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August 3, 2011

Los Angeles City Council  
c/o City Clerk's Office  
Attn: Transportation Committee  
Room 395, City Hall  
Los Angeles, CA 90012

Dear Honorable Members:

### **BICYCLE PLAN IMPLEMENTATION TEAM QUARTERLY REPORT**

The Bicycle Plan Implementation Team (BPIT) was created as Program 3.2.2 A of the City of Los Angeles 2010 Bicycle Plan (Plan) to oversee the implementation of on-street bicycle facility projects and corresponding outreach, education, encouragement, and evaluation programs. Its main goals are to create a forum for a consensus approach to implement the Plan, improve communication between City Departments and the public, facilitate the coordination of outreach efforts for bicycle facility projects, and to leverage the strength of the cycling community to provide early outreach to Neighborhood Councils, business owners and residents within proximity of bikeway projects. While the BPIT is intended to meet on a quarterly basis, the BPIT has met monthly during this first quarter since February 2011 in order for staff to receive immediate implementation support and oversight from the cycling community on the programs of the Plan.

This first quarterly report provides a summary of the BPIT's activities from February to July 2011. Key milestones include the creation of the On-Street Bicycle Facility Development and Installation Flowchart, review and input from the BPIT on the preliminary engineering details of the Five-Year Implementation Strategy, and the beginnings of a discussion on the implementation of outreach, education, encouragement, and evaluation programs.

#### *Participation*

In addition to staff from the Department of City Planning (DCP) and the Department of Transportation (DOT), the BPIT has had regular attendance at its monthly meetings from a diverse segment of bicycle advocacy groups including the Los Angeles Bicycle Advisory Committee, community non-profit organizations and various members of the public. Council staff have also participated in the meetings, showing support and guidance on various bicycle facility projects in their districts.

#### *Milestones*

*On-Street Bicycle Facility Development and Installation Flowchart:* In order to provide clarity on the bicycle facility implementation process, City staff, with the input of the BPIT, created the On-Street Bicycle Facility Development and Installation Flow Chart in Attachment A.

*Review of Recently Installed and Designed Bikeway Engineering Projects:* In order to better communicate with the cycling community on the progress of bikeway engineering projects, each BPIT meeting has begun with an update on the progress of on-going bikeway projects, and projects designed and constructed in FY 10/11. During the past fiscal year DOT has implemented nearly 18 miles of bicycle lanes, 2.6 miles of bicycle paths and 8.33 miles of shared lane markings totaling almost 29 miles of bikeways. This is more than triple the mileage installed in the previous year. Attachment B summarizes this implementation progress. Through the collaboration of stakeholders in the cycling community, the public and the City departments, DCP and DOT will carry this momentum forward with the implementation of the Five-Year Implementation Strategy in this fiscal year.

*Input on Five-Year Implementation Strategy:* Five-Year Implementation Strategy (Five-Year Strategy), Program 1.1.2 C of the Plan, calls for the funding and construction of at least 200 miles of on-street bicycle facilities on the Backbone and Neighborhood Networks every five years (roughly 40 miles per year) until the two networks are complete. The first Five-Year Strategy was developed, with community input, using the criteria in Program 3.1.4 A of the Plan, which calls for the prioritization of projects based on their ability to build upon the existing and funded facilities on the Backbone and Neighborhood Networks, service lower income/underserved communities, and close geographic gaps. The first Five-Year Strategy covers fiscal years 2012-2016 and includes a total of 253 miles of bikeways.

Of the 253 miles in the first Five-Year Strategy, almost 50 miles of bicycle lane projects are currently being analyzed. Types of treatments being considered include road diets (which entail reducing the number of vehicle lanes to include bicycle lanes), protected bicycle lanes, and shared lane markings. However, each project comes with its own unique set of conditions and constraints and must be individually evaluated for environmental impacts, publically vetted and designed prior to being installed. During the evaluation and design process, the City, the Bicycle Advisory Committee and other cycling organizations and advocates will undertake extensive community outreach in the neighborhoods surrounding each proposed bicycle facility to gather feedback and address the concerns of the community and its elected representatives.

