

## 2 Vision, Goals, Objectives, and Policy Actions

### 2.1 Vision

The City of Newport Beach has prepared a comprehensive, citywide Bicycle Master Plan that combines the necessary elements for the City to plan, design, and construct cycling improvements; create a comprehensive bicycle network; and to develop sustainable bicycle-friendly policies, education and outreach.

### 2.2 Goals, Objectives, and Policy Actions

This section outlines the goals, objectives, and policy actions that support the vision of the Plan and serves to guide the development of the bicycle network.

In order to conduct a thorough and accurate planning process, it is important to establish a set of goals, objectives, and policies that will serve as the basis for the recommendations in this Plan. Goals, objectives, and policies guide the way public improvements are made, where resources are allocated, how programs are operated,

and City priorities are determined. The goals, objectives, and policies in this Plan are derived from information gathered over the course of the planning process, including community input from public workshops, as well as a review of bicycle master plans from other cities.

**Goals** are broad statements that express general public priorities. Goals are formulated based on the identification of key issues, opportunities, and problems that affect the bikeway system.

**Objectives** are more specific than goals and are usually attainable through strategic planning and implementation activities. Implementation of an objective contributes to the fulfillment of a goal.

**Policies** are rules and courses of action used to ensure plan implementation. Policies often accomplish a number of objectives.

**Table 2-1** outlines the goals, objectives, and policy actions of the Newport Beach Bicycle Master Plan.

*Table 2-1 Goals, Objectives, and Policy Actions*

Goal 1.0: A Bicycle Friendly Newport Beach	
<b>Create a bicycle-friendly environment throughout Newport Beach for all types of bicycle riders and all trip purposes in accordance with the 5 E's (Education, Encouragement, Enforcement, Engineering, and Evaluation).</b>	
<b>Objective 1.1</b>	Expand the existing bicycle network to provide a comprehensive, network of Class I, Class II, and Class III facilities that increases connectivity between homes, jobs, public transit, and recreational resources in the Newport Beach.
<b>Policies</b>	<ul style="list-style-type: none"> <li>• Develop an extensive bicycle facility network through the use of standard and appropriate innovative treatments.</li> <li>• Plan and install new bicycle lanes on major arterials with sufficient width.</li> <li>• Plan and install new bicycle paths along railroad tracks and in utility corridors, and the extension of existing bicycle paths.</li> <li>• Plan and install shared lane markings (“sharrows”) and signage on appropriate bicycle routes where bicycle lane implementation is demonstrated to be infeasible.</li> <li>• Plan and install bicycle facilities adjacent to schools.</li> <li>• Promote the preservation of bicycle access within all roadway rights-of-way, as well as the development of innovative, safety-enhanced on-street facilities, such as bicycle boulevards.</li> <li>• Encourage reallocation of roadway rights-of-way where appropriate to accommodate bicycling and bicycle facilities.</li> <li>• Ensure that all facilities are designed consistently in accordance with the latest Federal, State, and local standards.</li> <li>• Provide amenities and enhancements along City bicycle facilities that increase utility and enjoyment for the individual rider.</li> </ul>

**Table 2-1** Goals, Objectives, and Policy Actions (continued)

	<ul style="list-style-type: none"> <li>• Support bicycle improvement projects that close gaps in the regional bicycle network either by implementing specific projects recommended in the Plan or through other treatments.</li> <li>• Encourage bicycle projects that connect local facilities to the bicycle corridors.</li> <li>• Work cooperatively with adjoining jurisdictions to coordinate bicycle planning and implementation activities.</li> <li>• Promote consistent signage that directs bicyclists to neighborhood destinations and increases the visibility of the regional bicycle network.</li> <li>• Pursue diverse sources of funding and support efforts to maintain or increase federal, state and local funding for the implementation of Bicycle Master Plan programs and infrastructures.</li> <li>• Ensure that detours through or around construction zones are designed safely and conveniently, and are accompanied with adequate signage for cyclists and motorists.</li> <li>• Coordinate and communicate with affected jurisdictions and agencies regarding bicycle facilities planning and implementation, including Caltrans facilities through the City of Newport Beach.</li> </ul>
<p><b>Objective 1.2</b></p>	<p>Support bicycle-transit integration to improve access to major employment and other activity centers and to encourage multimodal travel for longer trip distances.</p>
<p><b>Policies</b></p>	<ul style="list-style-type: none"> <li>• Coordinate with transit providers to ensure bicycles can be accommodated on all forms of transit vehicles and that adequate space is devoted to their storage on board whenever possible.</li> <li>• Coordinate with transit agencies to install and maintain convenient and secure short-term and long-term bike parking facilities – racks, on-demand bike lockers, in-station bike storage, and staffed bicycle parking facilities – at transit stops, stations, and terminals.</li> <li>• Encourage the installation of regional on-demand bike lockers that are accessible using a fare payment card that allows users to access a variety of transit modes administered by multiple agencies.</li> <li>• Encourage bicycle-friendly development activity and support facilities, such as bicycle rental and repair, around transit stations.</li> <li>• Provide current and relevant information to bicyclists regarding bike parking opportunities located at transit stations through a variety of formats, such on City websites and regional bike maps.</li> <li>• Provide guidelines regarding bicycle accessibility on transit and widely distribute and publicize these guidelines.</li> <li>• Work with transit operators to develop, implement, maintain, expand, and enforce improved intermodal bicycle access.</li> <li>• Allow cyclists with disabled bicycles (due to mechanical failure or incident) to bring them on transit vehicles, interior space permitting and at the vehicle operator’s discretion, when the vehicle either does not have bicycle racks or have racks that are full.</li> </ul>
<p><b>Objective 1.3</b></p>	<p>Encourage the use of bicycles for everyday transportation by ensuring the provision of convenient and secure bicycle parking and support facilities region-wide and promote facilities to the public.</p>
<p><b>Policies</b></p>	<ul style="list-style-type: none"> <li>• Install and support short-term, long-term, and high capacity bicycle parking within the public right-of-way and on public property, especially in high demand locations, such as near commercial centers.</li> <li>• Encourage the installation of additional bicycle parking at public schools and colleges.</li> </ul>

**Table 2-1** Goals, Objectives, and Policy Actions (continued)

<b>Policies (continued)</b>	<ul style="list-style-type: none"> <li>• Encourage property owners to install bicycle parking facilities on private property.</li> <li>• Provide bicycle parking that is sheltered from inclement weather.</li> <li>• Prepare recommended bicycle parking standards that provide context sensitive solutions for the location and number of spaces that should be provided.</li> <li>• Develop additional guidelines for placement and design of bicycle parking within City rights-of-way.</li> <li>• Adopt bicycle parking ordinances or modify existing sections of the municipal code to encourage bicycle-parking in each individual building of large, multiple-building developments.</li> <li>• Create policies or programs that incentivize building owners and employers to provide showers and clothing lockers along with secure bike parking in areas where employment density warrants.</li> <li>• Provide current and relevant information to cyclists regarding bike parking opportunities throughout the city through a variety of formats.</li> <li>• Consider the installation of bike stations and attended bicycle parking facilities at major events and destinations.</li> <li>• Consider a bike sharing program with distribution stations located in major employment and other activity centers throughout the region.</li> </ul>
<b>Goal 2.0: A Safe Bicycling Environment</b>	
<b>Create a safe bicycling environment in Newport Beach through comprehensive education of cyclists, pedestrians, motorists, and professionals whose work impacts the roadway environment, enforcement of traffic laws to reduce bicycle related conflicts, and maintenance of bicycle facilities.</b>	
<b>Objective 2.1</b>	Increase education of bicycle safety through programs and trainings of the general public and City employees.
<b>Policies</b>	<ul style="list-style-type: none"> <li>• Create, fund, and implement bicycle-safety curricula and provide to the general public and targeted populations, including tourists, diverse age, income, and ethnic groups.</li> <li>• Provide bicycle-safety information in languages that are widely used in Newport Beach.</li> <li>• Partner with neighboring jurisdictions to distribute bicycle-safety education materials.</li> <li>• Encourage schools to develop and provide bicycle-safety curricula for use in elementary, middle, and high schools.</li> <li>• Support programs that educate professional and non-professional motorists, bicyclists, and the general public about bicycle operation, bicyclists' rights and responsibilities, and lawful interactions between motorists and cyclists.</li> <li>• Develop bicycle-safety classes for City employees and Caltrans staff working regularly within City.</li> <li>• Support marketing and public awareness campaigns aimed at improving safety.</li> <li>• Provide a user education program developed and promoted to encourage proper trail use and etiquette.</li> </ul>
<b>Objective 2.2</b>	Continue enforcement activities that enhance safety of bicyclists on bike paths and roadways.
<b>Policies</b>	<ul style="list-style-type: none"> <li>• Continue enforcement of unsafe bicyclist and motorist behaviors and laws that reduce bicycle/motor vehicle incidents and conflicts.</li> <li>• Continue enforcement on shared-use and bicycle paths.</li> <li>• Continue bicycle-mounted patrol officers.</li> <li>• Promote efficient mechanisms for reporting behaviors that endanger cyclists.</li> <li>• Continue bicycle theft investigation as a high priority.</li> </ul>

**Table 2-1** Goals, Objectives, and Policy Actions (continued)

<b>Objective 2.3</b>	Maintain bicycle facilities that are clear of debris and provide safe riding conditions.
<b>Policies</b>	<ul style="list-style-type: none"> <li>• Establish routine maintenance schedule/standards for bicycle facilities for sweeping, litter removal, landscaping, repainting of striping, signage, and signal actuation devices.</li> <li>• Plan for cyclist safety during construction and maintenance activities.</li> <li>• Encourage and empower citizens to report maintenance issues that impact bicyclist safety.</li> <li>• Establish a routine maintenance program which responds to both citizen and city employee reports.</li> </ul>
<b>Goal 3.0: A Culture of Cycling</b>	
<b>Develop a region-wide infrastructure and institutional culture that respects and accommodates all users of the road, leading to a more balanced transportation system.</b>	
<b>Objective 3.1</b>	Integrate consideration of bicycle travel into all roadway planning, design, and construction.
<b>Policies</b>	<ul style="list-style-type: none"> <li>• Incorporate the Newport Beach Bicycle Master Plan in whole by reference into the City’s General Plan and amend sections of the General Plan that are relevant to bicycling according to the goals of this Plan.</li> <li>• Ensure that all current and proposed Area Plans’ objectives and policies are consistent with the goals of the Newport Beach Bicycle Master Plan.</li> <li>• Support the incorporation of bicycle facilities into other capital improvement projects, where appropriate, to ensure maximum leveraging of funds from outside sources.</li> <li>• Improve the safety of all road users through the implementation of neighborhood traffic calming treatments region-wide.</li> </ul>
<b>Objective 3.2</b>	Foster community support for bicycling by raising public awareness about bicycling and supporting programs that encourage more people to bicycle.
<b>Policies</b>	<ul style="list-style-type: none"> <li>• Support marketing and public awareness campaigns through a variety of media aimed at promoting bicycling as a safe, healthy, cost-effective, environmentally beneficial transportation choice.</li> <li>• Support programs aimed at increasing bicycle trips by providing incentives, recognition, or services that make bicycling a more convenient transportation mode.</li> <li>• Promote bicycling at City-sponsored and public events, such as Earth Day, Bike to Work Day/Month, farmer’s markets, public health fairs, art walks, craft fairs, civic events.</li> <li>• Apply for the designation of “Bicycle Friendly Community” through the League of American Bicyclists.</li> <li>• Expand bicycle promotion and incentive programs for City employees to serve as a model program for other Newport Beach employers.</li> <li>• Encourage and promote bicycle related businesses within Newport Beach.</li> </ul>
<b>Objective 3.3</b>	Continuously monitor and evaluate Newport Beach’s implementation progress of Bicycle Master Plan policies, programs, and projects.
<b>Policies</b>	<ul style="list-style-type: none"> <li>• Establish a monitoring program or database to measure the effectiveness and benefits of the Newport Beach Bicycle Master Plan.</li> </ul>
<b>Policies (continued)</b>	<ul style="list-style-type: none"> <li>• Track citywide trends in bicycle commuting through the use of Census data, travel surveys, and bicycle counts.</li> <li>• Establish a staff bicycle coordinator position.</li> <li>• Ensure that Bicycle Master Plan programs and projects are implemented in an equitable manner, geographically and socioeconomically.</li> <li>• Regularly monitor bicycle safety and seek a continuous reduction in bicycle-related incidents.</li> </ul>

## 2.3 Existing Plans and Policies

This chapter presents existing plans and policies relevant to the Newport Beach Bicycle Master Plan. It is organized by City of Newport Beach, County of Orange, and other plans and policies.

### 2.3.1 City of Newport Beach

#### 2.3.1.1 General Plan (2006)

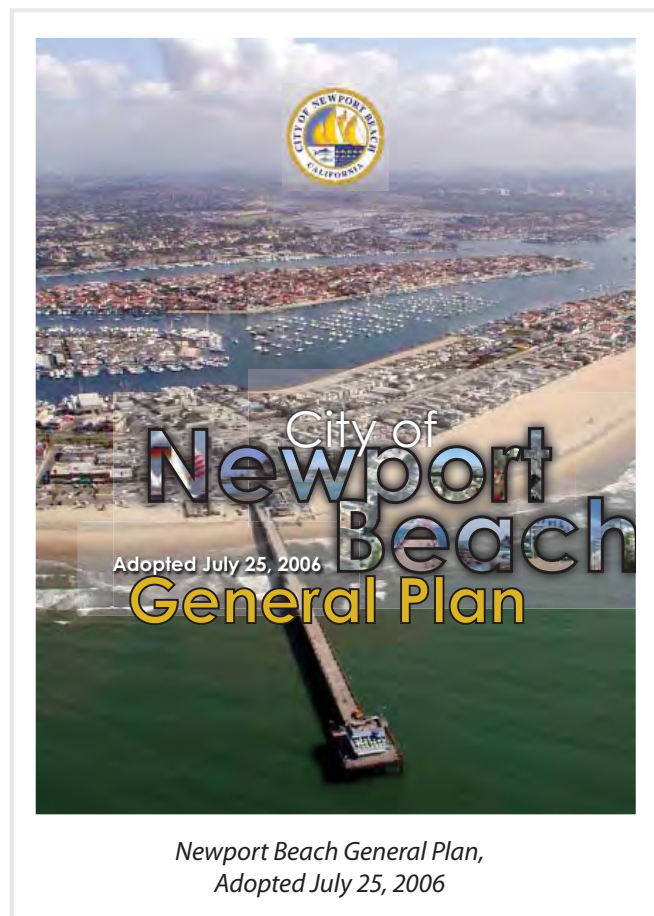
The Newport Beach General Plan is the first comprehensive revision of the City's General Plan in more than thirty years. The General Plan is meant to guide the City toward achieving what the community wants Newport Beach to be now and in 2025. There are four Elements in the General Plan that provide guidance on bicycle planning in the City. These include the Circulation, Recreation, Natural Resources, and Land Use Elements.

#### Circulation Element

The Circulation Element states that it aims to be an Element that is friendly to pedestrians and bicycles. The Element includes the City's existing Bikeways Master Plan, which consists of a map of existing and proposed bicycle facilities, as shown in **Figure 2-1**, and the following definitions of Bicycle Trails:

- **Bicycle Lane:** A lane in the street, either the parking lane or a separate lane, designated for the exclusive or semi-exclusive use of bicycles. Through travel by motor vehicles or pedestrians is not allowed, vehicle parking may or may not be allowed. Cross flow by motorists to gain access to driveways and parking facilities is allowed. Separation from the motor vehicle travel way is normally by a painted solid stripe. Bicycle lanes and bicycle routes together are also known as Class III bicycle trails.
- **Bicycle Route:** A shared right-of-way for bicycle operation, whether or not it is specified by signs or markings. All main streets and highways by authority of the California Vehicle Code include bicycle routes as defined herein. Bicycle lanes and bicycle routes together are also known as Class 3 bicycle trails.
- **Bicycle Trail:** A pathway designated for the use of bicycles which is physically separated from motor vehicle traffic. Pedestrian traffic may or may not be excluded. Bicycle trails are also known as Class 1 bicycle trails.

- **Backbone Bikeway:** Backbone bikeways are major through bikeways, as shown on the Master Plan of Bikeways. They are primarily on major roads. Backbone bikeways may connect to regional trails, as shown in the Master Plan.
- **Secondary Bikeway:** Secondary bikeways connect to backbone trails and serve cyclists and children riding to and from school. Secondary bikeways may also be a bicycle lane, route, or trail.



*Newport Beach General Plan,  
Adopted July 25, 2006*

Los Angeles Department Of City Planning

# 2010 BICYCLE PLAN

A COMPONENT OF THE CITY OF LOS ANGELES  
TRANSPORTATION ELEMENT

Adopted March 1, 2011  
Council File No. 10-2385-S2  
CPC-2009-871-GPA



# Chapter 4

## Policies and Programs

This Chapter presents the goals, objectives, policies, and programs that together comprise the strategies to increase, improve and enhance bicycling in the City as a safe, healthy, and enjoyable means of transportation and recreation. Toward this end, the 2010 Plan is guided by the following three major citywide goals.



Increase the number and types of bicyclists who bicycle in the City.



Make every street a safe place to ride a bicycle.



