

Los Angeles County Bicycle Master Plan -

Reviewer:	
Agency/Steering Committee:	All Public Comments From 3-1-2011 to 6-3-2011

FILLED OUT BY REVIEWER					FILLED OUT BY RESPONDER
No.	Page No./ Section	Reviewer	Reviewer Comment No.	Comments	Response
1	General Comments	Adam Kliszewski	1	AS a decades long bicycle commuter I enthusiastically support all efforts to make our streets safer for pedallers. Many people would like to leave their car at home for short trips, but are afraid of traffic. Physical separation modeled after Scandinavia would be great. I applaud LAPD's tolerance of bikes on sidewalks, when these are not used by pedestrians.	Physical seperation of on-road bikeways added to the Plan in Chapter 2 and Appendix F.
2	Be added to Distribution List	ADRIANA DE SANTIAGO	1	THIS IS A GREAT PLAN I AM CURRENTLY A STUDENT AT CSULA AND I RIDE MY BICYCLE TO SCHOOL. AT SOME INSTANCES CARS DO NOT RESPECT THE BIKER AND IT BECOMES EXTREMELY UNSAFE. I WOULD APPRECIATE A BIKE ROUTE IN THIS AREA. FOR THE SAKE OF BIKERS SAFETY, AND FOR THE PLANET. MY AREA IS IN CITY TERRACE LOS ANGELES CA 90063.. THIS WOULD MAKE MY TRAVELS THRU BIKE MORE ENJOYABLE.	Bike lanes have been added to the Plan in this area
3	General Comments	Alex Braunstein	1	In idea, the plan is good. However, there are a few major flaws with it that need to be worked out. The biggest flaw is the simple fact that it doesn't seem to be very safe. With class two and three bike paths, there seems to be very little protection against cars, making it only a very slight upgrade from just biking on a road. The white stripes currently planned to be used are not enough. there should be something greater, like in Long Beach a and London, where there the entire bike lane is painted a color, like blue or green. This makes a significantly bigger visual impact on a car-diver, which will lessen the chances that the lane is driven in to. There is one lane is particular that should be turned into a class one bike path. PCH is a notoriously deadly road, and should be as safe as possible. Bikers are quite often killed on it, and as it is planned it is simply not enough. I know I would not feel safe biking on it using the plan now. On a slightly separate note, I think the streets are way to wide. Who does this city belong to? The cars, or the people? This plan has the city belonging to the cars. Make it belong to the people. Lastly, London is implementing an innovative new feature on their bike path plan. Every mile, they have a map of popular destinations in the area. You should implement something similar, as it encourages pedestrian activity.	Innovative treatments such as colored bike lanes and cycle tracks have been added to the design toolbox in the Plan. PCH is a State Highway and the bike route along is not within the County's jurisdiction. The Plan includes encouragement programs, such as the distribution of bicycling maps that help bicyclists in wayfinding around the County.
4	General Comments	Alvaro Najera	1	Hello my name is Alvaro Najera. I'm president of the Biking Vikings at Mountain View High School. We are right next to the San Gaberiel Valley Trail. I believe this is a great idea! for more information contact our website bikingvikings.weebly.com	
5	General Comments	anglina	1	excellent plan is generated for the people of los angles... they would be benefited... http://www.albertam.com	
6	Bike Facilities (e.g. Bike parking)	aqoPTpuZDoE CIQFFsut	1	VQBD9I wxxxwhgygaow, [url= http://vutbhlzdxvch.com/][vutbhlzdxvch[/url], [link= http://tluixnozghun.com/][link], http://hipsfdkhenmd.com/	
7	Bike Facilities (e.g. Bike parking)	Armando Moreno Jr	1	Yes I am for more bike lanes the proposed from east la to Santa Monica would be a great asset to our community, please consider other bike lane options as well, thank you for your time.	
8	General Comments	Bob Gregorich	1	Hi! It is so good to see more bike paths are planned and implemented! A tremendous vision and legacy! Try to put aside dedicated bike paths for bikes only. Car drivers sometimes do not share the road well with bikes. Please keep up the excellent work!	
9	Facilities	Carlos	1	It would be great if a bike lane was made from Maywood to Calstatela. It would make students commutes more variable and accessible.	Several bikeway facilities are proposed throughout the unincorporated East LA area, which will connect to this location . Planning of on-road bikeway facilities in the Cities of Maywood and Commerce are under the purview of the Cities.

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10	General Comments	Casey Roth	1	I live on Coolidge Avenue in Pasadena and it is being proposed to run a bike path down our street. This is a terrifying thought! There is a huge dip at the end of our block and it causes cars to go airborne quite often when they don't see it coming, i.e., don't reduce their speed. The injuries that I see occurring with bicyclists coming downhill and not seeing the dip in time are many. Thanks so much.	This bicycle boulevard has been reevaluated to provide safer bicycle conditions in the Altadena area. The connection between Glen Canyon and Washington Blvd has been moved from Coolidge Avenue to Roosevelt Avenue.
11	General Comments	Charlotte Sannan-Lucero	1	I am puzzled as to how this ties in with the Glendale Master Bike Plan and wondered if you could enlighten me since Glendale does not seem to be mentioned other than the Montrose-LaCrescenta area but I had understood that they were moving ahead with a plan that included North Verdugio Road.	The La Crescenta-Montrose area is the only unincorporated area that borders with Glendale. There are several proposed bikeways in this area, such as the bike lane on Montrose Avenue, that connect to facilities proposed by the City of Glendale.
12	Study Corridors	Chris Newman	1	Thank you for including a Study Corridor in Santa Clarita for getting from Bouquet Canyon to the Metrolink in Canyon Country. A Bike Path/Lane is really needed from Bouquet Canyon to Soledad in Santa Clarita via Plum and White's Canyon Roads. There are about cyclists who take this route daily to get to the other side of the town. It is dangerous as there are speeding cars, no shoulders, and the sidewalks are really skinny. This is a newer area of town, and I can't believe the City and County Planners didn't include a thought on bicycle traffic using this. Unless you add 10 miles to your commute, it is the only way north/south from this part of town. In the future Golden Valley Road will intersect with Plum Canyon and it would be nice if they planned for a bike path or road sharing, and had a safe way for cyclists to use Plum Canyon. Thank you for the great work. Chris	Added to the plan
13	Bike Facilities (e.g. Bike parking)	Christopher Brunelle	1	I commute to LA Union Station 5 days per week. I Live in Whittier, my Train Departs from Norwalk/Santa fe Springs via Metro link train. I asked many time if we could have Bike Lockers, " We will get back to You." Please, help. Thank you, Chris	Bicycle parking in Metro or Metrolink stations are not within the County's jurisdiction.
14	General Comments	Craig	1	Existing bike lanes should be connected to each other with new bike lanes.	One of the Goals of this Bicycle Master Plan is to expand and interconnect the County's bikeway system. This proposed network is extensive and was designed to provide the maximum connectivity allowed under existing conditions.
15	Study Corridors	Dale Stone	1	I am surprised by the lack of routes between Soledad Canyon and Bouquet Canyon Roads. Currently the only somewhat safe route if you live off Bouquet Canyon to get to the MetroLink Stations (Via Princess or Soledad Station) is to ride into Valencia, then back down to Soledad Canyon. I saw on the proposed Santa Clarita map the City is looking at coming up White's Canyon from Soledad (4 lane road), but it stops in the unincorporated area (Where it becomes a curb to curb 6 lanes with narrow sidewalks) just before White's Canyon turns into Plum Canyon. Why doesn't the County remove the 3rd lane in each direction give us a bike lane since we have to share the road with traffic moving at 60+ MPH? This bike lane is needed as traffic is moving at highway speeds, the side walks are narrow, and the grade of the road is at least 10% if not more. There are no routes currently to take you from one side of the valley to the other. Thank you, Dale Stone	Class 2 facility added to Plum Canyon Road. Please see Table 3-25, facility Id #13 in Santa Clarita Planning area.

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16	Bike Facilities (e.g. Bike parking)	Daniel Lopez	1	The green Bike Route sign, D11-1 has been around a long time. Many drivers seem to be jaded to the message the sign is trying to convey. The sign that has a better educational aspect to it is the diamond shaped W11-1 with a caption that reads "Share the Road". These can be seen in Pasadena along Los Robles Ave. between Huntington Dr. and Colorado.	The W-11 sign does not serve the same purpose as the D11-1 sign, which is used to designate a street as a Class III bikeway. It is possible to use these signs in conjunction with the D11-1 signs on a case by case basis.
17	General Comments	Danny Lopez	2	The R-81 sign that reads "Bike Lane" has been around for a long time. It seems like many drivers are jaded to its meaning. Adding the W11-1 sign with a caption that reads "Share the Road" has a much better chance of educating the public.	The intention of this sign is to provide information to bicyclists and drivers that there is a bike lane along the street. With the bike lane drivers are retricted from using the bike lane as a travel. The W11-1 sign does not serve the same serve the same purpose as it is intended to alert drivers that there maybe cyclists that are sharing the car travel lanes.
18	General Comments	Darryl Bustamante	1	It is nice to see the County interested in making cycling more main stream, but first things, first - Maintain the roads and keep them clean! The biggest hazards to cyclists (after cars) are bad roads and debris. What is the point of any bike plan if we must endure pot holes, cracks, nails, screws, glass, etc? Lick these two issues and then we'll talk bike lanes, paths and trails. Maintain the pavement and run a street sweeper once in awhile for Pete's Sake! Last I checked taxpayers were paying for this stuff!	The Plan does recommended street sweeping as a general maintenance activity for the bikeways. The County of Los Angeles Department of Public Works is responsible for maintaining all roadways in unincorporated County areas. Please forward any complaints regarding roadways in unincorporated areas to 800-675-HELP.
19	General Comments	David Reyna	1	I love the fact that Los Angeles county is working towards encouraging the use of bicycles. I bike my way around Los Angeles and always tell people how fast and efficient it is to mobilize yourself throughout Los Angeles, with our train lines and bus lines we don't need to use our automobiles much anymore. People who choose to bicycle choose to be healthier, to improve our air quality, to improve our automobile traffic flow, fight against the greedy oil companies, and promote a greener, better tomorrow. I support just as long as the county officers on bikes don't start citing just to reach a quota.	
20	Facilities	Diane Marcussen	1	I am against the use of Coolidge Ave as part of the bike plan proposal in Altadena for the following reasons . 1) dangerous street crossing at NY Drive may require a controlled intersection but there is a light 2 blocks east at Altadena Drive. Speed limit on NY Drive coming from the east until Altadena Dr is 50 mph so cars can be coming quickly. Speed above which CHP actually tickets is 44 mph I believe so speed is fairly high and makes it difficult to cross safely. 2) Coolidge south of NY Drive has extreme drainage dips that are dangerous for crossing. Today, cars bottom out and/or become airborne all the time. This is a N/S street that is on a hill and harder to control speed going south. 3) Entrance on to Washington from Coolidge (even for a right hand turn) is difficult, at best, for cars let along bikers. There are usually cars parked on Washington that block the view of oncoming cars. All of these items can be avoided if the bike route goes on Glen Canyon all the way to Altadena Drive then south on altadena NY Drive where there is a traffic signal and on to Washington where there is also a traffic signal.	The facility on Coolidge Ave has been removed. A new proposed route was added along Roosevelt Avenue. In addition, the facility on Glen Canyon extended to Altadena drive were a new Class II bike lane facility is proposed.

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21	General Comments	Donna Chazanov	1	YES, build a dedicated bicycle path from the west to the east and people will use it. I am a 57 year old who is trying not to get killed riding my bicycle 5 miles to work straight down Olympic which is supposedly a "BIKE ROUTE"??? That is what the signs say. There ARE thousands of us waiting for the politicians to make our streets safe. The car culture era is ending. People want safe alternatives, to be healthy, to move away from being dependent on oil producing countries, to live greener. Please make this happen sooner, not ten years down the road.	Outside of jurisdiction - this is are is within the City of LA.
22	Goals	Duncan Sinclair	1	Please give a top priority to extending the LA River bike path ALL the way through San Fernando Valley. This will give cyclists a safe and fast way to cross the Valley without having to deal with traffic, AND it will connect us to the rest of Los Angeles, a connection which is sadly lacking at the moment. Thank you.	The Cities of Los Angeles and Glendale are spearheading efforts to construct bikeways along the LA River from the headwaters to the existing path near Griffith Park. The County fully supports extending the LA River bike path and our Plan recommends closure of the existing gaps in Universal City and the City of Vernon.
23	General Comments	Eugene Tate, Jr.	1	Could there be a safe Bike route between Inglewood and Los Angeles! Like on La Cienega Blvd going by the oil rigs. Thank you	The vehicle volumes, high vehicle speed, and available rights of way on La Cienega in this area are not conducive to on-road bikeways. However, there is a Class II bike lane proposed on Overhill Drive in unincorporated County and the City of LA's plan proposed a lane on La Brea Avenue from Stocker northerly, which will provide connection between Inglewood and Los Angeles.
24	Be added to Distribution List	Frank Benavidez	1		Your e-mail has been included to the mailing list
25	Be added to Distribution List	freda	1	Encourage and reward home builders to design with bikes in mind instead of cramming so many houses together.	Your e-mail has been included to the mailing list

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26		Gianni Bucceri	1	Hi-everyone, In a couple of months I will be promoting, marketing & distributing for the very first time in the U.S. market the WORLD'S best "Green Transportation Alternatives" QUATTROCYCLE U.S.A.and Neighborhood Transportation Alternative NTA from Zuffaa/Quattrocycles - My concern is that the current bike lanes are not wide enough to accommodate a four wheel QUADRACYCLE which can accommodate four to eight people/rides at one time. I think these bike lanes need to be a bet more wider to start with. Quote from > Gianni Bucceri If WE the people would QUATTROCYCLE through Suburbs, Urban Communities and Local/Runs in & around our Neighbourhoods / NTA we would cut back National Pollution, Noise Pollution, National Fuel/Gas Consumption, National Health-care costs and Prevent & Reduce a lot of Unwanted Diseases " such as Diabetes & Obesity/Unhealthy Habits from across the great America's. In addition QuattroCycling EVERYDAY will promote Family-Fun, Fitness, Health, Wellness, Happiness and a Greener Smarter Brighter Future generation! Unquote < My bike special QuattroCycles dimension's are Lenght-2,80m Width-1,32m Track gauge1,20m I hope your bike lanes can handle these dimensions - considering the fact that I will be selling these QuattroCycles across the great America's. . . Maybe you can help with our CAMPAIGN with web-press release, free-ads, etc . . .America's First Cross-Country Diabetes and Obesity QUATTROCYCLE Road-Trip Charity Campaign for 2012. . . GT4 Pedaling/Rolling Across the Country to some Universities, Colleges, Museums, Churches, Parks, etc to educate students and the general public about Quattrocycling and how to prevent & reduce the risk of Diabetes and Obesity through Quattrocycling! In short; we aim to Unite World Quattro-Cycling for better Heath, Wellness, pollution and the environment! Are website is not yet up & running give me two to three month and it will be in full swing! LOCATION TEST-DRIVES will be held in a couple of month from now: Southern California - Northridge, CA 91324 U.S.A. Please invite your families & friends to Quattro-Cruise! Business Hours: Flexible by Confirmed Appointment @ gbZuffaa@gmail.com Join the movement / campaign " it's free! PASS-IT-ON! Respectfully Submitted, Gianni Bucceri President Zuffaa/QUATTROCYCLE U.S.A Rethink Transportation! Zuffaa.com	Widening the bicycle lanes beyond the widths recommended in Caltrans' HDM (4 or 5 feet), depending on where the facility is located, can cause the lanes to be used as travel lanes by motor vehicles.
27	Be added to Distribution List	Howard Hackett	1	Drafts are OK Route implementation is greater!!	Your e-mail has been included to the mailing list
28	Bike Facilities (e.g. Bike parking)	Ian Pari	1	I am the Senior Traffic Engineer for the City of Santa Clarita. Upon reviewing the map of existing and proposed bike facilities within the City of Santa Clarita, I found that some existing Class I and Class II facilities were not included. Please update the appropriate map/s in the Los Angeles County Bicycle Master Plan to include the existing bicycle facilities on Copper Hill Drive, Golden Valley Road, Tournament Road, and along the Santa Clara River as illustrated in the City of Santa Clarita's Trails Map located at: http://www.santa-clarita.com/Index.aspx?page=584 . Thank you very much for the opportunity to comment on the County Plan. Ian J. Pari Senior Traffic Engineer City of Santa Clarita	These facilities have been updated on the Plan's maps
29	Be added to Distribution List	James Sproule	1	Please add me to your list	Your e-mail has been included to the mailing list
30	Be added to Distribution List	Jim Scianni	1	Route to complete the Whittier Greenway trail at Pioneer Blvd to the San Gabriel River Bike Trail via the existing railroad bridge that crosses over the 605 freeway to an empty lot East of the river trail. Continue route across empty lot to river trail. Reference Alta Planning Design page 59 Table 3-11.	Outside of jurisdiction - City of Whittier. Your e-mail has been included to the mailing list

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31	General Comments	Joe Touch	1	The plan ignores a current issue - that of "who can use the bike path". It would be useful to carefully define this - and to update the county code accordingly. The current code - **enforced by Manhattan Beach** - limits use to bicycles only where a nearby walking path exists. This forces other similar modes of transport (skaters, notably) onto the walk path to avoid tickets (which "have" been issued). I can provide further info on this issue, but it is also discussed at http://www.changebikepath.us/ It would be useful to highlight this new plan as supporting all human-powered wheeled transport on the paths. This is consistent with sharing the path, and with the safest use of all available paths for transports with similar speeds and control.	The issue of who is allowed on the bike path is a matter of State law. The California Vehicle Code (CVC) allows pedestrians on the bike path when there is not an adjacent pedestrian path. The interpretation of the vehicle code defines other wheeled users such as rollerskaters and skateboarders as pedestrians, who are therefore excluded from the bike path when an adjacent pedestrian path such as The Strand is available. Enforcement of the CVC along the Bike Path is the responsibility of the local enforcement, and any changes to the CVC is outside the scope of this Plan. Improvements to the signing and striping to existing facilities to educate trail users and reduce conflict are outside of the scope of this Plan; however, the County is exploring the potential for improvements as part of a different effort.
32	Study Corridors	John Lauf	1	This is a second submission on the Altadena/Kinneloa Mesa proposed bicycle routes relating to the N.W. corner of Fig 3-34 of the Master Plan Atlas). There is a lot of bike traffic, both recreational and commuter, between Loma Alta, Altadena and Woodbury, via N. Windsor. I recommend consideration to linking Loma Alta to Woodbury with the following route: Loma Alta/Lincoln to Loma Alta/Altadena thence to Altadena/Casitas thence to Casitas/Ventura thence to Ventura/Windsor thence to Windsor/Woodbury Most of this route is suitable for Class II bike lanes (especially along Windsor). The exception is the dangerous, short section on Ventura between Casitas and Windsor. Additional note: a defacto Class I bike route already exists behind the locked gate along N. Arroyo Blvd above the E. side of the JPL parking lot, starting at the intersection of Windsor & Ventura.	Class III added on Windsor Ave from Figueroa to Ventura St, and on Ventura St from Windsor to Fair Oaks Avenue. See table facility ID # 26-23 in table 3-36 of the Plan.
33	Study Corridors	John Lauf	1	Thank you very much for initiating this plan. The W. San Gabriel area map (Chapter 3, p119) shows a planned Class III route running east-west along Harriet St.towards the Hahamonga watershed. In fact a lot of bicycle traffic uses Ventura St., one block south, as this is the only street going to/from the JPL parking lot and the very heavily used Arroyo Canyon. Ventura St. is particularly dangerous (map shows 2 accidents on this street) as there are usually cars parked on either side of a narrow street and particularly in the morning and evening the vehicle traffic is heavy. I strongly recommend that a bicycle route be established on Ventura instead of Harriet. Thanks again for your efforts in establishing a bike friendly LA.	The route for the bike blvd has been changed to take Ventura Street from Windsor Ave to Fair Oaks Ave, to meet Calaveras Street
34	Be added to Distribution List	John Lloyd	1		Your e-mail has been included to the mailing list

