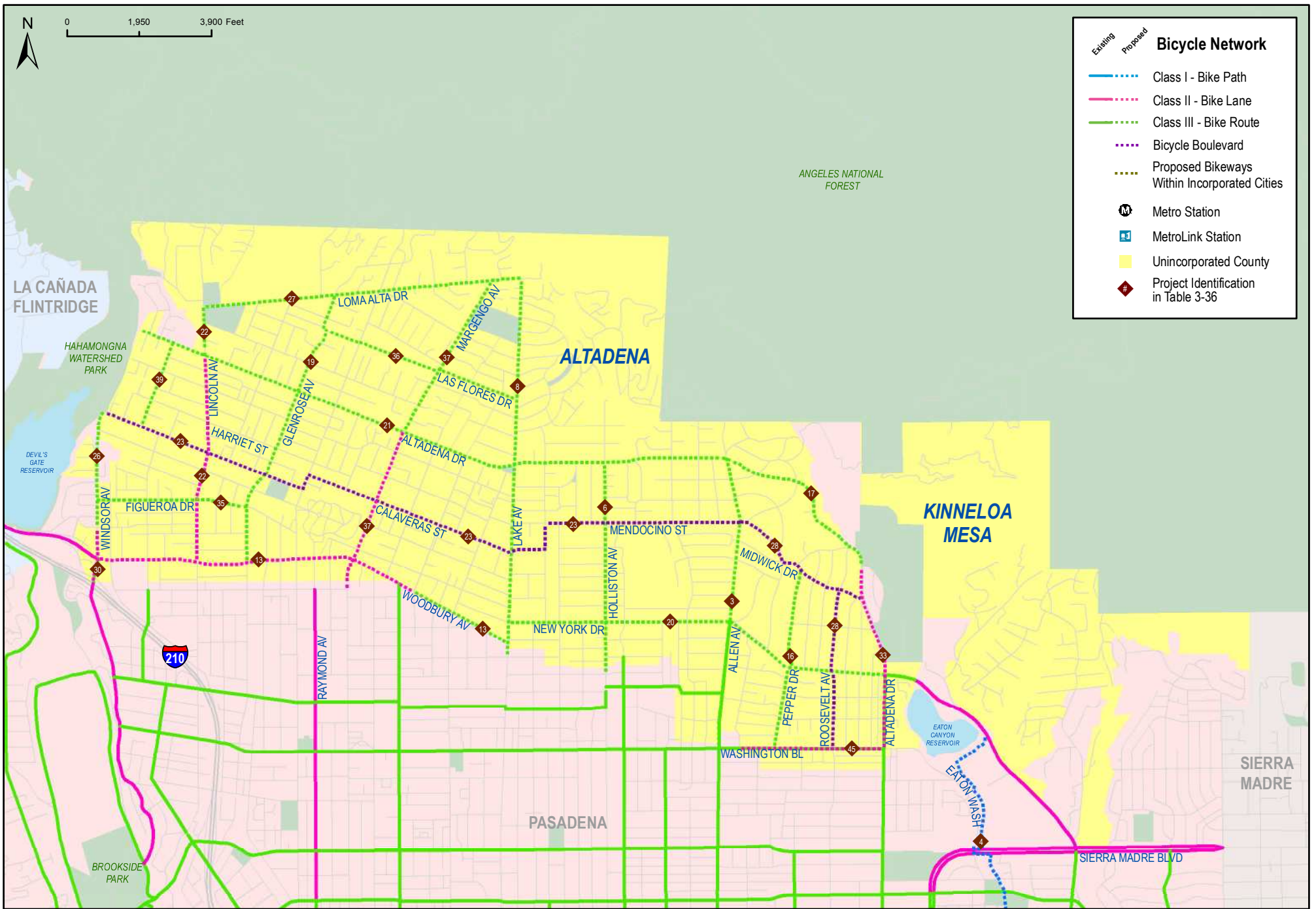


Figure 3-34: Altadena and Kinneloa Mesa Proposed Bicycle Facilities

Los Angeles County Bicycle Master Plan

Source: Los Angeles Metro (2010); Alta Planning + Design (2010)
Date: 10/13/10

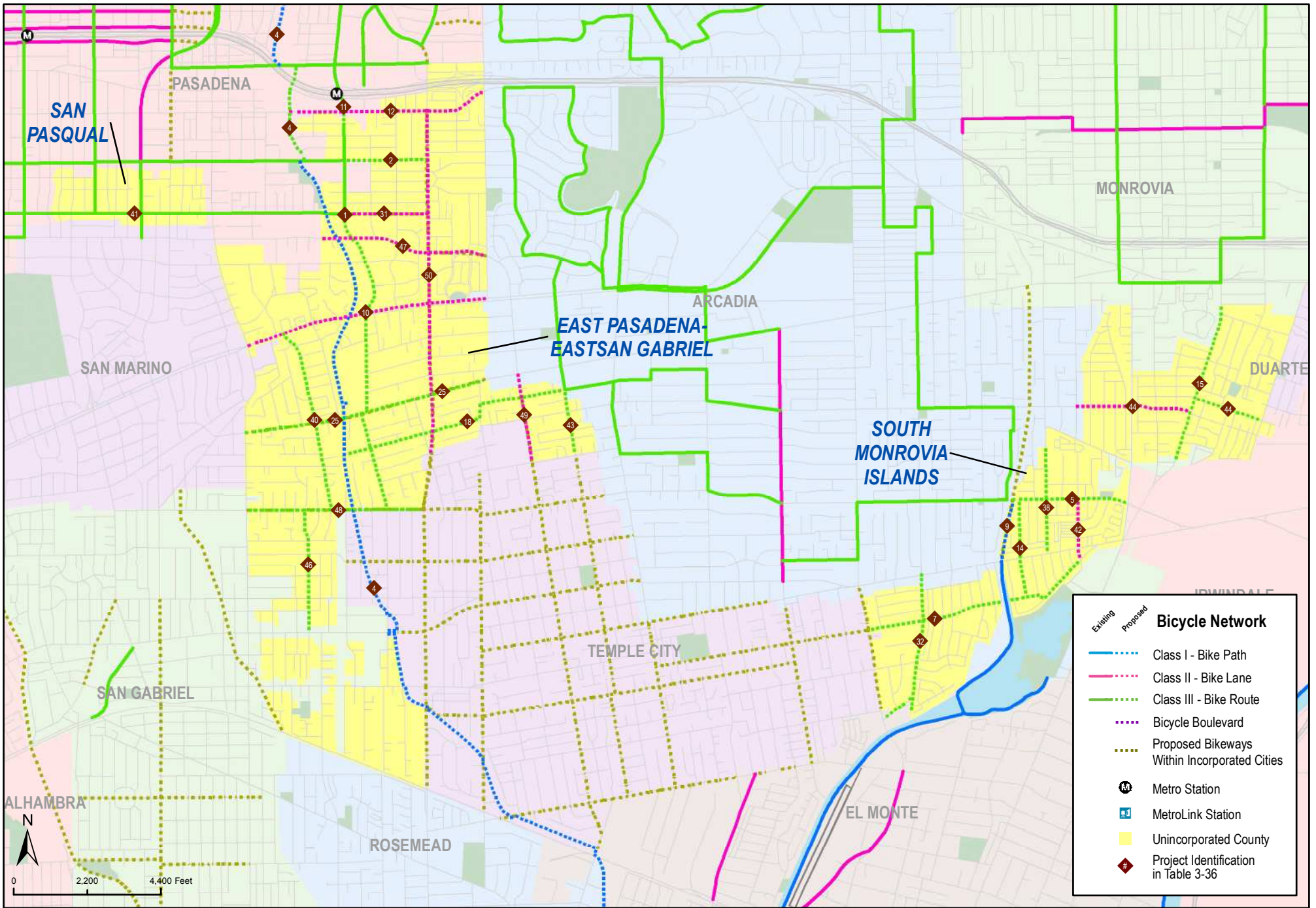


Figure 3-35: East Pasadena-East San Gabriel, San Pasqual and South Morovia Islands Proposed Bicycle Facilities

3.11 Westside Planning Area

The Westside Planning Area is located in the densely urban western part of Los Angeles County. There are four unincorporated areas comprised of the following six communities: Franklin Canyon, West Los Angeles (Sawtelle Veterans Affairs), Marina del Rey, Ballona Wetlands, West Fox Hills, and Ladera Heights/Viewpark-Windsor Hills. The unincorporated area is surrounded by incorporated jurisdictions, primarily the City of Los Angeles.

