

2. Goals, Policies and Implementation Actions



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The purpose of the Plan is to guide the development of infrastructure, policies, and programs that improve the bicycling environment in the County of Los Angeles. The Plan focuses on areas under the County's jurisdictional authority; however, it also coordinates with bicycle planning efforts of other agencies. This chapter describes the Goals, Policies, and Implementation Actions (IA) necessary to implement this Plan.

Overarching Goal

“Increased bicycling throughout the County of Los Angeles through the development and implementation of bicycle-friendly policies, programs, and infrastructure.”

Goal 1 - Bikeway System

Expanded, improved, and interconnected system of county bikeways and bikeway support facilities to provide a viable transportation alternative for all levels of bicycling abilities, particularly for trips of less than five miles

Policy 1.1 Construct the bikeways proposed in 2012 County of Los Angeles Bicycle Master Plan over the next 20 years.

Lead Department: County of Los Angeles Department of Public Works (DPW)

Timeframe: Phase I: 2012 to 2017; Phase II: 2017 to 2027; Phase III: 2027 to 2032.

Chapter 5 explains how the projects were grouped into phases and lists the projects in Phase I. Appendix I presents a detailed list of all implementation phases. DPW will coordinate with the community stakeholder group established pursuant to IA 5.1.1, for prioritizing and implementing projects.

IA 1.1.1 Propose and prioritize bikeways that connect to transit stations, commercial centers, schools, libraries, cultural centers, parks and other important activity centers within each unincorporated area and promote bicycling to these destinations.

Lead Department: DPW

Timeframe: Ongoing

IA 1.1.2 Coordinate with adjacent jurisdictions and LACMTA to implement bicycle facilities that promote connectivity.

Lead Department: DPW

Timeframe: Ongoing

DPW will continue to coordinate with other cities and LACMTA to review and comment on bicycling issues of mutual concern. DPW will continue to propose bicycle facilities where appropriate to improve regional connectivity and also support and encourage LACMTA and local jurisdictions to install bicycle facilities within their jurisdiction and/or as part of their large transportation projects.

Goal 1 - Bikeway System (continued)

Expanded, improved, and interconnected system of county bikeways and bikeway support facilities to provide a viable transportation alternative for all levels of bicycling abilities, particularly for trips of less than five miles

IA 1.1.3 Implement bikeways proposed in this Plan when reconstructing or widening existing streets.

Lead Department: DPW

Timeframe: Ongoing

All roadway reconstruction and widening projects shall implement the bikeways proposed in the Plan. Some of the proposed projects may require additional community outreach, and more extensive environmental clearances.

IA 1.1.4 Implement bikeways proposed in this Plan when completing road rehabilitation and preservation projects.

Lead Department: DPW

Timeframe: Ongoing

All roadway rehabilitation and preservation projects should consider implementing the bikeways proposed in the Plan if the proposed bikeway can be incorporated without significantly delaying the project schedule that would necessitate more costly pavement treatments.

Pavement preservation projects are maintenance projects that rely on utilizing timely, appropriate and successive preservation treatments in order to postpone costly rehabilitation and reconstruction projects. These projects generally follow expedited schedules and do not provide the same opportunity for extensive community outreach and/or environmental clearances as other road construction projects.

Timeframe: Ongoing

Policy 1.2 Amend the County Code to encourage additional bikeways and bicycle support facilities.

Lead Department: County of Los Angeles Department of Regional Planning (DRP)

Timeframe: by 2015

Amendments to the County Code may include changes to the roadway cross-sections, using developer fees for bikeway projects, requirements for developers to provide bikeways and bicycle support facilities, and other changes as needed.

Goal 1 - Bikeway System (continued)

Expanded, improved, and interconnected system of county bikeways and bikeway support facilities to provide a viable transportation alternative for all levels of bicycling abilities, particularly for trips of less than five miles

Policy 1.3 Coordinate with developers to provide bicycle facilities that encourage biking and link to key destinations.

Lead Department: DRP, DPW

Timeframe: Ongoing

DPW will continue to encourage developers to voluntarily use alternative roadway cross-sections that can accommodate bikeways and bicycle facilities. Compliance with any changes incorporated into the County Code pursuant to Policy 1.2 will be required.

IA 1.3.1 Require the implementation of bike lanes and bicycle support facilities along key corridors.

Lead Department: DRP, DPW

Timeframe: In 2015, after necessary changes are enacted in the County Code pursuant to Policy 1.2.