Each of the potential projects will undergo an evaluation to determine possible environmental impacts the project may have per the California Environmental Quality Act (CEQA). Projects with impacts below the City-designated traffic thresholds will typically move forward to the full design stage. Of the 50 miles of projects currently being analyzed, a single Environmental Impact Report will be prepared for those projects that are determined to have impacts beyond established thresholds.

Over the past six months, DOT staff have conducted preliminary analysis on 14 bicycle lane projects and have received initial feedback from the BPIT on potential cross-section configurations and possible preferred alternatives. The feedback received has informed the next steps in staff's work implementing bicycle facility projects, including working with Council Offices, community outreach, and preparation of the environmental documents. All of the projects analyzed and presented at the BPIT are on the Backbone Bikeway Network. The 14 projects cover 35.4 miles and are located in Council Districts 1, 4, 8, 9, 10, and 14. Projects examined to date include:

Area	Projects
Hollywood to Alhambra	Sunset Blvd/Cesar Chavez Ave (Douglas St to Mission Rd) Huntington Dr (Soto St/Mission Rd to Alhambra City Limits) Mission Rd (Cesar Chavez Ave to Soto St)

Area	Projects
City Center (North and South)	Figueroa St (7 <sup>th</sup> St to Sunset Bl) Venice Blvd (Crenshaw Bl to Main St) Martin Luther King Jr. Bl (Crenshaw Bl to Figueroa St) Spring St (9 <sup>th</sup> St to Cesar Chavez Ave) Main St (16 <sup>th</sup> St to Cesar Chavez Ave) 7 <sup>th</sup> St (Catalina St to Soto St) Vermont St (Venice Bl to Wilshire Bl)
Universal	Cahuenga Bl (Yucca St to Barham Bl (E)/Lankershim Bl (W)) Barham Bl (Cahuenga Bl to Forest Lawn Dr) Lankershim Bl (Cahuenga Bl to Chandler Bl)
Northeast LA	N Figueroa St (San Fernando Rd to Colorado Bl)

DOT will also be conducting preliminary analysis on 7 more projects for the first year of the Five Year Strategy in Council Districts 5, 11, 7 and 12 totaling another 12.4 miles. They include:

Area	Projects
Westside	Ave of the Stars (Santa Monica Bl to Pico Bl) Westwood Bl (Santa Monica Bl to Malcolm Ave) National Pl (Malcolm Ave to Overland Ave) Bundy Dr (San Vicente Bl to Stanwood Dr) Centinela Ave (Stanwood Dr to Culver City Limit) Overland Ave (Venice Bl to National Pl)
Valley	Devonshire St (Haskell Ave to Woodman Ave)

The BPIT members have also been asked to provide initial guidance on prioritizing the implementation of Bicycle Friendly Streets identified in the Five-Year Strategy. Based on the input received, staff will move forward on preliminary design work for the prioritized Bicycle Friendly Streets.

*Input on Other Bicycle Plan Policies and Programs:* In addition to the implementation of on-street bikeway projects, the BPIT has begun discussion on the implementation of programs addressing outreach, education, encouragement, and evaluation. A presentation on DOT's bicycle education program at the primary and middle school levels was provided by Safe Moves at the July BPIT meeting. There has been a great interest in discussing the implementation of education, equity, encouragement and enforcement programs of the Plan. The BPIT will be discussing safety issues as well as other ongoing Bicycle Plan programs at its future meetings.

*Meeting Schedule*

The BPIT will move to meeting quarterly with its next meeting in October 2011. Based on feedback received on previous BPIT meetings from participants, staff determined that a quarterly schedule with longer meetings would allow more time to be devoted to policies and programs on education,

encouragement, and enforcement, rather than focusing solely on engineering programs which have dominated past meetings. Cycling advocates and community groups will have more time in between meetings to meet with their constituents and better represent the needs and points-of-view of those who are unable to attend the BPIT meetings.