Make the City of Los Angeles a bicycle-friendly community.

The Chapter is organized into three sections, one for each goal. Each goal has three to four objectives and each objective is accompanied by several policies and corresponding programs, which reinforce the values described in Chapter 3 (equity, encouragement, education, enforcement, engineering/maintenance, economics, evaluation and the environment).

*Photo Credit: Josef Bray-Ali*

**Goal:** *A goal is a statement that describes a desired future condition or "end" state. Goals are change- and outcome-oriented, achievable over time, though not driven by funding.*

**Objective:** *An objective is a specified end, condition or state that is an intermediate step towards attaining a goal. Each objective is followed by a series of policies and programs whose results provide the basis for measuring the success of the objective.*

**Policy:** *A policy is a clear statement that guides a specific course of action for decision-makers to achieve a desired goal. Policies may refer to existing programs or call for the establishment of new ones. Each policy in the 2010 Plan is labeled according to the goal and objective it refers to, and a unique number (1.1.1). Each policy is followed by its corresponding implementation program(s) (i.e., A, B).*

**Program:** *A Program is an action, procedure, program, or technique that carries out the 2010 Plan's goals, objectives and policies. The 2010 Plan will be implemented through a comprehensive program of activities which will include capital investment, amendments to existing ordinances and guidelines, modifications to City procedures and the development approval process, bicycle safety and promotion and interagency coordination. Each program includes a description of the program, identifies the department or departments that will be responsible for its implementation, objectives for the program and a timetable in which the program should be implemented. Each program is individually labeled (i.e. A) and grouped under its associated policy. Several of the Programs of this Plan are established and implemented by adoption of this Plan. In most instances however, implementation will be dependent upon adequate funding and close coordination of City and other interagency efforts.*



# Purpose

To increase, improve and enhance bicycling in the City as a safe, healthy and enjoyable means of transportation and recreation.

## Goals



Increase the number and type of bicyclists in the City.



Make every street a safe place to ride a bicycle.



Make the City of Los Angeles a bicycle friendly community.

## Objectives

### Equity: Street Access 1.1

Develop a comprehensive transportation and recreation bikeway system for the City of Los Angeles.

### Equity: Parking 1.2

Provide convenient and secure bicycle parking and support facilities citywide.

### Equity: Transit 1.3

Expand bicyclists' mobility through the integration of bicycling into the City's transit system.

### Encouragement 1.4

Encourage and facilitate bicycle riding as an important mode of personal transportation as well as a pleasant source of outdoor exercise.

### Education 2.1

Disseminate information and provide comprehensive education programs for bicyclists, motorists and the general public to improve bicycle safety and encourage increased bicycle use.

### Enforcement 2.2

Assure a safe bicycling environment for riders of all experience levels.

### Engineering 2.3

Design and maintain all streets so that they incorporate Complete Street standards.

### Economic: Funding 3.1

Assure that the City has adequate staff to qualify for, receive, and administer its fair share of regional, state and federal funding for bikeway construction, support amenities, bikeway maintenance and bicycle education with high quality projects.

### Evaluation and Cooperation 3.2

Monitor and evaluate the performance and completion of policies and programs.

### Environment: Bicycles along Beaches, Rivers, Fixed Transit Corridors and in City and State Parks 3.3

Provide a safe and comfortable Class I Bikeway and park experience for all users.



## GOAL 1

Increase the number and types of bicyclists who bicycle in the City.

*Support the goal of increasing bicycle activity by increasing access to public rights-of-way, by providing additional bicycle parking, by facilitating access to and amenities around transit, and by increasing programs and educational activities that encourage bicycling and diminish obstacles.*

### Equity: Street Access Objective 1.1

Develop a comprehensive transportation and recreation bikeway system for the City of Los Angeles.

#### Policy 1.1.1

Establish bicycling as an officially designated mode of transportation in the State of California.

#### Program

##### A. Traffic Definition

Lobby the State of California to update the legal definition of "traffic" in the California Vehicle Code to include bicycles.

Lead Department: Council, CLA, Mayor

Objective: Create parity for the bicycle as a transportation vehicle.

Schedule: 2011-2012

#### Policy 1.1.2

Reduce automobile trips and greenhouse gas emissions by making 5% of all daily trips and 3% of commute trips bicycle trips by 2020.

#### Programs

##### A. Backbone Network

Establish a Backbone Network at an approximately two-mile grid to provide access to Downtown Los Angeles, Regional and Community Centers, and community and citywide amenities on Secondary and Major Class II roadway facilities.

Lead Department: DOT, DPW, LAPD.

Objective: Complete build out of network within 35 years.

Schedule: 2011-2045

##### B. Neighborhood Network

Establish a Neighborhood Network at an approximately one-mile grid to provide local and regional access to community and citywide amenities on "bicycle friendly" local and collector streets.

Lead Department: DCP, DOT, DPW

Objective: Complete build-out of network within 35 years.

Schedule: 2011-2045

##### C. Five Year Implementation Strategy

In collaboration with the community and Council Districts develop a comprehensive implementation strategy to identify funds and construct at least 200 miles of bicycle facilities on the Backbone and Neighborhood Networks every five years until complete. Bikeways that fill geographic gaps in either of the Networks and/or are in neighborhoods with low-income populations will be prioritized. See 3.1.4.A and B. Develop and post on-line a matrix of the selected bikeways that includes the current roadway width, number of lanes, number of on-street parking spaces, traffic volumes and other

opportunities and challenges.

Lead Department: DCP, DOT, DPW,  
in collaboration with the Bicycle Plan  
Implementation Team (BPIT) (See 3.2.1.B)

Objective: Complete the Backbone and  
Neighborhood Networks as quickly as funding  
and staffing permit.

Schedule: 2011-2045

#### **D. Comprehensive Safe Routes to School Strategic Plan**

In partnership with the community and  
local schools, identify, develop and adopt a  
Comprehensive Safe Routes to School Strategic  
Plan (Strategic Plan). Utilize safety and accident  
data (SWITRS, See Program 2.2.4A), as the  
underlying basis for the Citywide Safe Routes  
to School Strategic Plan. Further prioritization  
of the selection of routes should also consider:  
project location in/near the Backbone and  
Neighborhood Networks, percentage of students  
receiving free and reduced lunch (California  
Department of Education) and having a high  
number of students that live within a two-mile  
radius of the school. Coordinate program with  
LAUSD.

Lead Department: DCP, DOT, with support from  
LAPD, and LAUSD

Objective: Develop a Strategic Plan to guide the  
City in its Safe Routes to School Applications and  
other related funding efforts.

Schedule: 2011-2035

#### **Policy 1.1.3**

Add neighborhood linkages to the Neighborhood  
Networks.

#### **Programs**

##### **A. School Parent Organizations**

Collaborate with parents and community  
organizations to identify and develop bikeway  
infrastructure improvements around all Los  
Angeles elementary, middle, and high schools  
with support and coordination from LAUSD.

Lead Department : DCP, DOT

Objective: Increase bicycle facilities to and from  
local schools and adjoining neighborhoods.

Schedule: 2012-2020

#### **B. Downtown Bikeways**

Plan and implement series of interconnected  
bikeways within the downtown area to link  
bicyclists to employment, retail, residential,  
civic, cultural and recreational destinations.  
Downtown bikeways should be integrated with  
the existing Downtown Street Standards.

Lead Department: DCP, DOT

Objective: Increase bicycling within the  
downtown core by adding bikeway infrastructure  
and improving safety.

Schedule: 2011-2014

#### **C. Gated Communities**

Encourage community members to work with  
their Council office, Neighborhood Councils,  
other community organizations and gated  
communities to identify opportunities to permit  
bicycles through gated entryways.

Lead Department: Council Offices

Objective: Provide bicyclists with access through  
gated entryways.

Schedule: 2011-2015

#### **Policy 1.1.4**

Establish Bicycle Friendly Streets to encourage  
bicycling on streets with low traffic volumes and  
slow speeds.

#### **Programs**

##### **A. Bicycle Friendly Streets**

Use a combination of at least two traffic calming  
and intersection treatments, in addition to  
shared pavement markings and signage to  
discourage non-local motor vehicle traffic and  
to make it easier and safer for bicyclists and  
pedestrians to travel on local and collector  
streets and to cross intersections.

Lead Department: DOT, DPW

Objective: Bicycle Friendly Streets.

Schedule: 2011-2035

### Policy 1.1.5

Upgrade Bicycle Routes

#### Program

##### A. Enhanced Bicycle Routes

Upgrade existing routes with shared lane markings and signage to increase motorist awareness of bicycle presence.

Lead Department: DOT

Objective: Improve safety and quality of bicycling experience on Bicycle Routes by increasing motorist awareness of the presence of bicyclists.

Schedule: 2011-2015

### Policy 1.1.6

Increase the number of bicycle lanes and/or improve the quality of the street right-of-way for bicyclists.

#### Programs

##### A. Major Highway Class II Street Designation Review

In collaboration with bicyclists, community stakeholders, and City departments update the Major Highway Class II roadways, included in the Backbone Network, to include modified street standards that include the addition of bicycle lanes, bicycle-bus-only lanes and/or other engineering treatments.

Lead Department: DCP, DOT, DPW

Objective: Improve safety and quality of bicycling experience on Major Highway Class II roadways.

Schedule: 2010-2020

##### B. Secondary Road Mobility

In collaboration with bicyclists, community stakeholders, and City departments, update Secondary streets included in either the Backbone and/or Neighborhood Bikeway Network, to incorporate modified street standards that include the addition of bicycle lanes and/or other engineering treatments.

Lead Department: DCP, DOT, DPW

Objective: Improve safety and quality of bicycling experience on Secondary Streets.

Schedule: 2011-2035

##### C. Local and Collector Street Mobility

In collaboration with bicyclists, community stakeholders, and City departments update Local and Collector streets included in either the Backbone and/or Neighborhood Networks, to incorporate modified street standards that could include reduced street lane width, the addition of bicycle lanes, Bicycle Friendly Street features or wide curb lanes.

Lead Department: DCP, DOT, DPW

Objective: Improve safety and quality of bicycling experience on Local and Collector Streets.

Schedule: 2011-2035

##### D. Modified Cross-Sections

Using the Modified Cross-Sections included in the Technical Design Handbook and Street Classification Study, develop and adopt new street cross-sections that accommodate a range of bikeway facilities as Standard Cross-Sections in the City's Standard Plans.

Lead Department: DCP, DOT, DPW

Objective: Adopt Standard Cross-Sections that incorporate bikeway facilities.

Schedule: 2011-2012.

### **E. Appropriate Speed Limits for Complete Streets**

Develop and advocate for state legislation to support reducing posted traffic speeds. Revised methodology should account for all roadway users (including pedestrians and bicyclists), adjacent land uses, and street user demand.

Lead Department: Mayor's Office, CLA

Objective: Ensure safer streets for all users, provide enforcement for consistent travel speeds, and increase survival rates of pedestrians and bicyclists in case of collision.

Schedule: 2011-2015 (or until achieved)

#### **Policy 1.1.7**

Increase the number of bicycle lanes.

#### **Programs**

##### **A. Transit/Bikeway Priority Streets**

Establish Major Class II Streets within the Backbone Network that have Rapid Bus Service as Transit/Bicycle Priority Streets. Review the need for a peak hour travel lane on Transit/Bicycle Priority Streets. Install transit/bicycle only lanes where feasible.

Lead Department: DOT

Objective: Increase opportunity for bicycle lanes on Major Class II roadways.

Schedule: 2011-2020

##### **B. Protected Bicycle Lanes**

Develop a pilot project to test the use of a protected bicycle lane on Major Class II or secondary roadways. (See Technical Design Handbook)

Lead Department: DOT, DCP

Objective: Improve bicycle safety on heavily traveled roadways.

Schedule: 2011-2013

### **C. Street Parking Removal**

Identify favorable opportunities to remove parking to accommodate bicycle lanes.

Lead Department: DOT, DCP, City Council

Objective: Increase miles of bicycle lanes.

Schedule: 2011-2015

### **D. Street Resurfacing Bicycle Lane Opportunities**

Identify opportunities to install bicycle lanes and/or other bicycle-supportive engineering enhancements on street segments longer than one-quarter mile that have been included in the annual street paving schedule (See 2.3.5.C). City staff shall work with the Bicycle Plan Implementation Team (BPIT- see 3.2.2 A) to identify potential design solutions. If staff determines that a bicycle lane is not feasible, then the BPIT shall be notified in a timely manner prior to the street resurfacing.

Lead Department: DOT

Objective: Increase cost effective means of installing bicycle lanes on City streets.

Schedule: 2011-ongoing

#### **Policy 1.1.8**

Require a public hearing for the proposed removal of an existing or designated bicycle lane or path.

#### **Program**

##### **A. Public Hearing Process for Bicycle Facility Removal**

Require a public hearing with the City Council's Transportation Committee) for any proposed bicycle lane, path removal or street improvement that would preclude an existing or designated bicycle lane or path.

Lead Department: DOT, DCP, City Attorney, CLA

Objective: Provide opportunity for public input prior to the removal of an existing bicycle lane or path.

Schedule: 2011-2035

## Equity: Parking Objective 1.2

Encourage the use of bicycles for everyday transportation by ensuring the provision of convenient and secure bicycle parking and support facilities citywide.

### Policy 1.2.1

Develop and implement citywide bicycle rack and location standards.

#### Program

##### A. Bicycle Parking Equipment Standards

Develop and adopt bicycle parking equipment standards for bicycle parking equipment installed within the public right-of-way or private developments. Post an educational information guide on the City website.

Lead Department: DOT, DPW

Objective: Improve the quality of bicycle parking equipment and increase awareness of the new equipment standards to developers and property owners.

Schedule: 2011

### Policy 1.2.2

Increase the supply of quality bicycle parking in public rights-of-way.

#### Programs

##### A. Sidewalk Bicycle Parking Program

Continue to install and maintain City-standard bicycle racks on sidewalks. Identify areas with demand for bicycle racks and implement an installation schedule. Prioritize the installation of racks on streets where businesses request the racks as well as within either the Backbone and/or Neighborhood Networks.

Lead Department: DOT

Objective: Add 400 additional racks per year.

Schedule: 2011-2020

##### B. On-Street Bicycle Parking Corrals

Develop bicycle parking corrals in on-street parking spaces as a public-private partnership. Implement a pilot installation and evaluate the feasibility and criteria for widespread use. Prioritize Network streets as potential locations for corrals as well as locations where businesses request a corral.

Lead Department: DOT, DPW

Objective: Increase availability of bicycle parking by providing bicycle parking opportunities in existing on-street automobile parking spaces.

Schedule: 2011-2015

### Policy 1.2.3

Increase the supply of quality bicycle parking in City facilities.

#### Programs

##### A. Bicycle Parking Standards in City Facilities

Amend LAMC 12.21-A 16(a) to modify the bicycle parking requirement at all City owned and operated facilities to provide bicycle parking space for 5% of employees and estimated daily visitors with a minimum of five (5) bicycle parking spaces.

Lead Department: DCP

Objective: Increase bicycle parking

Schedule: 2011-2012

##### B. City Owned, Operated and Leased Facility Bicycle Parking Review

Review all City-owned, operated, and leased facilities for compliance with the city's bicycle parking standards. Increase bicycle parking to meet LAMC requirements where deficiencies are identified.

Lead Department: DOT, GSD

Objective: Provide adequate bicycle parking at all city owned, operated and leased facilities.

Schedule: 2012-2015

### **C. Recreation and Parks Bicycle Parking Standards**

Provide approved bicycle parking at recreation centers and parks. Review all recreation centers and parks for compliance with the City's design standards and ordinances related to bicycle parking. Create solutions and seek funding to bring the facilities into compliance.

Lead Department: RAP

Objective: Increase the availability of bicycle parking at all City owned recreation and parks facilities by 2015.

Schedule: 2011-2015

#### **Policy 1.2.4**

Ensure the maintenance of safe, secure bicycle parking facilities.

#### **Programs**

##### **A. Bicycle Parking Handbook**

Provide information to developers, property managers and building inspectors about bicycle parking and support facilities to comply with LAMC bicycle parking requirements.

Lead Department: DOT

Objective: Provide and disseminate handbooks on the web.

Schedule: 2012-2015

##### **B. Bicycle Parking Training**

Develop a Bicycle Parking Requirement Training Presentation and post on the Bicycle website. Provide training sessions to the Department of Building and Safety and other City staff on the LAMC bicycle parking requirements.

Lead Department: DOT, DBS

Objective: Improve knowledge of bicycle parking standards and requirements among building inspectors in order to appropriately enforce bicycle parking requirements.

Schedule: 2012-2015

#### **Policy 1.2.5**

Encourage the installation of bicycle parking at public schools, colleges, and universities.

#### **Programs**

##### **A. Public School Bicycle Parking**

Encourage the Los Angeles Unified School District (LAUSD) to install quality bicycle parking at public schools within the City of Los Angeles. Work with LAUSD to identify bicycle parking needs and solutions.

Lead Department: DOT

Objective: Install bicycle parking spaces on school property, in front of the school entrance or other visible high traffic location, for at least 5% of the student body and faculty.