As part of the draft County General Plan, there are 11 Transit-Oriented Districts (TODs) being established. TODs are areas that are within a 1/2 mile radius from a major transit stop, with development and design standards, and incentives to facilitate transit-oriented development. Installation of bike lanes and bicycle support facilities within these TODs will be incorporated into the TOD Station Area Plans for each TOD.

IA 1.3.2 Require bicycle parking at key locations, such as employment centers, parks, transit, schools, and shopping centers.

Lead Department: DRP, DPW

Timeframe: By 2015, after a bicycle parking policy is developed (IA 1.6.2) and subsequent changes are enacted in the County Codes pursuant to Policy 1.2.

Policy 1.4 Support the development of bicycle facilities that encourage new riders.

Lead Department: DRP, DPW

Timeframe: Ongoing

IA 1.4.1 Support efforts to develop a Complete Streets policy that accounts for the needs of bicyclists, pedestrians, disabled persons, and public transit users.

Lead Departments: DRP, DPW

Timeframe: initiated within 2 years of adoption of the draft General Plan.

Development of a Complete Streets Ordinance is included as a Phase 1 Implementation Program in the draft County General Plan. The Implementation Program for the General Plan is divided into three phases. Phase 1 indicates the highest priority for implementing the General Plan, and should be initiated within the first two years of adoption of the General Plan.

Goal 1 - Bikeway System (continued)

Expanded, improved, and interconnected system of county bikeways and bikeway support facilities to provide a viable transportation alternative for all levels of bicycling abilities, particularly for trips of less than five miles

IA 1.4.2 Provide landscaping along bikeways where appropriate.

Lead Department: DPW

Timeframe: Ongoing.

IA 1.4.3 Ensure the provision of convenient and secure end of trip facilities at key destinations.

Lead Department: DPW, DRP

Timeframe: By 2015, after a bicycle parking policy is developed (IA 1.6.2) and subsequent changes are enacted in the County Codes pursuant to Policy 1.2.

High quality bicycle parking within the public right-of-way and on private property will be provided, especially in high demand locations, such as near transit hubs, commercial and employment centers, schools and colleges, and other major trip generators. DPW will also consider seeking grant funding to procure bicycle racks, and partnering with local businesses and community members to install bicycle parking throughout the County at no or substantially reduced costs to the local businesses.

IA 1.4.4 Allow the use of and promote new and/or innovative bicycle facility designs and standards on County bicycle facilities.

Lead Department: DPW

Timeframe: Ongoing

California State law requires the State to adopt uniform standards, and for local agencies to conform to those standards. The Design Guidelines in Appendix F provide a range of design options for bicycle treatments. As additional designs and standards are adopted by the State of California, they will be incorporated into the Plan's toolbox of treatments.

Policy 1.5 Complete regular updates of the Bicycle Master Plan to be current with policies and requirements for grant funding and to improve the network.

Lead Department: DRP, DPW

Timeframe: Every five years as per Caltrans BTA requirements

IA 1.5.1 Measure the effectiveness of the Bikeway Plan implementation.

Lead Department: DPW, DRP

Timeframe: Annually (April)

DPW will coordinate with DRP to include details on the progress made toward implementing the goals, policies, and programs of the Bikeway Plan, as part of the General Plan Annual Progress Report. DPW will also develop and maintain a website pursuant to Policy 5.2, to provide more frequent updates on the progress of the Plan implementation.

Goal 1 - Bikeway System (continued)

Expanded, improved, and interconnected system of county bikeways and bikeway support facilities to provide a viable transportation alternative for all levels of bicycling abilities, particularly for trips of less than five miles

Policy 1.6 Develop a bicycle parking policy.

Lead Department: DPW

Timeframe: Establish by 2013

DPW will review best practices guidelines for bicycle parking developed by the Association of Pedestrian and Bicycle Professionals and others to formulate the County Bicycle Parking policy. In general, bicycle parking should be located within fifty feet of building entrances and be clearly visible from the building entrance and its approaches.

IA 1.6.1 Identify where bicycle parking facilities are needed and identify the appropriate type (e.g., inverted U style racks at grocery stores, bike lockers near transit stations).

Lead Department: DPW

Timeframe: Beginning in 2013

IA 1.6.2 Establish bicycle parking design standards and requirements for all bicycle parking on County property and for private development.