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35	General Comments	Jorge Martinez	1	I ride our class 1 bike paths along the Los Angeles River near Atwater Village almost every weekend. I also ride the one that goes along the Rio Hondo River, have used the one near Marina Del Rey and the one that runs along the Arroyo in Pasadena (pulling kids using trailer). My personal complaint of the class 1 bike path near my home (and other as well) is that it/they do not go to any location worth visiting (e.g. Chinatown, Downtown Los Angeles, Pasadena, Burbank shopping areas nor Beaches). The street paths (especially the class III) are too dangerous to use while in the company of kids. The class I paths are great but would be outstanding for commuting and weekend trips if they did. Not to mention a point of pride for our city. Connecting the Los Angeles River path (near its southern end) to the path running north towards Pasadena would be a wonderful start. It could also encourage those living near these path to commute by bike. Thank you for taking the time to read this.	The maps indicate a proposed connection between the Arroyo Seco and LA River Trails by other jurisdictions
36	Be added to Distribution List	Kai Ponte	1		Your e-mail has been included to the mailing list
37	General Comments	Kathy Garcia	1	Larry and I attended the meeting last night in Altadena and would like to commend you on a well-organized and informative presentation. There were some excellent points brought up by the audience that you addressed and will take under consideration. We meant to thank you for the excellent resurfacing project that was recently completed on the San Gabriel River bike path. It makes our rides so much more comfortable and safe. Keep up the good work!	
38	General Comments	Ladera Heights Civic Association	1	The Ladera Heights Civic Association opposes a bike lane on Slauson from Buckingham Parkway to Angeles Vista that will contribute further to the degradation of the vehicular flow of traffic.	No bike lane on slauson is proposed - it's a class III bike route
39	General Comments	Mark Lightcap	1	Baldwin Ave. between Foothill and Huntington is extremely treacherous, with no credible alternate route, particularly where it passes under the 210. Also, the bike parking at the arboretum is sorely in need of improvement.	Baldwin Avenue is the jurisdiction of the City of Arcadia. We will forward your complaints about parking in at the LA County Arboretum to the Department of Parks and Recreation.
40	General Comments	Minerva Leah Williams	1	Please add me to your mailing list. We would be happy to send out information to our constituents . . . Minerva	Your e-mail has been included to the mailing list
41	Goals	Monique Taylor	1	Please look into the entrance to the LA River bike path from the Victory/Griffith Park entrance. If you are entering from Burbank its hard to enter the bike path. The curbs are high and you end up mixed in the 134 entrance/exit traffic. I would like there to be a friendlier curb entrance on the side walk that is on the same side as the bike path. I don't know what the technical term is, but it would also allow wheelchairs to get on the sidewalk. I believe someone made a comment earlier about a bike bridge, that would be fantastic. Thank you, Monique	The LA River Bike Path at the referenced location is maintained by the City of Los Angeles, and is not within our jurisdiction.
42	Be added to Distribution List	Omaira Negrete	1		Your e-mail has been included to the mailing list
43	Goals	Paul Gregorich	1	Please continue to expand and upgrade bikeways in Los Angeles County. These new bikeways will offer commuters new transportation options and will also increase recreational opportunities for residents and visitors to the areas in and around Los Angeles. Thank you. Paul Gregorich Bartlett, IL	
44	General Comments	Prof. Alexander Marr	1	The proposed bicycle route for Altadena, near Eaton Canyon, is sensible. It should go via Coolidge and Glen Canyon, not Roosevelt.	The facility on Coolidge Ave has been removed. A new proposed route was added along Roosevelt Avenue. In addition, the facility on Glen Canyon extended to Altadena drive were a new Class II bike lane facility is proposed.

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45	Study Corridors	R Miller	1	Given rising traffic levels along the Slauson corridor between Main Street to Marina del Rey, a bike route would greatly reduce the gridlock along this heavily traveled corridor. A bike lane would be utilized by travelers from downtown and surrounding areas to the Marina del Rey and vice versus.	Bike routes are proposed along Slauson within the County's jurisdiction.
46	General Comments	Reginald Wilkins	1	Don't wish to login to bikely but you should alter the Mendocino to Midwick segment to avoid Allen by continuing east onto Glenview Terrace which is a gorgeous Camphor lined street that takes you to Midwick. Take Midwick east and northeast to Altadena and Roosevelt where a current cycling destination exists (Eaton Canyon at Roosevelt - mountain bikers). Add a stop sign at Altadena and Roosevelt because its hazardous given the grade and the curve (you'll make a lot of locals very happy with that). Take Roosevelt south through New York (add a stop sign) and down to Washington (add a stop sign, too). Do not use Coleridge - no cyclists take Coleridge we all take Roosevelt. This is my hood I bike there every weekend and live on Roosevelt north of New York.	The facility on Coolidge Ave has been removed. A new proposed route was added along Roosevelt Avenue. In addition, the facility on Glen Canyon extended to Altadena drive were a new Class II bike lane facility is proposed.
47	General Comments	Richard L Pio	1	My wife and I are an octogenarian couple who ride a tandem bicycle. We have lived in Hermosa Beach for 43 years. We have ridden our tandem bike hundreds of hours and thousands of miles on the South Bay Bike Path. Revision of plans for the South Bay Bicycle Master Plan are now in the planning stage. I write to comment on problems with the Strand/Bike Path at North end of Hermosa Beach. The Strand/Bike Path runs along the entire length of the beachfront of Hermosa Beach. It is a multiple use path with no separate section specified for bicycle use. Beginning at 24th Street bikers may choose from two different options for continuing to the Manhattan Beach bike path. The first option is to continue on the Hermosa Strand/Bike Path to the North end of Hermosa. The path terminates at a twelve step stairway to the Manhattan Beach Bike Path. This is the only stairway on the South Bay Bike Path. The second option for bikes is to make a short jog on 24th Street to Hermosa Avenue and then to continue North on a BIDIRECTIONAL bike path. This bike path is on the West side of Hermosa Avenue. For a distance of about 500 feet north bound bike traffic is immediately adjacent to South bound auto traffic with no safety barrier between bikes and autos.	The City of Hermosa Beach maintains the bike path within the City as well as the stairs that provide the connection to the County maintained bike path in the City of Manhattan Beach. The requested improvements within the City of Hermosa Beach is outside of County's jurisdiction.
53	Be added to Distribution List	Robert Dale	1	Support links to Orange County east from San Gabriel River Trail. Important connections with missing links include Coyote Creek trail; Pio Pico State Park; Whittier Greenway Trail; proposed trail east along Union Pacific Railroad through downtown La Habra. Important resources include: Orange County Regional Trail Plan; Orange County Regional Trail Advisory Committee.	The County will continue to work with all project sponsors and other stakeholders for future connections to existing and proposed bikeways in neighboring Cities and Counties. The overview maps in the Plan (fig 3-2 and 3-2) show the existing and proposed bikeways in the surrounding Counties to illustrate opportunities for improving regional connectivity. In general (limited exceptions), the Plan does not include proposals outside of the unincorporated areas where the County does not have property or jurisdictional control.
54	Study Corridors	Ron Mundell	1	I think a bike lane on ave "M" from Quartz Hill 50th street west 93536 to Palmdale plant 42 at 5320 "E" ave "M" would be one of the most beneficial in all the Antelope Valley, The people that work at Plant 42 (and there are quite a few) would like to ride a bike to and from work but the streets around Plant 42 are too thin for a bicycling safely, Risk of life.	New facilities have been added to the Quartz Hill community per suggestion of adjacent incorporated cities.
55	Be added to Distribution List	Rosey Miller	1	Thank you	Your e-mail has been included to the mailing list

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No.	Page No./ Section	Reviewer	Reviewer Comment No.	Comments	Response
56	Goals	Ruth Doxsee	1	Align all paths and routes with the Los Angeles City Bike Plan, recently passed by the L.A. City Council. The less duplication of routes and paths getting to the same place, the more efficiently the money can be used to build and maintain new and existing paths. Thank you for allowing comments via email.	LA City Proposed facilities added to the Map, additional facilities were considered to close gaps in the network.
57	General Comments	Sandy	1	I am avery excited that the city of Carson will be given a bike path so now I don't have to drive to Long Beach or Irvine to bike. What a relief! Now I will have sunshine, exercise and quality time with my family right near my neighborhood.	
58	General Comments	Severin Martinez	1	I am looking over the plan for the first time but there is something concerning me in the Appendices on page 111â€ the 'discussion' section of Class I Bikeways Along Roadways. I don't think this is so much a discussion as it is an attack on infrastructure proven to increase cycling rates and safety around the world. The first bullet point in the discussion is "Half of bicycle traffic may ride against the flow of vehicle traffic, contrary to the rules of the road." If a bidirectional cycle path is provided, where adjacent car traffic goes one way cyclists are obeying the 'rules' as a bidirectional path was provided in the first place. That said, single direction bicycle paths can be provided. However, if LA County wants to increase cycling rates, the best way to do so is in safe, convenient facilities. Bullet two in 'discussion' of Class I Bikeways Along Roadways: "When the path ends, cyclists riding against traffic tend to continue to travel on the wrong side of the street, as do cyclists who are accessing the facility. Wrong-way bicycle travel is a major cause of crashes" If access points are engineered intelligently, they will be done so to reduce wrong way travel. Also, where is the information come	The discussion regarding Class I bike paths proposed along roadways was included to ensure that designers look at potential issues that occur because they are adjacent to a road facility. The County does currently operate bike paths adjacent to County roads, such as in the Lake Los Angeles area of the Antelope Valley. The design toolbox in the Plan has been updated to also consider segregated bike lanes such as cycle tracks to encourage more bicycle usage in the County.
59	Be added to Distribution List	steve williams	1	Please add thanks	Your e-mail has been included to the mailing list
60	General Comments	Teri Colley	1	Educate motorists on what to do when passing or approaching a bicyclist. Motorists need to be reminded that their vehicle can inflict serious injury, or worse, to a bicyclist. A bicyclist has the same rights on the road as a vehicle, it's just slower.	One of the Goals of this Plan is to develop educational programs, such as public service announcements to educate all roadway users about sharing the road with others. Please refer to chapter 2 (Policy 3.2), and chapter 4 of the Plan.
61	Study Corridors	Todd Dipaola	1	Please look at the bike path/strand connection between Manhattan beach and Hermosa beach. It should be within the preview of your plan as the marina del rey bike path extension is. If the county could curve and extend the bike path about 10 feet to the south west, it could greatly improve connections at a extremely small cost.	The City of Hermosa Beach maintains the bike path within the City as well as the stairs that provide the connection to the County maintained bike path in the City of Manhattan Beach. The requested improvements within the City of Hermosa Beach is outside of County's jurisdiction.
62	General Comments	Tom O'Kane	1	What we desperately need is a bike path or bike lane linking the Santa Clarita Valley with the San Fernando Valley. The current route of Old Rd @ Calgrove to Balboa is extremely dangerous for cyclists	A proposed class II lane on the Old road is proposed to connect the Santa Clarita and San Fernando Valleys.
63	General Comments	Tony Cruzalegui	1	Would like to talk to you about CityWatchLA.com. Website read daily by politicians, business leaders, advocacy groups, environmentalist, developers and planners - basically the most influential people in Los Angeles. Very affordable and exceptional value for advertising the LA County Bike Plan, garnering support, etc. Please contact me for a free Media Kit with demographic info and ad rates. Thanks! Tony Cruzalegui Business Development CityWatchLA.com (818)731-8095 cell tcruzcitywatch@gmail.com	

Los Angeles County Bicycle Master Plan -

Reviewer:	
Agency/Steering Committee:	All Public Comments From 3-1-2011 to 6-3-2011

FILLED OUT BY REVIEWER					FILLED OUT BY RESPONDER
No.	Page No./ Section	Reviewer	Reviewer Comment No.	Comments	Response
64	General Comments	Virginia B. Wax	1	I live in Tarzana on Etiwanda Ave. and am a regular cyclist. I enter the bike path at Oxnard and Etiwanda. There is a stop light at the intersection, but to cross the street at the light one has to lift the bike over the curb. On both sides of the street is a curb, no access ramp. It would be a lot better to have a ramp added rather than keep the existing curbs so cyclists can access the bike path. At this time, one has to get over the curbs with traffic is racing by -- not a very safe situation. Please help. Thank you.	This area is outside of jurisdiction of Los Angeles County
65	Be added to Distribution List	Warren Allen	1		Your e-mail has been included to the mailing list
66	Study Corridors	Warren Allen	2	Master Plan is deficient in West LA: There is no safe, accessible East-West corridor. Venice blvd is too far south. Wilshire and Santa Monica Blvd are too dangerous. Too many bike-friendly roads suddenly become unfriendly, e.g. Ocean Park blvd. No thought about continuity of journey. Lincoln blvd and PCH are too dangerous - why can't you make these obvious bike routes bike safe???	Majority of West LA is outside the County's jurisdiction, including the specific corridors mentioned in the comment.
67	General Comments	Wayne Johnson	1	I ride to work 4 days a week, and very much support efforts to increase ridership and safety. I have 2 comments, based on my riding, both related to encouraging the county to support bicycling safety. First, I read in Appendix F, page 41, about right turn lane markings. Venice Ave, as well as many other sites, have terrible markings, and automobiles frequently use the bike lane as a right turn lane, leaving lots of space near the curb, while infringing on the bicycle lane. There are no white lines to separate the two. I wish there was a way to encourage the county to add lane markings and enforce respect for the bicycle lane, especially in right turn areas. Second, the painted "Bike Lane" markings are often painted over and over till the paint is so thick it becomes uncomfortable, and sometimes hazardous to bicycling. I wish there was a way to encourage the county to level off these markings. I hope these comments are helpful. Keep up the good work! Thanks, Wayne	1) One of the Goals of this Plan is to expand, improve and interconnect the bikeway network in the County. The plan proposes the development of over 800 miles that include bike lane and bike routes with share road markings AKA "Sharrows". 2.) Striping and paint thickness issues are noted in the maintenance section of the Design Guidelines. See page F-53.
69	General Comments			Does the bike coordinator even own a bicycle?	No response required.
70	Implementation Action 1.1.2	City of Burbank, CA	1	The City of Burbank appreciates the County's willingness to support local jurisdictions implementing a bicycle network of connected facilities, as described in the Implementation Action above. However, the City of Burbank requests further elaboration regarding the support of facilities specifically utilizing the tributaries currently under the jurisdiction of the Watershed Management Division. Outlining support for projects within the watershed at a policy level in the County's Bicycle Master Plan will be of great assistance to local jurisdictions seeking outside grant sources to fund these types of projects.	Explanation of the scope of the Plan is included in the Introduction, where we indicate that the Plan provides recommendations for unincorporated County roadways and in areas where the County owns property or has jurisdictional control, such as along flood control facilities. The County Flood Control District properties were part of the scope of this Plan.
71	Programs	City of Burbank, CA	2	Burbank would like to propose that the County expand upon the programs outlined in Chapter Four of the proposed Bicycle Master Plan to include a more comprehensive bicycle education program. This program should reflect a partnership between the County and local interested cities to provide these much needed bicycle education programs.	Verbiage has been added to chapter 4 directing the County to coordinate with Los Angeles County Metropolitan Transportation Authority (Metro) and local jurisdictions to evaluate the efficacy of different education programs and partner with interested stakeholders where appropriate to reach a wider audience throughout the County.

Los Angeles County Bicycle Master Plan -

Reviewer:	
Agency/Steering Committee:	All Public Comments From 3-1-2011 to 6-3-2011

FILLED OUT BY REVIEWER					FILLED OUT BY RESPONDER
No.	Page No./ Section	Reviewer	Reviewer Comment No.	Comments	Response
72		City of Hawthorne, CA	1	The City of Hawthorne acknowledges receipt of the Bicycle Master Plan Notice of Preparation. We believe Inglewood Avenue cannot be considered a preferred bike route for the following reasons: a lack of adequate right of way, heavy truck traffic, and numerous driveways. In lieu of Inglewood Avenue, the City of Hawthorne is planning to accommodate a bike lane on Hawthorne Boulevard, from El Segundo Boulevard to Rosecrans Avenue, as well as a bike path on El Segundo Boulevard from Hawthorne Boulevard to Crenshaw Boulevard. If you have any questions, please contact me at 310-349-2985.	Facility on Inglewood has been removed. Facilities proposed by the City of Hawthorne have been added to the map.
73		City of Palmdale	1	With regards to the Noise analysis located on page 11 of the Initial Study, the City of Palmdale disagrees that potential noise impacts should not be reviewed further simply because construction noise is exempt under the County's Noise Ordinance (Chapter 12.08 Noise Control of the Los Angeles County Code). The relevant section of Code states that "Public Health and Safety Activities" are exempt from the requirements of the code. While the construction of a bicycle network will have a positive impact on public health, the construction of such a network should not be permitted to negatively impact residents within the vicinity of construction if mitigation measures can be applied to ensure noise and vibration impacts are mitigated to a level of less than significant. We look forward to reviewing the Draft EIR when available. If you have any questions regarding this matter, please contact Susan Koleda or me at (661) 276-5200.	This comment is in relation to the Program EIR and will be addressed in the EIR comments.
75	Services - 4.a. Fire/Sheriff Services (p. 34)	Kevin Burton	2	I think the phrase "Class I/II/III trails" is inappropriate since "trail" is used to refer to hiking and riding trails elsewhere in the document. "Bikeway" should instead be used as a generic word (see e.g., p. 46, Mandatory findings, a.).	This comment is in relation to the Program EIR and will be addressed in the EIR comments.
76	Goal 1, Policy 1.1, IA 1.1.4:	Kevin Burton	3	This caveat should be removed. Periods of road rehabilitation and other kinds of road work are precisely when bicycle facilities should be added to streets, including those that require removal of (motor vehicle) parking and vehicular lanes. The cost and period of disruption are much reduced if such jobs are combined. The Plan should include a provision that all road work projects must consider the Bicycle Master Plan (BMP) before proceeding, and if changes are required to implement that BMP, then appropriate planning and community outreach should commence before work begins.	This Implementation Action has been revised. See IA 1.1.3: Implement bikeways proposed in this Plan when reconstructing or widening existing street. And IA 1.1.5 Implement bikeways proposed in this Plan when completing road rehabilitation and preservation project.
77	Implementation	Kevin Burton	4	The implementation of much of the Draft Plan relies on the ability to obtain outside funding sources, so it is essential that specific plans to regularly seek funding from the sources listed in Chapter 5 be explicitly described in the Plan, including activities of the responsible department(s), with a timeline that includes annual reports to the Board of Supervisors.	DPW will continue to leverage funding for bikeways and bicycle support facilities through its road construction bikeways programs. In addition Chapter 5 outlines known grant opportunities for which DPW intends to apply for funds. Please see Goal 6 in Chapter 2. In addition, an annual update on the Plan to the Board is required in I.A. 1.5.1.