Schedule: 2011-2020

##### **B. Community College Bicycle Parking**

Encourage the Los Angeles Community College District (LACCD) to install quality bicycle parking on school property, in front of the school entrance or other visible high traffic locations, at all community colleges within the City of Los Angeles. Work with LACCD to identify bicycle parking needs and solutions.

Lead Department: DOT

Objective: Install bicycle parking spaces for at least 5% of the student body and faculty.

Schedule: 2011-2020

##### **C. University Bicycle Parking**

Encourage local four-year universities to install quality bicycle parking on school property, in front of the school entrance or other visible high traffic locations, on all campus locations within the City of Los Angeles. Conduct outreach to identify bicycle parking needs and solutions.

Lead Department: DOT

Objective: Install bicycle parking spaces for at least 5% of the student body and faculty.

Schedule: 2011-2020

### Policy 1.2.6

Encourage the installation of bicycle parking at a visible, high traffic location, at all Federal, State and County facilities located within the City of Los Angeles.

#### Programs

##### A. Federal Facility Parking

Coordinate with Federal officials to encourage the installation of quality bicycle parking at all Federal facilities within the City of Los Angeles, to meet or exceed City bicycle parking standards. Conduct outreach to identify bicycle parking needs and solutions.

Lead Department: DOT

Objective: Install bicycle parking spaces for at least 5% of the vehicle parking.

Schedule: 2012-2017

##### B. State Facility Parking

Coordinate with State officials to encourage the installation of quality bicycle parking at all State facilities within the City of Los Angeles to meet or exceed City bicycle parking standards. Conduct outreach to identify bicycle parking needs and solutions.

Lead Department: DOT

Objective: Install bicycle parking spaces for at least 5% of the vehicle parking.

Schedule: 2012-2017

##### C. County Parking

Coordinate with County officials to encourage the installation of good quality parking at all County facilities within the City of Los Angeles to meet or exceed City bicycle parking standards. Conduct outreach to identify bicycle parking needs and solutions.

Lead Department: DOT

Objective: Install bicycle parking spaces for at least 5% of the vehicle parking.

Schedule: 2012-2017

### Policy 1.2.7

Develop and implement citywide bicycling parking standards.

#### Programs

##### A. Private Property Bicycle Parking Standard for Commercial and Industrial projects

Amend LAMC Section 12.21 A.16 to increase the City's requirements for bicycle racks, lockers, and shower amenities in commercial and industrial projects. Require design and placement to comply with City standards.

Lead Department: DCP

Objective: Increase the supply of secure bicycle parking.

Schedule: 2011-2015

##### B. Private Property Bicycle Parking Standard for Residential Projects

Amend LAMC Section 12.21 A1b to augment the City's bicycle parking requirements to include bicycle racks and lockers in multi-family residential projects.

Lead Department: DCP, DOT

Objective: Increase the supply of secure bicycle parking in appropriate key, safe locations.

Schedule: 2011-2015

##### C. Parking at Existing Major Destinations

Work with special event facilities' managers to provide convenient, secure, good quality and well-lit bicycle parking facilities at special event venues such as Dodger Stadium, the Staples Center/LA Convention Center, and the LA Memorial Coliseum/Sports Arena.

Lead Department: DOT

Objective: Provide and/or increase the supply of good quality bicycle parking at major event destinations.

Schedule: 2011-2015



#### **D. Transit-Oriented District Plans**

Review and update all existing Transit Oriented District Plans (TODs) to include bicycle access and amenities.

Lead Department: DCP

Objective: Increase the supply of safe and visible bicycle parking in TOD areas.

Schedule: 2012-2015

#### **E. TDM Ordinance Revision**

Include bicycle parking and other bicycle use incentives as a Transportation Demand Management (TDM) measure to mitigate traffic/vehicle trips for purposes of CEQA compliance for commercial, residential and mixed-use development projects.

Lead Department: DCP, DOT

Objective: Update TDM measures to include bicycle parking and other incentives to increase bicycle use for commuting.

Schedule: 2011-2015

#### **F. Expanded Bicycle Parking Standard**

Explore the feasibility of permitting reduced vehicle parking in exchange for bicycle parking especially in locations along the Networks, adjacent to a transit station and/or at commercial and manufacturing locations.

Lead Department: DCP

Objective: Increase the availability of bicycle parking and reduce the quantity of vehicle parking.

Schedule: 2011-2013

#### **G. Storage of Bicycles Inside Buildings**

Establish an ordinance to require building owners and managers to permit bicycles to enter and be stored inside a building when safe and secure bicycle parking is not available elsewhere on the premises.

Lead Department: DCP, DBS

Objective: Expand the bicycle parking options for

bicyclists.

Schedule: 2011-2013

#### **Policy 1.2.8**

Encourage creative solutions to increase the availability of bicycle parking.

#### **Programs**

##### **A. Artist Designed Bicycle Parking Solutions**

Support and develop creative bicycle parking solutions in the public rights-of-way.

Lead Department: DOT, DPW

Objective: Create guidelines within bike parking standards.

Schedule: 2015-2020

##### **B. Parking Meter Posts**

As existing parking meters are eliminated citywide maintain a minimum of 25% of existing parking meter posts and retrofit for bicycle parking.

Lead Department: DOT

Objective: Increase on-street bicycle parking locations.

Schedule: 2011-2015

##### **C. Street Furniture Definition**

Include bicycle racks in the definition of street furniture to utilize streetscape funding opportunities.

Lead Department: DPW, City Attorney

Objective: Increase funding options for bicycle racks.

Schedule: 2011-2015

#### **Equity: Transit Objective 1.3**

Expand bicyclists' range and mobility options through the integration of bicycling into the region's transit system.

### Policy 1.3.1

Incorporate bikeways into transit projects that include an exclusive right-of-way.

#### Programs

##### A. Bikeways along Exclusive Transit Rights-of-Way

Continue to include Class I bicycle paths adjacent to new exclusive surface transit rights-of-way. Identify all major transit projects under development and work with Metro and other appropriate agencies to incorporate bikeways in new transit projects.

Lead Department: DOT, DCP

Objective: Construct Class I bicycle paths along transit rights-of-way in coordination with transit projects.

Schedule: 2011-2025

##### B. Bicycle-Transit-Only Lanes

Allow bicycle use on surface street bus-only lanes as permitted by California Vehicle Code (CVC) 21202. Work with Metro to develop bus/bike-only lane standards to accommodate bicycles and install appropriate signage and on-street markings. Identify corridors on the Backbone Network that are potential candidates for the inclusion of bus-only lanes.

Lead Department: DOT, DCP

Objective: Install Bicycle-Transit-Only Lanes.

Schedule: 2011-2025

### Policy 1.3.2

Maximize Bicycle Amenities at Transit Stops and Stations.

#### Programs

##### A. Clean Mobility Hubs (Bicycle Commuter Center)

Work with transit agencies and adjacent property owners to include attendant operated bicycle

storage, lockers, restrooms and showers, and bicycle rental and repair facilities, and WiFi at all transit stations identified as Clean Mobility Hubs on the Bicycle Plan Maps. Coordinate and support Metro efforts as necessary. Leverage the role of the Mayor and the Mayor's appointees as members of the Metro board and/or the Metro Technical Advisory Committee to increase support for the development of bicycle amenities at transit locations. Prioritize the development of Hubs that are located on the Backbone Network.

Lead Department: City Council, DCP, DOT, Office of the Mayor

Objective: Install attendant operated bicycle services at all Clean Mobility Centers.

Schedule: 2011-2020

##### B. Multi-Mobility Hubs

Work with transit agencies and adjacent property owners to include short term and long term secure bicycle storage, bicycle rental facilities, lockers, bicycle maps and WiFi at transit stations identified as Multi-Mobility Hubs on the Bicycle Plan Maps. (See Backbone and Neighborhood Networks Maps) Coordinate and support Metro efforts as necessary.

Lead Department: City Council, DOT, DCP, Office of the Mayor

Objective: Install bicycle facilities at all Multi-Mobility Hubs.

Schedule: 2011-2020

##### C. Transit Station Bicycle Parking

Work with Metro, other transit agencies and adjacent property owners to include bicycle parking racks and lockers at all existing and new transit stations identified as Bicycle Transit Hubs in the Metro Bicycle Transportation Strategic Plan (BTSP).

Lead Department: DOT, DCP

Objective: Increase bicycle parking at transit hubs.

Schedule: 2011-2020

#### **D. Bus Stop Bicycle Parking**

Work with Metro, local transit agencies and adjacent property owners to include bicycle parking racks within 50' of all existing and new transit stops. Prioritize bus stops that are located on either the Backbone or Neighborhood Networks.

Lead Department: DOT, DCP

Objective: Increase bicycle parking at bus stops.

Schedule: 2012-2030

#### **Policy 1.3.3**

Establish a bicycle sharing network around each of the Multi-Mobility Hubs and Clean Mobility Hubs.

#### **Program**

##### **A. Bicycle Sharing Network**

Work with private enterprise and local and county agencies to develop a bicycle sharing network at each of the Multi-Mobility Hubs and Clean Mobility Hubs identified on the Bicycle Plan Maps.

Lead Department: DOT, City Council, Office of the Mayor

Objective: Increase short-term bicycle use within a five-mile distance of Multi-Mobility Hubs and Clean Mobility Hubs.

Schedule: 2011-2015

#### **Policy 1.3.4**

Accommodate bicycles on transit vehicles and taxis

#### **Programs**

##### **A. Bus-Bicycle Racks**

Work with Metro and local transit agencies to include bicycle racks on Metro and municipal bus lines that operate within the City of Los Angeles.

Lead Department: DOT, City Council, Office of the Mayor

Objective: Increase bicycle carrying capacity on all local buses.

Schedule: 2011-2015

##### **B. Three-Bicycle Racks**

Work with Metro and local transit agencies to increase the bicycle carrying capacity of all Metro and Municipal bus lines operating within the City of Los Angeles from two to three. Prioritize the upgrade on bus lines that are along the Backbone Network.

Lead Department: DOT, City Council, Office of the Mayor

Objective: Increase the bicycle carrying capacity of all buses with racks.

Schedule: 2011-2015

##### **C. Advocacy for Bicycles on Trains**

Work with Metro to create opportunities for increasing the capacity for bicycles on all Metro trains and lift time of day and capacity restrictions

Lead Department: DOT, City Council, Office of the Mayor, BAC

Objective: Increase bicycle access to trains.

Schedule: 2011-2015

##### **D. Operator Judgement (Bicycles on Buses)**

Work with Metro and local transit operators in the City of Los Angeles to allow operators to make decisions regarding allowing bicycles on buses when space on bus allows, racks are full, service is last of the day or in inclement weather.

Lead Department: DOT, City Council, Office of the Mayor, BAC

Objective: Increase bicycle access to buses.

Schedule: 2011-2015

##### **E. Turnstile Design**

Work with Metro and local transit agencies to ensure that all turnstiles can accommodate a bicycle.

Lead Department: DOT, City Council, Office of

the Mayor, BAC

Objective: Facilitate bicycle access to transit.

Schedule: 2011-2015

#### **F. Bicycle Racks on Taxis**

Investigate the integration of bicycles with taxi service by adding bicycle racks on to all of the taxi cabs that are permitted through the Department of Transportation.

Lead Department: DOT

Objective: Seamlessly incorporate bicycle travel with the use of taxis. Expand the range of bicycle mobility.

Schedule: 2011-2015.

### **Encouragement Objective 1.4**

Encourage and facilitate bicycle riding as an important mode of personal transportation as well as a pleasant source of outdoor exercise.

#### **Policy 1.4.1**

Promote bicycling through City-sponsored events and through non-profit entities.

#### **Programs**

##### **A. Monthly Car-Free Days**

Coordinate a Car-Free Day on a regular basis each month. Provide information and incentives for drivers to leave the car behind for a day. Post materials at BicycleLA.org website and work with Metro and City Council offices to provide incentives and disseminate materials to event participants.

Lead Department: Mayor's Office, City Council, DOT, DPW

Objective: Reduce car use by 5%.

Schedule: 2011-2015

##### **B. Los Angeles Bicycle Tours**

Organize, lead and provide support to local and citywide bicycle tours as either stand-alone

events or in conjunction with events such as the Los Angeles Marathon and the Los Angeles Triathlon. Identify and work with potential community partners including bicycle advocacy groups, neighborhood councils, neighborhood preservation groups, historical societies, merchant groups and Business Improvement Districts (BIDs). Encourage the selection of streets on the Backbone and Neighborhood Networks for the tours.

Lead Department: Mayor's Office, City Council, DOT, RAP, LAPD, LAFD

Objective: Support at least one event annually.

Schedule: 2012-2017

##### **C. Recreational Rides**

Organize and lead local and citywide recreational rides ranging from 5-30 miles. Prioritize routes that include the Green, Backbone or Neighborhood Networks.

Lead Department: RAP, Mayor's Office, City Council, DOT, DPW

Objective: Increase participants by 10% each year.

Schedule: 2012-2017

##### **D. Summer Ride Series**

Organize, lead and provide support to local and citywide bicycle rides. Prioritize routes that include the Backbone and Neighborhood Networks.

Lead Department: RAP, Mayor's Office, City Council, DOT, LAPD.

Objective: Increase participants by 10% each year.

Schedule: 2012-2017

##### **E. Ciclovias (Car free Weekend/Holiday Roadways)**

Provide support to local organizations to organize Ciclovias (a series of local and citywide road closure events) on weekends and holidays to provide bicyclists, walkers, skaters and others

a recreational opportunity by creating public space for non-vehicular activities within the roadway area. Encourage the selection of streets on the Backbone and Neighborhood Networks.

Lead Department: Mayor's Office, City Council, RAP, DOT, DPW, LAPD, LAFD

Objective: Increase participants by 5% each event.

Schedule: 2010-2035

#### **F. Non-Profit Coordination**

Support and expand local non-profit efforts to coordinate and plan bicycle events. Encourage the use of streets on the Backbone and Neighborhood Network for the events.

Lead Department: Mayor's Office, DOT

Objective: Support multiple events.

Schedule: 2011-2035

#### **G. Streets as Public Space**

Encourage the use of Backbone and Neighborhood Streets for a variety of events such as Farmers' Markets, Art Cycles and other bicycling events, parades, races, and art fairs to promote public awareness of streets as public space.

Lead Department: Mayor's Office, City Council, RAP, DOT, DPW, LAPD, LAFD

Objective: Expand the use of public streets for multiple users.

Schedule: 2011-2035

#### **Policy 1.4.2**

Provide widespread and user-friendly information on the location and quality of bicycle facilities.

#### **Programs**

##### **A. Citywide Bikeways Map**

Provide and distribute physical and electronic copies of the Citywide Bikeway Map that includes information about the Green, Backbone and Neighborhood Networks and locations of the

Clean Mobility Hubs, Multi-Mobility Hubs and bus stops with bicycle amenities.

Lead Department: DOT

Objective: To provide information that will assist cyclists to find secure bicycle parking and other bicycle amenities.

Schedule: 2011-2035

##### **B. Neighborhood Network Maps**

Work with local Business Improvement Districts, Neighborhood Councils, and Chambers of Commerce to develop, fund, and distribute physical and electronic maps of localized portions of the Citywide Bikeways Map.

Lead Department: DOT

Objective: Provide information that will assist cyclists to find secure bicycle parking and other bicycle amenities.

Schedule: 2011-2015

##### **C. Public Bicycle Parking Facility Map and Database**

Develop and provide a map that includes the public bicycle parking facilities. Maintain a database of the facilities that includes the number of bicycle parking spaces, ownership of the facility, and other amenities.

Lead Department: DOT

Objective: Distribute maps on website to download or view and distribute physical copies at local venues.

Schedule: 2011-2015

##### **D. City's Bikeway Plan Website**

Continue to maintain the BicycleLA.org website to provide bicyclists with current information about safety, future improvements, events, network maps, route information and suggestions, maintenance and other relevant information. Provide enhanced tools for hazard reporting, mapping of reported hazards and tracking of repairs.

Lead Department: DOT

Objective: Increase visitors to download or view on-line information.

Schedule: 2011-2035

### **E. Existing Bikeways Map**

Update and make public the Existing Bikeways Map each year. The map should identify the type, location, and number of new miles that were added within the past year as well as other bikeway modifications that may have occurred.

Lead Department: DOT

Objective: Provide communities with up- to-date information on additions and other changes that have occurred within the past year.

Schedule: 2011-2035

### **F. Poster Campaigns**

Promote awareness of the Green, Backbone, and Neighborhood Networks through the installation of posters and/or banners. Installation could be either temporary or permanent and could be used to inform the community about the Networks as well as focus on a variety of topics including safe driving practices and/or bicycling encouragement.

Lead Department: DOT, DPW

Objective: Expand community awareness of the Networks.

Schedule: 2011-2035

### **G. Wayfinding (see also Program 2.3.3. E)**

Develop and install wayfinding signage along the Green, Backbone, and Neighborhood Networks to inform bicyclists of key destinations along, or adjacent to, their route.

Lead Department: DOT

Objective: Facilitate and promote bicycle access to key destinations.

Schedule: 2011-2035

### **Policy 1.4.3**

Promote bicycle commuting and encourage safe bicycling practices in Los Angeles.

### **Program**

#### **A. Bicycle Ambassador Program**

Develop a Bicycle Ambassador Program to attend public events including health fairs and community bike rodeos to broaden awareness of bicycling and provide safety information.