Lead Department: DRP, DPW

Timeframe: Establish program by 2013

Goal 2 - Safety

Increased safety of roadways for all users.

Policy 2.1 Implement projects that improve the safety of bicyclists at key locations.

Lead Department: DPW

Timeframe: ongoing – See Appendix I for a detailed list of the projects and their implementation phases

IA 2.1.1 Review bicyclist-related automobile crashes to identify potential problem areas.

Lead Department: DPW

Timeframe: Annually

DPW will monitor bicycle-related collisions in relation to the overall number of bicyclists obtained from the biennial counts pursuant to IA 2.4.2, and from other agencies; and seek a continuous reduction in the collision rates over the next twenty years.

IA 2.1.2 Implement “sharrow” markings on all existing and proposed Class III facilities, as deemed appropriate and in accordance with the most current edition of the Manual on Uniform Traffic Control Devices.

Lead Department: DPW

Timeframe: ongoing

Goal 2 - Safety (continued)

Increased safety of roadways for all users.

- IA 2.1.3 Coordinate with the California Public Utilities Commission to consider impacts and safety mitigation measures when proposed bicycle facilities are adjacent to, near or over any railroad or rail transit right-of-way.**

Lead Department: DPW

Timeframe: Ongoing

- Policy 2.2 Encourage alternative street standards that improve safety such as lane reconfigurations and traffic calming.**

Lead Department: DPW, DRP

Timeframe: Ongoing

- IA 2.2.1 Identify opportunities to remove travel lanes from roads where there is excess capacity in order to provide bicycle facilities.**

Lead Department: DPW

Timeframe: Facilities proposed in this Plan that required travel lane reductions will be implemented per the Phasing Plan in Appendix I. Other potential facilities that are identified will be considered for inclusion in future Bikeway Plan updates performed pursuant to Policy 1.5.

- IA 2.2.2 Implement the bicycle boulevards proposed by this Plan.**

Lead Department: DPW

Timeframe: By 2027.

- IA 2.2.3 Investigate the use of reflective striping alternatives on Class I bike paths that would address concerns with slippery conditions that generally result from traditional reflective striping.**

Lead Department: DPW

Timeframe: By 2014

- Policy 2.3 Support traffic enforcement activities that increase bicyclists' safety.**

Lead Department: DPW

Timeframe: Ongoing

Support increased enforcement of unsafe bicyclist and motorist behaviors and laws that reduce bicycle/motor vehicle collisions and conflicts, and bike lane obstruction.

- IA 2.3.1 Encourage enforcement of traffic laws including citing bicyclists, pedestrians and motor vehicle operators consistently for violations to enhance bicyclist and pedestrian safety.**

Lead Department: DPW¹¹

Timeframe: Ongoing

¹¹ County will encourage enforcement activities; however, CHP is responsible for traffic enforcement on unincorporated county roadways.

Goal 2 - Safety (continued)***Increased safety of roadways for all users.*****IA 2.3.2 Encourage targeted enforcement activities in areas with high bicycle and pedestrian volumes.**Lead Department: DPW¹¹

Timeframe: Ongoing

IA 2.3.3 Encourage enforcement agencies to conduct traffic enforcement on Class I BikewaysLead Department: DPW¹²

Timeframe: Ongoing

Policy 2.4 Evaluate impacts on bicyclists when designing new or reconfiguring streets.

Lead Department: DPW

Timeframe: Ongoing

IA 2.4.1 Encourage the development and approval of traffic study criteria that better accounts for bicyclists and pedestrians.

Lead Department: DPW

Timeframe: Ongoing

IA 2.4.2 Conduct biennial counts of bicyclists on key bikeways to gauge the effectiveness of the County's bicycle facilities in increasing bicycle activity.

Lead Department: DPW

Timeframe: Every other year beginning in 2012.

DPW will identify a minimum of 20 locations to conduct counts of bicyclists. The selection of locations to conduct these counts will consider those areas with a high number of bicycle-related automobile collisions and will be selected in consultation with the community stakeholder group established pursuant to IA 5.1.1. Expansion of the number of locations to conduct counts of bicyclists is contingent on the availability of funds.

IA 2.4.3 Use alternative Level of Service (LOS) standards that account for bicycles and pedestrians.

Lead Department: DPW

Timeframe: Beginning in 2012

Policy 2.5 Improve and enhance the County's Suggested Routes to School program.