Approximately 32,000 people reside in this geographically small collection of communities³⁴, excluding West Los Angeles (Sawtelle Veterans Affairs), which has no permanent residents. Land uses in West Los Angeles are exclusively open space/park and public use, hosting the Veterans Affairs Administration and Hospital, Barrington Recreation Center, and Los Angeles National Cemetery. The remaining communities consist of predominately residential, commercial, open space, and park land uses. Figure D-10 in Appendix D displays existing land uses within the planning area.

3.11.1 Existing Bicycle Conditions

Within the Westside Planning Area, there are approximately 12.2 miles of bikeways maintained by the County. Table 3-37 summarizes the location, classification, extents, and mileage of the facilities maintained by the County.

Table 3-37: Westside Planning Area Existing Bikeways

| Community | Segment | From | To | Class | Mileage |
|--|----------------------------|------------------------------|----------------------------|--------------|-------------|
| Cities of Los Angeles and Santa Monica | Marvin Braude Bicycle Path | Mabery Road | Washington Boulevard | 1 | 4.8 |
| City of Los Angeles | Marvin Braude Bicycle Path | Pacific Avenue | Grand Avenue | 1 | 3.8 |
| City of Los Angeles and Marina del Rey | Ballona Creek Bicycle Path | Pacific Avenue | Lincoln Boulevard | 1 | 1.5 |
| Marina del Rey | Fiji Way | Western terminus of Fiji Way | Admiralty Way | 3 | 0.7 |
| Marina del Rey | Marvin Braude Bicycle Path | Fiji Way | Ballona Creek Bicycle Path | 1 | 0.1 |
| Marina del Rey | Marvin Braude Bicycle Path | Washington Boulevard | Fiji Way | 1 | 1.3 |
| | | | | Total | 12.2 |

**County-maintained bikeways only*

³⁴ 2008 SCAG Regional Transportation Plan, Table 2.5: Los Angeles County Population Projections

Opportunities to expand the existing bicycle network include improving access to key attractors in Ladera Heights/Viewpark-Windsor Hills such as West Los Angeles College, the Goldleaf Circle Commercial Plaza, the Fox Hills Mall, and the commercial area surrounding Leimert Park Plaza, and to existing networks in Culver City and Los Angeles. In Marina del Rey, opportunities include enhancing beach access and connections to Culver City and Los Angeles networks, including linkages to Marvin Braude Bicycle Path.

The LACMTA identified two key gaps in the 2006 Metro Bicycle Transportation Strategic Plan, as shown in Table 3-38.

Table 3-38: MTA Identified Gaps in the Westside Inter-Jurisdictional Bikeway Network

| MTA # | Corridor | Jurisdiction | Description | Constraints |
|-------|----------|---------------------|---|---------------------------------|
| 35 | Beach | LA County / LA City | South Bay Beach Bicycle Path through the Marina in Marina del Rey | Existing Class II on Washington |
| 36 | Beach | LA County / LA City | Connection between Fisherman’s Village and Ballona Creek Bicycle Path | Existing Class III on Fiji Way |

Source: Los Angeles County Metropolitan Transportation Authority: 2006 Metro Bicycle Transportation Strategic Plan, p. 103-104

Figure 3-36 displays existing bicycle facilities, public transit stations, and bicycle collision locations within the planning area³⁵. According to the California Highway Patrol SWITRS data, 56 bicycle collisions were reported in the Westside Planning Area between 2004 and 2009. Of these 56 instances, 37 occurred in Marina del Rey. Four intersections in Marina del Rey experienced more than five collisions during that time period: Mindanao Way/ Admiralty Way (eight crashes), Bali Way/Admiralty Way (seven crashes), Palawan Way/Admiralty Way (seven crashes), and Fiji Way/Admiralty Way (six crashes). The high incidence of bicycle collisions in this concentrated area is partly a function of the high bicycling rates.

³⁵ Bicycle collision locations displayed for unincorporated communities only.