Work with the City and Metro to disseminate information about the Program

Lead Department: DOT

Objective: Disseminate two Ambassadors to 10 promotional events each year.

Schedule 2011-2020

#### **B. Bicycle Buddy Program**

Develop and operate a Bicycle Buddy Program to encourage the use of the bicycle for commuting purposes on the Backbone Network and other bikeway facilities. Work with the City and Metro to disseminate information about the Program.

Lead Department: DOT

Objective: Facilitate the use of bicycles for trip making by pairing experienced and novice riders for tips, route selection, and encouragement.

Schedule 2011-2020

#### **C. Bike to Work/School Week**

Expand the City of Los Angeles Bike-to-Work Week efforts by providing City sponsored events and pit stops in every council district and supporting bicycling to school for students. Provide information, support services and incentives for bicyclists to bicycle to work and school. Distribute materials and post information on Bicycle Website.

Lead Department: Mayor's Office, City Council, DOT, DPW

Objective: Increase Bike to Work/School week registration by 5% each year.

Schedule: 2012-2035



## GOAL 2

Make every street a safe place to ride a bicycle.

*Create safe streets by increasing education efforts for motorists, bicyclists, and pedestrians; by increasing awareness of bicyclists' rights and responsibilities; by increasing enforcement of moving violations; by focusing improvements at locations with high rates of collisions, and by ensuring that all streets, particularly those with bicycle facilities, are regularly maintained to provide a safe and comfortable environment for bicyclists.*

### Education Objective 2.1

Disseminate information and provide comprehensive education programs for motorists, bicyclists, and the general public to improve bicycle safety and encourage increased bicycle use.

#### Policy 2.1.1

Support and encourage third-party bicycle education classes.

#### Program

##### A. Safe Cycling Classes

Work with local bicycle advocacy organizations to develop, promote and support a series of bicycle education classes. Include information on safe bicycling, bicycle maintenance and security. Reach out to LAUSD to ensure that schools are promoting these classes to interested students.

Lead Department: DOT

Objective: Hold regular clinics that provide training and outreach to stakeholders, including LAUSD, to ensure they are aware of the training sessions.

Schedule: 2012-2017

#### Policy 2.1.2

Educate motorists, bicyclists, and the general public on bicycle safety and maintenance.

#### Programs

##### A. Bicycle Safety Literature and Distribution Program

Develop Bicycle Safety literature and implement a strategy to distribute the literature to motorists, city employees, bus, truck and heavy vehicle operators. Work with Metro and local transit agencies to disseminate information about the Program.

Lead Department: DOT, Personnel, POLA

Objective: Distribute literature to City employees, motorists, and bus, truck and heavy vehicle operators each year.

Schedule: 2012-2035

##### B. Bicycle Safety and Maintenance Program

Develop curriculum and conduct classes for bicyclists at City recreation centers and libraries and work with LAUSD to help with outreach on availability of classes.

Lead Department: DOT, RAP

Objective: Provide classes each year that funding is available.

Schedule: 2012-2017

##### C. DMV Bicycle Education Program

Encourage the Department of Motor Vehicles to develop a bicycle safety/awareness component to be incorporated into motorist education program, distribute informational pamphlets to motorists about bicyclists' rights and responsibilities, and include information as to how to safely share the road with bicyclists.

Lead Department: Mayor, CLA, Council, DOT

Objective: Distribute pamphlets each year to motorists when registering or renewing their vehicle registration and when receiving or renewing their drivers license.

Schedule: 2012-2035

#### **D. Poster Campaigns (see Program 1.4.2. F)**

Develop and install posters and banners along the Networks to expand motorist awareness of bicyclists.

Objective: Educate motorists on the role of the Networks, the presence of bicyclists and their legitimate right to the road.

Lead Department: DOT

Schedule: 2012-2035

#### **E. Bicycle Facility Education**

Develop educational campaigns for the public about the benefits and use of bikeways engineering treatments or innovative bikeway pilot projects. Education can be done through door hangers, "coming soon" signs, and other on-street, online and innovative media tools. Prior outreach should be conducted, as well, when implementing new bicycle infrastructure.

Lead Department: DOT

Objective: Educate and work with communities and neighborhoods to support bicycling and bicycle infrastructure improvements. Promote safe cycling and driving practices.

Schedule: 2011-2030

#### **Policy 2.1.3**

Educate school children on safe bicycling behavior.

#### **Programs**

##### **A. Bicycle Safety and Transit Education Program**

In coordination with LAUSD, continue the City's School Bicycle Safety and Transit Education

program that provides education and bicycle and pedestrian safety information about transit to children between the ages of four and thirteen at LAUSD schools.

Lead Department: DOT

Objective: Educate 200,000 children each year on bicycle and pedestrian safety and provide information about transit. Provide a yearly report to the City Council Transportation Committee on the number of children educated.

Schedule: 2011-2015

#### **Policy 2.1.4**

Increase bicycle education at Los Angeles schools.

#### **Programs**

##### **A. Bicycle School Pilot Program**

Work with local parent organizations, LAUSD, school police and traffic officers in middle schools to develop education and encouragement programs, provide better bicycle parking, and identify preferred bikeway routes to school. Identify locations and implement pilot programs.

Lead Department: DOT, LAPD

Objective: Increase bicycle facilities and programs at middle schools and within two miles of school.

Schedule: 2013-2017

##### **B. Safety Pilot Program**

Work with local parent organizations at elementary and middle schools to educate parents on safe motoring behavior around bicyclists. Identify various locations for pilot programs.

Lead Department: DOT, LAPD

Objective: Disseminate motorist education materials via school children.

Schedule: 2011-2015



### Policy 2.1.5

Educate law enforcement, heavy duty bus and truck operators, taxis, motorists, all city employees and bicyclists on bicyclist rights and safe monitoring behavior around bicyclists.

#### Programs

##### **A. Bicycle Safety Public Service Announcements**

Continue to produce a series of Bicycle Safety Public Service Announcements (PSA's) for distribution on television, radio, and outdoor signage. Launch a new PSA annually during Bicycle to Work (and School) Week and disseminate through media outlets. and local blogs.

Lead Department: DOT, LAPD, ITA

Objective: Produce PSA's each year. Air PSA's on television, on radio, and install ads at outdoor signage locations.

Schedule: 2010-2015

##### **B. Bicyclists and the Law**

Develop and distribute Bicyclists and the Law education material.

Lead Department: DOT, LAPD

Objective: Distribute pamphlets each year to LAPD Patrol Officers, motorists, bicyclists, and heavy duty vehicle and bus operators and post information on the website.

Schedule: 2011-2015

##### **C. Bus Operator and Ambulance, Taxi, and Truck Driver Training Program**

Develop and conduct a City-approved training program to ensure that bus (DASH), ambulance, taxi, and truck drivers are educated on bicyclists' rights and responsibilities and safe motoring around bicyclists. Provide a yearly report to the City Council Transportation Committee on the number of drivers educated.

Lead Department: DOT, POLA

Objective: Provide training each year.

Schedule: 2011-2015

##### **D. Transit Operators**

Encourage Metro and other transit agencies to incorporate a bicycle safety/awareness component into their driver training programs. Provide a yearly report to the City Council Transportation Committee on the number of drivers educated.

Lead Department: DOT, Metro, Council, Mayor

Objective: Provide operational training to all drivers annually.

Schedule: 2011-2015

##### **E. Violator Training Program for Bicyclists**

Work with the Los Angeles County Superior Court system to develop a program that offers bicycle safety training to bicyclists receiving bicycle-related citations in lieu of paying a fine or other pecuniary penalties.

Lead Department: DOT, City Attorney

Objective: Educate motorists and bicyclists and reduce citations and collisions.

Schedule: 2012-2017

##### **F. Violator Training Program for Motorists**

Work with the Los Angeles County Superior Court system to develop a program that offers bicycle safety training to motorists receiving bicycle related citations or involved in automobile and bicycle related collisions.

Lead Department: City Attorney

Objective: Educate motorists and reduce citations and collisions.

Schedule: 2012-2017

## Enforcement Objective 2.2.

Reduce the number of annual bicycle collisions (bicycle to pedestrian, bicycle to bicycle, bicycle to automobile) to zero.

### Policy 2.2.1

Enforce traffic laws to enhance bicyclists' safety by consistently citing both motor vehicle operators and bicyclists and ensuring speed enforcement in school zones.

#### Programs

##### A. LAPD Bicycle Peace Officer Standards and Training Program

Train officers on bicyclists' rights and responsibilities and bicycle/vehicle collision evaluation.

Lead Department: LAPD, DOT

Objective: Train officers annually.

Schedule: 2011-2015

##### B. Sting Operations

Target unsafe bicycle riding and motorist driving behavior especially on the Backbone and Neighborhood Networks and in school zones as resources permit. Publicize the stings to improve bicycle and motorist interaction.

Lead Department: LAPD

Objective: Improve safety for bicyclists.

Schedule: 2011-2020

### Policy 2.2.2

Reduce impediments to bicycle lane mobility and safety.

#### Program

##### A. Bicycle Lane Enforcement Program

Train LAPD Traffic Officers and Bureau of Sanitation drivers to identify bicycle lane parking violations and obstructions and issue citations.

Lead Department: LAPD, DOT, DPW

Objective: Reduce obstructions in bicycle lanes.

Schedule: 2011-2015

### Policy 2.2.3

Increase motorist awareness of the potential presence of bicyclists.

#### Programs

##### A. Watch the Road Campaign

Continue to participate in and enhance the Watch the Road Campaign dedicated to increasing traffic safety and mobility in the Los Angeles region by working with the community.

Lead Department: LAPD and DOT

Objective: Enhance safety for all users of the transportation system, including bicyclists.

Schedule: 2010-2015

##### B. Share the Road Campaign

Expand the Share the Road campaign to include advertisements in multiple languages, particularly Spanish. Install campaign materials primarily on streets within the Backbone and Neighborhood Networks and around schools.

Lead Department: DOT

Objective: Expand driver awareness of how to share the road safely with bicyclists including information on appropriate passing distance and behavior.

Schedule: 2011-2015

### Policy 2.2.4

Expand awareness of locations with auto, pedestrian, and bicycle collisions.

#### Program

##### A. Hot Zones Map

Develop and update annually a GIS-based map of crash data from the Statewide Integrated Traffic Records System (SWITRS) and other

applicable sources (as available) that reflects the number and types of all collisions (auto, bicyclist, pedestrian) that are occurring throughout the City. Coordinate this effort with support and data from LAPD, LAFD, and LAUSD.

Lead Department: DCP

Objective: Direct funding dollars and improvements to locations with moderate to high SWITRS collisions particularly those along the Backbone Network and in school zones.

Schedule: 2011-2035

### Policy 2.2.5

Establish and promote a hotline for reporting behavior or conditions that endanger bicyclists, and incidents and conflicts involving motorists and bicyclists.

#### Program

##### **A. Bicycle Infrastructure and Incident Reporting Program**

Develop and maintain a program to allow bicyclists and other concerned citizens to report infrastructure obstacles or failures or to report aggressive behavior by motorists or motorist harassment.

Lead Department: LAPD

Objective: Reduce bicyclist/motorist collisions.

Schedule: 2011-2015

## Engineering and Maintenance Objective 2.3.

Design and maintain all streets so that they incorporate Complete Street standards

### Policy 2.3.1

Upgrade bridges, intersections, freeway ramps, tunnels, and grade separations that impede safe and convenient bicycle passage.

#### Programs

##### **A. Signalization Program**

Upgrade, repair, or adjust intersection signalization to accommodate bicyclists in accordance with CA MUTCD. Focus initial efforts on the Backbone and Neighborhood Networks.

Lead Department: DOT

Objective: Upgrade, repair, or adjust signals per year per Caltrans Guidelines.

Schedule: 2011-2015

##### **B. Bridge Design Program**

Consider bicycle facilities when designing new or retrofitting bridges. Any modifications to an existing bridge that has been designated, or determined to be eligible, as a Historic Resource should avoid adversely impacting character-defining features. Particular attention should be made to bridge underpasses that cross existing or future bicycle paths to ensure that the paths are integrated into the design and construction of the facility.

Lead Department: DOT, DPW

Objective: Increase bicycle access on grade-separated projects.

Schedule: 2011-2015

### **C. Street Grate Installation**

Retrofit street grates to Bicycle-Safe Standard Design. Focus initial efforts on the Backbone and Neighborhood Networks.

Lead Department: DPW

Objective: Seek funding and replace all grates that do not comply with the current standards.

Schedule: 2011-2015

### **D. Signal Timing**

Identify opportunities to re-time street signals to reduce speeds and create smoother traffic throughput. Prioritize re-timing efforts on streets within the Backbone Network. In addition, identify opportunities to re-time street signals to allow longer crossing times for cyclists and pedestrians where the Neighborhood Network streets cross large intersections or major thoroughfares.

Lead Department: DOT

Objective: Provide a safer bicycle cycling environment and improve interaction between cyclists, buses, and cars as well as reduce risks to pedestrians.

Schedule: 2011-2015

### **Policy 2.3.2**

Mitigate obstacles or obstructions that impede safe and convenient bicycle passage.

### **Programs**

#### **A. Detour Strategies for Bicyclists**

Develop and implement standard detour strategies for construction projects to ensure safe passage of bicyclists per the California MUTCD.

Lead Department: DOT, CA DPW

Objective: Train contract administration project managers to include bicycle detours.

Schedule: 2011-2015

#### **B. Construction Zone Standards for Bicyclists**

Implement standard procedures as defined in the MUTCD to ensure safe bicycle travel through construction zones. Disseminate standard procedures to appropriate city street maintenance personnel and contractors.

Lead Department: DOT, DPW

Objective: Reduce bicycle collisions.

Schedule: 2010-2015

#### **C. Hazards and Closures Alert Program**

Prepare strategies and procedures to alert bicyclists about construction zones, closures, detours or obstacles through the use of temporary road signage, media, and web banners.

Lead Department: DOT, DPW, ITA

Objective: Develop media list. Distribute announcement to all media outlets and websites.

Schedule: 2011-2015

#### **D. Warning System**

Identify bicycle travel impediments such as tunnels or bridges and install any needed warning signage and flashing beacons to warn motorists of the presence of bicyclists. Prioritize the installation of warning signals at impediments along the Backbone Network.

Lead Department: DOT

Objective: Improve and ensure neighborhood connectivity and reduce bicycle collisions near freeway entrances, exit ramps, tunnels bridges or other roadway infrastructure impediments.

Schedule: 2011-2015

#### **E. Caltrans Design**

Work with Caltrans to design improvements to freeway entrances and exit ramps to warn motorists of the presence of bicyclists.

Lead Department: DOT

Objective: Reduce bicycle collisions near freeway entrances and exit ramps.

Schedule: 2011-2016

### Policy 2.3.3

Provide and maintain bicycle sensitive signal detectors, informational signage, and lighting, along City bikeways.

#### Programs

##### A. Bicycle-Sensitive Detectors

Continue to install bicycle sensitive signal detectors at all actuated signal controlled intersections. Include pavement markings for bicyclists.

Lead Department: DOT

Objective: Provide bicyclists a mechanism to insure that a signal recognizes their presence.

Schedule 2011-2015

##### B. Bicycle Network Wayfinding Program

Develop and install a bicycle wayfinding signage program to indicate route turns, the presence of intersecting bikeways, streets and distances to nearby local and major destinations along the Backbone and Neighborhood Networks.

Lead Department: DOT

Objective: Assist bicyclists to safely and efficiently navigate the bicycle network. Alert motorists to alternative travel option.

Schedule: 2011-2015

##### C. Bicycle Street Lighting

Prioritize the installation of bicycle-scale lighting on the Backbone and Neighborhood Network streets.

Lead Department: DPW

Objective: Ensure a safe and comfortable street experience for all pedestrians, bicyclists, and transit users alike.

Schedule: 2012-2020

### Policy 2.3.4

Maintain and facilitate best bikeway design practices.

#### Programs

##### A. Facility Design Standards

Develop and maintain City of Los Angeles Bikeway Design Standards for inclusion in DOT Manual of Policies and Procedures (MPP).

Lead Department: DOT

Objective: Ensure the consistent design and installation of standard facilities.

Schedule: 2011-2015

##### B. Bicycle Facility Design Review Program

Review and approve all bikeway plans. Work with designers citywide to ensure that bicycle facilities are incorporated into projects per the DOT MPP.

Lead Department: DOT

Objective: Ensure the consistent design and installation of bicycle facilities.

Schedule: 2010-2015

##### C. Bikeway Project Status Meetings

Continue to host monthly meetings with various design staff on ongoing progress of bikeway projects.

Lead Department: DOT

Objective: Hold monthly meetings with City staff throughout year.

Schedule: 2011-2020

##### D. Innovative Bicycle Priorities and Procedures Review Program

Develop new and innovative bikeway designs and treatments through the California Traffic Control Devices Committee (CTCDC) and the Federal Highway Administration (FHWA) approved experiment process.

Lead Department: DOT

Objective: Increase the variety of designs and

treatments to address unique design challenges and include pilot projects in the first 5-Year Implementation Strategy.

Schedule: 2011-2015

#### **E. Design Workshops**

Host/participate in workshops on bicycle facility design.

Lead Department: DOT

Objective: Train all DOT and DPW design staff in current and future bikeway design standards.