Los Angeles County Bicycle Master Plan -

Reviewer:	
Agency/Steering Committee:	All Public Comments From 3-1-2011 to 6-3-2011

FILLED OUT BY REVIEWER					FILLED OUT BY RESPONDER
No.	Page No./ Section	Reviewer	Reviewer Comment No.	Comments	Response
78	IA 1.4.1"Complete Streets":	Kevin Burton	5	The Plan should be more specific about implementation of this policy. For example, in addition to bicycle lanes, sharrows and signage alerting motorists to the presence of bicyclists should be liberally placed throughout the areas covered by the plan. In addition, implementation of Complete Streets which balance the needs of bicyclists with motorists and increase safety for both would be facilitated by providing exceptions to requirements 11 and 12-foot travel lanes, which provide fewer options for bicycle lanes and encourage motorists to drive at high speeds that are unsafe for bicyclists, pedestrians, and indeed motorists themselves.	The existing County policy considers exceptions to the California HDM whenever feasible. This clarification is now included in the Design Guidelines of the Plan. IA.1.4.1 is to support development of a Complete Streets policy for the County, which goes beyond bicycle planning and is not part of the scope of this Plan. The specific details on implementation of a Complete Streets policy would be addressed during development of the Complete Streets policy.
79	Facilities	Kevin Burton	6	Many bicyclists travel around Marina Del Rey to use the beach and Ballona Creek bicycle paths. The current route around the east side of the marina is rather winding and confusing, and crosses roads in an awkward way. An alternative should be available along Admiralty Road, but the northbound side requires improvements to make that route safe for bicyclists.	The available pavement width along Admiralty Road is too narrow to accommodate bike lanes without road widening or removal of traffic lanes. Removal of traffic lanes is not recommended due to current traffic volumes (around 36,000) on Admiralty Way. Improvements to the existing class I bike paths will be implemented as part of the County's repair and rehabilitation program and is outside the scope of the Plan.
80	Appendix C.	Kevin Burton	7	Relationship to Existing Plans and Policies, C.3 Municipal Bicycle Planning Documents: The West Hollywood Bicycle Plan should be included.	A summary of this plan has been included to Appendix C
81	Programs	San Gabriel & Lower Los Angeles Rivers and Mountains conservancy	1	A discussion of wayfinding signage, and path striping is not included in the encouragement programs portion and is therefore a significant shortcoming of the Bicycle Master Plan. Add wayfinding signage	Wayfinding signage is included as part of Policy 4.3
82	Prioritization	San Gabriel & Lower Los Angeles Rivers and Mountains conservancy	2	Review Prioritization of Class I projects: Thompson Creek and San Jose Creek (See RMC letter is very detailed)	The prioritization of these projects has been revised. Thompson Creek score is 100 ranked #23, San Jose Creek is ranked #2 with a score of 140.
83	EIR	LA County Parks and Recreation	1	Please acknowledge DPR's multi-use trail system and thoroughly integrate connectivity, rest stops/ trail heads, and support amenities (i.e. kiosks, signage, shade trees or structures, drinking fountains, and benches).	These type of facilities and signage is outside the scope. In addition to a bikeway network, the County has a system of multi-use trails with typical trail uses ranging from hiking and walking, to mountain biking and horseback riding. The County's multi-use trail system falls under the Parks and Recreational Element of the County General Plan, and is not shown in this Plan. Those interested in recreational bicycling may also wish to use the County's multi-use trail system in conjunction with the bikeway system

Los Angeles County Bicycle Master Plan -

Reviewer:	
Agency/Steering Committee:	All Public Comments From 3-1-2011 to 6-3-2011

FILLED OUT BY REVIEWER					FILLED OUT BY RESPONDER
No.	Page No./ Section	Reviewer	Reviewer Comment No.	Comments	Response
84	EIR	LA County Parks and Recreation	2	<ul style="list-style-type: none"> • DPffs multi-use trail system parallels DPW's Class 1 bike lanes in specific locations such as the San Gabriel River and Rio Hondo. Efforts should be made to ensure safe passage between different types of users. These efforts should include well defined boundaries, markings, and signage to minimize interface issues. 	Specific details, such as signage, will be looked into during the design and implementation of individual projects.
85	EIR	LA County Parks and Recreation	3	<ul style="list-style-type: none"> • DPR's multi-use trails may be considered a mode of transportation and connection, as bicyclists, hikers, walkers, and equestrians may choose to use DPffs multi-use trail system as an alternative to more "traditional" transportation corridors. 	
86	EIR	LA County Parks and Recreation	4	<ul style="list-style-type: none"> • DPR is planning new multi-use trail alignments and connections as special projects with the intention of identifying opportunities to connect to DPW bike lanes where appropriate. 	
87	Existing Conditions	City of Diamond Bar	1	<ul style="list-style-type: none"> • Golden Springs Drive (Sylvan Glen Road to Temple Ave) — Class III • Temple Avenue (Diamond Bar Blvd to Golden Springs Dr) — Not a designated bike route • Grand Avenue (SR 57/60 Freeway to Easterly City Limit) — Not a designated bike route • Pathfinder Road (West City Limit to Diamond Bar Blvd) — Not a designated bike route • Brea Canyon Cutoff (West City Limit to Brea Canyon Road) — Not a designated bike route • Brea Canyon Road (Golden Springs Dr to North City Limit) — Not a designated bike route • Lycoming Street (Lemon Avenue to Brea Canyon Road) — Not a designated bike route • Lemon Avenue (Golden Springs Drive to North City Limit) — Not a designated bike route • Brea Canyon Road (South City Limit to Copper Canyon) — Not a designated bike route • Brea Canyon Road (Copper Canyon to Cool Springs Lane) — Class II • Brea Canyon Road (Cool Springs Lane to Fountain Springs Road) — Class I • Brea Canyon Road (Fountain Springs Road to Pathfinder Road) — Class III 	Existing and Proposed bikeways in the City of Diamond Bar have been updated.
88	General Comments	Better Bike Beverly Hills	1	<p>It is imperative that the County's Draft Plan address safety shortcomings along County managed roads to ensure that all road users may travel our regional public roads safely. We in Beverly Hills are busy trying to plug the local gaps in much-needed bicycle facilities, but if we are to have a comprehensive countywide bicycle network, the County must take the lead. This Draft Plan is a good start but is insufficient for protecting riders. Safe travel, of course, is a precondition if we are to successfully encourage cycling across all age groups and all enthusiast categories.</p>	<p>Explanation of the scope of the Plan is included in the Introduction, where we indicate that the Plan provides recommendations for unincorporated County roadways and in areas where the County owns property or has jurisdictional control, such as along flood control facilities.</p> <p>The Los Angeles County Metropolitan Transportation Authority (Metro) is the lead transportation agency for the region, and is responsible for coordinating local efforts for improving bicycling conditions in the County.</p>

Los Angeles County Bicycle Master Plan -

Reviewer:	
Agency/Steering Committee:	All Public Comments From 3-1-2011 to 6-3-2011

FILLED OUT BY REVIEWER					FILLED OUT BY RESPONDER
No.	Page No./ Section	Reviewer	Reviewer Comment No.	Comments	Response
89	Facilities	Better Bike Beverly Hills	2	First, additional cycling facilities need to be in place to ensure that cyclists find a safe haven on busy boulevards. The Draft Plan should identify opportunities for bike lanes and bicycle boulevards and include in the implementation plan greater use of road-sharing treatments (e.g. sharrows). Bicycle infrastructure is key to encouraging cycling and getting cyclists safely to their destination.	Approximately 130 miles were added to Draft Plan in addition to the 695 miles of bikeways originally proposed, based on stakeholder input. The use of sharrows is promoted in chapter 2 (IA 2.1.2). The design guidelines in the Plan has also been updated to include innovative experimental treatments, such as cycle tracks and colored bike lanes to encourage more bicycle usage in the County.
90	Programs	Better Bike Beverly Hills	3	Second, education and awareness programs are crucial yet the Draft Plan is too vague on how we can move proposed programs from idea to implementation. Programs require both substantial innovations and an according commitment to implementation. While local plans score well on these criteria, the Draft Plan begs improvement. The Draft Plan should provide a roadmap of program development and implementation with which the cycling community can hold to account both the elected decision-makers and Public Works (as the lead agency).	An implementation Plan for the programs proposed by this plan in now included in Chapter 5. It is a two tier implementation Plan. Chapter 4 now provides better description of the programs and identifies potential funding sources to implement the proposed programs.
91	Design Guidelines	Better Bike Beverly Hills	4	Third, embrace and incorporate 'Complete Streets' principles in the Draft Plan. The design guidelines that are presented in the Draft Plan only perpetuate unsafe conditions for cyclists. Recognizing that all road users are entitled to safely use the public right-of-way, however, means planning now for a shared-road future. And that must be reflected in design guidelines that progressively and proactively respect cyclists' right-to-ride.	The Plan supports the development of a Countywide Complete Streets policy that addresses the need of all roadway users, as indicated in chapter 2 (IA 1.4.1). Appendix C further elaborates the relationship between the County's General Plan update and the Complete Streets Act, and Appendix F illustrates the routine accomodation of bicyclists along County roads in compliance with the Complete Streets Act.
92	Design Guidelines	Better Bike Beverly Hills	5	Fourth, recognize standards where possible and innovate where appropriate. The County's revised Draft Plan can begin with identifying exceptions to the 11- and 12-foot travel lane standards, for example, which prioritize auto traffic but literally marginalize cyclists - especially in economically-disadvantaged areas where the bicycle is often the main means of transport to work. Narrow the auto travel lanes in order to slow traffic and that will also create a dedicated space (e.g., bike lane) where cyclists can travel more safely. Such proposals should be in the policy language of the Draft Plan.	The existing County policy considers exceptions to the California HDM whenever feasible. This clarification is now included in the design guidelines of the Plan
93	Facilities	Better Bike Beverly Hills	6	Last, rider communities here on the Westside see opportunities for specific, targeted revisions to the Draft Plan to address our safety concerns locally. The Draft Plan disregards several key routes that cyclists commonly use. For example, canyon roads especially beg for signage and safety accommodations, but these are not found in today's Draft Plan. Consider these opportunities for shared lane markings and safety signage: Latigo Canyon Road, which attracts sport riders every weekend; Corral Canyon Road which provides sport and recreational cyclists with coastal access to Malibu Creek State Park; and Tuna Canyon Road that attracts distance cyclists.	Tuna Canyon Road has been added based on comments received on the draft Plan. Class III bikeways on Latigo Canyon and Corral Canyon were added as well.

Los Angeles County Bicycle Master Plan -

Reviewer:	
Agency/Steering Committee:	All Public Comments From 3-1-2011 to 6-3-2011

FILLED OUT BY REVIEWER					FILLED OUT BY RESPONDER
No.	Page No./ Section	Reviewer	Reviewer Comment No.	Comments	Response
94	General Comments	City of Carson	1	The city of Carson is incorrectly listed and identified within the Gateway Planning Area in the County of Los Angeles Bicycle Master Plan. The city of Carson is geographically located within the South Bay Planning Area and an active member of the South Bay	The South Bay planning area's boundaries have been revised to include the City of Carson. Proposed and existing bikeways conveyed by the City of Carson, have been moved to the South Bay Planning area. The South bay planning area is now consistent with the member cities for the South Bay COG.
95	Figures 3-3, 3-4	City of Carson	2	In Figure 3-3 and Figure 3-4, the existing bike lanes within the city of Carson are shown incorrectly. The Class 2 bike path on 192nd Street between Main Street and Avalon Boulevard and the Class 1 bike path on the railroad right-of-way between Carson Street and 223 rd Street are identified in the city's General Plan Transportation Element, but have not yet been constructed. A map showing all existing bike lanes within the city of Carson has been included for your reference.	Existing bicycle network has been updated.
96	Facilities	City of Carson	3	The County of Los Angeles Bicycle Master Plan identifies the 6.3 miles Dominguez Channel Proposed Bicycle Path from Main Street to Pacific Coast Highway (Project ID 23) with a priority score of 65. The city recommends the 6.3 mile segment be broken up into smaller segments/phases to improve the feasibility of construction and funding opportunities. The city of Carson anticipates focusing on the Dominguez Channel when updating the city's Master Plan of Bikeways and would like to ensure the County's Bicycle Master Plan is aligned with the future bicycle network plans of Carson.	The Prioritization of projects has been revised. The Dominguez Channel score is 105 and ranked # 13 within the projects in the South Bay Planning Area. This project is included in implementation phase II of the plan. The County will always consider breaking this project into smaller segments if funding exists.
97	Facilities	City of Carson	4	The city of Carson recommends the County propose and consider providing additional access points along the Dominguez Channel. The city suggests additional access points along Del Amo Boulevard, Avalon Boulevard, Carson Street, and 223 rd Street.	Access points should be discussed as part of design and implementation phases of the projects. Not part of the scope of this Plan.
98	Prioritization	San Gabriel Valley Council of Governments	1	Review Prioritization of Class I projects: Thompson Creek and San Jose Creek (See SGVCOG letter is very detailed)	The prioritization of these projects has been revised. Thompson Creek score is 100 ranked #23, San Jose Creek is ranked #2 with a score of 140.
99	Policies/Goals	Urban Assessment Planners: Carrie Sutkin	1	Emerald Necklace: The County of Los Angeles Bike Plan should recognize the areas where LA County has flood control easements adjacent to existing and proposed bike trails and identify as goals, the need to improvement underutilized lands, as green islands. As land owner, it would be excellent if the County could support applications for grant funding and other landscape improvements, adjacent to the trail, to improve public access regional parks like Whittier Narrows, along the Rio Hondo Bike Trail to Long Beach, and north along the San Gabriel Bike trail and reference the Emerald Necklace and along the main stem of the Los Angeles River.	The scope of the Plan is to make recommendations for bikeway improvements, including Landscaping along bikeways (IA 1.4.2). Other improvements within Flood Control District Right of Way (whether in fee or easement) are addressed through the Master Plan efforts for each watershed.

Los Angeles County Bicycle Master Plan -

Reviewer:	
Agency/Steering Committee:	All Public Comments From 3-1-2011 to 6-3-2011

FILLED OUT BY REVIEWER					FILLED OUT BY RESPONDER
No.	Page No./ Section	Reviewer	Reviewer Comment No.	Comments	Response
100	Facilities	Urban Assessment Planners: Carrie Sutkin	2	LA River, from Griffith Park into Downtown: Create a working group with the County of Los Angeles and the City of Los Angeles and bike advocates to ensure that the LA River bike path connects with the street ends in Elysian Valley , and focuses on identifying an alignment for a bridge to connect the river trail, from Griffith Park into Downtown Los Angeles. In previous years, the County of Los Angeles worked closely with the Los Angeles Bike Coalition, to facilitate coordination among the City of Los Angeles, the Metropolitan Transit Authority, and bike advocates, to design an alignment of a bridge, connecting Taylor Yard (Los Angeles River State Park) and Cornfields (Historic Los Angeles) State Parks via the bike path. There is a need for better coordination between the County of Los Angeles Bike Plan, the Los Angeles City Los Angeles River Master Plan, and the LA City's Bike Plan, to ensure that this class one path is expanded, into Downtown . This class one trail would provide an enormous benefit to the cyclists, commuters, and recreational users of the Los Angeles River Bike Trail as well as to the residents of Atwater, Los Feliz, Echo Park, Elysian Valley, Mount Washington, Glassell Park, Cypress Park, Chinatown, and Downtown. LA River Bike Trail alternatives class two routes from Sunset, Alessandro, and Riverside Drive should also be considered as well as Avenue 19, Broadway, Spring Street, and San Fernando Road.	Outside jurisdiction/scope of Plan. Your comment had been forwarded to our Watershed Management Division for any additional input.
101	Facilities	Urban Assessment Planners: Carrie Sutkin	3	LAC-USC watershed trail, from Marengo to Multinoma: Identify vacant county and city owned lands, and former abandoned rail rights of ways, to connect Hazard Park, Hazard Reservoir, and Ascot Hills via a class one bike path (through the park) and class two alternative routes (along Soto, Valley, Marengo and Mission). There are over five high schools (Bravo, Wilson, LA trade Tech, ELA Skills Center, and Lincoln High), a public housing project (Ramona Gardens), a major university (USC), and a major county health facility (LAC-USC Medical Center) and the communities of Boyle Heights, Lincoln Heights and El Sereno that would benefit from this route.	The City of Los Angeles proposed Class II bike lanes on Soto Street, Mission, and Valley and a Class III on Zonal/Charlotte as part of its new Bicycle Master Plan. This appears to address the alternative routes recommended. The County does not operate Hazard Park, and the proposed bike path through the park is outside the scope of the Plan.
102	General Comments	LACBC (See Letter)	1	The Los Angeles County Bicycle Coalition believes this plan should provide more miles of bicycle lanes, bicycle boulevards, and standard treatments such as Sharrows.	Approximately 130 additional miles of bikeways have been added since the release of the draft Plan, based on stakeholder input. The use of Sharrows is considered as a design phase decision, and we will implement sharrows on Class III bikeways where appropriate as indicated in chapter 2 (IA 2.1.2).