Lead Department: DPW

Timeframe: Ongoing

IA 2.5.1 Implement improvements that encourage safe bicycle travel to and from school.

Lead Department: Los Angeles County Office of Education (LACOE), DPW

Timeframe: Ongoing

¹² County will encourage enforcement activities; however, enforcement is the responsibility of the local law enforcement agency for which the Class I bikeway is located in

Goal 2 - Safety (continued)

Increased safety of roadways for all users.

IA 2.5.2 Develop incentive programs for students who participate in the Suggested Routes to School Program.

Lead Department: DPW, LACOE

Timeframe: Ongoing

Policy 2.6 Support development of a Healthy Design Ordinance.

Lead Department: County of Los Angeles Department of Public Health (DPH), DRP

Timeframe: Adoption of ordinance by summer of 2012

Healthy Design has been defined as features of the built environment that promote physical activity in the form of walking, bicycling, and exercise.

Policy 2.7 Support the use of the Model Design Manual for Living Streets and Design as a reference for DPW.

Lead Department: DPW

Timeframe: Ongoing

The Model Design Manual for Living Streets focuses on all users and all modes, seeking to achieve balanced street design that accommodates cars, while ensuring that pedestrians, cyclists and transit users can travel safely and comfortably. This manual also incorporates features to make streets lively, beautiful, economically vibrant as well as environmentally sustainable.

Goal 3 - Education

Develop education programs that promote safe bicycling

Policy 3.1 Provide bicycle education for all road users, children and adults

Lead Department: DPW, DPH

Timeframe: 2012-2032

DPW and DPH will continue to seek funding for non-infrastructure projects to provide safety education for bicyclists of all of age groups and skill levels. DPW will continue to encourage partnership programs with County agencies such as DPH and/or non-County agencies to provide safety education that benefits the residents in unincorporated County areas.

IA 3.1.1 Offer bicycle skills, bicycle safety classes, and bicycle repair workshops.

Lead Department: DPH, LACOE, and DPW

Timeframe: 2012-2032

DPW will dedicate staff time, work with community advocates and/or solicit volunteer support to set up bicycle repair seminars at major community events in unincorporated County areas, or for bike rides along County maintained Class I bike paths.

IA 3.1.2 Develop communication materials aimed to improve safety for bicyclists and motorists.

Lead Department: DPW

Timeframe: 2012-2032

Policy 3.2 Create safety education campaigns aimed at bicyclists and motorists (e.g., public service announcements, brochures, etc.).

Lead Department: DPW

Timeframe: 2012-2032

DPW will regularly distribute brochures with safety instructions and updated suggested route to school maps tailored for local elementary schools in unincorporated County areas to encourage cycling. DPW will continue to seek grant funding to expand the safety education campaigns to target all age groups.

Policy 3.3 Train county staff working on street design, construction, and maintenance projects to consider the safety of bicyclists in their work.

IA 3.3.1 Educate all key personnel on the needs of bicyclists.

Lead Department: DPW, DRP

Timeframe: Ongoing

Provide bicycle education to County staff involved in decisions regarding transportation facilities. This would include, but would not be limited to, traffic engineers, planners, civil engineers, landscape architects, field inspectors and street maintenance personnel.

Goal 3 - Education (continued)

Develop education programs that promote safe bicycling

IA 3.3.2 Educate maintenance personnel on the importance of bicycling related maintenance.

Lead Department: DPW

Timeframe: Ongoing

IA 3.3.3 Explore development of an education program to educate County employees who use a County vehicle on how to safely share the road with bicycles

Lead Department: County of Los Angeles Department of Human Resources (DHR)

Timeframe: 2015

Policy 3.4 Support training for the California Highway Patrol (CHP).

IA 3.4.1 Work with the CHP to provide training regarding bicyclists' rights and responsibilities pursuant to the California Vehicle Code and the County Code.

Lead Department: DPW

Timeframe: 2012-2032

Goal 4 - Encouragement Programs

County residents that are encouraged to walk or ride a bike for transportation and recreation.

Policy 4.1 Support organized rides or cycling events, including those that may include periodic street closures in the unincorporated areas.

Lead Department: DPW

Timeframe: Ongoing

DPW will work with other County agencies such as the Department of Parks and Recreation as well as non-County agencies to support bicycle rides along County roadways as well as the County maintained Class I bike paths.

Policy 4.2 Encourage non-automobile commuting.

IA 4.2.1 Promote Bike to Work Day/Bike to Work Month among County employees.