Schedule: 2012-2035

#### **Policy 2.3.5**

Maintain safe bikeways through regular inspection and maintenance.

#### **Programs**

##### **A. Bikeways Visual Inspection Program**

Incorporate into the City's Pavement Management System (PMS) provisions for visual inspections of all on-street bikeways and develop a database to track observations. Provide mechanisms for public input on conditions.

Lead Department: DOT, DPW

Objective: Increase maintenance of bikeway surface quality.

Schedule: 2012-2020

##### **B. Bikeways Maintenance Program**

Establish and implement a routine maintenance program which responds to the visual inspection reports for repair/removal of potential hazards, including but not limited to potholes, railroad crossings, inappropriate/unsafe storm drain grates, and gutter cracks. Prioritize the maintenance of streets on the Backbone and Neighborhood Networks.

Lead Department: DOT, DPW, RAP, POLA, LAWA

Objective: Reduce bicycle collisions resulting from poor roadway surface quality.

Schedule: 2011-2015

##### **C. Street Paving Schedule**

Make the annual street paving schedule public and easily accessible on the Bureau of Street Services' website homepage. The list is subject to change throughout the year and a disclosure statement will be included on the website to alert the public regarding potential changes. Prioritize paving on the Backbone and Neighborhood Network streets.

Lead Department: DPW

Objective: Provide information to the public on the timetable for street paving.

Schedule: 2011-2030

##### **D. Routine Bikeways Maintenance Program**

Establish a routine maintenance (sweeping, litter removal, repainting of striping and signage) schedule for all roads with bikeways. Prioritize streets on the Backbone and Neighborhood Networks. Publish a schedule on-line and make it easily accessible from the DPW and RAP (and other agency) websites.

Lead Department: DOT, DPW, RAP, POLA, LAWA

Objective: Reduce bicycle collisions resulting from poor bikeway maintenance.

Schedule: 2011-2015

##### **E. Service Request Form**

Continue the Service Request Form for the public to inform the Department of Public Works about obstacles, hazards, and needed improvements and repairs.

Lead Department: DPW

Objective: Increase reporting by the public and response by Bureau of Sanitation to maintenance issues. Monitor number of Service Request Forms submitted.

Schedule: 2011-2015

## F. Street Lighting of Bikeways

Regularly monitor and maintain adequate street lighting along bikeways. Review lighting conditions and repair lighting as necessary. Prioritize maintenance of lighting on streets along the Backbone and Neighborhood Networks. Provide a way for the public to inform DPW's Bureau of Street Lighting through an existing on-line service request form and 311 when lighting is out.

Lead Department: DPW

Objective: Reduce bicycle collisions due to poor street lighting performance.

Schedule: 2011-2015

## G. Maintenance Workshops

Host/participate in workshops for bicycle-specific maintenance on streets and bikeways.

Lead Department: DPW

Objective: Train maintenance staff in bikeway maintenance standards.

Schedule: 2012-2035



## GOAL 3

Make the City of Los Angeles a bicycle-friendly community.

*Support the goal of making the City a bicycle-friendly community for all users regardless of age or abilities by increasing funding opportunities to increase the quality and quantity of bicycle facilities and amenities; by developing monitoring and evaluation programs to ensure that the goals, objectives, policies, and programs of the 2010 Bicycle Plan are fully implemented; and by providing a safe, encouraging, and comfortable experience for all users.*

### Economic Objective: 3.1

Assure that the City has adequate staff to qualify for, receive, and administer its fair share of regional, state and federal funding for bikeway construction, support amenities, bikeway maintenance and bicycle education with high quality projects.

#### Policy 3.1.1

Actively pursue diverse sources of funding for the implementation of the 2010 Plan programs and infrastructure improvements. Prioritize projects that are identified in the current Five-Year Implementation Strategy, the Green Network, especially where there is overlap with

the Comprehensive Strategic Safe Routes to School Plan (once completed), or the Hot Zones Map (Program 2.2.4.A, once completed).

## Programs

### A. Citywide Funding Coordination Program

Coordinate bicycle funding applications and project proposals among adjacent cities and appropriate State and County agencies, City departments, elected officials, and the BAC to ensure maximum leveraging of funds from outside sources. Actively pursue input from BAC and the public on ideas for needed bikeway projects and programs.

Lead Department: DOT

Objective: Streamline and maximize funding opportunities.

Schedule: 2011-2035

### B. Auxiliary Fund Review

Evaluate opportunities to utilize existing City auxiliary funds (street furniture funds, etc) for bicycle plan improvements.

Lead Department: DOT, CLA

Objective: Increase the pool of public funds for bicycle plan implementation.

Schedule: 2011-2035

### C. Application for Metro Call for Projects Funding

Aggressively pursue funding for the 2010 Plan implementation by obtaining Metro Call for Projects funding.

Lead Department: DOT, DPW

Objective: Obtain funding for bikeway infrastructure projects through all eligible modal categories. Report yearly to City Council Transportation Committee on how many projects were submitted and how many were funded.

Schedule: 2011-2015

### D. Measure R Local Bicycle Return Funding

Set aside a minimum of 10 percent of Measure

R local return funds for bikeway infrastructure projects. Maximize investments by funding bicycle and pedestrian improvements along the same corridor.

Lead Department: DOT

Objective: Spend annual allotment of Measure R funds on bicycle support activities. Provide dedicated revenue stream for bicycle and pedestrian infrastructure improvements.

Schedule: 2011-2040

### E. Application for State Safe Routes to School Funding

Aggressively pursue funding for bikeway infrastructure and education projects near schools with competitive and thorough grant proposals. Applications should be selected from the list of projects prioritized by the Comprehensive Safe Routes to School Strategic Plan (See Program 1.1.2.D). Coordinate with LAUSD.

Lead Department: DOT, DPW

Objective: Apply for funding each year. Report yearly to City Council Transportation Committee on how many projects were submitted and how many were funded.

Schedule: 2011-2035

### F. Application for Office of Traffic Safety Grants

Aggressively pursue funding for bicycle safety programs.

Lead Department: DPW, DOT

Objective: Apply for funding each year. Report yearly to City Council Transportation Committee on how many projects were submitted and how many were funded.

Schedule: 2011-2015

### G. Application for Caltrans Highway Safety Improvement Program

Aggressively pursue funding for projects that will improve safety for all road users, especially bicyclists.



Lead Department: DOT, DPW

Objective: Apply for funding each year. Report yearly to City Council Transportation Committee on how many projects were submitted and how many were funded.

Schedule: 2011-2035

#### **H. Application for Federal Safe Routes to School Funding**

Aggressively pursue funding for bikeway infrastructure and education projects near schools with competitive and thorough grant proposals. Applications should be selected from the list of projects prioritized by the Comprehensive Safe Routes to School Strategic Plan (See Program 1.1.2.D). Coordinate with LAUSD.

Lead Department: DOT, DPW

Objective: Apply for funding each year. Report yearly to City Council Transportation Committee on how many projects were submitted and how many were funded.

Schedule: 2011-2035

#### **I. Application for Prop A Funds**

Aggressively pursue funding for the development of bicycle lanes on the Mulholland Scenic Parkway and other eligible roadways.

Lead Department: RAP

Objective: Apply for funding each year. Report yearly to the City Council Transportation Committee on how many projects were submitted and how many were funded.

Schedule: 2011-2015

#### **J. Application for Coastal Conservancy Funds**

Aggressively pursue funding for qualifying bicycle facility projects.

Lead Department: RAP

Objective: Apply for funding each year. Report yearly to City Council Transportation Committee on how many projects were submitted and how

many were funded.

Schedule: 2011-2015

#### **K. Federal Lands Highway Funds**

Aggressively pursue funding for qualifying bicycle facility projects to provide access to and within the Santa Monica Mountains.

Lead Department: RAP

Objective: Apply for funding each year. Report yearly to City Council Transportation Committee on how many projects were submitted and how many were funded.

Schedule: 2011-2015

#### **L. Unique Funding Opportunities**

Identify and pursue local, state, and or federal funding opportunities that encourage and reward multi-purpose and multi-benefit applications. In particular, explore funding for any of the Networks which would permit the City to apply for a bundled application that might include capital improvement monies as well as funds for education, encouragement, and or enforcement programs.

Lead Department: DOT, DPW, DCP, CRA

Objective: Maximize opportunities to fund multi-purpose programs and therefore leverage benefits for a wider variety of the bicycling public and other non-motoring transportation uses.

Schedule: 2011-2015

#### **M. Measure R Local Return Funding**

Identify and pursue opportunities to incorporate bicycle improvements and/or programs into any and all Measure R Local Return projects.

Lead Department: DOT, DPW, DCP, Mayor's Office

Objective: Maximize opportunities to develop complete street solutions to any and all transportation related projects.

Schedule: 2011-2040

### Policy 3.1.2

Advocate for maintenance of and increases to federal, state and local funding allocations for bicycle programs and infrastructure projects.

#### Programs

##### **A. Advocacy for Federal Funding for Bicycle Programs and Infrastructure Projects**

Aggressively advocate for continued and expanded federal funding for bicycle programs and infrastructure projects in Federal transportation legislation. Ensure representation on bicycling issues with the City's Sacramento and DC lobbyists. Regularly brief the City's Sacramento and Washington lobbyists on the status of the Bicycle Plan, Five-Year Implementation Plan, and bicycle-related funding opportunities to ensure that bicyclists' needs are included within the City's legislative program.

Lead Department: Office of the Mayor and City Council, CLA

Objective: Increase federal funding for bicycle programs and infrastructure projects in federal transportation bills and allocations.

Schedule: 2011-2015

##### **B. Advocacy for State Funding for Bicycle Programs and Infrastructure Projects**

Aggressively advocate for continued and expanded state funding for bicycle programs and infrastructure projects in California transportation legislation.

Lead Department: Office of the Mayor and City Council, CLA

Objective: Increase state funding for bicycle programs and infrastructure projects.

Schedule: 2011-2015

##### **C. Advocacy for Regional Funding for Bicycle Programs and Infrastructure Projects**

Aggressively advocate for the creation of regional planning support and funding for bicycle programs, staffing and infrastructure projects.

Lead Department: Office of the Mayor and City Council, CLA

Objective: Increase regional funding, staff, and provide better regional coordination for bicycle programs and infrastructure projects.

Schedule: 2011-2015

##### **D. Advocacy for Local Funding for Bicycle Programs and Infrastructure Projects**

Aggressively advocate for continued and expanded local funding for bicycle programs, staffing and infrastructure projects.

Lead Department: Office of the Mayor and City Council, CLA

Objective: Increase local funding and staff for bicycle programs and infrastructure projects.

Schedule: 2011-2015

### Policy 3.1.3

Adopt a strategy for project vehicle trips to be mitigated through bicycle plan projects and/or programs.

#### Programs

##### **A. Bicycle Plan Mitigation Fee and Trip Reduction Credit**

Establish a trip-mitigation fee to be used for projects and programs that implement the 2010 Plan. Establish a process for fair share contributions towards bicycle facilities to be allocated as trip reductions.

Lead Department: DCP, DOT

Objective: Increase implementation of bicycle plan projects and programs.

Schedule: 2011-2035

##### **B. Bicycle Plan Trust Fund**

Establish a trust fund to collect project related trip-mitigation fees to be used for 2010 Plan project and program implementation.

Lead Department: DCP, DOT

Objective: Increase implementation of bicycle

plan projects and programs.

Schedule: 2011-2035

**C. Standard Mitigation Measure Revision**

Revise the standard mitigation measures to include contributions to the Bicycle Plan Trust Fund and/or the installation of bicycle facility improvements and/or bicycle amenities such as parking, internal bikeway paths, etc.

Lead Department: DCP, DOT

Objective: Increase opportunity for bicycle facility improvement.

Schedule: 2011-2015

**D. Traffic Study Guidelines Revision**

Revise the City’s Traffic Study Guidelines to prioritize the installation of bicycle facility improvements as a trip reduction measure.

Lead Department: DOT, DCP

Objective: Increase implementation in new developments.

Schedule: 2011-2015

**Policy 3.1.4**

Establish the Bicycle Funding Priority Grading System to prioritize funding applications and City budget allocations to existing and new bikeway facilities including but not limited to bicycle lanes, bicycle parking and showers, signage, intersection improvements, grade separations, street repaving and staffing requirements to support these activities.

**Programs**

**A. Bicycle Funding Priority Grading System**

Potential projects for the Five Year Implementation Strategy shall be based upon the 20-point Grading System\* described below. Projects that are located within either the Backbone or Neighborhood Networks or School Strategic Plan shall automatically receive 5 points. The strategy emphasizes the importance of providing bikeways within communities with

Low-Income households and one to five points are awarded based upon the percentage of Low-Income Households (<80% AMI) that are located along the bikeway. Additional points may be obtained if the bikeway fills either a corridor or geographic gap. For example, a new project that completes a street segment (which is currently only partially completed) would receive two points but a project that fills a larger system gap would receive five points.

\*The Grading System shall be modified to include SWITRS data as a prioritizing criteria once it is readily available.

Category	Points
<b>Network:</b>	
Backbone	5
Neighborhood	5
School Strategic Plan	5
<b>Low Income Households:</b>	
0-21 %	2
21-40%	4
41-60%	6
61-80%	8
81-100%	10
<b>Gaps:</b>	
Connection, Linear or Corridor	2
Geographic Gap	5

Lead Department: DCP, DOT, DPW, City Council, Office of the Mayor

Objective: Develop a prioritization list of bikeways for funding and capital improvements for each Five-Year Implementation Strategy.

Schedule: 2011-2045

**B. Selection Process**

Utilize the Bicycle Funding Priority Grading System in collaboration with a community outreach process to select the next 200 miles of bikeways to be included in the current Five-Year Implementation Strategy.

Lead Department: DCP, DOT, City Council

Objective: Ensure that bikeways are selected for the next Five-Year Implementation Strategy based upon the criteria established by the Bicycle Funding Priority Grading System.

Schedule: 2011-2045

### **C. Street Resurfacing Prioritization**

Utilize the Bicycle Funding Priority Grading System to prioritize streets for resurfacing.

Lead Department: DPW, City Council

Objective: Ensure that streets on either the Backbone or Neighborhood Networks receive priority for maintenance. Maintain bicycle facilities free of pot holes, cracks and uneven pavement created by transit vehicles.

Schedule: 2011-2045

### **D. Street Tree Prioritization**

Utilize the Bicycle Funding Priority Grading System to prioritize streets for the planting and maintenance of shade trees.

Lead Department: DPW

Objective: Ensure that streets on either of Backbone or Neighborhood Networks receive priority for shade trees.

Schedule: 2011-2045

### **E. Street Lighting Prioritization**

Utilize the Bicycle Funding Priority Grading System to prioritize streets for the installation and maintenance of street lights.

Lead Department: DPW

Objective: Ensure that streets on either the Backbone or Neighborhood Networks receive priority for street lighting.

Schedule: 2011-2045

## **Evaluation and Cooperation Objective 3.2.**

Monitor and evaluate the performance and completion of Bicycle Plan policies and programs.

### **Policy 3.2.1**

Maintain a citizen advisory panel to evaluate implementation of the Bicycle Plan.

#### **Program**

##### **A. Bicycle Advisory Committee (BAC)**

The BAC is comprised of 19 community members that are appointed by each of the 15 Councilmembers and the Mayor. The BAC holds public meetings every month to work with local bicycle groups, advocates, and activists. Monitor progress of Bicycle Plan implementation.

Lead Department: City Council, Mayor's office, DOT

Objective: Provide a quarterly update on the progress of the implementation of the Bicycle Plan to the City Council.

Schedule: 2011-2035

### **Policy 3.2.2**

Support and oversee the implementation of the City's 2010 Plan and coordinate implementation efforts with other cities and agencies as well as interested bicyclists.

#### **Program**

##### **A. Bicycle Plan Implementation Team**

Establish a Bicycle Plan Implementation Team (BPIT) comprised of City staff, members of the Bicycle Advisory Committee, as well as representation from the bicycling community to provide implementation support and oversight of on-going programs. The BPIT shall also meet with the County of Los Angeles, Metro, LAUSD, and other municipalities on an as-needed basis to monitor project activities and provide technical support for issues and projects that cross boundary lines.

Lead Department: DCP, DOT, DPW, (LAPD, RAP, CLA, CAO, and the Mayor's Office as needed)

Objective: Meet quarterly each year, provide regular reports to the Bicycle Advisory Committee and provide quarterly reports to the City Council Transportation Committee.

Schedule: 2011-2035

### Policy 3.2.3

Monitor and participate in regional, state, and federal bicycle facility policy, design planning and development.

#### Programs

##### A. Regional Cooperation

Work cooperatively with adjoining jurisdictions and agencies including the County of Los Angeles, Metro, and the Southern California Agency of Governments (SCAG) to coordinate bicycle planning and implementation activities to ensure connectivity for regionally significant routes. Work to help achieve regional goals, such as SB 375 and identify regionally significant multi-jurisdictional projects for which to pursue funding.

Lead Department: DOT, DCP

Objective: Facilitate regional connectivity.

Schedule: 2011-2035

##### B. Legislation Monitoring

Continually monitor and develop state and federal legislation to support or oppose legislation that could impact 2010 Plan implementation.