*Conclusion*

The BPIT has served as a valuable forum for dialogue among staff, cycling advocates, and the public on the implementation of the 2010 Bicycle Plan. While the BPIT is a work in progress, future meetings will continue to underscore the importance of partnering with the cycling community to receive implementation support and oversight on the programs most important to cyclists in Los Angeles.

If you have questions about this report, please contact me at (213) 978-1271 or michael.logrande@lacity.org, or Claire Bowin of my staff at (213) 978-1213 or claire.bowin@lacity.org.

Sincerely,

A handwritten signature in cursive script that reads "Alan Bellifera".

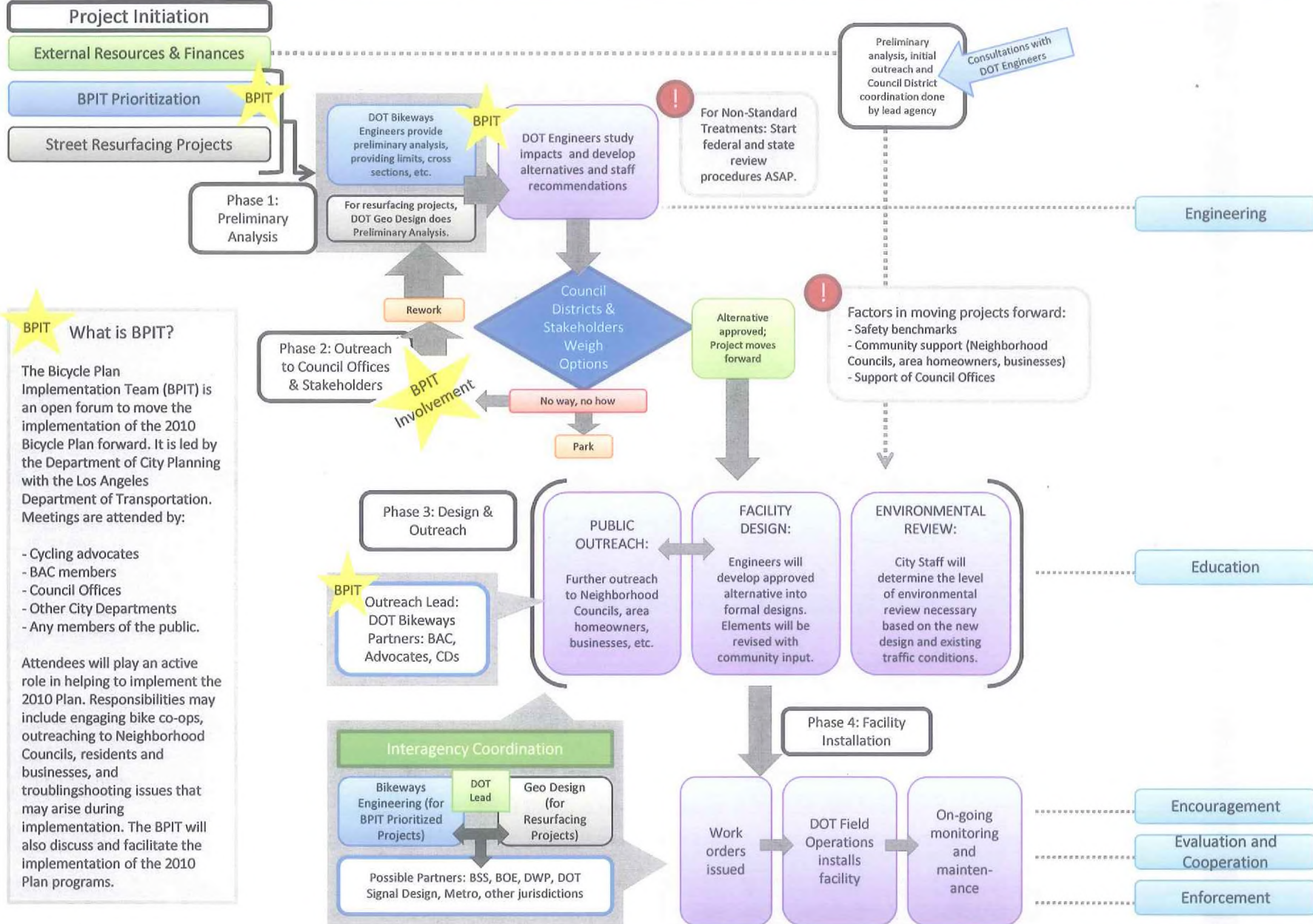
MICHAEL J. LOGRANDE  
Director of Planning