Los Angeles County Bicycle Master Plan -

Reviewer:	
Agency/Steering Committee:	All Public Comments From 3-1-2011 to 6-3-2011

FILLED OUT BY REVIEWER					FILLED OUT BY RESPONDER
No.	Page No./ Section	Reviewer	Reviewer Comment No.	Comments	Response
103	Design Guidelines	LACBC (See Letter)	2	Safe streets are not addressed, incorporate complete streets policies. DPW's usage of the Caltrans Highways Design Manual is problematic because it applies highways standards to local roads.	The Plan supports the Complete Streets Act, which is addressed in chapter 2 (IA 1.4.1). The use of the standards outlined in the State's Highway Design Manual on public roads is required by State law, but the County will continue to explore design exceptions and experimental treatments as appropriate to address safety concerns and encourage more bicycle ridership. The County considers exceptions to the California HDM on a case by case basis and using engineering judgment considering such factors as vehicle speeds and truck and bus volumes. See footnote in Appendix G, page G-3.
104	Programs	LACBC (See Letter)	3	The Plan should outline its strategy for measuring the success of the programs and policies it implements	This is addressed through IA 1.5.1 in chapter 2. In addition, chapter 5 includes an implementation timeline for the proposed programs and helpful information about possible funding sources and lead agencies responsible for conducting each program.
105	Funding and Implementation	LACBC (See Letter)	4	There are three main problems with this chapter. First, it makes no plan for actual implementation. ... Second, the prioritized lists conflict with one another, calling into question what meaning they will actually have once the plan is passed. Finally, the metrics that will measure the plan's success are flawed. We call for a revision of these metrics to focus on a) things that the county can actually control and b) metrics that truly indicate an increase in bicycle mobility and safety.	The prioritization and phasing of implementation was updated to provide better clarity. Regarding program monitoring metrics, the metrics include items that the County can control, such as number of miles added, are already included. Measurements of improved bicycle mobility and safety are addressed through collision measurements, and bike mode share measurements. Measurements of other items such as public attitudes are helpful to assist us in determining the need for additional education and encouragement programs.
106	Chapter 5	LACBC (See Letter)	5	Complete Overhaul.To resolve all of these problems, we again call for a public process to shape project prioritization and implementation. The county should invite residents who bicycle, county district representatives, representatives from neighboring jurisdictions, and members of the local communities through which planned bicycle projects run to participate in choosing and implementing projects.	The prioritization of projects has been revised to provide better clarity. The prioritization approach was extensively vetted with the community during the 2nd of the 3 rounds of workshops conducted for the Plan.
107	Maps	LACBC (See Letter)	6	Proposes changes in multiple projects of the recommended network. Please see letter for details	Comments addressed in LACBC facility comments tab
108	Policies/Goals	LACBC (See Letter)	7	Proposes multiple changes in CH1 and CH2. Please see letter for details.	Comments addressed in LACBC policy tab

Los Angeles County Bicycle Master Plan -

Reviewer:	
Agency/Steering Committee:	All Public Comments From 3-1-2011 to 6-3-2011

FILLED OUT BY REVIEWER					FILLED OUT BY RESPONDER
No.	Page No./ Section	Reviewer	Reviewer Comment No.	Comments	Response
109	Facilities	City of Lancaster	1	Add Class 3 facilities at the following locations: a. 90th Street West from Avenue G to Avenue K b. 70th Street West from Avenue F to Avenue J c. 40th Street East from Avenue H to Lancaster Blvd. d. Avenue H from 90th Street West to 70th Street West e. Avenue J from 110th Street West to 70th Street West f. Avenue K from 85th Street West to 90th Street West (see Map)	All facilities added. The jurisdiction along the suggested corridors is shared between the City of Lancaster and the County, with the exception of Avenue H between 80th Street West to 90th Street West which is entirely within the City. Implementation of the proposed projects will require additional coordination between the County and the City.
110	Facilities	City of Lancaster	2	2. Add Class 2 facilities at the following locations: a. 40th Street West from Avenue K-4 to Avenue M b. 45th Street West from Avenue K to Avenue L c. Avenue G from 25th Street West to Division Street d. Avenue K from 52nd Street West to 40th Street West e. Avenue K-8 from 52nd Street West to 40th Street West f. Avenue L-8 from 65th Street West to 60th Street West g. Avenue M from 30th Street West to State Route 14 (See Map)	All facilities added, except Avenue K-8. The jurisdiction along the suggested corridors is shared between the City of Lancaster and the County and project implementation will require additional coordination between the County and the City. Avenue K-8 in this stretch is largely identified as a private and future street. The study of future and private streets is outside the scope of this plan.
111	Facilities	City of Lancaster	3	3. Correction: a. 60th Street West from Avenue L to Avenue M, change existing Class 2 to proposed Class 2 (See Map)	Correction has been made
112	General Comments	City of Lancaster	4	4. General questions: a. Is there a bicycle facility along the Aqueduct that may be utilized? b. Have there been discussions to use the utility corridor on the west side of the valley?	a. Bikes are prohibited from using the trail along the aqueduct. b. We have not held discussion to use the utility corridor on the west side of the valley for a bike path.
113	83	Maria Gutzeit,	1	Look at the junction between Santa Clarita and SFV, near the 5/14/210 interchange. I see you have a proposed Class II on the Old Rd north of this area...this is a very difficult area for commuters. If you can get them through this area either on Old Rd to San Fernando Rd and south of the 210 and/or from Sierra to Foothill to Balboa, it will be very helpful as this has very heavy traffic and no shoulders. The truck route realignment may be an opportunity to do this. Put is on maps for both SFV and Santa Clarita planning areas.	Class II extended southerly from Weldon Canyon Road to Sierra Hwy. The City of LA shows bikeways planned for San Fernando Road and Balboa Blvd that will complete the requested connection between the Santa Clarita and San Fernando Valley.
114	127	Maria Gutzeit,	2	Can you propose something for Sepulveda Pass. This is a recreational and commuter route and in constant threat due to 405 widening. It also gets heavy traffic. Perhaps the 405 widening is addressing it (I think LaGrange or Bike Coalition was involved) but please show it on map and/or mention in this section, even if it might be handled by another entity (DOT? Caltrans? City of Los Angeles?)....shouldn't it be on one of the maps?	Outside the County's Jurisdiction, we are not completing any improvements for this area. The City proposes to add bikeways on Sepulveda Blvd and Beverly Glen to accommodate bicyclists through this area.

Los Angeles County Bicycle Master Plan -

Reviewer:	
Agency/Steering Committee:	All Public Comments From 3-1-2011 to 6-3-2011

FILLED OUT BY REVIEWER					FILLED OUT BY RESPONDER
No.	Page No./ Section	Reviewer	Reviewer Comment No.	Comments	Response
115	144	Maria Gutzeit,	3	I know you need to use some set of data for crashes/killed but....is the SWITRS comprehensive? I think when we looked into it, certain systems didn't log all the crashes. For instance, does this include County Sheriff's data, as that is the organization patrolling unincorporated SCV? Is any incident, regardless of fault? Is it accidents with convictions? Is it anything with a police report? Are bikes and peds always called out or is the data sometimes unclear? We looked into this in Santa Clarita and, right or wrong, became convinced by staff that the data was not comprehensive. Perhaps an introductory paragraph in section 3.0 or 3.1 would be helpful to explain what data it includes and what it excludes, since you will be using this as an assessment value going forward per Table 5-1.	"The Statewide Integrated Traffic Records System (SWITRS) processes all reported fatal and injury collisions which occurred on California's state highways and all other roadways, excluding private property. The information compiled only includes data reported by local jurisdictions. For further information please visit the California Highway Patrol website at: www.chp.ca.gov/switrs. "
116	145-146	Maria Gutzeit,	4	I remain very concerned that the prioritization is skewed toward urban areas and does not account for the high speed traffic issues in areas like Santa Clarita and Antelope Valley areas. If the group does not want to change the overall scoring at least you need to provide a comment to this effect on these pages and some way to highlight these issues when funding rolls around. For instance, Vasquez Rd (#18 on p.90) is a death trap yet that score is about one half of a road improvement in a housing tract (hillcrest parkway #5 on p. 89) Just because rural areas are outnumbered by Metro people doesn't mean this should remain unresolved. The scoring system may have to simply be different based on density or ????. I am sure this has been an issue elsewhere.	The prioritization and phasing of implementation was updated to provide better clarity. Appendix I includes the phasing of the proposed projects. Based on the prioritization data the projects were grouped in three phases, where the need to prioritize the underserved areas in the County was balanced with the need for geographic parity for all planning areas. This is apparent in the phasing tables in Appendix I, where each phase contains a good mix of projects from all the planning areas. The County fully intends to seek funding for priority projects throughout the various planning areas.
117	148-160	Maria Gutzeit,	5	Why are the education/encouragement/enforcement programs not prioritized and discussed in the funding tables? They will be overlooked. Need to add a discussion, budget, and timeline for those to match the emphasis on construction projects that currently exists in the document. Some funding sources may be available for these types of things specifically (as opposed to construction funding,) and a mention might be made in that section as well.	Chapter 5 includes a section for phasing of the proposed programs and provides guidance on possible funding sources for implementation.
118	89-90	Maria Gutzeit,	6	This is some commentary on how the rankings came out. See end for what really should be higher up. A lot of these are ok projects for "someday", just not important and/or urgent. This goes to the general ranking problem I mention elsewhere.	The prioritization has been thoroughly reexamined based on public input, and the priorities have been updated accordingly. The new phasing plan for the reprioritized projects is included in Appendix I. Please see the response to your comments below.
119	General Comments	Maria Gutzeit,	7	Project 1: There is already adequate shoulder in this area, this area is safe already. (Pico Canyon Road)	This project remains as high priority for this area and was included in phase 1 of the Plan.
120		Maria Gutzeit,	8	Project 2: This is essentially a private road at this point. It only serves Magic Mountain Theme park west of the Old Rd. The only people who would use this are people riding their bikes to the theme park. The employees do not use this entrance so it would not serve the employees. No other cyclists would ever use this road. Eventually (perhaps in 10 years) the road will be extended for Newhall Ranch but at that time the development should be required to build it, not the public. (Magic Mountain parkway)	The prioritization has been thoroughly reexamined based on public input, and the priorities have been updated accordingly.

Los Angeles County Bicycle Master Plan -

Reviewer:	
Agency/Steering Committee:	All Public Comments From 3-1-2011 to 6-3-2011

FILLED OUT BY REVIEWER					FILLED OUT BY RESPONDER
No.	Page No./ Section	Reviewer	Reviewer Comment No.	Comments	Response
121	General Comments	Maria Gutzeit,	9	Project 3: This is a good one and should serve both sides of the road. Someone was killed here on a bike. (Stevenson Ranch Parkway)	The prioritization has been thoroughly reexamined based on public input, and the priorities have been updated accordingly.
122		Maria Gutzeit,	10	Project 5: This is in a residential housing tract on a dead-end road. I would not make it a regional priority. (Hillcrest Parkway)	The prioritization has been thoroughly reexamined based on public input, and the priorities have been updated accordingly.
123	General Comments	Maria Gutzeit,	11	Project 6: OK. Busy street though there is adequate shoulder right now. (Castaic Road)	The prioritization has been thoroughly reexamined based on public input, and the priorities have been updated accordingly.
124		Maria Gutzeit,	12	Project 7: This is a residential street that does not go through. It is not a regional route and it has slow speed traffic and adequate shoulder right now. (Sloan Canyon Road)	The prioritization has been thoroughly reexamined based on public input, and the priorities have been updated accordingly.
125	General Comments	Maria Gutzeit,	13	Project 8: This is a dead-end residential street that does not go through. The improvement does not connect to anything on either end. (Jakes Way)	The prioritization has been thoroughly reexamined based on public input, and the priorities have been updated accordingly.
126		Maria Gutzeit,	14	Project 9: This is of regional importance and necessary to connect Castaic to Santa Clarita and southward. High speed 50 mph traffic, no shoulders on a portion of the road, heavy traffic near Magic Mountain, 126, and the jail. It should be much higher on list. (The Old Road)	The prioritization has been thoroughly reexamined based on public input, and the priorities have been updated accordingly. The project falls in phase 1 of the Plan and will be implemented as an early action item along with a planned roadway improvement project.
127	General Comments	Maria Gutzeit,	15	Project 10: This is an important route. Currently not very hazardous. Class 3 is good...ultimately shoulders will be nice but current canyon configuration does not have shoulders for a lot of the road. Improve when improvements/widening projects are done. Improve signage around tunnel (flashing lights might be nice.) (Soledad Cyn Road)	The prioritization has been thoroughly reexamined based on public input, and the priorities have been updated accordingly.
128		Maria Gutzeit,	16	Project 11: Same as Project 8. This is in a cul-de-sac apartment complex and is not anyway near a priority. (Canyon Park Blvd)	The prioritization has been thoroughly reexamined based on public input, and the priorities have been updated accordingly.
129	General Comments	Maria Gutzeit,	17	Project 12: Same comment as #10. Not urgent. Pretty safe street now. (Agua Dulce Cyn Road)	The prioritization has been thoroughly reexamined based on public input, and the priorities have been updated accordingly.
130		Maria Gutzeit,	18	Project 13: This road is much more dangerous than projects 10 or 12 due to high speed commuter traffic, low visibility, and twisty roads. Someone was killed here, but it is not as dangerous as Vasquez (Project 18). (Bouquet Cyn Road)	The prioritization has been thoroughly reexamined based on public input, and the priorities have been updated accordingly. The project falls in phase 1 of the Plan and will be implemented as an early action item along with a planned roadway improvement project.
131	General Comments	Maria Gutzeit,	19	Project 14: This project has been proposed by, and should be funded by, Newhall Land as part of the Newhall Ranch process. It is in their EIR. (Santa Clara River Bicycle Path)	The prioritization has been thoroughly reexamined based on public input, and the priorities have been updated accordingly.
132		Maria Gutzeit,	20	Project 15: Same comment as #6...similar conditions, similar traffic load. Not a death-defying stretch now. (Parker Road/Ridge Route)	The prioritization has been thoroughly reexamined based on public input, and the priorities have been updated accordingly.

Los Angeles County Bicycle Master Plan -

Reviewer:	
Agency/Steering Committee:	All Public Comments From 3-1-2011 to 6-3-2011

FILLED OUT BY REVIEWER					FILLED OUT BY RESPONDER
No.	Page No./ Section	Reviewer	Reviewer Comment No.	Comments	Response
133	General Comments	Maria Gutzeit,	21	Project 16: Really. You could lay in the middle of the street here and not get run over. Hardly any cars use this stretch now. If/when building picks up, it might be important but this is a safe street as it is now. Fix it when it is repaved. The paving (potholes) are much more a concern than the traffic at present. (Henry Mayo drive)	The prioritization has been thoroughly reexamined based on public input, and the priorities have been updated accordingly.
134		Maria Gutzeit,	22	Project 17: OK though not a popular route due to the extreme steepness. Helpful to connect to City improvements slated for this area, though I'm not sure if they are built yet on the City portion of Sand. (Sand Canyon Road)	The prioritization has been thoroughly reexamined based on public input, and the priorities have been updated accordingly.
135	General Comments	Maria Gutzeit,	23	Project 18: This and the Old Road and Sierra should be your priorities. If you have any doubt, ride your bike on this stretch. It is narrow. No shoulders. Bad road surface, angry commuters. Often skidding/swerving right next to you. There are no nearby parallel routes, 50 mph traffic on steep grades connecting two major commuter roads (Bouquet and Sierra.) This should be in the top 5. (Bouquet Cyn Road)	The prioritization has been thoroughly reexamined based on public input, and the priorities have been updated accordingly.
136		Maria Gutzeit,	24	Project 19: OK. Same comment as 10 and 12. It is appropriate that this is near the bottom of the list as it is not too bad at all right now. Important route but not scary. (Davenport Road)	The prioritization has been thoroughly reexamined based on public input, and the priorities have been updated accordingly.
137	General Comments	Maria Gutzeit,	25	Project 20: Same as 19...actually maybe a little more dangerous road than 19, 10, and 12....I would move this one up in ranking due to risk/traffic volume. (Lake Hughes Road)	The prioritization has been thoroughly reexamined based on public input, and the priorities have been updated accordingly.
138		Maria Gutzeit,	26	Project 21: This is a dead end street with no traffic now....only thing on it is a dental office. OK that it is low rank. More important one...see below. (Oak Springs Canyon Road)	The prioritization has been thoroughly reexamined based on public input, and the priorities have been updated accordingly.
139	General Comments	Maria Gutzeit,	27	ADD -NOT LISTED: As I mentioned at Public Hearing, look at connection from Santa Clarita River Trail where it end at Copperhill, to San Francisquito Road. This has been graded already and Copperhill has very high traffic volume, so is best avoided by people in those adjacent housing tracts.	Facility has been updated. Santa Clarita River trail has been extended to meet proposed Class III along SF Canyon.#5 in the planning area.
140		Maria Gutzeit,	28	ADD -NOT LISTED: As mentioned at public hearings, Class 3 shoulders and improved signage would be helpful on San Fransquito. About as popular as Bouquet for bikes and cars, but a little more twisty in the Canyon and can get dangerous due to aggressive long-distance car commuters to/from Palmdale via this route (same issue as for Bouquet and Vasquez though Vasquez is worst of all 3)	Class III proposed facilities added along SF Canyon road. #61 and 41 in the Antelope Valley Planning area.
141	General Comments	Maria Gutzeit,	29	ADD - NOT LISTED: As mentioned at public hearings, do a connection to City of Santa Clarita Trail roughly paralleling the north side of Magic Mountain Pkwy. Connect to the Old Rd on the West side of 5 frwy. It currently stops underneath freeway. This could possibly be done as a connection to Project #14, by Newhall Land and Farm. Not urgent but a nice connection and more helpful than the housing tract fixes listed above (Projects 5, 7, etc.)	The connection on The Old Road can be accommodated. The connection from Magic Mountain would most likely fall within City of Santa Clarita and would need their approval, however can be requested during the project design phase. This connection is shown on the approved City NMTP.
142		Maria Gutzeit,	30	ADD- NOT LISTED: I believe I mentioned before...bike lanes or bike path to aid Fair Oaks' Ranch people to have access out of their area. This is roughly Via Princesa from Hwy 14 to Sierra. I believe Metro was looking at access to the Metrolink on Via Princesa at one point...it has been suggested heavily. Once you go west of 14 it is City of Santa Clarita but some discussion of the inter-tie might be helpful. It looks like figure 3-25 is showing this as a bike route. The road is 6+ lanes, 55 mph+ no shoulder. Bike route is not workable. East of 14 is not on map.	Bike lanes added along Via Princesa from Sierra Hwy to Lost Canyon Road (a portion of this facility needs coordination with the City of Santa Clarita). The bike lane in Canyon Park Road was extended to Sierra Hwy. Bike lanes added on Lost Canyon Road between Via Princesa and Canyon Park Blvd.

Los Angeles County Bicycle Master Plan -

Reviewer:	
Agency/Steering Committee:	All Public Comments From 3-1-2011 to 6-3-2011

FILLED OUT BY REVIEWER					FILLED OUT BY RESPONDER
No.	Page No./ Section	Reviewer	Reviewer Comment No.	Comments	Response
143	General Comments	Maria Gutzeit,	31	ADD- Not Listed: I believe I mentioned before but maybe not: Work with City to secure access across 5 frwy at either Stevenson Ranch Pkwy or Pico Canyon. You have colleges at Stevenson Ranch Pkwy and a central shopping area and schools along Pico (Lyons in the City). Freeway crossings freak people out. I would say of the two, Stevenson Ranch Parkway (going to McBean in City) is less problematic and easier to do enhancements with road striping and signage.	Class II facilities are proposed on Pico Cyn Road and Stevenson Ranch to connect to existing class II on Stevenson Ranch, this projects are rank #1 and #3. The City does not have any facilities listed on its plan that would provide connectivity to our proposed facilities in the Stevenson Ranch area. This will provide improved connectivity to the City and to our planned facility on The Old Road.
144		Maria Gutzeit,	32	Project 22 - ok and appropriate ranking. Not too bad now. Will need help in future when build out resumes. A lot of rough road now....when fixed, add shoulders to roadway where possible. (Hasley Canyon/De Valle/Huntstock, Chiquito Cyn)	No response required.
145	General Comments	Maria Gutzeit,	33	Project 23: I would move this above Project 22 (more bike traffic, more car traffic) and probably above #10 and #12 due to, again, higher bike and traffic volumes and narrower roadways. This stretch is not hideous now...Vasquez retains the hideous award. (Placerita Canyon Road)	The prioritization has been thoroughly reexamined based on public input, and the priorities have been updated accordingly.
146	General Comments	Maria Gutzeit,	34	Project 24: This would be a nice project as many residents of Castaic have asked for off-street trail and they currently have none. If you can connect this to the City of Santa Clarita trail system (such as my "added" trail connection near Magic Mountain) you will have big cheers from the Castaic community AND Santa Clarita people who prefer not to ride on the Old Rd. I am not sure why this scores at the very bottom of the list as it would be a stellar project for the valley. This ends right at the largest industrial center in LA County so would help bike commuting too.(Castaic Creek Bicycle Path)	The prioritization has been thoroughly reexamined based on public input, and the priorities have been updated accordingly.
147	General Comments	Maria Gutzeit,	35	From a safety standpoint and/or bang for your buck: #1 Vazquez, #2 Old Rd Improvements, #3 Trail Connections at Copperhill and Old Rd, #4 Castaic Creek Bike Path, #5 Signage/Lights at Soledad Tunnel, #5 San Francisquito, #6 Placerita Canyon	The prioritization has been thoroughly reexamined based on public input, and the priorities have been updated accordingly.
148	General Comments	South Bay Bicycle Coalition (See letter)	1	The Los Angeles County Bicycle Coalition believes this plan should provide more miles of bicycle lanes, bicycle boulevards, and standard treatments such as Sharrows.	More than 130 additional miles of bikeways have been added since the release of the draft Plan. Note that we consider the use of Sharrows as a design phase decision and will implement sharrows on Class III bikeways as appropriate.
149	Design Guidelines	South Bay Bicycle Coalition (See letter)	2	Safe streets are not addressed, incorporate complete streets policies. DPW's usage of the Caltrans Highways Design Manual is problematic because it applies highways standards to local roads.	The Plan supports the Complete Streets Act, which is addressed in chapter 2 (IA 1.4.1). The use of the standards outlined in the State's Highway Design Manual on public roads is required by State law, but the County will continue to explore design exceptions and experimental treatments as appropriate to address safety concerns and encourage more bicycle ridership.
150	Relationship with other plans	South Bay Bicycle Coalition (See letter)	3	Review the proposed network and recommendations for South Bay Plan. (See letter for details)	Comments addressed in Plan and discussed with SBBC.