Lead Department: DOT, DCP, Mayor's Office, CLA

Objective: Impact legislation to improve bicycle activities.

Schedule: 2011-2035

##### C. Design Standard Monitoring

Continually monitor Federal and State efforts to update bikeway design standards.

Lead Department: DOT

Objective: Influence new Federal and State Standards.

Schedule: 2011-2035

### Policy 3.2.4

Evaluate the performance of 2010 Plan policies and programs.

#### Programs

##### A. Collision Data Analysis

Analyze bicycle crash data from the Statewide Integrated Traffic Records System (SWITRS) and other sources to evaluate the impacts of prior improvements. (See Hot Zones Map 2.2.4.A) Provide a yearly report on the number of bicycle related collisions in the City to the City Council Transportation Committee.

Lead Department: DCP, DOT, with support from LAPD

Objective: Use crash data to identify and determine locations of collision activity each year, recommend and prioritize safety solutions, and evaluate the effectiveness of bicycle plan implementation.

Schedule: 2010-2015

##### B. Database of Bicycle Plan Infrastructure Projects

Develop and maintain a database of all 2010 Plan infrastructure projects and track their progress from design to construction. Utilize counts to assist the Greenhouse Gas Emission Tracking Program. Provide a yearly report on the number of completed bikeway miles and other Plan accomplishments to the City Council Transportation Committee.

Lead Department: DOT, DCP, DPW

Objective: Post project information on website to inform public and allow for the tracking of bicycle plan implementation.

Schedule: 2012-2035

### **C. Bicycle Counts.**

Measure and track bicycle use as a component of all manual and automatic traffic counts.

Lead Department: DOT

Objective: Create and develop a meaningful baseline count of bicycle ridership in the City of Los Angeles in which to then continue to monitor bicycle use and quantify decreases or increases of bicycle activity on particular corridors and use for funding applications and other strategic transportation planning purposes.

Schedule: 2011-2035

### **D. Annual Bicycle Count**

With the assistance of local bicycle groups, count the number and type (sex, age) of bicyclists traveling on the Networks and other City streets each year. Identify a specific date and locations for the annual count. The number of locations that are included each year should increase as funding increases. Utilize the locations, date, and time of the count conducted by the Los Angeles County Bicycle Coaliton (LACBC) in 2009 as the baseline.

Lead Department: DOT with assistance from local bicycle groups.

Objective: Quantify the change in the number, sex and age of bicyclists riding in the City over time and provide a tool to measure the effectiveness of 2010 Plan implementation.

Schedule: 2011-2035

### **E. Annual Survey**

Conduct in-person and on-line interviews with bicyclists annually about the 2010 Plan. In particular, identify on-going concerns and listen to suggested improvements. Collect data on problem areas (not just where collisions have occurred but where "near-misses" frequently occur) and identify solutions.

Lead Department: DOT with assistance from local bicycle groups.

Objective: Learn what programs are working and

what is not so that improvements can be made.

Schedule: 2011-2035

### **F. Case Studies**

Utilize the collision data from Program 3.2.5.A to identify potential Case Study Locations. Conduct case studies of selected locations to identify potential improvements to reduce collisions.

Lead Department: DOT

Objective: Mitigate problem areas and improve the safety of bicyclists, pedestrians, and motorists at problem locations.

Schedule: 2011-2015

### **G. Annual Bicycle Plan Implementation Report**

Prepare an annual report that summarizes the status of the Bicycle Plan's programs, highlights the accomplishments, identifies where improvement is needed, and outlines future projects. The report should include a detailed summary that quantifies the results of each of the Bicycle Plan's programs. Present the report to the City Planning Commission and the City Council Transportation Committee. Utilize the database established in Program 3.2.4.B to assist with the preparation of the report.

Lead Department: DCP, DOT, DPW

Objective: Track the progress of the plan, identify successes and illustrate needed improvements.

Schedule: 2011-2035

### **Policy 3.2.5**

Measure reductions in greenhouse gas emissions (GHG) that result from a decrease in vehicular use as bicycle use correspondingly increases.

#### **Programs**

##### **A. Greenhouse Gas Emission Tracking Program**

Quantify total reductions in GHG from bicycle use and vehicle miles traveled (VMT). Include

data in the Citywide Climate Action Plan and the Climate Action Registry.

Lead Department: Mayor's Office on Environment and Sustainability

Objective: Measure effectiveness of the bicycle as a transportation option in the reduction of greenhouse gases.

Schedule: 2011-2035

### **B. Carbon Offset Credits**

Track and apply offset credits (resulting from GHG and VMT reductions) towards the city's compliance with SB 375, AB 32 and the region's Sustainable Community Strategy.

Lead Department: DCP (Environmental Analysis), Office of the Mayor, City Council

Objective: Measure effectiveness of the bicycle as a transportation option in the reduction of greenhouse gases.

Schedule: 2011-2035

### **Policy 3.2.6.**

Measure the economic impact on "main street" corridors resulting from bikeway improvements.

### **Program**

#### **A. Economic Benefits of Bikeway Improvements**

Research the economic impact of adding bikeway improvements to "main street" corridors

Lead Department: DCP

Objective: Analyze economic benefits of bikeway improvements in "main street" locations.

Schedule: 2011-2013

#### **B. Retail Revenues in Main Street Corridors Program**

Measure the change in retail revenues resulting from the implementation of Complete Street modifications (e.g. wider sidewalks, bicycle facilities) that increase pedestrian and bicycle mobility within the selected retail corridor(s).

Lead Department: DCP

Objective: Evaluate the impacts of adding bikeway facilities to "main street" corridors.

Schedule: 2015-2025

### **Environment: Bicycles along Beaches, Rivers, Fixed Transit Corridors and in City and State Parks Objective 3.3.**

Provide a safe and comfortable Class I Bikeway and park experience for all users.

#### **Policy 3.3.1.**

Provide a connected network of Class I Bikeways facilities linking bicyclists to recreational, transportation, and community facilities.

### **Programs**

#### **A. Green Network**

Establish a Green Network of Class I Bicycle Paths along Beaches, Riverways, Fixed Transit Corridors, and City and State Parks to provide a transportation bikeway system with recreational benefits that links users to recreation, transportation, and community facilities. Identify opportunities to link the Green Network to bikeways on either the Backbone and/or Neighborhood Network. Work with the State Department of Recreation and Parks.

Lead Department: DCP, DOT, DPW, RAP,

Objective: Expanded network of Class I bikeways

Schedule: 2011-2035

#### **B. Los Angeles River Path**

Prioritize the design and construction of the bicycle path along the Los Angeles River.

Lead Department: DPW, RAP, DOT

Objective: Complete the build-out of the bicycle path along the full 32 miles of the River by 2035.

Schedule: 2011-2035

### **C. Ballona Creek Bikepath**

Extend the bicycle path along Ballona Creek north to Venice Boulevard.

Lead Department: DPW, RAP, DOT

Objective: Complete the build-out of the bicycle path north to Venice Boulevard.

Schedule: 2011-2020

### **D. Beach Path**

Extend the bicycle path along the beach north from its existing northern terminus to Coastline Drive.

Lead Department: DPW, RAP, DOT

Objective: Complete the build-out of the beach bicycle path.

Schedule: 2011-2020

### **E. Arroyo Seco Bikepath**

Prioritize the design and construction of the bicycle path south from Debs Park to the confluence of the Los Angeles River.

Lead Department: DPW, RAP, DOT

Objective: Complete the build-out of the Arroyo Seco Bikepath

Schedule: 2011-2020

### **F. Green Network Expansion**

Identify future opportunities to expand the Green Network within the Central, South, and Harbor portions of Los Angeles.

Lead Department: DCP, RAP, DPW, DOT

Objective: Provide a connected network of bicycle paths throughout the City.

Schedule: 2012-2035

### **G. Tujunga Wash**

Design and construct the bicycle path along Tujunga Wash.

Lead Department: DOT, DPW, RAP

Objective: Complete a bicycle path along Tujunga Wash.

Schedule: 2020-2040

## **Policy 3.3.2**

Increase the presence of LAPD Officers on bicycle paths and provide and maintain informational signage, lighting, and shade and landscaping amenities along Class I Bicycle Paths.

### **Programs**

#### **A. Bicycle Path Officer Deployment Program**

LAPD will train and certify officers to conduct patrols of bicycle paths on bicycles.

Lead Department: LAPD, DOT

Objective: Reduce crime on the City's bicycle paths.

Schedule: 2011-2015

#### **B. Bicycle Path Landscaping**

Develop a list of acceptable plant materials for bicycle paths that will not damage, create security problems or create hazards for bicyclists. Incorporate trees and native, drought tolerant landscaping as a standard Class I facility (bicycle path) feature.

Lead Department: DOT, DPW

Objective: Reduce heat island induced temperatures along bicycle paths and provide shade for cyclists.

Schedule: 2012-2017

#### **C. Bicycle Path Lighting**

Adopt standard lighting designs for bicycle paths and grade separated bikeways. Implement lighting standards and update manuals as necessary.

Lead Department: DOT, DPW

Objective: Provide lighting for secure night riding.

Schedule: 2011-2015

#### **D. Bicycle Path Mile Markers**

Continue to install mile markers along all Class I bicycle paths to provide distance information to bicyclists and to allow them to find their way to



major destinations. Work with LAPD and LAFD to facilitate emergency response personnel in locating bicyclists in need of assistance.

Lead Department: DOT, LAPD, LAFD

Objective: Continue to install and retrofit mile markers.

Schedule: 2011-2015

### Policy 3.3.3.

Maintain safe Class I Bicycle Paths through regular inspection and maintenance.

#### Program

##### A. Path Inspection and Cleaning Program

Develop a regular inspection and cleaning program to maintain Class I Bicycle Paths.

Lead Department: DOT, DPW, RAP

Objective: Provide a safe and well-maintained Class I bicycling environment.

Schedule: 2012-2017

### Policy 3.3.4.

Promote bicycle connectivity to community-serving uses such as schools, libraries, retail, and parks.

#### Program

##### A. Analysis of Existing Paths

Identify a subset of paved paths within City parks that may potentially be suitable for bicycling based on path width, grade and existing user counts, or that could provide a link to neighborhood community uses. Identify paths that could be incorporated into either the Green, Backbone or Neighborhood Networks.

Lead Department: RAP, DCP

Objective: Provide connectivity along identified bikeways.

Schedule: 2011-2015

### Policy 3.3.5.

Continue the existing off-road bicycle trail and analyze and explore opportunities for additional off-road bicycle facilities and continue to abide by LAMC section 63.44 B16. Any proposal to consider the use of mountain bikes on City park trails must first be thoroughly reviewed and analyzed by the Board of Recreation & Parks and its staff.

#### Programs

##### A. Mandeville Canyon Park

Maintain off-road bicycle trails in Mandeville Canyon.

Lead Department: RAP

Objective: Continue to permit off-road mountain bicycling at Mandeville Canyon Park.

Schedule: 2011-ongoing

##### B. Mountain Bicycle Access Program

Pursue opportunities for mountain bicycle access that may exist on land within and adjacent to the City of Los Angeles, under the jurisdiction of other agencies such as the Santa Monica Mountains Conservancy, Los Angeles County, State of California, etc.

Lead Department: RAP

Objective: Increase mountain bicycle access to surrounding areas.

Schedule: 2012-2015

##### C. Off-Road Bicycle Database and Maps

Develop a database and create maps of all City and non-City owned trails within or directly adjacent to the City of Los Angeles where mountain bicycling is allowed.

Lead Department: RAP, DCP, DOT

Objective: Expand awareness of existing off-road facilities. Work with the State Department of Recreation and Parks and LA County Department of Parks and Recreation.

Schedule: 2011-2015

### Policy 3.3.6.

Ensure that equestrian and hiking trails are separate from any future trail established for mountain bicycling.

#### A. Park Trail Inventory

Inventory all park trails. Identify a subset of trails with no existing equestrian use that may potentially be suitable for mountain biking based on trail width, grade and existing user counts.

Lead Department: RAP, DCP

Objective: Inventory, map and evaluate trails.

Schedule: 2011-2015

#### B. Unimproved Road Database

Develop a comprehensive database of all unimproved roads and determine their suitability for use by mountain bicyclists.

Lead Department: RAP, DCP, DOT, LAFD

Objective: Identify and map existing unimproved roads.

Schedule: 2011-2015

### Policy 3.3.7.

Evaluate and address multiple user groups' needs on the City's limited public park trails.

#### Programs

##### A. Mountain Trail Conflict Resolution Analysis

Examine other jurisdictions to understand how they accommodate mountain bicycling and the extent to which conflicts in use, particularly with regards to concerns about safety, have been realized and addressed.

Lead Department: RAP, DPW

Objective: Identify strategies for reducing conflicts between multiple users.

Schedule: 2011-2015

#### B. Data Collection

Conduct user counts and employ other methods to evaluate demand for off-road facilities by user groups.

Lead Department: RAP, DOT, DPW

Objective: Indicate level of use for different groups.

Schedule: 2011-2015

#### C. Spillover and Conflict Analysis

Conduct a spillover analysis to determine the extent to which mountain bicycle use spills over onto trails where bicycling is prohibited. Identify locations where spillover is occurring and document nature and frequency of conflicts.

Lead Department: RAP, DPW

Objective: Document encounters between multiple trail users, with particular attention to non-permitted mountain bicycle activity.

Schedule: 2011-2015

2013



# City of San Clemente

## Bicycle and Pedestrian Master Plan

Prepared by





This chapter lists the goals, policies and implementation measures developed for this Plan, in conjunction with the Mobility Element of the General Plan.

**Goal:**

*City-wide bicycle and pedestrian facilities that provide an integrated, direct, safe and convenient network for all users.*

**Policies:**

- P-1.1. We shall consider every street in San Clemente as a street that cyclists could use.
- P-1.2. We shall employ bicycle-friendly infrastructure design using new technologies and innovative treatments where necessary to improve bicyclists' safety and convenience.
- P-1.3. We shall evaluate roadway level of service performance from a multi-modal, Complete Street perspective.
- P-1.4. Traffic control devices and transportation infrastructure will be operated to serve the needs of all users of the roadway, including motorists, pedestrians and cyclists.
- P-1.5. In determining the appropriate standard to apply to a given situation, the City will seek to maximize cyclists' and pedestrians' safety, comfort and convenience in balance with the other roadway users.
- P-1.6. In preparing City land use plans and CIPS, we address bicycle needs, including:
  - a. attractive destination facilities such as bicycle lockers, showers, and changing rooms conveniently located for cyclists (e.g., a Bike Station);
  - b. facilities for bicycle parking within newly built and renovated multi-family residential developments, condominium and apartment conversions, multi-use and non-residential sites;
  - c. safe, secure and convenient bicycle parking; and
  - d. wayfinding systems and traffic control signage or markings for all bicycle routes.
- P-1.7. We coordinate with other jurisdictions for regional on-road and off-road bicycle and pedestrian facility planning, as well as facility acquisition and development efforts.
- P-1.8. We link on-road and off-road bicycle and pedestrian facilities within San Clemente to existing and planned facilities in adjacent and regional jurisdictions.
- P-1.9. Where feasible, the City connects off-road trails with the on-road transportation.
- P-1.10. The City encourages and supports bicycle use as an efficient and legitimate mode of transportation, especially for connecting gaps between destinations and transit stops and rail stations.
- P-1.11. The City encourages and supports skateboard use as an efficient and legitimate mode of transportation to connect gaps between destinations and transit stops and rail stations.

- P-1.12. All bicycle facilities are maintained according to a management plan to be adopted by the City.
- P-1.13. We develop and maintain a network of sidewalks, crosswalks and other pedestrian facilities throughout the City as specified in the Bicycle and Pedestrian Master Plan.
- P-1.14. We utilize Federal and State guidelines and standards for traffic operations, signal timing, geometric design, Universal Access (ADA) and roadway maintenance that facilitate walking and bicycling at intersections and other key crossing locations.
- P-1.15. We shall utilize the Caltrans *Highway Design Manual* and other infrastructure guidelines as appropriate to design and maintain bicycle and pedestrian facilities to high safety standards.
- P-1.16. The City shall require unpaved bicycle and pedestrian trails on City-controlled property to be built and maintained using recognized best practices.
- P-1.17. The City shall require the intersections of local roads with the Interstate 5 freeway and toll roads to be designed using a “Complete Streets” approach.
- P-1.18. Bicycle and pedestrian network wayfinding and information shall be provided through signs, markings or other technologies.
- P-1.19. We shall consider using the right-of-way outside that of the roadway limits to install safe and convenient bicycle and pedestrian facilities.
- P-1.20. We shall explore the formalization of existing informal bicycle and pedestrian paths where appropriate.
- P-1.21. Integrate bicycle and pedestrian facility installation and maintenance into the roadway and maintenance planning process.
- P-1.22. When roadway repairs are done by the City or other agencies, such as utilities, the roadway shall be restored in accordance with City standards, with restriping suitable for cycling, as appropriate.
- P-1.23. Where feasible, we design bikeways beyond the minimum required widths, but within Federal, State or local standards (For example, Class 2 lanes should not exceed eight feet in width to avoid confusion as driving lanes.)
- P-1.24. We retain existing bikeways when a roadway is reconstructed, reconfigured or improved. When designated bikeways must be temporarily removed, they should be replaced on nearby, convenient and parallel routes.
- P-1.25. We review all new capital improvement projects and private development projects to ensure consistency with the Bicycle and Pedestrian Master Plan and with the Mobility and Complete Streets Element.
- P-1.26. We shall consider implementing bicycle and pedestrian improvement projects as part of other street improvement projects.