Attachments

- A. On-Street Bicycle Facility Development and Installation Flowchart
- B. Fiscal Year 10-11 Installed Bicycle Facilities

# On-Street Bicycle Facility Development and Installation Flow Chart

2010 Plan Program Interface



**BPIT What is BPIT?**

The Bicycle Plan Implementation Team (BPIT) is an open forum to move the implementation of the 2010 Bicycle Plan forward. It is led by the Department of City Planning with the Los Angeles Department of Transportation. Meetings are attended by:

- Cycling advocates
- BAC members
- Council Offices
- Other City Departments
- Any members of the public.

Attendees will play an active role in helping to implement the 2010 Plan. Responsibilities may include engaging bike co-ops, outreaching to Neighborhood Councils, residents and businesses, and troubleshooting issues that may arise during implementation. The BPIT will also discuss and facilitate the implementation of the 2010 Plan programs.

## Year 0 Installed (FY 2010-11)

Street	Limits	CD	Mileage	Installation Date
<b>BIKE LANES</b>				
Exposition Blvd.	Harcourt Ave. to Vermont Ave.	8 , 10	3.40	6/1/2011
MLK Jr. Blvd.	Rodeo Rd. to Marlon Ave.	8	1.00	5/1/2011
Anaheim St.	Henry Ford Ave. to Long Beach City Limit	15	1.30	7/1/2010
Louise Ave.	Devonshire St. to Lassen St.	12	0.50	11/19/2010
Reseda Blvd.	Parthenia St. to Devonshire St.	12	1.50	9/19/2010
Reseda Blvd.	Valerio St. to Roscoe Blvd.	12	1.10	3/19/2011
Rinaldi St.	Mason Ave. to Tampa Ave.	12	1.29	9/19/2010
San Pedro St.	120th St. to 115th St.	15	0.40	9/19/2010
Wentworth Ave.	Sheldon St. to Wheatland Ave.	2 , 7	0.99	7/1/2010
Wilbur Ave.	Nordhoff St. to Chatsworth St.	12	1.50	11/19/2010
Winnetka Ave.	Gault St. to Nordhoff St.	3 , 12	2.30	7/1/2010
Woodley Ave.	Sherman Wy. to Saticoy St.	6	0.50	10/19/2010
Woodman St	Oxnard St. to Vanowen St.	6	1.00	3/19/2011
York Blvd.	Eagle Rock Blvd. to Ave. 55	14	0.80	11/19/2010
<b>SUBTOTAL (BIKE LANES):</b>			<b>17.58</b>	
<b>BIKE PATHS</b>				
LA River Bike Path Phase 1C	Fletcher Dr. to Barclay St.	1 , 13	2.60	12/6/2010
<b>SUBTOTAL (BIKE PATHS):</b>			<b>2.60</b>	
<b>SHARROWS</b>				
Abbot Kinney Blvd.	Venice Blvd. to Main St. (Venice)	11	0.70	7/1/2010
Adams Blvd.	Vermont Ave. to Chester Pl.	1 , 8	1.12	7/7/2010
Fountain Ave.	Western Ave. to Vermont Ave.	1	1.00	7/14/2010
Reseda Blvd.	Vanowen St. to Valerio St.	3	0.75	7/16/2010
Westholme Ave.	Santa Monica Blvd. to Hilgard Ave.	5	1.26	7/20/2010
4th Street	Cochran ave. to Commonwealth Ave.	4	3.50	7/29/2010
<b>SUBTOTAL (SHARROWS):</b>			<b>8.33</b>	
<b>TOTAL:</b>			<b>28.51</b>	