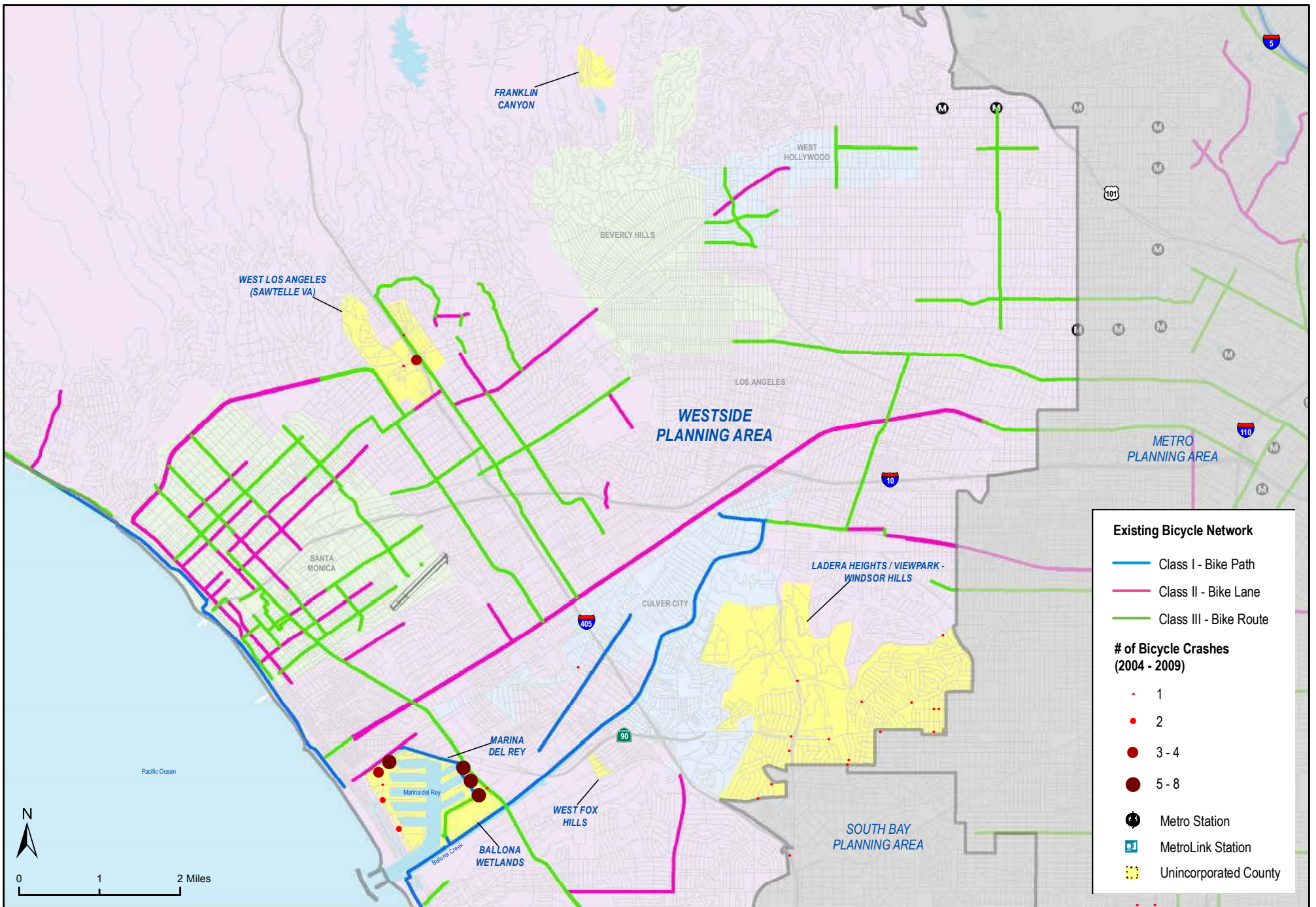


Figure 3-36: Westside Planning Area Existing Bicycle Network, Major Transit and Bicycle Crashes (2004-2009)

3.11.2 Proposed Network

Table 3-39 summarizes the proposed bicycle network mileage by classification type within the Westside Planning Area. Projects were prioritized based on bicycling demand, facility deficiencies, barriers to implementation, public comment, and a host of other criteria. As shown, the proposed network would provide approximately 16 miles of facility across the planning area. There are currently only 12.2 miles of existing bicycle facilities within the unincorporated parts of Westside Planning Area. Table 3-40 presents the Supervisorial District, specific location, alignment, classification, priority score, and mileage for each of the proposed bikeways within the planning area.