Los Angeles County Bicycle Master Plan -

Reviewer:	
Agency/Steering Committee:	All Public Comments From 3-1-2011 to 6-3-2011

FILLED OUT BY REVIEWER					FILLED OUT BY RESPONDER
No.	Page No./ Section	Reviewer	Reviewer Comment No.	Comments	Response
151	Design Guidelines	West San Gabriel Valley Bicycle Coalition	1	see the County employ road treatments commonly used in bike-friendly cities throughout the world, specifically cycletracks, bike signalization, bike priority/painted sharrow lanes, and bike boxes. The Design Guidelines should include these tools, as well as underline how exceptions to 11 and 12 foot travel lane standards can be made to safely accommodate cyclists on narrow streets and/or to calm traffic on streets where speeding is an issue. Additionally, sharrow markings should accompany any planned Class III Bike Routes, as they are far more visible to both automobiles and cyclists than traditional bike route street signage.	The Plan supports the use of experimental treatments such as cycle tracks, colored bike lanes and bike boxes where appropriate to encourage more bicycle usage in the County. The use of the standards outlined in the State's Highway Design Manual on public roads is required by State law, but the County will continue to explore roadway diets and design exceptions for the travel lane widths to promote regional connectivity. The Plan promotes the use of sharrows for existing and proposed bike routes in chapter 2 (IA 2.1.2), and the use of sharrows for individual projects will be determined during their implementation.
152	Recommendations	West San Gabriel Valley Bicycle Coalition	2	Rosemead Blvd. is an ideal candidate for protected lanes, which should be continued through the adjacent unincorporated communities wherever feasible. Indeed, wherever possible in the County, streets with posted speed limits of 35mph or more that are also important routes for cyclists should be considered for protected bike lanes/cycletracks.	The County supports the use of experimental treatments such as cycle tracks, and will evaluate their suitability for the proposed bike lanes in the Plan on a case by case basis.
153	Projects	West San Gabriel Valley Bicycle Coalition	3	Finally, a 20 year plan should be more comprehensive than the proposed, especially considering the size of the County's unincorporated communities. If a network of bicycle infrastructure that links regions such as the San Gabriel Valley is to be realized in Los Angeles County, more miles of bike lanes, bicycle boulevards, and low-cost treatments like Sharrows will be needed to create a comprehensive network of bicycle friendly streets.	More than 130 additional miles of bikeways have been added since the release of the draft Plan. The Plan promotes the use of sharrows for existing and proposed bike routes in chapter 2 (IA 2.1.2), and the use of sharrows for individual projects will be determined during their implementation.
154	Facilities	West San Gabriel Valley Bicycle Coalition	3	For example, the WSGVBC recommends that the Final Master Plan include the following additions to its planned improvements for the West San Gabriel Valley Planning Area: <ul style="list-style-type: none"> • Class II Bike Lanes Lower Azusa Rd. from Arden Dr. to the Rio Hondo Bike Path (completing lanes outlined in Temple City Master Plan) • Bike Blvd. on Freer St. from Santa Anita through the South Monrovia Islands, continuing Temple City planned route • Updated Bikeway maps that include the infrastructure improvements outlined in Bike Master Plans adopted by cities in LA County in 2011 (e.g. Temple City – March 2011; Pasadena – Summer 2011?; South Pasadena – September 2011?) 	Lower Azusa Rd is outside our jurisdiction. The Bike Plan has been updated to show the facilities proposed by Temple City as proposed by others. This includes the facilities identified in your comments.
155		M Bremer	1	My street has no divider line and no shoulder. It's a 2-way road in a residential neighborhood with children. But the speed limit is posted at 55mph! Lowering the speed limit to 35ph would be much safer for everyone, especially bicyclists.	This is outside the scope of the Plan.
156		Daniel Lopez	1	All resources should be directed to the completion of Griffith Park, LA River to the lower LA River LARIO Trail. Even if the pathway needs to be cantilevered off the concrete sides of the river. This would provide recreation and a route for commuters to downtown L.A.	The Cities of Glendale and Los Angeles are proactively working on projects to close the gap in the LA River Bike trails within their jurisdictions. Please refer to the appropriate local municipal plan for specific details regarding the Cities' proposed network.

Los Angeles County Bicycle Master Plan -

Reviewer:	
Agency/Steering Committee:	All Public Comments From 3-1-2011 to 6-3-2011

FILLED OUT BY REVIEWER					FILLED OUT BY RESPONDER
No.	Page No./ Section	Reviewer	Reviewer Comment No.	Comments	Response
157		Wendy Reed	1	Please include us on mailings and in meeting notifications on this. We would love to negotiate with DWR to re-open the aquaduct to compete connectivity of our trail systems. Thank you!	Your e-mail has been included to the mailing list
158		Rose Saxten	1	We need bike paths in Saugus!! There is nothing and Bouquet Canyon is like a freeway! Where are our paseos and safety pedestrian bridges?! We pay the same taxes as Valencia!	The Saugus area is outside the scope of this plan.
159		Paul and Sherrie Borzaga	1	The entire unincorporated area here in the Antelope Valley lacks proper (or any) bicycle paths. Quartz Hill needs bike paths to not only allow safe riding but also will be helpful to the many students who ride their bikes to school. More bike paths in the AV would encourage residents to bicycle more.	Opportunities for class I bike paths are limited to locations where there is available right of way. Most class I bike paths are constructed along flood control channels, where the existing maintenance roads exist. The proposed bike facilities in this area are extensive, and additional bikeways in the area, such as Avenue K and 40th Street West are being proposed in the Final Plan.
160		Michael Klima	1	Build a bike path (dedicated) from Venice to Downtown and people will use it.	This area is outside jurisdiction of LA County
161		Ian Morin	1	Make the average driver more aware of bicycle traffic! Signs and lanes to separate or designated traffic patterns. As an employee at a local LA Bicycle retailer, I see several accidents a week where the driver and cyclist were unaware of each other. Make the public Aware! Watch out for each other!	One of the Goals of this Plan is to develop educational programs, such as public service announcements to educate all roadway users about sharing the road with others. Please refer to chapter 2 (Policy 3.2), and chapter 4 of the Plan.
162		Cheryl Hazama	1	What happened to the old idea to use roads on either side of the flood control channels?	The Plan proposes many miles of bike paths along flood control channels, such as Eaton Wash Channel, Dominguez Channel and Compton Creek.
163		Nolan Gamm	1	I appreciate the work done to fill fissures on the San Gabriel River Trail. I would be willing to volunteer time to continue the work	No response required.
164		Robert Dale	1	Thank you for the invitation to the LA County Bicycle Master Plan Advisory Meeting, Wednesday, February 17th. I would like to suggest two main issues for the Coyote Creek Bike Trail; & San Gabriel River Bike Trail: 1. Access, east/west links & more neighborhood points of entry; and 2. More Shaded Rest Stops with benches, water, trees, trash containers. Sincerely, Robert Dale La Habra Vital Community Task Force	The Plan includes many recommendations for east-west connections, such as the San Jose Creek and Thomson Creek Bike Trail. The inclusion of access points, rest stops and other amenities will be evaluated during implementation of individual projects.
165		Karen Plemmons	1	I live in the rural Three Points Area of Lake Hughes, on the westernmost part of Pine Canyon. The speed limit is posted at 55! Ridiculous - it's a one lane winding mountain road that is shared with horses, bikers etc. It should be 35 max!	Speed limit reduction is out of the scope of this Plan. Please contact (888) 893-2555 for requests related to the Neighborhood Traffic Management Program (NTMP).
166		David Chambers	1	I was at Las Virgenes meeting on 3/4/10. I left a post-it note next to "bike boxes" indicating that they are dangerous to approach on stale green signals. I meant stale red! Thanks!	No response required.

Los Angeles County Bicycle Master Plan -

Reviewer:	
Agency/Steering Committee:	All Public Comments From 3-1-2011 to 6-3-2011

FILLED OUT BY REVIEWER					FILLED OUT BY RESPONDER
No.	Page No./ Section	Reviewer	Reviewer Comment No.	Comments	Response
167		Erik Mar	1	I am an architect and professor at USC, and I have worked on several libraries and gymnasiums for the County. I am a near-full time bicycle commuter, although my routes are usually outside of the County unincorporated areas. Instead of asking for small improvements in the thousands of areas which could benefit from increased cycling infrastructure, I would like to see the County take the lead in coordinating and advocating region-wide policies which will move us away from, or at least significantly decrease, fossil fuel-driven transportation. Transportation policy in general should prioritize two objectives: to reduce our per capita carbon footprint, currently the most outsized of all the large industrial nations, and to increase public safety. To these ends, the dominance of the private automobile must end, with policies introducing disincentives to their use and corresponding incentives to use smaller carbon footprint and potentially safer alternatives such as public transportation and cycling. At the national level, policies such as business tax deductions for auto use, subsidies which artificially lower the cost of gasoline, and programs such as Cash for Clunkers, all of which act to promote private auto usage, must be phased out. California should implement the State of Idaho Bicycle Laws, which allow cyclists, when and where safe, to treat stop signs as yield signs and red lights as stop signs. Idaho's laws have been in effect since 1982 and have not resulted in appreciable increases in accidents. Throughout LA County, allowable speed limits in all but primary and secondary highways should be reduced, an inexpensive form of traffic calming which would increase public safety. These two measures would cost very little since they would require mostly signage changes. The private automobile ascended to its current dominance through a combination of corporate conspiracy and public policies / subsidies specifically designed to increase its market share; if we're serious about slowing our destruction of the planet, we'll use policy to incentivize use of alternatives.	Section 1.2, Purpose of the Bicycle Master Plan, reiterates these issues in a concise statement of purpose. In addition, it should be noted that Los Angeles County Metropolitan Transportation Agency (Metro) is the transportation planning agency for the County as a whole. These sweeping changes need to be encouraged by Metro and the State.
168		Michele Chavez	1	Please put in bike lanes on 30th S West between Ave M & Ave N. Right now, there is a shoulder going north but not south. This road is only 2 lanes & the speed limit is something like 55. We can ride into Lancaster but not back to Palmdale. This is my priority.	Bike lanes are proposed on this segment and have a high priority score within the planning area.
169		Jamie Suhlosi	1	1) Place small curbs to separate bike paths on the Roadways from the cars. Will provide more protection than the lines. 2) Link the paths to get from the downtown area to the beach - SM to Downtown, Venice to Downtown, & MDR to downtown.	The County supports the use of experimental treatments such as segregated bike lanes and will evaluate their suitability for the proposed bike lanes in the Plan on a case by case basis. The requested corridors are outside the County's jurisdiction.
170		Nancy Vernon Marino	1	Marina del Rey needs more than just an external circuit bikeway. The proposal only brings bicyclists in to the Marina at the North jetty, and spits them right back out again along the circumference of the county-owned harbor area. This is shameful - it excludes recreational cyclists from most of the Marina, and it does nothing to encourage cycling as alternate transportation for residents, merchants, and boaters.	The Plan includes planned bikeway facilities in Marina del Rey to the extent that were feasible based on the constraints from existing and/or future planned development, as well as available right of way. The roadway width on Via Marina and Admiralty does not allow for these improvements with out major modification to the right-of-way. We appreciate that adding these facilities that would greatly improve bicycle transportation in the Marina, and we will continue to look for opportunities to improve bicycle facilities throughout the County.

Los Angeles County Bicycle Master Plan -

Reviewer:	
Agency/Steering Committee:	All Public Comments From 3-1-2011 to 6-3-2011

FILLED OUT BY REVIEWER					FILLED OUT BY RESPONDER
No.	Page No./ Section	Reviewer	Reviewer Comment No.	Comments	Response
171		Kent Strumpell	1	1. I'd like to see a policy in plan to set up a program that would accelerate adjusting or upgrading signals to be sensitive to bicycles. 2. Need policy that specific that reflective striping will be used on county bike paths, esp. beach path.	1. Pursuant to existing State law, the County is currently updating signals for bicycle detection whenever the loops for traffic signals are modified. Loops on new traffic-actuated signals also include detection for bicyclists. The implementation schedule for the signal upgrades are dependent on the available funding and the needs of the community. A separate policy to accelerate the signal adjustments is not required. 2. Striping reflectivity is made by adding a top coat of glass beads to the freshly applied striping material, which can be slippery. Implementation Action 2.2.3 was added to the plan to indicate "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.", with a timeframe of 2014.
172		Elizabeth Williams	1	1. I would like to see a major push to get people who don't necessarily live near the beaches be encouraged and have access to bike routes. 2. Bike awareness education programs for cyclists and motorists	Chapter 4 of the plan covers a number of encouragement programs to be implemented within the County jurisdictions to promote, educate, and motivate residents to use the bicycle as a mode of transportation daily.
173		Howard Hackett	1	Extend the beach class 1 bike trail South from the Venice pier to the Marina Channel. 2. Turn Lincoln Blvd from Westchester to Wash Bl into a "sidetrack" or at least a class 1 trail	1. Facility has been added to the Plan 2. Lincoln Blvd in this area is a Caltrans and this project needs to be vetted with the State and other stakeholders before we can propose modification of the existing bike route along Lincoln Blvd.
174		Dean Francois	1	1. Work with groups to get class 1 thru MDR off the street off of Washington Blvd. 2. Plan needs to consider new rights-of-way, not just existing rights of way. 3. Fix Hermosa / Manhattan Beach border. 4. Take F-20 out of Appendix, no Bikeways next to streets	1. At this time, no feasible route exists. 2. Projects that would need new rights of way would likely be very expensive and impractical. In addition, Plan cannot make recommendations for bicycle facilities through private owned property. However, we have added a Class I facilities along Fiji, as we received a letter of support from the property owner 3) This area is under the control/jurisdiction of Hermosa Beach. 4) We recognize that they can be challenging; however, we do not recommend removal of this guideline. County has existing bikeways next to streets.

Los Angeles County Bicycle Master Plan -

Reviewer:	
Agency/Steering Committee:	All Public Comments From 3-1-2011 to 6-3-2011

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No.	Page No./ Section	Reviewer	Reviewer Comment No.	Comments	Response
175		Dean Francois	2	Please see attached a map of our suggested route within the retirement community and hotel projects we recommend. If these two projects can accommodate this route, then we can greatly improve the intersection where the path dumps onto Washington Blvd. and instead brings it to the intersection. (maps are in project folder)	The County doesn't have the ability to modify existing lease agreements with tenants such as hotels and retirement communities to install bike paths adjacent to Washington Blvd. The Department of Beaches and Harbors handles the lease agreements in the Marina for the County, and they have been forwarded similar input on the Draft Plan from Marina residents, that can be incorporated into future lease agreements.
176		Jim G. Kennedy	1	I support the County's proposed bike Path on the MdR peninsula from Washington Blvd to Marina. This would complete the Marvin Braude beach bike path. For 40 years various government agencies have tried to build this bike path but were stopped by local opposition who want to keep the beach for local use by limiting public access. This violates at the minimum the spirit of the California Coastal act. For any government agency to avoid dealing with bike path issues on the MdR peninsula along the beach is a violation of the Public Trust Doctrine. With that stated, I want to thank profusely the County of LA for taking the bold step to start the process of righting this wrong. As this bicycle master plan process moves forward, please do not let the Marvin Braude bike path be blocked again by issues that should be dealt with at the project level.	No response required.
177			1	Instead of wasting millions of dollars constructing useless brick and cement constructed freeway exit/onramp artifices and freewal walls for "sound" reduction for apartment buildings that were build (sic) ten feet adjacent to all Los Angeles Freeways (how did those get approved anyways?) Why don't you spend money to build bicycle only lanes adjacent to all our freeways? Then I could bicycle the twenty miles to my job everyday and FEEL SAFE knowing no car or truck is going to accidentally hit me!!!	No response required.
178		Steven Sims		Education Classes for cyclists and drivers. Children's and parents rides and walks to schools, civic centers safe zones.	One of the Goals of this Plan is to develop education programs that promote safe bicycling, including educational programs for all roadway users. Please see Policy 3.2 in Chapter 2, and programs outlined in Chapter 4 of the Plan.
179		Vincent Chang	1	West San Gabriel Bike Coalition forming --> May 5 proclamation. // Stop on the Gold Line proposed to be bike lane leading up to Monterey Park. // 3rd Stop - Monterey Pass Rd (industrial-ish) --> Fremont (N) Garvey - heavy traffic / Lots of Monterey older Asian folks riding bikes on sidewalks - education // Almansor - bike lane - worn out // May 15 Eastside Bike Riders - in parade // April 24 - Green Fair	No response required.
180			1	San Diego Ave, newly paved Foothill Bl to Gladstone marked	No response required.
181		Mike	1	Bring back "share the road" "3 feet back" t-shirts and bike jerseys!	No response required.
182		Joanna Ruhl	1	I would love to see public service announcements aimed at drivers (i.e. on television, not bus ads... most of us on the bus aren't driving!) reminding drivers to look for bicycles and and treat them as cars... I've been hit twice by vehicles who simply were looking / aware of bicycles	One of the Goals of this Plan is to develop education programs that promote safe bicycling, including educational programs for all roadway users including motorists. Please see Policy 3.2 in Chapter 2, and programs outlined in Chapter 4 of the Plan.

Los Angeles County Bicycle Master Plan -

Reviewer:	
Agency/Steering Committee:	All Public Comments From 3-1-2011 to 6-3-2011

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No.	Page No./ Section	Reviewer	Reviewer Comment No.	Comments	Response
183		Enriquez Crystal		I subjist that more people sud ride bicys toward gas to lower the hassly of traffic to a bicylist // help people that ride bicys more because car are troblesomes to the eath // Call if any questions (all sic)	No response required.
184		Nate	1	Setting up bike lanes on Olympic Blvd // Mid City meeting coming up	A bike lane has been proposed along Olympic Blvd. in East Los Angeles.
185	San Francisco Valley	Workshop	1	Look at connecting Santa Clara River Trail (City) to San Francisquito Road (under Copper Hill)	The proposed bike route on San Francisquito Canyon has been extended to meet the Santa Clara River bike trail. Please see facility ID#5 in the Santa Clarita Valley Planning Area
186	San Francisco Valley	Workshop	2	San Francisquito needs Class III or share the road sign	Class III facility added along San Francisquito Road. Please see project Id #61 in the Antelope Planning Area
187	San Francisco Valley	Workshop	3	Decide on Sierra or Old Road as commuter route to SFV and improve bike access on one of them. (Dangerous at Sierra/Foothill/Old Road area) Need to improve old road btwn Sierra + Balboa or get bikes over foothill safety	The Old Road has facilities proposed as part of this Plan. The City of LA is proposing Class II Bike Lanes on both San Fernando Road and Balboa Blvd to complete this connection.
188	Metro Planning Area	Workshop	4	Make connection to Cal State transit station & Atlantic Metro station	Connection to Cal State Metro Station is proposed along Eastern Avenue. Connection to Atlantic Metro Station exists with the Proposed Bicycle Boulevard on Woods Avenue
189	Ladera	Workshop	5	Bike Parking at Park Stocker / La Brea	This area is identified in Appendix E as a location for bicycle parking.
190	Ladera	Workshop	6	Veronica / La Brea - DWP	No response required.
191	Facilities	Community Health Councils (see letter for details)	1	Increase access to biking resources and infrastructure. Provide more miles of bike lanes, bicycle boulevards, and standard treatments like sharrows,	More than 130 miles of proposed bikeways have been added based on stakeholder comments. Sharrows are part of the plan and the determination to add them to a facility is completed during the design phase.
192	Implementation	Community Health Councils (see letter for details)	2	Include an Implementation Plan that prioritizes the most disadvantaged communities.	Prioritization and implementation plan was prepared taking into account input from all the communities within the unincorporated areas of the County. The prioritization matrix included items that add points to disadvantaged areas. Based on comparing the project phasing information against Census 2000 household income data and adult obesity data from the Department of Public Health, a majority of the projects to be implemented in phase 1 of the Plan are located within disadvantaged communities.

