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CITY OF LOS ANGELES 2009 BICYCLE PLAN UPDATE DRAFT MAPS RELEASE

To all Interested Parties:

The City of Los Angeles is releasing the draft maps of the proposed bicycle facilities developed for the Los Angeles Bicycle Plan. This proposed network of bicycle facilities is a result of extensive fieldwork, public/community input—including public meetings, mail-in comment cards, the online comment page from the project's website and routes submitted via web-based mapping services—as well as a review of the network recommended in the 2002 Bicycle Plan.

At this time, these proposed bicycle facility maps are the only primary document available for public review and comment. The complete draft of the Bicycle Plan will contain other elements including a chapter describing proposed policies for bicycle plan implementation and administration, education and encouragement, enforcement, road and bikeway engineering, bicycle parking, bicycle-transit integration, maintenance and evaluation. Public workshops and public hearings will be held citywide, upon completion of the entire Draft Bicycle Plan to provide members of the public ample opportunity to comment and formally testify. Public comments and testimony will be addressed in the staff report transmitting the proposed bicycle plan to the City Planning Commission for its consideration and subsequently to the City Council and Committees for adoption.

Printed copies of the Draft Bicycle Plan Maps are available for public review at the locations listed below. At public libraries, please request copies for review from the Information Desk:

- City Hall, 200 North Spring Street Department of City Planning, Room 721
- Van Nuys Civic Center, Marvin Braude Constituent Service Center 6262 Van Nuys Boulevard, Department of City Planning, Public Counter (Room 251), North Valley (Room 430) and South Valley (Room 351)
- Council Offices (upon request)
- Central Library, 630 W. 5th Street, Los Angeles, CA 90071
- Arroyo Seco Regional Branch Library, 6145 N. Figueroa Street, Los Angeles 90042
- Exposition Park - Dr. Mary McLeod Bethune Regional Branch, 3900 S. Western Ave, Los Angeles, CA 90062
- Frances Howard Goldwyn Regional Branch Library, 1623 N. Ivar Avenue, Hollywood 90028

- Mid-Valley Regional Branch Library, 16244 Nordhoff Street, North Hills 91343
- North Hollywood Regional Branch Library, 5211 Tujunga Ave., North Hollywood 91601
- San Pedro Regional Branch Library, 931 South Gaffey Street, San Pedro 90731
- West Los Angeles Regional Branch Library, 11360 Santa Monica Blvd., Los Angeles 90025
- West Valley Regional Branch Library, 19036 Vanowen Street, Reseda, CA 91335

Electronic copies will be available for download as a pdf on the project website [www.labikeplan.org]. All comments received will be part of the public record and constitute an integral part of the public testimony made on the proposed plan's bicycle maps. Comments will be collected at the physical locations listed above. Comments may also be submitted through the project website, via e-mail or regular mail in the following manner:

1. through the project website [www.labikeplan.org];
2. via email [jordann.turner@lacity.org]; or
3. via paper mail to Jordann Turner, 200 N. Spring St. Rm. 721, Los Angeles, CA 90012.

A Note on the Maps

For the 2009 plan there are four types of bikeways identified in the maps—Bicycle Paths, Bicycle Lanes, Bicycle Routes, and Bicycle Friendly Streets. The maps also use a fifth designation, Proposed but Currently Infeasible (PCI), to identify roadways that are important in developing a more complete network, though currently infeasible due to the physical changes required to improve bicycling conditions.

The following section describes each of these five designations in detail.

I. Bicycle Paths

Bicycle Paths are paved pathways open only to bicyclists and other non-motorized users. Opportunities for bike paths are primarily located along flood control channels, service corridors, and rail-rights-of-way with a minimum number of intersections with driveways and/or roadways. Bicycle Paths may be considered the backbone of the greater bikeway network useful for longer transportation trips.

II. Bicycle Lanes

Bicycle Lanes are exclusive lanes on the roadway designed for bicyclists' use and are not wide enough for continuous automobile travel. They are generally installed by narrowing the existing automobile lanes to provide enough room for a bicycle lane.

III. Bicycle Routes

Bicycle Routes are recommended to create connections in the proposed bikeway network. These facilities are intended for roads where bicycle lanes are infeasible, but other efforts to make bicycling conditions safer are possible. Improvements may include the following:

- Additional warning signage,
- Restriping to provide wider outside lanes,
- Prioritized maintenance and resurfacing.

IV. Bicycle Friendly Streets

The proposed bikeways include an extensive network of bikeways on collector and local streets to provide an alternative to riding on boulevards with a high speeds and a lot of automobile traffic. Bicycle Friendly Streets are intended provide an environment where bicyclists and motorists share the roadway in an environment that is more conducive to bicycling. Differing levels of treatments may be applied, including signage, intersection improvements, and prioritization for bicycle traffic.

The following criteria were used to identify potential bicycle friendly streets:

- Length - In order to provide facilities that serve as a viable option to riding on large, fast moving boulevards, smaller streets were recommended that have minimal interruptions/breaks in their continuity. This is unavoidable in some cases, but the trade off for minor changes in direction is mitigated by providing a more comfortable environment for bicyclists of varied skill levels.

- Connectivity - Ideal streets are continuous over several miles and connect people with neighborhood amenities. These routes were identified based on their proximity/connection to the existing bikeway network, schools, community centers, recreation centers, parks, shopping/retail, employment hubs, and other desirable destinations.
- Crossing Improvements at Intersections with Major Roadways - Crossing major streets without traffic signals can be problematic for bicyclists. Fieldwork was conducted to identify streets that have existing traffic signals at intersections with major roadways, wherever possible. However, crossing improvements will be necessary at some collector-arterial intersections.
- Grade Separated Crossings - In some cases, grade separated crossings for bicyclists and pedestrians will be required to cross obstacles such as flood control channels, railroads, and freeways. These crossings are the most costly element of a collector network, but are required for the development of a continuous Bicycle Friendly Street.

The latter two considerations for Bicycle Friendly Streets are also denoted included on the map:

At-grade crossing improvements mark intersections that may need improvement to facilitate bicycle crossings. Some intersections may need signals, flashing beacons, crosswalks or median refuge islands to provide safer, more comfortable crossing conditions.

Grade-separated crossings improvements include tunnels and bridges; they are further categorized into existing and proposed. Existing bridges and tunnels may require various enhancements, such as widening, ramping or re-opening, in order to ideally accommodate bicyclists.

Proposed facilities represent crossing improvements where none currently exist.

V. Proposed but Currently Infeasible (PCI)

This category designates key corridors evaluated as part of this planning effort where bike lanes are desirable, but determined to be infeasible due to current roadway widths and traffic conditions. Along these corridors, the addition of bike lanes would require either roadway widening or removal of automobile travel/parking lanes. The PCI category is intended to allow the plan to flexibly accommodate for improvement opportunities which may arrive in the future, possibly from development adjacent to a road, or changes in traffic patterns and parking needs.

Sincerely,



Helene T. Bibas
City Planner



Jordann Turner
Bicycle Plan Project Manager