Figure 3-37 displays the proposed bicycle network as well as existing bicycle facilities and major transit stops in the Westside planning area. Figure 3-38 provides a more detailed view of the proposed bicycle network within the Marina del Rey and Ballona Wetlands communities.

Table 3-39: Westside Planning Area Bicycle Network Facility Type and Mileage Summary

| Mileage of Proposed Projects by Facility Type | Miles | % of Total |
|---|-------------|-------------|
| Class I – Bicycle Path | 2.6 | 17.2% |
| Class II – Bicycle Lane | 6.9 | 45.7% |
| Class III – Bicycle Route | 5.6 | 37.1% |
| Total | 15.1 | 100% |

Table 3-40: Westside Planning Area Proposed Bicycle Facilities

| Project ID | Segment | From | To | Community | Class | Mileage | Supervisorial District | Priority Score |
|------------|-----------------------|--|--|----------------|-------|---------|------------------------|----------------|
| 1 | Fiji Way ^A | 0.7 miles west of Admiralty Way | Admiralty Way | Marina del Rey | 2 | 0.6 | 4 | 115 |
| | Fiji Way | Admiralty Way | Lincoln Boulevard | | 3 | 0.1 | | |
| 2 | Palawan Way | Washington Boulevard | 0.1 miles south of Admiralty Way | Marina del Rey | 3 | 0.2 | 3,4 | 100 |
| 3 | Bali Way | 0.1 miles west of Marvin Braude Bicycle Path (Admiralty Way) | Marvin Braude Bicycle Path (Admiralty Way) | Marina del Rey | 2 | 0.1 | 4 | 100 |
| 4 | Mindanao Way | 0.2 miles west of Marvin Braude Bicycle Path (Admiralty Way) | Marvin Braude Bicycle Path (Admiralty Way) | Marina del Rey | 2 | 0.2 | 4 | 100 |

Table 3-40: Westside Planning Area Proposed Bicycle Facilities (continued)

| Project ID | Segment | From | To | Community | Class | Mileage | Supervisory District | Priority Score |
|------------|---|--------------------------------------|----------------------------------|---|-------|---------|----------------------|----------------|
| 5 | Valley Ridge Avenue/ 54th Street | Stocker Street | Hillcrest Drive | Ladera Heights/ Viewpark-Windsor Hills | 3 | 1.4 | 2 | 90 |
| 6 | Via Dolce | Washington Boulevard | Via Marina | Marina del Rey and City of Los Angeles ^B | 3 | 0.4 | 3, 4 | 85 |
| | Via Marina | Via Dolce/ Marquesas Way | Channel Walk | | 3 | 0.8 | | |
| 7 | Fiji Way Proposed Bicycle Path | Fiji Way | Admiralty Way | Marina del Rey | 1 | 0.7 | 4 | 85 |
| 8 | Overhill Drive | Stocker Street | Slauson Avenue | Ladera Heights/ | 2 | 0.7 | 2 | 80 |
| | Overhill Drive | Slauson Avenue | 60 th Street | Viewpark-Windsor Hills | 3 | 0.2 | | |
| 9 | Sepulveda Channel Proposed Bicycle Path | Washington Boulevard | Ballona Creek Bicycle Path | City of Los Angeles | 1 | 0.8 | 2 | 80 |
| 10 | Marvin Braude Proposed Bicycle Path | Washington Boulevard | 0.1 miles south of Yawl Street | City of Los Angeles | 1 | 1.1 | 3 | 75 |
| 11 | 62 nd Street/ Citrus Avenue/ 60 th Street | Fairfax Avenue | 0.1 miles east of Overhill Drive | Ladera Heights/ Viewpark-Windsor Hills and City of Los Angeles ^B | 3 | 0.7 | 2 | 70 |
| 12 | Slauson Avenue | 0.1 miles east of Buckingham Parkway | Angeles Vista Road | Ladera Heights/ Viewpark-Windsor Hills and City of Los Angeles ^B | 3 | 1.6 | 2 | 70 |
| 13 | Fairfax Avenue | Stocker Street | 57 th Street | Ladera Heights/ | 2 | 0.6 | 2 | 65 |
| | Fairfax Avenue | 57 th Street | 62 nd Street | Viewpark-Windsor Hills | 3 | 0.4 | | |
| 14 | Centinela Avenue | Green Valley Circle | La Tijera Boulevard | Ladera Heights/ Viewpark-Windsor Hills and City of Los Angeles ^B | 2 | 0.9 | 2 | 65 |
| 15 | Angeles Vista Road | Slauson Avenue | Vernon Avenue | Ladera Heights/ Viewpark-Windsor Hills and City of Los Angeles ^B | 2 | 1.6 | 2 | 65 |
| 16 | Stocker Street | Fairfax Avenue | Santa Rosalia Drive | Ladera Heights/ Viewpark-Windsor Hills and City of Los Angeles ^B | 2 | 2.0 | 2 | 50 |