Los Angeles County Bicycle Master Plan -

Reviewer:	
Agency/Steering Committee:	All Public Comments From 3-1-2011 to 6-3-2011

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No.	Page No./ Section	Reviewer	Reviewer Comment No.	Comments	Response
193	Recommendations	Community Health Councils (see letter for details)	3	Create safer streets for disadvantaged, low-income areas through innovative design guidelines. How will the County will pilot innovative new bicycle infrastructure and provide exceptions to 11-12 foot travel lane	The existing County policy considers exceptions to the California HDM whenever feasible. The County considers exceptions to the California HDM on a case by case basis and using engineering judgment considering such factors as vehicle speeds and truck and bus volumes. See footnote in Appendix G, page G-3.
194	Facilities	Community Health Councils (see letter for details)	4	Enhance connectivity within Los Angeles and other cities that adjoin the County's unincorporated areas.	We have reviewed the proposed projects and have added new facilities to the proposed network accordingly.
195	Facilities	The Hacienda Heights Improvement Association	1	Prioritize the improvements and completion of the San Jose Creek Bicycle Path. (see letter for details)	The prioritization of this project has been revised. San Jose Creek is ranked #2 with a score of 140.
196	Facilities	The Hacienda Heights Improvement Association	2	In this regard, another important link would extend the Rio Hondo Bike Path from Peck Road Water Conservation Park eastward to the San Gabriel River Bike Path. Mr. Jeff Yann, who serves on our Board as Chairperson of the Environmental/Water Committee, was instrumental in performing studies in 2003 that resulted in the 17-mile Emerald Necklace loop documented in a report prepared by Amigos de los Rios in 2004. Completion of this interconnection would not only complete the recreational loop, but would also open up the Rio Hondo trail to bikers and pedestrians entering the trail north of El Monte. Discussions with officials of Hanson Aggregates at that time indicated their willingness to allow the equestrian trail which crosses their property from the east end of Clark Avenue to the San Gabriel River to be upgraded to Class I bikeway standards.	The County sees the value in providing a Class I bikeway to link the Rio Hondo and San Gabriel River Bike Trail at the north end. We would not want to implement this facility by removing an existing equestrian trail. This gap closure was not included in the Plan as it needs to be discussed with the private property owner, as well as the affected cities.
197	Table 3-9	The Hacienda Heights Improvement Association	3	1. Bikeway on Colima Avenue from Casino to Allenton is high priority. 2. Completion of connections between Colima Road and Seventh Avenue on segments of Halliburton Road, Stimson Ave, and Gale Ave is also highly important... 3.) A bikeway on Azusa Ave from Colima to Tomich offers limited benefit. 4.) A bikeway route between Seventh avenue and Hacienda Blvd will provide a beneficial access route to the commercial center located at Newton and Hacienda.. 5.) Connections along La Monde Avenue and Los Altos Drive to Hacienda Blvd. offer limited benefit.	1.) Facility in Colima Drive ranked #35 within the East San Gabriel Planning Area. It is planned to be implemented during Phase 2 of the Plan. 2.) Facilities proposed ranked #36 3) No response required 4.) This facility ranks # 20 within the East San Gabriel Planning Area. 5) No response required

Los Angeles County Bicycle Master Plan -

Reviewer:	
Agency/Steering Committee:	All Public Comments From 3-1-2011 to 6-3-2011

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No.	Page No./ Section	Reviewer	Reviewer Comment No.	Comments	Response
198	Facilities	City of Glendora	1	<p>We would like to offer the following suggestions for improving the proposed Bicycle Master Plan in the vicinity of Glendora:</p> <ol style="list-style-type: none"> 1. Provide a connection from the existing Class III Bike Route on Gladstone Street westward to the proposed bike route in Covina. 2. Regarding the proposed route in Covina, it appears to be located along the Dalton Wash which extends through the City of Glendora up into Dalton Canyon. We would like to see the plan provide for the extension of the trail along the Dalton Wash all the way to Dalton Canyon. 3. Extend the proposed westbound route on Mauna Loa Avenue to connect with the proposed north-south street route in Azusa. 4. Connect the existing bike route on South Glendora Avenue to the proposed Class II bike lane along Arrow Highway. 5. Extend the Class III Bike Route eastward on Foothill Boulevard to connect with the existing bike lane on Foothill Boulevard in San Dimas. 	<ol style="list-style-type: none"> 1. Class III facility added on Gladstone St. 2. The extension of Dalton Wash are located entirely within the City of Glendora. This facility has been added and identified as "Proposed by other Jurisdictions". 3. Extension of Mauna Loa Ave to Azusa Street is outside LA County Jurisdiction. 4. The proposed connection on South Glendora Avenue to the proposed Class II on Arrow Highway. This facility has been added and identified as "Proposed by other Jurisdictions". 5. Class III Facility on Foothill Blvd in the City of Glendora. <p>Bikeways Proposed by other jurisdictions indicate that incorporated cities have proposed these facilities as part of their transportation planning documents. LA County supports the expansion of these proposed facilities and welcomes the City of Glendora in taking the lead in expand their existing bicycle network.</p>
199	Facilities	City of Glendora	2	<p>One of the Master Plan proposals is to extend the Class III Bike Route on Glendora Mountain Road (GMR) up through the mountains into the National Forest area. You may be aware that Glendora Mountain Road is a very steep, winding road which is popular with advanced cyclists. Indeed, the Tour of California will be including GMR on one of their stages. Unfortunately, the road is also popular with auto traffic and we have had a number of tragic accidents on GMR in the past few months; one occurred last night. We would like to ask the County to explore the feasibility of creating either a Class I bike path or Class II bike lane on GMR to reduce the danger riders are experiencing. The proposed Class III bike route will not provide enough protection for cyclists.</p>	<p>There is sufficient shoulder (4-5 feet) on both sides of the road to accommodate a Class III-Bike Route on GMR. Appropriate signage and maintenance of the shoulder is necessary to create safe accommodations for experience cyclists. Existing conditions don't provide enough room for bike lanes and a Class I would not be economically feasible.</p>

Los Angeles County Bicycle Master Plan -

Reviewer:	
Agency/Steering Committee:	All Public Comments From 3-1-2011 to 6-3-2011

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No.	Page No./ Section	Reviewer	Reviewer Comment No.	Comments	Response
200	Vermont Avenue	Stephen Box		<p>Abu,</p> <p>I left a message re: Vermont Avenue down around Gage. Apparently, City of LA says they can't stripe the bike lanes because one side of Vermont belongs to LA County and LA County is dragging their feet. Can you weigh in on this section of Vermont and your plans for striping a Bike Lane? Is City of LA working with you on this?</p> <p>Also, there is a rumor circulating regarding LA County's Bike Plan and a policy of reluctance to implement bikeways improvements on streets that would have to lose parking or a travel lane. True or false, I'd like to clarify so I can nip the distraction of debate over this issue.</p>	The east barrel of Vermont falls within the City's jurisdiction and the median and the west barrel falls within the County's jurisdiction. The roadway on our side is narrower than the City's side, and we need to widen the road on our side to install bike lanes. The alternative to widening the road would be to reduce the travel and parking lane widths to accommodate the bike lane on our side. Reducing the parking lane width would create a very dangerous and poorly designed bike lane that directs cyclists to ride in the 'door zone'. We also recommend a minimum of 11 feet wide through lanes and 12 feet wide curb lanes (next to the bike lane) to accommodate the large buses and trucks on Vermont, and provide a safety buffer for the cyclists on the bike lane. Removal of parallel parking to accommodate a bicycle lane is possible. In order to do this, it must have community support and be investigated by traffic engineers on the impacts.
201	Facilities	City of Malibu	1	<p>The City of Malibu does not have an adopted Bikeways Plan. There are no official bicycle routes within the City to date along public or private streets. Note that the City's Public Works Department is currently working on a plan to improve a bicycle route along Pacific Coast Highway from the intersection of Trancas Canyon Road westward to City limits / Unincorporated County of Los Angeles for approximately five miles</p>	The bike route along Pacific Coast Highway (PCH) within the City of Malibu is maintained by the State. LA County supports the City's efforts to improve the existing bike route along PCH.
202	General Comments	LACMTA	1	<p>Metro vs. LACMTA</p> <p>We have agreed to use LACMTA in place of Metro in all correspondence generated by our Department.</p> <p>Therefore, effective today and until further notice, please write out the complete agency name first time mentioned followed by the acronym in parenthesis - Los Angeles County Metropolitan Transportation Authority (LACMTA).</p> <p>I will have our Secretarial Manual reflect this change.</p>	Changes made in Acknowledgements section and page 8. All written out titles were substituted with LACMTA acronym throughout the document.
203	Page 104, 1st paragraph, 4th line:	Andrew C.T. Ross LA-County Flood Control District	1	delete the fist maintained "maintained already maintained"	second use of the word "maintained" deleted per comment.
204	Figures F-4 through F-8:	Andrew C.T. Ross LA-County Flood Control District	2	remove box with "X" in front of word Bike Lane, one figure is missing the left side line, and one figure is missing a title	Correction has been made

Los Angeles County Bicycle Master Plan -

Reviewer:	
Agency/Steering Committee:	All Public Comments From 3-1-2011 to 6-3-2011

FILLED OUT BY REVIEWER					FILLED OUT BY RESPONDER
No.	Page No./ Section	Reviewer	Reviewer Comment No.	Comments	Response
205	Figure F-17, access:	Andrew C.T. Ross LA-County Flood Control Distric	3	who will be responsible for posting the signs required prior to closure, this signage requirement adds a great burden on FCD personnel and may not be feasible, 14 days advance notice is not always possible since rains cannot be predicted and paths may need to be closed during high rains or dam releases for safety reasons, posting a permanent sign on the gate listing reasons why it could be locked and also a contact number if there are questions would be a reasonable alternative	Plan updated to show signage requirement applies to planned path closures. The contractor/permittee will be responsible for posting any warning signs along with the detour information for any planned closures. The permanent warning signs for unplanned closures for forecasted rain or scheduled water releases is included in section F.4.4.
206	Figure F-17, landscaping:	Andrew C.T. Ross LA-County Flood Control Distric	4	suggestions of vegetation may not be feasible or even permitted and needs to be in conformance with the upcoming Levee Vegetation Policies currently in draft form by the Army Corp of Engineers.	
207	Page F-21:	Andrew C.T. Ross LA-County Flood Control District	5	4th and 5th line, maximum run length and resting interval length do not match	Plan updated
208	page F-48:	Andrew C.T. Ross LA-County Flood Control District	6	3rd sentence is a repeat of the first sentence and should be deleted	Sentence removed
209	Facilities	Raul Romo	1	I continue to see multiple cars for sale occupying both sides of Pacific Blvd; south of Flower Street and north of Broadway Ave. This takes place every weekend taking most of the street parking available for shoppers. This is not one person selling his/her vehicle. This is a person or persons using the streets on Walnut Park as their dealership lot. We need to put a stop to this. Also, there was no community outreach in our area regarding the County Bike Plan. I would like to request to have the responsible party for this plan to conduct a meeting in our area for the residents to have input. I am an avid bike rider who is afraid to bike on our streets. I see many people riding their bikes on the sidewalks in the neighborhood because they are afraid of getting hit by a vehicle. Walnut Park needs shared or district bike lanes from the street vehicular traffic. Please help us get these issues resolved. Thank you.	Please take up any parking enforcement concerns with the local Police Department. We publicized our meetings through the LA Times and other publications, press releases along with public service announcements at bus shelters, and provided e-notifications through email, Facebook and twitter. Many facilities are planned in the nearby Florence-Firestone area. A class II bike lane was added on Seville Avenue Between Florence St and Broadway.

Los Angeles County Bicycle Master Plan -

Reviewer:	
Agency/Steering Committee:	All Public Comments From 3-1-2011 to 6-3-2011

FILLED OUT BY REVIEWER					FILLED OUT BY RESPONDER
No.	Page No./ Section	Reviewer	Reviewer Comment No.	Comments	Response
210	Facilities	John Lloyd	2	<p>As Dan Sharp mentioned, I am interested in exploring possible bike routes from the El Monte bus station area north through Arcadia. I think such a route would be beneficial for people in the Arcadia, Monrovia, and Sierra Madre areas. Currently, as far as I can tell, there are no bike lanes or bike paths other than the Rio Hondo bikeway, which dead ends at Peck Road county park. It is a nice bike path, but essentially leads nowhere, if you are a commuter.</p> <p>Second Avenue in Arcadia offers a direct north-south route, but it currently has no bike lane, and with parked cars along the road and fairly high traffic speeds during rush hour, it does not feel safe (though I have bicycled the route on more than one occasion). Traffic volume and speed on Santa Anita Ave are dangerously high for bicycles, and any that do use the road understandably use the sidewalk.</p> <p>At any rate, I would welcome the opportunity to talk to you about possible bike routes in this area when you have the opportunity. As I said, I usually work evenings, so the community meetings are not convenient for me.</p> <p>Best wishes, and thank you for the work you are doing on behalf of bicyclists in LA County.</p>	<p>El Monte, Temple City, Arcadia, and Sierra Madre are all outside of County jurisdiction. Those cities are responsible for coordinating these efforts and planning with one another to implement a cohesive and interconnected bikeway network.</p>
211	Facilities	Robert Thomas CV Town Council	1	<p>The requested Bikeways in La Crescenta look good. La Crescenta is a difficult area for Bikeways because of the steep grade of our north/south running streets. However, I think that it is important to request Bikeways reaching all the important public destinations of La Crescenta (i.e. schools, parks, library and shopping). I would make the following four additions to the requested La Crescenta Bikeways:</p> <ol style="list-style-type: none"> 1. Bikeway access to Mountain Avenue Elementary School. (i.e. Bikeway from top of Briggs Ave. down to Foothill Blvd.) 2. Bikeway access to Public Library. (i.e. extend Bikeway north on La Crescenta Avenue to Orange Ave.) 3. Bikeway on Altura Avenue north of 210 frwy. between La Crescenta Avenue and Rosemont Avenue. Altura Avenue runs along the 210 Frwy. with single family residences on the north side. This will connect the requested Bikeways, and create a small exercise Bikeway Loop below Foothill Blvd. (i.e. Foothill Blvd. down Rosemont Ave. to Altura Ave. to La Crescenta Ave. to Foothill Blvd.) 4. Bikeway access to Montrose Shopping Park. (Bikeway from Rosemont Ave. east on Montrose Ave. to Ocean View Blvd., south on Ocean View Blvd. to Honolulu Ave.) 	<p>The Following facilities have been added: Class III on Briggs Avenue, La Crescenta Ave Extension of Class III to Orange Ave, Class III on Altura Avenue. An East-west connection to the shopping center is already proposed along Broadview Road In the City of Glendale. The requested bikeway on Montrose Avenue has been added to the Plan to connect with the bikeways being proposed by the City of Glendale.</p>

Los Angeles County Bicycle Master Plan -

Reviewer:	
Agency/Steering Committee:	All Public Comments From 3-1-2011 to 6-3-2011

FILLED OUT BY REVIEWER					FILLED OUT BY RESPONDER
No.	Page No./ Section	Reviewer	Reviewer Comment No.	Comments	Response
212	Design Guidelines	Robert Staehle		<p>I recommend that your plan clearly state that all thoroughfares used by bicycles, as with public streets, be open and unobstructed 24/7/365, with the exception of temporary emergency conditions. This seems obvious, and to "go without saying," but there is reason why this is important to me and others who commute and recreate on bicycles.</p>	<p>We recognize the importance of stating this in the plan. This note is now mentioned in both the executive summary and the design guidelines for the plan.</p> <p>Please note that Parks are not bound by the same requirements as transportation routes such as on-road bikeways or off-road class I's. The funds we utilize to operate and maintain these transportation routes require us to keep them open at all times. This is not the same for the recreational paths in the Parks which are generally open from dawn till dusk.</p>
213	General Comments	LA Streets Blog		<p>To Be Determined: A Quick Review of L.A. County's Bike Plan by Damien Newton on April 5, 2011</p> <p>(This is the first of a two-part series. The second piece will look at some of the local maps and provide a more local review. – DN)</p> <p>If you haven't been keeping up with the state of the L.A. County Bicycle Plan process, don't feel bad. You're not alone. Because the plan only covers the unincorporated parts of L.A. County, it's a plan for small patches of bicycle infrastructure in what would appear to be completely random places unless you're well versed in the political boundaries of Greater Los Angeles.</p> <p>Another reason not to be enthused about the plan? It's kind of really boring. Or, as Allison Mannos of the Los Angeles County Bicycle Coalition (LACBC) put it, "It reminds me of where the city's Bike Plan was two years ago."</p> <p>The good news is that the plan does call for hundreds of miles of new bike paths, bike lanes, and bike routes. The bad news is that many L.A. County roads won't receive the treatments they deserve to keep routes safe and increase cyclists' access.</p> <p>With hearings being held for the plan throughout the rest of the month, now is the perfect time to check in with some of the issues that L.A. County needs to address when editing and improving its Draft Bike Plan.</p> <p>The largest two problems, as stated by the LACBC, is a county law requiring that mixed use travel lanes be at least twelve feet in width and that most of the "bike routes" are really just streets with signs saying bike routes. At the 2010 Street Summit, LADOT Senior Bikeways Coordinator Michelle Mowery referred to these kinds of "bike routes" as "useless."</p> <p>So what can be done? The most obvious answer is to allow for mixed use travel lanes to be shrunk to both make space for bike lanes and slow traffic down on streets where bicycles are expected to travel. "There are plenty of streets that should have bike lanes, that could have bike lanes if we could make the car lanes narrower," explains Mannos.</p>	<p>Bike routes are viable alternatives for cyclists where bike paths, bike lanes or bike boulevards are not feasible. The use of Sharrows for existing and new bike routes is promoted in IA 2.1.2 and installation of sharrows along bike routes will be evaluated during project implementation. The Plan was revised to include more than 130 miles of additional bikeways based on input received on the Draft Plan.</p> <p>The County considers exceptions to the California HDM on a case by case basis and using engineering judgment considering such factors as vehicle speeds and truck and bus volumes. See footnote in Appendix G, page G-3.</p>

Los Angeles County Bicycle Master Plan -

Reviewer:	
Agency/Steering Committee:	All Public Comments From 3-1-2011 to 6-3-2011