Lead Department: County of Los Angeles Chief Executive Office (CEO), DHR

Timeframe: Annually (May)

IA 4.2.2 Investigate options for incentivizing County employees to use bicycles and other non-auto modes of transportation to commute to work.

Lead Department: CEO, DHR

Timeframe: By 2015

IA 4.2.3 Expand the County fleet to include alternate modes of transportation, e.g. bicycles.

Lead Department: ISD, DPW

Timeframe: By 2015

Goal 4 - Encouragement Programs (continued)

County residents that are encouraged to walk or ride a bike for transportation and recreation.

IA 4.2.4 Participate in a working group with LACMTA, the Southern California Association of Governments (SCAG), local agencies and advocacy groups, and private industry/entrepreneurs to develop a regionally consistent bicycle sharing program in Los Angeles County.

Lead Department: DPW

Timeframe: Beginning in 2012

LACMTA will develop a working group comprised of all interested local agencies and groups in the region who will work with private partners/entrepreneurs to develop a regionally consistent bicycle sharing program for Los Angeles County. The County will be a participating member in this working group.

Policy 4.3 Develop maps and wayfinding signage and striping to assist navigating the regional bikeways.

Lead Department: DPW

Timeframe: Enhancing the County's bicycle network with additional wayfinding signage and striping is ongoing. Development of Maps will start in 2012.

The maps will be made available on the County Bikeway website to be developed pursuant to Policy 5.2 and upon request.

Goal 5 - Community Support

Community supported bicycle network.

Policy 5.1 Support Community Involvement.

IA 5.1.1 Establish a community stakeholder group to assist with the implementation of the Bicycle Master Plan.

Lead Department: DPW

Timeframe: Beginning in 2012

The community stakeholder group will oversee the implementation of this Plan and will provide input on bicycle issues in the County. Input from the group can include selection of projects for available grant opportunities. Section 4.4.2 provides additional details related to the roles and selection of members of this group.

IA 5.1.2 Encourage citizen participation and stakeholder input in the planning and implementation of bikeways and other bicycle related improvements by holding public meetings and workshops to solicit community input.

Lead Department: DPW

Timeframe: Ongoing

Policy 5.2 Create an online presence to improve visibility of bicycling issues in unincorporated Los Angeles County.

Lead Department: DPW

Timeframe: By 2012

IA 5.2.1 Provide updates to the community about planned projects.

Lead Department: DPW

Timeframe: By 2012

IA 5.2.2 Provide closure updates to the community about County-maintained regional bikeways.

Lead Department: DPW

Timeframe: By 2012

IA 5.2.3 Provide information on bicycle safety and wayfinding resources

Lead Department: DPW

Timeframe: By 2012

Policy: 5.3 Maintain efforts to gauge community interest and needs on bicycle-related issues.

Lead Department: DPW

Timeframe: Ongoing

IA 5.3.1 Conduct periodic online surveys to gauge interest in bicycling and related issues throughout the county.

Lead Department: DPW

Timeframe: Approximately every two years

Goal 6 - Funding

Funded Bikeway Plan.

Policy 6.1 Identify and secure funding to implement this Bicycle Master Plan.

IA 6.1.1 Support innovative funding mechanisms to implement this Bicycle Master Plan.

Lead Department: DPW

Timeframe: Ongoing

DPW will continue to leverage funding for bikeways and bicycle support facilities through its road construction and bikeway programs. The County is committed to a balanced approach in assigning our available Road, Prop C Local Return, Measure R Local Return, and Article 3 Bikeway funds to address the County's streets and roads, bikeways, and pedestrian improvement and maintenance priorities commensurate with their needs and funding eligibility. DPW will also consider other innovative funding mechanisms, such as public-private partnerships, to implement this Plan.

IA 6.1.2 Support new funding opportunities for bicycle facilities that are proposed at the Federal, State, and Local level that impact the county.

Lead Department: DPW

Timeframe: Ongoing

IA 6.1.3 Identify and apply for grant funding that support the development of bicycle facilities and programs.

Lead Department: DPW

Timeframe: Ongoing

Chapter 5 outlines known grant opportunities for which DPW intends to apply for funds.

IA 6.1.4 Establish construction of bikeways as a potential mitigation measure for project-related vehicle trips.

Lead Department: DPW

Timeframe: In 2015, after necessary changes are enacted in the County Code pursuant to Policy 1.2.

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