- P-1.27. We provide convenient, secure, attractive and easy to use bicycle parking at public buildings, commercial areas, multi-family residential development projects, and at schools and parks and encourage other agencies to provide bicycle parking for rail transit and Park-n-Ride facilities.
- P-1.28. Provide access paths to transit centers and commuter rail stations to encourage walking and cycling.
- P-1.29. Maintain riding surfaces suitable for cycling on all designated, on road bicycle facilities in accordance with a management plan to be adopted by the City.
- P-1.30. Maintain and sweep streets and bikeways in compliance with the City Street Sweeping Program.
- P-1.31. Maintain bicycle and pedestrian signage and pavement markings so they are in good working condition.
- P-1.32. We encourage public pedestrian improvement projects such as public art, fountains, street trees, lighting and directional signs.

### **Implementation Programs:**

- I-1.1. Identify and designate Class 2 lanes where there is enough curb-to-curb pavement width.
- I-1.2. Install vehicle actuation to detect bicycles when intersections with signals are rehabilitated (CVC 21450.5).
- I-1.3. Install bicycle detector pavement markings at traffic signals using best practices and adopted State or Federal standards when intersections with signals are rehabilitated.
- I-1.4 Integrate development of the cycling network into larger land use planning and development projects.
- I-1.5. Maintain riding surfaces suitable for cycling on all designated, on-road bicycle facilities in accordance with a management plan to be adopted by the City.
- I-1.6. Periodically (for example, when the BPMP is updated and as part of the LTFP), review official databases of bicycle and pedestrian accidents, analyze their causes and locations, and strive to reduce collisions through infrastructure improvements, community outreach and education, and law enforcement efforts.
- I-1.7. Develop standards that require bicycle accommodations (such as parking, lockers and showers) in new or significantly rehabilitated non-residential developments.
- I-1.8. Ensure walking routes are integrated into new greenways and open space areas, where appropriate, and encourage them in existing greenways and open space areas.
- I-1-9. The City will recognize skateboarding as a legitimate form of transportation and accommodate it in its transportation policies and, where appropriate, in street and other public improvements. City will revise ordinances as necessary to accommodate safe skateboard use.

**Goal:**

*Adults and children are educated and encouraged to be safe cyclists and pedestrians.*

**Policies:**

- P-2.1. We encourage and support the creation of comprehensive safety awareness programs for pedestrians, skateboarders, cyclists and drivers.
- P-2.2. We encourage City staff, employees, residents and visitors to walk and bicycle as often as possible.
- P-2.3 Support and promote education and awareness of pedestrian and bicyclists rights and behaviors, as well as risk avoidance, among the motoring public.
- P-2.4 We improve appropriate legal access to public lands for cyclists and pedestrians.

**Implementation Programs:**

- I-2.1. Include bicycle and walking safety lessons in City recreation programs and collaborate with local schools and law enforcement to offer bicycle and pedestrian skills and safety education programs.
- I-2.2. Assist employers in implementing a comprehensive bicycle awareness program for their employees.
- I-2.3. Expand the Safe Routes to School program, including International Walk/Bike to School events, and encourage all schools to get involved.
- I-2.4. Consider designating a law enforcement liaison officer for the bicycle and pedestrian community.
- I-2.5. Provide training opportunities for engineering and planning staff on ways to integrate bicyclists and pedestrians with the transportation network.
- I-2.6. Provide training and public outreach opportunities about bicyclists' and pedestrians' legal rights and duties for City engineering and planning staff, as well as for law enforcement officials.
- I-2.7. Provide an outreach and education component to coincide with the first installation of any new type of bicycle facility as part of the implementation of the associated capital improvement project.
- I-2.8. Develop a City-wide bicycle map.
- I-2.9. Collaborate with local businesses, bicycle shops, non-profits, schools, and government agencies to produce and distribute bicycle and pedestrian safety materials.
- I-2.10. Encourage City officials and employees, as well as other employers, to participate in "Bike to Work Month" and "Bike to Work Week."
- I-2.11. Collaborate with local off-road advocacy groups, conservation non-profits, State Parks, adjacent jurisdictions and the Donna O'Neil Land Conservancy to develop a plan for off-road trail facilities.



I-2.12. Establish a bicycle-friendly business program to encourage and facilitate use of alternative modes of transportation by employees and customers: <http://www.bikeleague.org/programs/>

I-2.13. Consider establishing an Active Transportation Coordinator position to work with City departments and advocacy groups to support and coordinate efforts to improve alternative transportation modes and to implement the Bicycle and Pedestrian Master Plan.

**Goal:**

*Children in San Clemente have a safe environment in which to walk, skateboard and bicycle to school.*

**Policies:**

P-3.1. We improve and maintain alternative transportation infrastructure and assign a high priority to improvements along primary pedestrian and bicycle routes to schools.

Implementation Program:

I-3.1. Provide assistance to school districts in facility planning and transportation operations to ensure safety for users of all modes during school pick-up, drop-off and other special events

**Goal:**

*Cycling and walking are encouraged through improvements that support smart growth, public transit, lowered greenhouse gas emissions and healthy lifestyles.*

**Policies:**

P-4.1. We utilize non-motorized transportation solutions as a tool for achieving economic development and environmental sustainability goals.

P-4.2. We pursue Federal, State, County, regional and local funding opportunities to increase bicycle and pedestrian mode share percentages to improve transportation system performance and air quality by creating a balanced multi-modal transportation system.

P-4.3 We require the construction or rehabilitation of bicycle facilities and/or "bicycle friendly" Improvements as a condition of approving new development in accordance with Zoning Ordinance Standards.

P-4.4 We encourage bicycle and pedestrian-oriented site design in commercial areas.

P-4.5 We design bicycle and pedestrian network linkages that directly connect to retail and commercial centers.

P-4.6 We require development projects and site plans to be designed to encourage pedestrian connectivity among buildings within a site, while linking buildings to the public bicycle and pedestrian network.



**Implementation Programs:**

- I-4.1. Track mode shift to quantify greenhouse gas reductions.
- I-4.2. Establish mode shift/share goals.

**Goal:**

*Walking is encouraged with a complete pedestrian network that provides safe, continuous and convenient access to major destinations such as transit, employment centers, schools, beaches, parks, other recreation areas, retail and neighborhoods.*

**Policies:**

- P-5.1. Should the City defer construction of street improvements as part of any development approval, the property owner may be required to sign an agreement to participate in the installation of the improvements when a more complete street improvement project is feasible.
- P-5.2. All new streets shall have provisions for the adequate and safe movement of pedestrians, in accordance with the American Disabilities Act.
- P-5.3. Sidewalks or pathways are desirable in all areas.
- P-5.4 As funding permits, we will install or require as a condition of development approval pedestrian facility improvements such as installation of signs, signals, street crosswalks, proper lighting, pedestrian-activated signals, street trees, placement of benches, transit shelters, shade and other ancillary pedestrian features.
- P-5.5 We ensure that substandard public sidewalks and paving in public areas are repaired or replaced in accordance with the Sidewalk Repair Program.
- P-5.6 We give high priority to providing pedestrian and bicycle access to all public facilities and transit stops and will coordinate with OCTA as necessary.
- P-5.7 We may approve certain commercial uses in public sidewalks in the Pedestrian Overlay District when those uses benefit the overall pedestrian environment.

**Implementation Programs:**

- I-5.1. Prepare and maintain an inventory of sidewalk facilities to determine where pedestrian improvements are most needed to insure continuous safe pedestrian routes throughout the City.
- I-5.2. Retrofit streets and require developments to install public improvements that provide disabled access and mobility on public streets, as required by State or Federal law.
- I-5.3. Work towards closing existing gaps in the City's pedestrian network.

# SANTA MONICA BIKE ACTION PLAN



NOVEMBER 2011



## THE LUCE ESTABLISHED A FRAMEWORK FOR THE BIKE ACTION PLAN

The Bike Action Plan is strongly supported by the integrated land use and transportation vision of Santa Monica's award-winning LUCE. This community-based vision provides land use strategies that encourage complete mixed-use neighborhoods and that identify activity areas which can be connected by transit, walking and bicycling. Most importantly, the LUCE supports bicycling as a part of improving the quality of residential neighborhood streets, and providing access to daily needs within neighborhood commercial districts and downtown. The Bike Action Plan creates an extensive bicycle network, context sensitive street design, and complementary programs and supporting facilities to realize the LUCE goals of:

- ▶ **Integrating Land Use and Transportation:** The city's mobility needs are inextricably linked to its form and the distribution and intensity of land uses. The LUCE coordinates long-term strategies to focus limited change near transit corridors and Expo Light Rail stations, and target circulation improvements near centers of activity. Quality urban design for both the streets and buildings is needed to create great places for people. Proactive planning through the bicycle plan, specific plans and area plans facilitates this integration.

- ▶ **Creating Complete Streets:** Streets make up almost 25 percent of the city's land area, and are the community's most extensive public space. Sustainable street design supports walking, bicycling, and transit while also providing opportunities for enhanced landscaping, recreation, outdoor activities, and public gathering.
- ▶ **Preserving and Enhancing Neighborhoods:** The LUCE preserves and enhances the extensive residential neighborhoods of Santa Monica, which make up almost 90 percent of the city. Complete local streets and open spaces support the places and neighborhoods they serve.
- ▶ **Managing Congestion – No Net New Trips:** The LUCE establishes a goal of No Net New Evening Peak Period Vehicle Trips and emphasizes a complete multi-modal transportation system with improved transit, pedestrian, and bicycle facilities designed to encourage people to choose non-automotive means for as many trips as possible. Transportation Demand Management (TDM) programs help to encourage and incentivize the 10 percent mode shift needed to reach the goal.
- ▶ **Ensuring Quality Transportation Choices:** Santa Monica's transportation choices are key to its high quality of life, and these choices should be enjoyable for everyone who uses them and reflect the different needs and desires of the city's diverse population.



*Bicycles come in all shapes and sizes. People can use bicycles for any number of reasons such as transporting children.*

- ▶ **Facilitating Affordable and Healthy Transportation:** Reducing transportation costs relieves household burdens and increases affordability. Increasing the number of people who can safely travel by active transportation modes like walking and bicycling can significantly improve public health outcomes.
- ▶ **Supporting Economic Health:** The city's transportation system supports Santa Monica's thriving neighborhood commercial districts and the Downtown which enable most residents and employees to be within walking and bicycling distance of daily needs.

## BIKE ACTION PLAN: AN IMPLEMENTATION TOOL FOR THE LUCE

This Plan implements the LUCE in several key ways:

- ▶ **Connects People with Destinations.** Planned facilities connect the city’s commercial districts, schools, and recreational amenities, facilitating resident access to daily needs and destinations. New east-west and north-south backbone connections tie together the whole city.
- ▶ **Supports Bicycling as an Alternative to Driving.** This Plan identifies programs, routes, paths and greenways as well as ample bike parking to support bicycling as a convenient and attractive alternative to many car trips and achieve the 10% mode shift necessary to meet the “No Net New Trips” goal.
- ▶ **Improves Neighborhood Streets.** Neighborhood streets are great places for bicycling, and improvements like sharrows, bike lanes and greenways support the slower local-serving character of neighborhood streets. Increasing bicycling in the neighborhoods encourages using the public streets as recreational and open space that encourages neighborhood social interaction.
- ▶ **Preserves Santa Monica’s Community Character.** Bicycles share a prominent role in Santa Monica’s beach town character. The Bike Action Plan outlines innovative bicycling facilities and fun, recreational and educational bicycle programs to encourage more people to bicycle and celebrate our history, beautiful climate and setting. Whether carrying a surfboard or a briefcase, the bike plan aims for all Santa Monicans to feel comfortable riding their bikes all over town.
- ▶ **Balances Roadway Use.** The Bike Action Plan outlines a network of varied bicycle routes, paths, lanes, cycletracks, and other facilities that respond to roadway conditions, context and opportunities, recognizing that all streets that cars use will also be used by cyclists. Carefully designing and prioritizing these facilities encourages cyclists of all types, and roadway users of all modes, to share the road.
- ▶ **Supports Seamless Transitions.** The bicycle is a perfect “last mile” connection between other modes and destinations. For people using transit, bicycles are a great tool to get to and from the stop, expanding transit’s effective reach throughout the city. For pedestrians, bike-sharing facilities can bridge longer distances, allowing quick movements between different walking destinations.
- ▶ **Turns Policy into Action.** With the support of the LUCE’s land use vision, this bicycle plan outlines implementation strategies and potential solutions, including more information on average costs, actions required, responsibilities and partnerships.

This Bike Action Plan strives to be equally bold to support the LUCE’s land use vision, while also being practical so that it can be quickly implemented. On one hand, this plan envisions a future Santa Monica in which it is convenient and fun for Santa Monicans of all ages to use a bike to get everywhere in the city. On the other hand, it is also a detailed, five-year implementation strategy for moving toward that vision complete with program and facility improvements, infrastructure recommendations and funding strategies. Unlike other bicycle plans that are stand-alone documents, this plan is carefully integrated into the City’s thinking about the other modes of transportation and about land use. Indeed, this document should be seen as an implementation supplement to the larger LUCE vision.

## SANTA MONICA ASPIRES TO...

Driven by Santa Monica's growing bicycle and bicycle-interested community, and guided by the policy framework set forth in the LUCE, the City of Santa Monica aspires to:

### ...Increase Cycling Numbers

In cities that invest in bicycle transportation, bicyclists beget more bicyclists. Increasing ridership will increase awareness and a sense of comfort. So how does Santa Monica do that? *By encouraging people who do not ride.* Special events and fun activities encourage bicycling among people who might otherwise never try. Social events can get people to try riding with friends or increase opportunities for existing riders to help new friends to ride. Other programs like classes, information and educational events can provide the knowledge and awareness that help new riders feel comfortable on the road. Student events like Bikelt! Day create fun competitions that spark new riders.

As with any mode of transport, the more universal cycling is, the more accepted it is. As the number of bicyclists on the street increases, drivers are more likely to look for and expect to see bicyclists, in turn making bicycling more comfortable and increasing the perception of safety. In addition to a complete, integrated bikeway network, supportive programs can educate and encourage bicycling and safety.



About 62% of Santa Monicans own a bicycle—a relatively high proportion. Of course, people need access to a bicycle to increase cycling numbers. But people do not need to own a bike. Bike sharing and bike rental offer options to access a bike when you need it. Bike sharing operates like bike rental programs, but can take many forms including a co-op, workplace sharing program, or dedicated city-wide system. New and used bikes are also available in many locations in Santa Monica, including non-profit organizations and bike advocacy groups that assist in bike repair and maintenance. Those Santa Monicans that do own a bicycle need someplace to store it. This suggests that homes, offices, and shopping locations should have bike garages, or at least bike parking incorporated into the building design.

## CYCLING TYPES

Cyclists can be categorized based on experience level, or trip type. It can be more useful to focus on the style of cycling, and most cyclists are covered within the following range:

- ▶ **Vehicular cycling** – when cyclists ride in mixed traffic flow and use the same movements that cars do, such as merging into a left turn lane to turn left. Vehicular cycling is accommodated on all roadways, and in such on-road facilities as bike lanes. In the US, less than one percent of the population is comfortable with vehicular-style cycling on all roads.
- ▶ **Non-vehicular cycling** – when cyclists ride using behaviors more similar to pedestrians than motorists. When non-vehicular cyclists use bike lanes, rather than merging to turn left, they tend to make a “box turn,” using the crosswalks to cross first one street, then the other. Non-vehicular cyclists are best accommodated in bike paths, cycle tracks and other facilities not shared by high speed or high volume motor vehicles.

To allow people to cycle in large numbers and make bicycling safe and comfortable for all, streets and paths need to be designed with both types of cycling in mind. Intersections need to allow for cyclists turning with traffic, and cyclists turning with pedestrians. Programs need to provide education to support those riding in traffic, and those who simply will not—no matter how skilled they are.



*Events like riding in the 4<sup>th</sup> of July Parade bring the fun out of bicycling.*

### **...Make Bicycling Fun for Everyone**

Cycling along the beach bike path or through the city's lush, tree-lined, traffic-calmed residential streets can be joyous. The sensations of wind, sun, and awareness of Santa Monica's neighborhoods and streets can be an invigorating experience. Simply enjoying the time spent in motion, and arriving at your destination in a new way can be appealing and fun.

It's common to see a group of chattering pedestrians or a motorist engaged in conversation with his or her passenger(s). Bicycling also is a convivial activity for small and large groups. Bicycling can be part of social gathering, conversation and memory-making. Fortunately, like most jurisdictions, Santa Monica allows cycling two abreast. This



*Bicycling should be comfortable for cyclists young and old.*

may not be the solution at all times and in all places, but promoting cycling as a sociable activity seems to be an optimal way to increase ridership.

Bicycling is also fun and increasingly fashionable among young people. Bicycle gatherings that feature bicycle design, fashion and innovation can show off these creative efforts, celebrate some of the community's spirit, and raise awareness of a growing interest in cycling.