FILLED OUT BY REVIEWER					FILLED OUT BY RESPONDER
No.	Page No./ Section	Reviewer	Reviewer Comment No.	Comments	Response
214	Facilities	Ms Marcussen		<p>Christopher Hudson spoke with Ms. Marcussen. She indicated that she is concerned about designating a bikeway on Coolidge given the high speed of drivers and bicyclists using the road, particularly given the presence of cross-gutters and high crowned intersections along Coolidge. She was most concerned about the intersections of Garfias and Crary. We informed her that we will note her comments, which will be considered as the document is being finalized. Ms. Marcussen indicated that she is going to get her neighbors to provide their comments because "they will all agree" that this route needs to be re-evaluated. Christopher informed her that they have until May 20th to provide comments on the Plan.</p> <p>Coolidge has a proposed bicycle boulevard (Class III bike route with additional enhancements such as additional markings and/or traffic control devices). Based on aerials, we can see that there are "DIP" markings and signs on Coolidge at Crary. Also, there was another constituent at the meeting in Altadena that suggested putting the bikeway on Altadena Drive instead of Coolidge because bicyclists desiring to ride the tough hills are already using Altadena Drive.</p>	The facility on Coolidge Ave has been removed. A new proposed route was added along Roosevelt Avenue. In addition, the facility on Glen Canyon extended to Altadena drive were a new Class II bike lane facility is proposed.
215	Facilities	AV High Desert Cyclist (See letter for details)	1	We feel this plan should be providing more miles of bike lanes, bicycle boulevards, and standard treatments like Sharrows with every bicycle route included in the Draft Plan.	More than 130 new miles of bikeways have been added since the release of the draft Plan. The use of Sharrows is considered as a design phase decision, and the County will implement sharrows on Class III bikeways where appropriate as indicated in chapter 2 (IA 2.1.2).
216	Design Guidelines	AV High Desert Cyclist (See letter for details)	2	The design guidelines in the Draft Plan do not provide for safer streets for all users, they continue to perpetuate the unsafe streets we have today. The Draft Plan should provide a vision for incorporating Complete Streets into the unincorporated communities in the County.	This is addressed through policy 1.4.1
217	Facilities	AV High Desert Cyclist (See letter for details)	3	There need to be east-west bike friendly routes that can tie the west side of both Palmdale and Lancaster to the Sierra Hwy bike trail. Currently Lancaster has bike lanes on Ave L but they do not go through to Sierra Hwy. Palmdale doesn't have any bike friendly routes between the west side of town to the Sierra bike trail. The planned bike route from west Palmdale to the Sierra Hwy bike trail is Ave O, which is a highly traveled narrow road with no shoulders. This route would work well but needs shoulders at the very least and bike lanes would be better.	We cannot comment on improvements that the City of Lancaster would make, but please note that the County is proposing a bike lane along Avenue O, which should address your concerns about the narrow shoulders.
218	Facilities	AV High Desert Cyclist (See letter for details)	4	- Palmdale does have the Ave S bike route that connects the east Side of Palmdale to the Sierra Hwy bike trail if you know the connecting roads, but again, this route is incomplete. There are a couple of places the route starts and stops and the connecting streets for the Sierra Hwy bike trail are not marked.	Bike facilities on S street are proposed within LA County Jurisdiction, the suggested additional routes are outside our jurisdiction.
219	Facilities	AV High Desert Cyclist (See letter for details)	5	- A safer way to ride from Palmdale to Acton. Currently Sierra Highway heading south towards Acton is too dangerous. There is a shoulder but no signage.	The proposed Class III bike route on Sierra Highway will provide safer conditions for cyclists by implementing signage and pavement markings.
220	Facilities	AV High Desert Cyclist (See letter for details)	6	- Create an access to the shopping center on 10th St. West from the west side of Palmdale. Currently there is a gate near Summerwind School that blocks access to a concrete path that terminates at a locked gate near the old Circuit City store. Opening this up would allow easy and safe access to shopping/dining.	This section of 10th street is outside LA County jurisdiction

Los Angeles County Bicycle Master Plan -

Reviewer:	
Agency/Steering Committee:	All Public Comments From 3-1-2011 to 6-3-2011

FILLED OUT BY REVIEWER					FILLED OUT BY RESPONDER
No.	Page No./ Section	Reviewer	Reviewer Comment No.	Comments	Response
221	Planning Areas Proposed Facilities	AV High Desert Cyclist (See letter for details)	7	Please see letter for detail comments	We have reviewed the proposed projects and have added new facilities to the proposed network accordingly.
222	Facilities	Temple City	1	Temple City would like their recently adopted Bicycle Master Plan proposed facilities included in the County's regional map. (map is included in the Folder)	Added to the plan
225	Chapter 4	LACBC (See Letter)		Chapter 4 does not explain what programs the County is going to implement and its plans to do so. The County should amend chapter 4 to include details concerning the programs it intends to create an their start and competition dates	This Plan provides recommendations for programs the County will pursue as funding and staff resources become available. The County will seek funding sources to implement these programs as part of the goals of this Plan. Additional Monitoring and evaluation recommendations have been added to Chapter 4, and phasing for implementation to the programs has been added to chapter 5
226	Chapter 4	LACBC (See Letter)		4.1.1 While this program is admirable, LACBC does not consistently offer LAB courses we can organize them, but there are many other LCI's courses. The County should also seek to partner with community based organizations and/or supervisor offices to hosts these trainings	Other groups and Sustainable Streets added to the existing programs
227	Chapter 4: 4.1.2, 4.1.3, 4.1.5, 4.2.1, 4.2.2., 4.3.1	LACBC (See Letter)		How will the County fulfill this policy, with whom will it partner to do so?	Plan has been updated to identify the potential partners for the programs and their associated implementation timelines.
228	Programs	LACBC (See Letter)		Revise the Programs Measures of effectiveness metrics... Of the six metrics outlined in the Plan only two should be kept: the number of miles of bikeways, and the proportion of arterial streets with bike lanes. The four remaining metrics need to be either modified or discarded	The prioritization matrix was created based on substantial input recieved from the community during the workshops, as well as the steering groups for the Plan. The prioritization and phasing of implementation was updated to provide better clarity. Regarding program monitoring metrics, the metrics include items that the County can control, such as number of miles added, are already included. Measurements of improved bicycle mobility and safety are addressed through collision measurements, and bike mode share measurements. Measurements of other items such as public attitudes are helpful to assist us in determining the need for additional education and encouragement programs.
229	GIS	Abu	1	Old comments: Rename East Compton area in figure E-3 to East Rancho Dominguez	Change has been made
230	GIS	Abu	3	Rename the area south of Del Aire in South Bay Planning area to Wiseburn	Change has been made
231	Chapter 2: Policy	California Public Utilities Commission		The commission's rail crossing engineering section (RCES) recommends that the plan include language to consider impacts and mitigation measures addressing safety issues when any bicycle system development proposals are adjacent to, near or over any railroad or rail transit right-of-way.	Policy language has been added to chapter 2. Please see I.A 2.1.3

Los Angeles County Bicycle Master Plan -

Reviewer:	
Agency/Steering Committee:	All Public Comments From 3-1-2011 to 6-3-2011

FILLED OUT BY REVIEWER					FILLED OUT BY RESPONDER
No.	Page No./ Section	Reviewer	Reviewer Comment No.	Comments	Response
232	Facilities	Maria Florez Acosta	1	Project ID 22, proposed bike lane along Inglewood Avenue btw 120th and Rosecrans Ave. Remove facility because its construction will create significant traffic impacts in the community of Wiseburn. Suggested alternative is Hawthorne Boulevard to the east or Aviation Boulevard to the west	The proposed facility along Inglewood has been removed.
233	Maps	Maria Florez Acosta	2	Del Aire and Wiseburn are two separate unincorporated areas of Los Angeles County. Wiseburn is constantly lumped together with Del Aire. Please label Wiseburn appropriately on maps and diagrams in the Master Plan	Plan updated.
234	Facilities	Gilbert Schmuff	1	There is a proposed bike route going through our Flood control wash which is private property, maybe 30 people own the land going access the wash. This was an easement for flood control only not for public use. We did not consent to public use. Can we have the route go around us 300 yards? What are our private land owner rights?	The project alignment will be vetted with the community during project implementation.
235	Facilities	City of Pico Rivera	1	Suggest the construction of a bicycle path (bridge) over the San Gabriel River connecting the Mines Avenue bicycle route in Pico Rivera to the Dunlap Crossing bicycle route in an unincorporated community near the City of Whittier. The land involved in this proposed bicycle path is within the boundaries of the City of Pico Rivera but, because it is a river and flood control facility, it is under the jurisdiction of the County	We agree that a bridge to connect the bikeways along Mines/Dunlap Crossing would be beneficial. Although the bridge would be located over the San Gabriel River Flood Control Facility, the area on both sides of the channel is located entirely within the City of Pico Rivera. The County welcomes the City to take the lead on the proposed bridge that will provide a connection for its residents to the San Gabriel River Bike Path.

Los Angeles County Bicycle Master Plan -

Reviewer:	
Agency/Steering Committee:	All Public Comments From 3-1-2011 to 6-3-2011

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No.	Page No./ Section	Reviewer	Reviewer Comment No.	Comments	Response
223		BAC - Gutzeit		Education and encouragement programs seem tailored to incompetent cyclists. You need some programs to help competent cyclists that get deterred. Suggestions include a bike-hotline to report road or bikeway problems, a single point of contact for bike questions/comments, and DRIVER share-the-road programs. Also the bike enforcement program should include an element of teaching police bicycle rights and proper bicycle accident enforcement. Lastly, consider a bike-rack-on buses program if the county runs buses(??) as they are very popular in Santa Clarita...nearly every bus has a bike on the front rack these days!	1) The programs have been expanded to address motorists and cyclists of all skill levels 2) The County has a hotline and an internet application (http://dpw.lacounty.gov/theWorks/) to report any types of problems noticed along County roadways or bike paths. 3) The County manages transit lines in unincorporated communities where needed. When feasible it is the practice to place bike racks on the busses. Some of the busses the County currently has in service are not capable of carrying bike racks or busses. When replaced these busses will be replaced with busses that have bike racks where feasible.
224		BAC - Gutzeit		The path-sharing program is written as if bikes are always the problem. The issue is also dog walkers and baby stroller groups who take up the entire width of paths and joggers with headphones that don't look for cyclists prior to turning. Rewrite that section.	Language addressing other users added
225		BAC - Gutzeit		Consider supporting or promoting recreational bike events such as century rides or amateur races. County could provide marketing support and reduced rate traffic enforcement. There are several century rides in the north LA County area.	Added in policy section
226		BAC - Gutzeit		There are no bike lanes on Vasquez canyon road or sierra highway in the vicinity of vasquez. Only partial bike lanes (convertible to car lanes) exist near Via Princesa @ Sierra.	Added to the plan
227		BAC - Gutzeit		The Old Rd does not have bike lanes	Added to the plan
228		BAC - Gutzeit		Pico Canyon Road and the Old Road are not in the City of Santa Clarita, nor are there any bike facilities on the City side of those.	Plan revised

Los Angeles County Bicycle Master Plan -

Reviewer:	
Agency/Steering Committee:	All Public Comments From 3-1-2011 to 6-3-2011

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No.	Page No./ Section	Reviewer	Reviewer Comment No.	Comments	Response
229		BAC - Gutzeit		Add San Fransquito Creek Trail as a connection to County unincorporated. (N/S along McBean to Copperhill) The Santa Clara River trail mentioned is E/W along Soledad, ending at Magic Mth.	Plan revised. The proposed bike path has been added to the current revision as San Franciquito Creek Trail (ID #5)
230		BAC - Gutzeit		I have lived in Santa Clarita for 22 years and have never heard of Alpine, Forest Park, or Lang. Suggest checking with someone to see if those names are really in use.	These are the official names in the Census
231		BAC - Gutzeit		There are three metrolink stations in Santa Clarita, not two as mentioned..	Change made
232		BAC - Gutzeit		I did not look at the detail scoring but I think there is something that does not work in a rural area like santa clarita. The rankings (scores) do not make sense. Hillcrest parkway is in a housing tract. It may be a valuable route, but how is scored almost twice as high as major commuting corridors like the Old Road needs to be resolved. The Old Road is the only linkage between Castaic and Santa Clarita, and is also the primary route for commuters south to San Fernando Valley. It has heavy, high speed traffic and no alternate routes. It should not be scoring below Hillcrest. Hunstock is also essentially in a housing tract - a low-speed side street in the very small community of Val Verde, but the major roads of Chiquito Canyon and Del Valle are far more important to improve. Jakes's way is in an apartment/condo complex that is a cul-de-sac not used, in general, by the public. Vasquez is a death trap and should be moved up much higher. Placerita, I would think, also would be more important than neighborhood back streets. I think the rankings may be off because you are considering "nearby" destinations where in Santa Clarita a significant amount of bike trips by regular riders are longer....either 15+ mile commutes to San Fernando Valley or recreational loops in National Forest areas near Placerita, Bouquet, Soledad and Vasquez. Without improving and protecting riders in these areas, you risk alienating the highest percentage of regular riders and also are ignoring the riskiest roads (high speed, limited shoulders, often heavy traffic at rush hour.) I do not know if this affected scoring in other areas like Antelope Valley, but it should be revisited at least for Santa Clarita. A suspect this is also the reason the metro areas scored so high - the scoring seems biased towards dense housing centers, mass transit, and non-car owners, all of which are much less likely in rural areas.	The prioritization has been thoroughly reexamined based on public input, and the priorities have been updated accordingly.

Los Angeles County Bicycle Master Plan -

Reviewer:	
Agency/Steering Committee:	All Public Comments From 3-1-2011 to 6-3-2011

FILLED OUT BY REVIEWER					FILLED OUT BY RESPONDER
No.	Page No./ Section	Reviewer	Reviewer Comment No.	Comments	Response
233		The Hacienda Heights Improvement Association		use existing streets to connect our community with this [existing] network at San Jose Creek. None of the proposed bike projects listed in Table 3-9 accomplishes this. We believe Stimson Avenue and Turnbull Canyon Road offer the best possibilities as these are -wide streets with a lower traffic load than other north-south arteries in Hacienda Heights. Seventh Avenue north of Gale Avenue also offers such a possibility, but is limited south of Gale by heavily used freeway offramps and a very narrow configuration south of Palm Avenue Which does not readily allow conditions for safe bicycle use in conjunction with vehicles unless the street is widened. Hacienda Blvd., throughout its length, is also considered excessively hazardous. Traffic on this boulevard is heavy and fast and frequently travels within a foot of the curb apron, allowing little room for cyclists. This road is constrained by privately owned masonry walls which would not allow widening of the street without reducing sidewalk width. Future consideration should be given to reconfiguring Vallecito Avenue to accommodate safe bicycle use from its intersection with Turnbull Canyon Road to Camino del Sur.	7th Avenue, Hacienda Boulevard, and Gale Ave are all Class II bikeways in the Plan. The obstacles you mention to these roadways will be addressed during the design of these facilities with appropriate precautions. The completion of the proposed bike lane on Gale Avenue will also allow for the use of Stimson Avenue with as an alternate route.
234		The Hacienda Heights Improvement Association		We agree, where major street construction would be required to implement bicycle projects, that these projects need not be implemented until street reconstruction is required. we believe that any street reconstruction that is proposed by the County should more proactively consider incorporation of bicycle friendly configurations.	This is addressed through policy 1.4 (IA1.4.1)
235		The Hacienda Heights Improvement Association		a large amount of grant funding will be required to complete the projects outlined in the Bicycle Plan. To be successful. a strong support network of cities, agencies. and non-profits that will be required to demonstrate widespread support for these grants. We encourage Public Works to include development of such a network as a policy goal.	As part of the Plan we are proposing to develop a bicycle advisory committee. We have not determined how this committee will be comprised but will take your suggestions under advisement when developing the committee.
223	Facilities	The Hacienda Heights Improvement Association	4	Hacienda Boulevard is hazardous, change for Vallecito Avenue	There will be a reduction in travel lanes along this road to include bike lanes, which will provide more safety for cyclist. Vallecito Dr. is proposed as a Class III bikeway and is not conducive to a Class II Bikeway because of the lack of available right-of-way. The Class III facility will likely include shoulder widening.

Los Angeles County Bicycle Master Plan -

Reviewer:	LACBC
Agency/Steering Committee:	All Public Comments From 3-1-2011 to 6-3-2011

REVIEWER					RESPONDER
No.	Page No./ Section	Reviewer	Reviewer Comment No.	Comments	Response
108	3	LACBC (See Letter)	1	Introductory paragraph: this language is problematic because it's value and implies that the County will not implement any part of the plan until all environmental reviews are completed. Depending on the duration of the CEQA review, implementation of the plan could be delayed months or years	Plan cannot be implemented without approval of the Plan and environmental document by the Regional Planning Commission and the Board of Supervisors. The County is working on expediting this process. The CEQA documentation is currently being completed, and we anticipate that the plan will be adopted by next spring.
	4/ 1.1	LACBC (See Letter)	2	The plan claims that the 225 miles of bike lanes will cost \$95.7M more than the Class I and III facilities combined	Table 1-1 shows that the 225 miles (\$95.7 M) of Class II bike lanes do not cost more than the Class I (\$79.4 M) and Class III (\$107.4 M) facilities combined. In addition, the cost per mile is highest for Class I and lowest for Class III, as would be expected.
	Ch2	LACBC (See Letter)	3	No program or policy should its timeframe described as "TBD" or "ongoing" particularly if implementation of the program has not yet begun. The County needs to pick dates that programs/policies will be addressed, provide a start year and through or completed-by year	Ongoing means that the County has started and/or will begin implementing on an ongoing basis once the Plan is approved. With regards to the TBD references, these have been removed from chapter 2. The County intends to pursue the programs and policies over the 20 year term of the Plan. Implementation is depended on the availability of resources. County will continue to revisit the implementation and schedule during the annual evaluation process.
	Ch2: Goal 1	LACBC (See Letter)	4	include a policy such as: "to accommodate bicycle lanes in more communities the County will documents exceptions to 12' and 11' lanes standards indicated in the California HDM	The County considers exceptions to the California HDM on a case by case basis and using engineering judgment considering such factors as vehicle speeds and truck and bus volumes. See footnote in Appendix G, psge G-3.

Los Angeles County Bicycle Master Plan -

Reviewer:	LACBC
Agency/Steering Committee:	All Public Comments From 3-1-2011 to 6-3-2011

REVIEWER					RESPONDER
No.	Page No./ Section	Reviewer	Reviewer Comment No.	Comments	Response
	Ch2: Goal 1	LACBC (See Letter)	5	This goal should include a policy to "implement innovative infrastructure treatments that can further increase the safety of people bicycling	Policy 1.4.4 added to the Plan to "Allow the use of and promote new and/or innovative bicycle facility designs and standards on County bicycle facilities." A section on innovative treatments has been added to the design guidelines in Appendix F. Section F.2, Experimental Projects, has been added to discuss the process and requirements for experimental projects. Public Works promotes the use of these innovative treatments and will apply for and implement experimental projects utilizing them where cost effective and where such projects enhance the safety of bicyclists, pedestrians, and motorists.
	Ch2: Goal 6	LACBC (See Letter)	6	Include a policy for a Yearly Funding and Implementation report to be prepared and presented by DPW to the supervisors at a Board Meeting...	Added Evaluation Programs including an annual progress report to the Board (see Chapter 4: 4.4.1 and Chapter 2: IA 1.5.1).
	Ch2: P 1.1	LACBC (See Letter)	7	The Plan should specify mileage targets/goals for each breakdown.	Policy 1.1 provides targets/goals for Phase I, II and III. 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.
	Ch2: IA 1.1.1	LACBC (See Letter)	8	Change "Propose" to Prioritize"	Changed to "Propose and prioritize"
	Ch2: IA 1.1.3	LACBC (See Letter)	9	County should work within existing ROW and discontinue road widening projects	Changing this action will limit the scope of work the County can do for extending the bicycle network. The county supports Complete Streets policies as stated in IA.1.4.1. In addition, roadway widening projects are not under the purview of this Plan; however, it should be noted that widening is a broad term that could vary from shoulder widening, intersection widening, or corridor widening to add vehicle lanes.