Total Mileage

15.7

^A Proposed segment overlaps with Early Action bicycle project identified by County of Los Angeles

^B Part of project traverses through or along boundary of incorporated city

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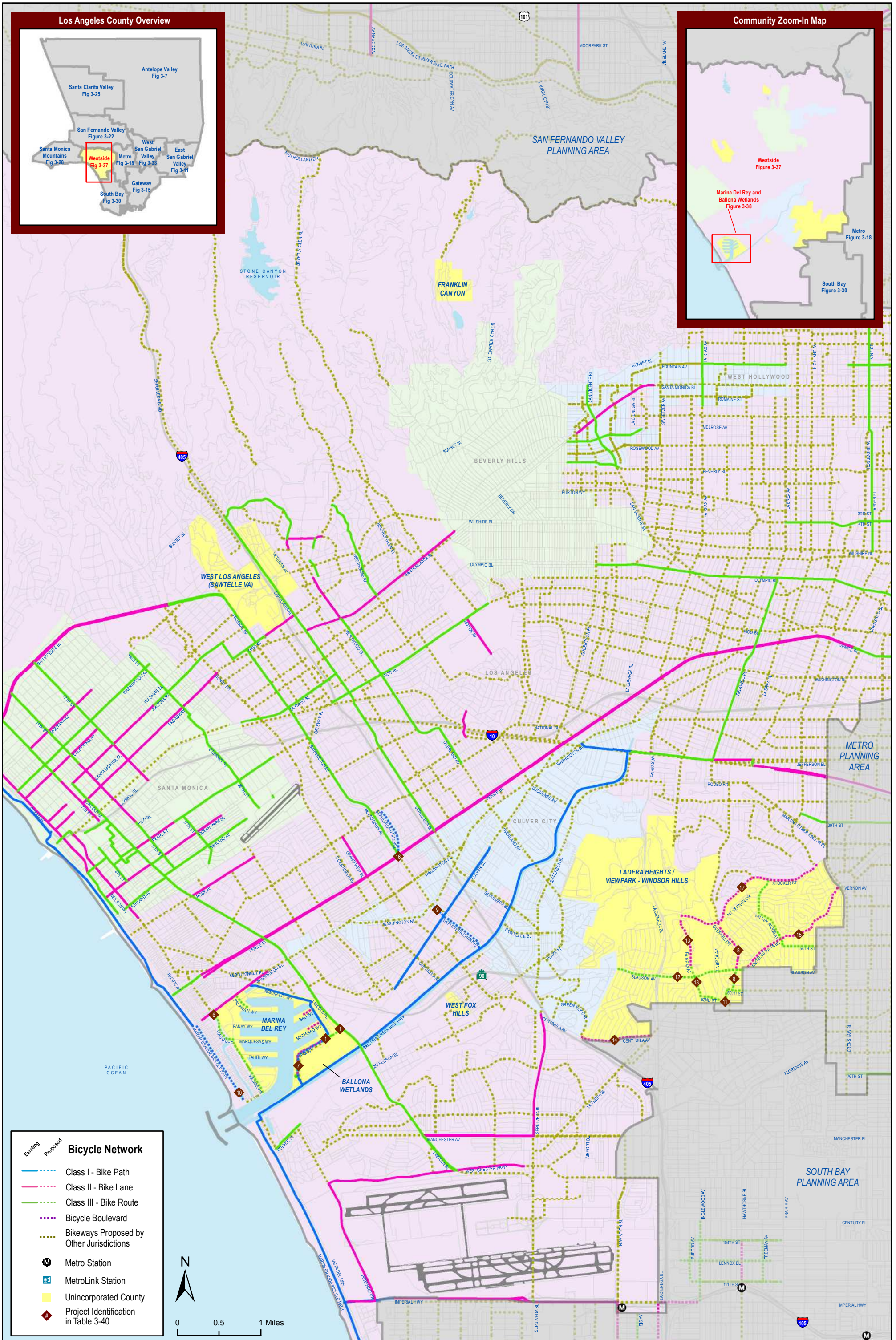