Great cycling communities also have numerous events that celebrate those that ride, allow families to ride safely together, or pay homage to dedicated cyclists. Some common events include: organized and supported rides; ciclovias or Sunday Parkways activities where local streets are closed to cars, and cyclists

are free to ride; bike to work month, week, or day, where local companies can compete for the highest cycling rates; and bicycle carnivals or events that showcase numerous types of cycling. All these events can help to build a culture that is friendly to cycling and make the bicycle more than a mode of transportation—it can be made fun!

### **...Make Bicycling Convenient and Comfortable**

Facilities should connect the destinations that Santa Monicans most want to visit—neighborhood commercial areas, schools, the beach, Downtown, and community gathering places. In the design of bicycle facilities, much is said about type, width, surface, location, traffic volume, and usage. Not much has been written about comfort. All bike routes in the city should be well designed and comfortable.

There is a wide range of cyclists and cyclist needs. *Facilities should be designed to accommodate all types of cyclists.* To attract some new cyclists, it can help to provide facilities on slower streets or with greater physical separation from motor vehicles. Design of intersections to create clear priority areas for cyclists may also encourage riders by increasing the perception of safety. When developing designs, it is critical to consider how cyclists and motorists interact, particularly

at intersections. The research is clear, however, that when cities provide high quality, dedicated bikeways, people use them.

In addition, residents should never have to second guess the convenience of bicycling. Cyclists should feel confident that abundant and secure bicycle parking is available at trip destinations. For longer trips, showers and lockers are needed. Wayfinding should be provided so that bicyclists can find their destinations.

Trip length is a key factor in deciding whether to make a trip by bicycle. Effortless cycling has a range of three miles—roughly a 20-minute commute at 10 miles per hour—which covers the entire length of Santa Monica. If people must travel farther than three miles to work, school, or play, bicycling can work alone or as part of a transit trip. Bikes can be integrated into the light rail system so that people can use a bike for the last (or first) leg of the journey.

The combination of the LUCE’s strategic land use vision for active and abundant destinations, a density of bikeway options, and programs that encourage cycling will make the bike an attractive transportation option. Bicycling will be so engrained in the way Santa Monicans live their lives that deciding to ride a bike will be unconscious and natural.

## BICYCLING BENEFITS SANTA MONICANS

The Santa Monica Bike Action Plan recognizes the fundamental role that bicycles play in our city as a fitness and recreation tool, and as a means to shop, commute to work and move about the city. The Bike Action Plan promotes bicycling as a legitimate and sustainable alternative to driving, and supports the development of a comprehensive and connected network of bike facilities that are enhanced through an ambitious set of programs designed to encourage bicycling in our community. The myriad benefits of bicycling will help shape Santa Monica’s identity and character. More than anything else, the benefits of bicycling directly tie into Santa Monicans’ deeply held and unique community values.

### Bicycling Contributes to Neighborhood Quality of Life

Neighborhood streets serve as the primary public space in which neighbors interact and socialize, and are the “living rooms” of our city. Street design that makes bicycling fun and easy succeeds in strengthening connections between people, moderating vehicle speeds, and linking residents to the places outside their neighborhoods that serve their daily needs. Street improvements can also offer neighborhood sustainability features that increase mature tree canopy and parkway



*Bicycling brings families together and fosters social cohesion.*

landscaping, infiltrate water, promote carbon exchange, and provide shade.

### Bicycling Improves Mobility

Bicycles are the most space efficient and flexible vehicles on the road. Bicyclists are able to bypass congested roadways, and enjoy free flow along all city streets even during peak periods of the day. Instead of being stuck in traffic, cyclists arrive on time to their destinations and often enjoy parking closer to their final destinations. At the same time, each cycling trip represents one fewer vehicle trip and helps to minimize congestion and the emissions associated with traveling and idling.

## THE BICYCLE IS PERFECT FOR SANTA MONICA

Santa Monica's bicycle riders are as varied and diverse as the bicycles they ride, and so are their reasons for bicycling. Yet most of Santa Monica's cyclists enjoy the city's main biking assets and ideal conditions for bicycling year-round:

- ▶ **Weather.** Santa Monica may well have the most perfect weather in the world for cycling. It's never too cold. It's rarely too hot. Rain is confined to a brief, predictable season, and there is never ice or snow.
- ▶ **Topography.** Santa Monica does have the steep palisades west of downtown, but most of the city's topography is gentle – and the steeper places can usually be avoided by choosing an alternate route. Happily, the prevailing westerly breezes push uphill.
- ▶ **Most Santa Monicans already own a bike and want to ride more.** According to the 2010 Citywide survey, 62 percent of residents interviewed own bikes—a quarter of which ride at least a few times per week. Another 30 percent ride their bicycle a few times per month.

- ▶ **Most vehicle trips are short.** Approximately 80 percent of vehicle trips in Santa Monica are less than 2 miles, making it easy to imagine a big shift toward cycling if riding was made to feel safer, more pleasant, and more convenient.
- ▶ **Changing demographics.** Santa Monica is getting both older and younger. As its older residents become less comfortable driving a car, bicycles and even tricycles can help them maintain their independence. As its employers attract young, creative talent, they are finding their employees are demanding to be able to ride their bikes.
- ▶ **Complete, connected streets.** Santa Monica enjoys a highly connected grid of streets, most of which can be made bike-friendly, through a range of improvements described in the plan toolbox.
- ▶ **Complete retail.** Santa Monica's strong downtown and neighborhood commercial districts offer a rich array of service and all the needs of daily life. The whole city is within a ten minute ride of downtown, and most residents are just a few minutes' ride to their local neighborhood center.
- ▶ **Supportive politics.** The City enjoys a high level of public involvement, a well organized business community and forward-thinking leadership, all of which makes it possible to organize sustainable change.



*Bicycling is space-conscious and ideal for the many short trips made in the city.*

Monica's geography for thousands of guests, and unlock new retail opportunities for small businesses, hotels, and cultural centers. Readily available literature and wayfinding showcasing the city's inter-connected network of bikeways allows visitors to move about the city with ease and confidence.

In addition to tourism, increasing bicycle access to local commercial districts encourages residents to shop locally and support local businesses and services. This can be encouraged through the Buy Local campaign and partnerships with local Santa Monica businesses. An environment supportive of bicycling is also important to the expanding creative industry in Santa Monica, and a class of professionals that share the community's values for creativity, sustainability, and livability.

## Bicycling Supports a Sustainable Local Economy

Approximately 36% of Santa Monica's visitors come from overseas, and many arrive without a car. Only 7% of overnight visitors use a car while visiting Santa Monica.<sup>2</sup> While many

visitors already enjoy the Marvin Braude Beach Bike Trail, extending bicycle trails, paths and facilities expands the reach of Santa Monica's unique car-free visitor economy so visitors can see—and spend their money in—more of the city. Bike share programs that allow for pick-up and drop-off of bicycles at numerous locations around the city could further expand Santa

<sup>2</sup> 2009 Santa Monica Tourism Economic & Fiscal Impacts and Visitor Profile. Santa Monica Convention & Visitors Bureau.



### **Bicycling Increases Connections to Expo Light Rail Stations and the Regional Walking & Bicycle Path**

Expo Light Rail, arriving in 2015, will provide Santa Monicans with reliable and frequent regional transit service to the Westside and Downtown Los Angeles, and includes creation of a parallel regional walking/bicycling path. Increased bicycle connections to the stations expand the number of Santa Monicans who can access these improvements easily. Much of Santa Monica is within a 10-minute walk of the stations, but all of Santa Monica is within a 10-minute bicycle ride. Bicycle access to Expo is essential, as are strong and legible bicycle connections throughout the areas surrounding the stations.

### **Bicycling Makes Santa Monica more Resilient to Fluctuations in Fuel Prices**

The bicycle is nonpolluting and entirely human-powered. Its manufacture and maintenance use few non-renewable resources—rubber tires and chain oil can be made from renewable sources, and metal frames can be entirely recycled. Bicyclists are generally most comfortable on smoothly paved roads, but even pavement is not necessary for them to be enjoyed. The bicycle is so energy efficient, in fact, that it is superior even to walking and far superior to transit. From the standpoint of ecological sustainability, the bike is perhaps

the greenest transport technology ever invented. By investing in bicycle programs and infrastructure, Santa Monica can make itself significantly more resilient to an economy in which energy is more expensive. It is also an economical way to reduce smog-inducing air pollutants and greenhouse gases. Bicycling can help keep Santa Monica's economy strong in an uncertain future.

### **Bicycling Promotes Active Living and Healthy Communities**

Bicycling is both fun and good for your health. Santa Monicans have embraced bicycling as

a popular recreational and fitness tool—as well as a means to get around—and have leveraged the year-round good weather and limited changes in elevation to incorporate bicycling into the daily routine. The positive benefits bicycling has on community health are substantial. Bicycling is a low-impact, fun activity appropriate for riders of almost all ages and abilities. Indeed, cycling is one of the easiest ways to exercise. Bicycling is a beneficial cardiovascular exercise that reduces stress and builds strength, and builds resistance to common health risks like diabetes and heart conditions.



*San Vicente is Santa Monica's most popular active recreation corridor.*

## SANTA MONICA DESERVES A COMPLETE BICYCLE NETWORK

Santa Monica needs a bicycle network that connects desirable destinations, closes gaps, and provides facilities for all users. It is imperative for all streets to at least anticipate the occasional use by cyclists, if only for a short stretch. Similarly, dedicated bicycle facilities that link together other routes are invaluable in creating a comprehensive bikeway network. A complete bicycle network for Santa Monica should be:

- ▶ **Cohesive**, making connections throughout the community, including all major destinations
- ▶ **Direct**, without unnecessary circuitousness
- ▶ **Understandable**, with clear destination-oriented signage for cyclists
- ▶ **Integrated**, with streets, parking, buildings and transit facilities
- ▶ **Enforced**, so that bikeways are free of parked cars and debris
- ▶ **Clear**, so that both motorists and cyclists know whether they have shared or separate spaces
- ▶ **Safe**, providing varying levels of separation from moving/parked vehicles for cyclists/ pedestrians
- ▶ **Secure**, no isolated, unlit or inaccessible areas
- ▶ **Gap-free**, continuous interconnection of routing including connections with adjacent cities
- ▶ **Conflict-free**, with particular care toward intersections, ensuring that cyclists can safely cross boulevards and other major streets (a bicycle network is only as good as its weakest link) and clearly communicating protocols
- ▶ **Extensive**, city-wide coverage within ¼-mile reach of any point in the city
- ▶ **Beautifying**, adds aesthetic component to Santa Monica's neighborhoods
- ▶ **Appropriate**, design adapted to the unique needs of Santa Monica's cycling community

## Bicycling Extends Household Income

Aside from walking, the bicycle is the most cost-effective transportation option available, allowing cyclists almost unlimited personal mobility at negligible cost. Reduced transportation costs free up income for other household needs including education and leisure. Households that can eliminate a car can afford more housing—every eliminated car is the equivalent of an additional \$100,000 in a 30-year mortgage.<sup>3</sup> Bicycling is an affordable housing strategy that can enable more Santa Monica employees to afford to live locally.

<sup>3</sup> American Automobile Association Exchange (2011). Your Driving Costs.

## Bicycling Expands Personal Mobility

For children too young to drive and seniors for whom driving is difficult, the bicycle can greatly expand personal mobility. If safe bikeways are provided, children can explore and navigate more of their neighborhoods independently, without the need for adults to chauffeur them to activities and school. By allowing children to get around on their own, not only do children learn important social skills, but traffic congestion can be reduced by as much as 25 percent at key intersections near schools.<sup>4</sup> For seniors, bicycling can be a liberating opportunity. As seniors' reaction time

<sup>4</sup> Transportation Authority of Marin (2006). Safe Routes to School, Evaluations and Recommendations 2005-2006.

## Children are more likely to bike or walk to school when there are recreational facilities and bike paths nearby.<sup>5</sup>

and vision decline, and as their joints make high-impact activity—even walking—painful, the bicycle can extend their independence for many years and significantly improve their cardiovascular health. Seniors may need protected bikeways to feel confident riding. They may also want to use adult tricycles to reduce the risk of falls and broken bones.

<sup>5</sup> Ziviani, P., et al. (2009). "Environmental correlates of children's active transportation: a systematic literature review," *Health & Place*, 15, 827-40.



*The community gathered in December 2010 to provide input for the Plan.*

## A HISTORY OF THE PROCESS...

Bicycling emerged as a critical issue during the extensive public process of the LUCE, during which the key goals and policies guiding this plan were developed and are included on page 1-13. Many people spoke out about the need to improve access, reduce impacts of auto congestion and relieve neighborhood streets from the pressure of cars. In response, the City developed the No Net New Vehicle Trips target, and embraced the complete streets goal that creates a multi-function street network that encourages walking, bicycling and transit in balance with vehicles.

The first dedicated Bike Action Plan workshop was held on December 13, 2010 and included numerous stations that allowed people to

discuss the major components of the Bike Action Plan like encouragement and education programs, bicycle parking and bicycle facilities improvements. Following the workshop, the City released a Bicycle Plan survey to widen outreach and solicit detailed input. The survey included questions on which streets should be prioritized for bicycle travel, and which programs should be the focus of City investment. In the Spring of 2011, the Planning Commission reviewed the detailed bikeway projects that were emerging from the public outreach, and provided direction for further refinements.

Another public workshop was held on May 16, 2011 including several stations to provide information and capture input on proposed

## WHAT THE COMMUNITY SAID WAS IMPORTANT

Bicycling emerged as a key issue during the extensive public process that produced the Land Use and Circulation Element (LUCE). During dozens of community meetings, including Board and Commission discussions, focused bicycle workshops, and a dedicated survey, people expressed a vision for bicycling that includes:

- ▶ **A Connected Bicycle Network** – reaching major destinations including commercial districts, schools, the beach, and transit.
- ▶ **Supportive Programs** – encouraging new riders, educating new and existing riders, and providing information.
- ▶ **Recreational and Fun Events** – celebrating bicycling as a part of social life and stimulating new ridership.
- ▶ **On-going Communication** – creating an on-going dialogue with the Santa Monica community and beyond.
- ▶ **Raising Awareness** – ensuring that all road users understand how to work together.
- ▶ **Complete Facilities** – providing bike racks, showers, maintenance and other facilities to support the complete trip.
- ▶ **Streets for All** – balancing the mix of roadway users to accommodate bicycles in concert with vehicles, pedestrians and transit.

corridor improvements, monitoring strategies, and program ideas. This workshop included a detailed round table activity to prioritize future projects and programs.

Outreach has been on-going throughout the Plan development, with dozens of meetings and discussions with City boards and commissions including the Planning Commission, Recreation and Parks Commission, Task Force on the Environment, Commission for the Senior Community, and other subcommittees focused on bicycle and pedestrian issues. In addition staff has participated in meetings with local advocacy groups and reached out to local stakeholders in an on-going dialogue. All the comments from these meetings, workshops, surveys and discussions were taken into consideration in developing the Bike Action Plan.



*The City is committed to installing more bike parking in commercial districts like downtown.*

## BIKE ACTION PLAN GOALS AND POLICIES

The Bicycle section (Chapter 4) of the LUCE contains overarching goals and policies for bicycles. The LUCE's goals and policies that form the basis for recommended actions in the Bike Action Plan are:

**Goal T9: Create a complete network of high-quality bicycle facilities including a minimum of one new north-south and one new east-west dedicated bicycle path, with the aim of increasing the number of people who use bicycles for everyday transportation.**

### Policies:

T9.1 Simultaneously pursue design investments, and education, encouragement and enforcement programs to improve bicycling.

T9.2 Pursue completion of the Citywide bicycle network.

T9.3 Implement standards for pavement design; stripe roadways and intersections so that all streets are bicycle-friendly.

T9.4 Consider replacing stop signs on bikeways with other design features that encourage safe auto speeds and clarify intersection right-of-way among users.

T9.5 Continue to support physical and policy-related changes to encourage access to regional and local transit via bicycle.

T9.6 Continue to advocate for and cooperate with regional partners to create a complete and comprehensive network connecting Santa Monica to other destinations.

T9.7 Partner with the Santa Monica-Malibu Unified School District (SMMUSD) and Santa

Monica College to promote cycling and bicycle access.

T9.8 Develop all planning processes, such as neighborhood and specific plans, to identify areas where better bicycle connections can be implemented and increased bicycle parking can be provided.

T9.9 Require large property development (defined as greater than one typical City block) to provide through access for bicyclists and pedestrians.

**Goal T10: Ensure that the bicycle network is attractive to cyclists of all ages and experience levels.**

### Policies:

T10.1 Enhance and beautify existing trails, tunnels, bridges and paths for bicycling.

T10.2 Encourage major employers to provide covered and secure bicycle parking and shower and locker facilities for their bicycle commuters, or to assist in funding bicycle transit centers in nearby locations.

T10.3 Strive to expand the bicycle valet program to all major community and commercial events.

T10.4 Coordinate with the SMMUSD to identify safe bicycling routes to each of its schools.

**Goal T11: Create a safe, comfortable cycling environment in the City through facility design and public education.**

### Policies:

T11.1 Provide information on safe bicycling and bicycle route selection.

T11.2 Strive to increase bicycle commuting through information that identifies personalized routes.