Figure 3-37: Westside Planning Area Proposed Bicycle Facilities

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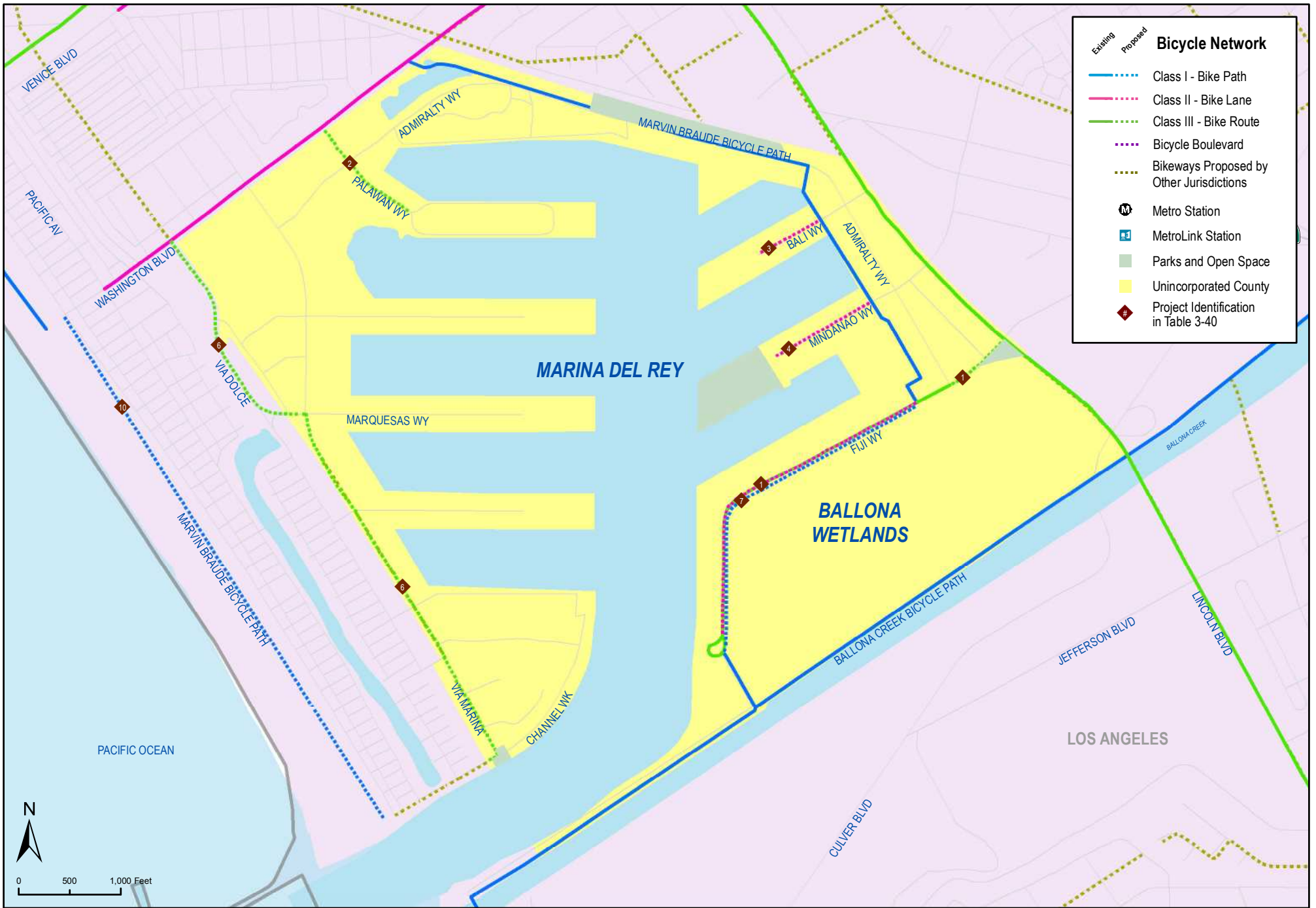


Figure 3-38: Ballona Wetlands and Marina Del Rey Proposed Bicycle Facilities

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