Los Angeles County Bicycle Master Plan -

Reviewer:	LACBC
Agency/Steering Committee:	All Public Comments From 3-1-2011 to 6-3-2011

REVIEWER					RESPONDER
No.	Page No./ Section	Reviewer	Reviewer Comment No.	Comments	Response
	Ch2: IA 1.1.4	LACBC (See Letter)	10	This policy should also include implementing projects that may result in the removal of a travel lane or parking or just the narrowing of existing lanes...	Pavement preservation projects are maintenance projects intended to preserve the life of pavement and involve limited design work. In order for these treatments to be effective, the projects often follow expedited and streamlined schedules which do not afford us enough time to perform community outreach and environmental clearances that may be needed for projects that involve vehicle lane and parking reductions. Delays to these maintenance projects could result in the need to do a more costly pavement treatment. Policy has been clarified.
	Ch2 1.2	LACBC (See Letter)	11	Please elaborate on the method for fulfilling this policy	Policy has been clarified.
	Ch2: 1.3	LACBC (See Letter)	12	Please elaborate on the method for fulfilling this policy	Policy has been clarified.
	Ch2: 1.4.3	LACBC (See Letter)	13	Please elaborate what type of facilities will be encouraged? Bike parking, showers, locker rooms etc.	Implementation Action has been clarified.
	Ch2: 1.5	LACBC (See Letter)	14	Please elaborate on the method for fulfilling this policy	The timeframe of this policy establishes the implementation of itself. The process of updating the plan will be similar of the effort of developing this Plan.
	Ch2: 1.5.1	LACBC (See Letter)	15	How will the County measure the effectiveness	Implementation Action has been clarified. In addition, Chapter 5 now includes an implementation timeline for the proposed programs and helpful information about possible funding sources and lead party responsible for conducting each program
	Ch2: 1.6	LACBC (See Letter)	16	Please elaborate: this policy needs to be expanded into several elements... (see letter for details)	The policy stated that the County will develop a Bicycle Parking Policy. The policy has been clarified. The recommendations provided should and will be taking into account once the policy is being developed.

Los Angeles County Bicycle Master Plan -

Reviewer:	LACBC
Agency/Steering Committee:	All Public Comments From 3-1-2011 to 6-3-2011

REVIEWER					RESPONDER
No.	Page No./ Section	Reviewer	Reviewer Comment No.	Comments	Response
	Ch2: 2.2.2	LACBC (See Letter)	17	There are only 20 miles of bicycle boulevards included in this plan. These should be the easiest projects to implement in the Plan; if you cannot implement these in the next two years, you have failed this plan and your constituents. Your goal should be to implement all 20 miles by 2014	The implementation of the bikeway network is based on the prioritization methodology contained in the document (was developed through considerable public participation), as well as those known opportunities for early implementation (in conjunction with upcoming road construction projects, bikeway projects already underway, or awarded for grant funds). We do not recommend implementing a lower priority project solely because of the type of facility.
	Ch2: 2.3.1	LACBC (See Letter)	18	The County needs to provide an education component for people walking and bicycling...	Policies outlined in Goal #3 pertain to education matters.
	Ch2:2.3.2	LACBC (See Letter)	19	Target enforcement of whom? Motorist? Bicycle and pedestrian users? Please define what this policy means	Refers to Chapter 4: Programs Recommendations. Title 4.2 expands on the fulfillment of this policy
	Ch2: 2.4	LACBC (See Letter)	20	Please elaborate on the method for fulfilling this policy	Implementation actions for this policy are listed in the plan
	Ch2: 2.4.1	LACBC (See Letter)	21	Change " Encourage..." to "adopt a multi-modal level of service traffic analysis criteria"	Policy has been modified (renumbered to 2.4.3).
	Ch2: 2.4.2	LACBC (See Letter)	22	Change "Explore the feasibility..." to " Conduct biennial "	I.A 2.4.2 has been changed to "Conduct biennial.."
	Ch2: 2.5	LACBC (See Letter)	23	Change "Continue to support..." to "Improve and Enhance..."	Policy has been modified accordingly
	Ch2: 2.5.1	LACBC (See Letter)	24	Change to: Prioritize improvements within a 2 miles radius of schools in LA County area to create safer streets for students who bicycle to school"	Prioritization of the bikeway projects already included proximity to schools, among other important factors.
	Ch2: 3.1	LACBC (See Letter)	25	Please elaborate Who will the County Educate	Policy has been modified to "Provide bicycle education for all road users, children and adults"
	Ch2: 3.1.1	LACBC (See Letter)	26	County will work to offer at least four free bicycle commuting safety courses for adults each year	These policies are intended to give flexibility to the County for implementation of the plan. In addition, funding sources would need to be identified first.

Los Angeles County Bicycle Master Plan -

Reviewer:	LACBC
Agency/Steering Committee:	All Public Comments From 3-1-2011 to 6-3-2011

REVIEWER					RESPONDER
No.	Page No./ Section	Reviewer	Reviewer Comment No.	Comments	Response
	Ch2: 3.2	LACBC (See Letter)	27	Change "Consider" to "Create or "implement"	Policy has been modified to "Create". However funding would first need to be identified.
	Ch2: 3.3.1	LACBC (See Letter)	28	Change "designers" to "all road engineers"	Explanation to this policy has been included.
	Ch2: Goal #3	LACBC (See Letter)	29	Add new policy" Educate all county employees who use a County vehicle on how to safety share the road with bicycles and the rules of the road..."	Policy added as follows: "Explore development of an education program to educate County employees who use County vehicles on how to safely share the road with bicycles."
	Ch2: 4.2.2	LACBC (See Letter)	30	Change to: "County will implement the Federal Bicycle Tax Benefit Program and create encouragement programs geared at county employees to incentive bicycles as transportation for commuting to work":	This tax benefit is not defined and quantified yet by the federal government.
	Ch2: 4.3	LACBC (See Letter)	31	Outline how you will work with adjacent communities to ensure consistency and regional connectivity...	The County will utilize the various Watershed Master Plans for the signage guidelines and coordination with stakeholders.
	Ch2: 5.1.1	LACBC (See Letter)	32	Community stakeholder group should be made up of at least one representative from each unincorporated community included in the Plan	Community stakeholder group will be formulated to provide balanced representation for the unincorporated County areas.
	Ch2: 5.2	LACBC (See Letter)	33	County will create a website... Providing information on bicycle safety, how to request bicycle parking, maps, links....	New IA Added: IA.5.2.3 Provide information on bicycle safety
	Ch2: 6.1.1	LACBC (See Letter)	34	County will secure at least 10% of Measure R Local Return dollars for bicycle and pedestrian improvements and for matching fund for future grants	I.A. 6.1.1 has been expanded to provide additional information including funding opportunities through Measure R-LR.
	Ch2: 6.1.4	LACBC (See Letter)	35	Change "Consider" to "Establish"	Policy has been modified
	Ch2: 6.1.5	LACBC (See Letter)	36	Add new policy "Create a Bicycle Trust Fund as a mitigation measure for development projects based on a nexus to proposed bicycle projects in their project area	The County already charges B&T fees, and that MTA is working on having local jurisdictions adopt ordinances to implement a Congestion Mitigation fee.

Los Angeles County Bicycle Master Plan -

Reviewer:	LACBC
Agency/Steering Committee:	All Public Comments From 3-1-2011 to 6-3-2011

REVIEWER					RESPONDER
No.	Page No./ Section	Reviewer	Reviewer Comment No.	Comments	Response
	Ch2: Goal 2	LACBC Letter p. 4		Offer bicycle safety courses for people on bicycles who receive traffic citations (for anything other than DUI) in lieu of paying a fine or other pecuniary penalties. Instead they could pay a fee to attend a court-required bicycle safety course	It is not up to the County to determine the types of classes that can be offered for violations of traffic laws. Enforcement of traffic laws and associated penalties are under the purview of the State. The CHP is responsible for traffic enforcement in the unincorporated County. Traffic school programs in lieu of fines are under the purview of the DMV. We have received some feedback through Caltrans that the DMV does not favor such a program.
	Policy - Goal 1	LACBC Letter p. 5		Improve communication and coordination among County Agencies such as LAC Department of Parks and Recreation, LAC Flood Control, and the neighboring jurisdictions... This should be accomplished through regularly scheduled meetings, posting project schedules online, and updates from those agencies to the LA County BAC	Countywide coordination is under the purview of the LACMTA. IA 1.1.2 was revised to include LACMTA among jurisdictions that we will coordinate with. We will continue to coordinate with other County agencies and neighboring jurisdictions for off-street bikeways through our watershed planning efforts.
New					
	4/1.1	LACBC Policies Comments PDF		The plan is proposing only 69 miles of bike path (Class 1), 225 miles of bike lanes (Class 2), and 381 miles of bike routes (Class 3), or 675 miles total, for the County's 2,656.6 square miles over 20 years. This total is woefully insufficient, especially considering that the County currently has only 100.3 miles of Class 1 facilities, 20.2 miles of Class 2 facilities, and 23.5 miles of Class 3 facilities	The plan now proposes 832 miles of bikeways to be constructed over 20 years. This includes 72 miles of Class I bikeways, 274 miles of Class II bikeways, 463 miles of Class III bikeways, and 23 miles of Bike boulevards.
	Overarching Comment on all Policies	LACBC Policies Comments PDF		There should be at least a paragraph/3 sentences that describe the policy or program, and how the County will work with other agencies, community, etc. to meet these goals and implement these policies	Chapter 2 has been updated to ensure that the policies presented are clear and easy to understand.

Los Angeles County Bicycle Master Plan -

Reviewer:	LACBC
Agency/Steering Committee:	All Public Comments From 3-1-2011 to 6-3-2011

REVIEWER					RESPONDER
No.	Page No./ Section	Reviewer	Reviewer Comment No.	Comments	Response
	133-140	LACBC Policies Comments PDF		An overarching comment regarding all Education, Enforcement, and Encouragement Programs: Chapter 4 includes many definitions of these types of programs but does not explain what programs the County is going to implement and how it plans to do so. The County should amend Chapter 4 to include details concerning the programs it intends to create and their start and completion dates.	Chapter 4 has been improved to described the proposed programs. Chapter 5 has been updated to included a implementation plan for the programs proposed by chapter 4. Tier I programs are to be implemented within one year of addition of the plan and Tier II programs within 5 years of the completion of Tier I programs.
	133/4.1.1	LACBC Policies Comments PDF		While this program is admirable, LACBC does not consistently offer LAB courses, we can organize them, but there are many other LCIs and groups like Sustainable Streets who offer on-going regular LCI courses. The County should also seek to partner with community based organizations and/or supervisor offices to host these trainings.	This program has been updated to include additional potential partners.
	134/4.1.2 Youth Bicycle Safety Education	LACBC Policies Comments PDF		Sample program proposal: "The County will develop a template to provide information on best practices on educating and encouragement programs to each school principal in the unincorporated area and work with supervisor offices to celebrate 'Walk 'October and annual Bike and Walk to School Day."	The County currently works with schools to provide information to students about walking and biking to school under the Suggested Routes to School Program.
	135/4.1.3 Bicycle Rodeos	LACBC Policies Comments PDF		Please elaborate. How will the County fulfill this policy? With whom will it partner to do so?	Programs in Chapter 4 have been updated to provide additional details. Chapter 5 includes details on phasing and implementation for the non-infrastructure programs.
	135/4.1.4 Share the Path Campaign	LACBC Policies Comments PDF		Please elaborate. How will the County fulfill this policy? In what time frame will it accomplish- its goals? What parties will be responsible for executing this plan?	Programs in Chapter 4 have been updated to provide additional details. Chapter 5 includes details on phasing and implementation for the non-infrastructure programs.
	136/4.1.5 Bicycle Public Awareness Campaign	LACBC Policies Comments PDF		Please elaborate. How will the County fulfill this policy? In what time frame will it accomplish its goals? What parties will be responsible for executing this plan?	Programs in Chapter 4 have been updated to provide additional details. Chapter 5 includes details on phasing and implementation for the non-infrastructure programs.

Los Angeles County Bicycle Master Plan -

Reviewer:	LACBC
Agency/Steering Committee:	All Public Comments From 3-1-2011 to 6-3-2011

REVIEWER					RESPONDER
No.	Page No./ Section	Reviewer	Reviewer Comment No.	Comments	Response
	136/4.2.1 Bicycle Patrol Unit	LACBC Policies Comments PDF		Please elaborate. What will the County do? Will it work with CHP/Sheriff to ensure officers are trained on rules of the road? How will the County partner with law enforcement to provide better enforcement? How will the County provide better Safe Routes to School enforcement around schools?	Enforcement of traffic laws is the role of the traffic enforcement agencies. For the unincorporated areas, CHP is responsible. The County can assist by helping determine where it is feasible to implement bicycle patrol units, most needed, or seek funding. This program does not specifically relate to patrolling routes to School.
	137/4.2.2 Bicycle Light Enforcement	LACBC Policies Comments PDF		Please elaborate. How will the County fulfill this policy? In what time frame will it accomplish its goals? What parties will be responsible for executing this plan?	Enforcement of laws is the role of the traffic enforcement agencies. For the unincorporated areas, CHP is responsible. The time frame for implementation is included in the program phasing plan in chapter 5 of the Plan.
	138/4.3.1	LACBC Policies Comments PDF		Please elaborate. Change "Maps can be distributed..." to "Maps will be distributed...." The County should also' conduct walk audits with parents and school staff to develop maps.	Current maps are available online for elementary schools in the unincorporated areas. Program is not specific to bikeways facilities. Walk audits can be considered in future as funding permits.
		LACBC Letter p. 2		[many dense urban unincorporated communities] represent the areas with the highest amount of collisions involving people on bicycles. Over 2600 collisions involving people on bicycles took place in the unincorporated communities between 2004 and 2009. 20% were in the Metro Planning area. Of those, 43% were in East LA and 11% were in East San Gabriel Valley area. Based on the density and number of collisions, the projects in these areas should be prioritized for implementation to address this horrific safety issue.	The prioritization criteria included a criterion that for a high number of bicycle accidents. However, there are many other factors that must be evaluated when implementing bicycle facilities. In addition, collision data without normalizing them against bicycle volumes (which is not readily available yet) can be misleading and should not be relied upon so heavily.

Los Angeles County Bicycle Master Plan -

Reviewer:	LACBC
Agency/Steering Committee:	All Public Comments From 3-1-2011 to 6-3-2011

REVIEWER					RESPONDER
No.	Page No./ Section	Reviewer	Reviewer Comment No.	Comments	Response
		LACBC Letter p. 2		LACBC believes the Plan needs to commit to implementing a specified amount of bikeways every year. We are incredibly disappointed to see that 20 miles of Bicycle Boulevards will take 20 years to be implemented. This is entirely unacceptable. Twenty miles should be implemented in five years or less, not 20 years. Bicycle Boulevards are by far some of the easiest projects in this plan to implement. In addition to including more miles of Bicycle Boulevards, their implementation should be expedited.	The Plan provides mileage targets in 3 phases, which are spread out equally over time. Through our annual evaluation reports, we will easily be able to determine if we are on target. With regards to the bicycle boulevards, we understand that bicycle boulevards are valuable facilities for bicyclists. However, in order to implement these types of facilities, we will rely heavily on a community-driven process that includes allowing community members to participate in the selection of treatments for the facility. This aspect of the implementation makes the process more difficult and time consuming. In addition, the implementation of the bikeway network is based on the prioritization methodology contained in the document (was developed through considerable public participation), as well as those known opportunities for early implementation (in conjunction with upcoming road construction projects, bikeway projects already underway, or awarded for grant funds). We do not recommend implementing a lower priority project solely because of the type of facility.
	Ch. 5	LACBC Letter p. 3		Chapter Five should set mileage goals for bikeways per year. It should lay out a detailed implementation plan and require a specific body within the county, DPW or an interdepartmental committee to report annually on how implementation is progressing. Furthermore, the implementation plan should specify a public process similar to the monthly meetings of the Bicycle Plan Implementation Team in the City of Los Angeles	The Plan provides mileage targets in 3 phases, which are spread out equally over time. Through our annual evaluation reports, we will easily be able to determine if we are on target. Reporting of the implementation of the Plan will be included in the annual report that is required for the County General Plan.
	Ch. 5	LACBC Letter p. 3		We reject the prioritization schema in Chapter Five and call for its complete overhaul. First, we reject all one-dimensional rankings of projects. Clearly a bicycle infrastructure project has many aspects we should not collapse it in to a single figure.	The prioritization criteria includes several items that relate to both the usability and ability to implement a facility. These criteria are discussed in detail in Appendix I and were based on heavily public participation.

Los Angeles County Bicycle Master Plan -

Reviewer:	LACBC
Agency/Steering Committee:	All Public Comments From 3-1-2011 to 6-3-2011

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No.	Page No./ Section	Reviewer	Reviewer Comment No.	Comments	Response
	Ch. 5	LACBC Letter p. 3		the plan never explains how the prioritization ranking will be used. It is not clear that the prioritized list will ever come to have any meaning in terms of which projects get implemented first, or which projects are included in funding applications	A phasing plan that includes time frames of when project are expected to be implemented is included in the Plan.
	Ch. 5	LACBC Letter p. 3		Chapter Five presents two contradictory prioritization schema: the first relies upon project utility (connectivity, etc) and produces the ranked list in Appendix I, and the second is the "Top 17" list that aims to include an equal number of projects in each of the all five county supervisorial districts. The plan does not admit or address the fact that these two prioritization methods are in conflict. For example, the top four projects on the "Top 17" district-based list are ranked 49, 19, 28, and 23 respectively in Appendix I. The "Top 17" list includes a project ranked as low as 59 in Appendix I.	The prioritization criteria has been modified to eliminate the idea of the top 17 projects. The plan now clearly ranks the project by the prioritization criteria in Appendix I then places the facilities into 3 separate phases.
	Ch. 5	LACBC Letter p. 3		areas with the greatest density and highest need should be prioritized. We are concerned about the degree to which high-utility projects located in the dense urban areas of the county are being displaced from the "Top 17" list in the name of geopolitical equity. The projects ranked 10-17 in Appendix I are all excluded from the Top 17; all of them serve dense, low-income communities where many people do not have cars and where bicycle infrastructure can do much to improve mobility. If the Top 17 is a template for how the County will be prioritizing projects internally, it does not bode well for urban and low-income communities. We feel this means one of these lists is the real priority list while the other is only included for technical flair.	The "Top 17" list has been removed from the plan.

Los Angeles County Bicycle Master Plan -

Reviewer:	LACBC
Agency/Steering Committee:	All Public Comments From 3-1-2011 to 6-3-2011

REVIEWER					RESPONDER
No.	Page No./ Section	Reviewer	Reviewer Comment No.	Comments	Response
	Ch. 5 Table 5.1	LACBC Letter p. 4		the measures in Table 5-1 are the wrong metrics. Of the six metrics outlined in the Plan only two should be kept: the number of miles of bikeways, and the proportion of arterial streets with bike lanes. The four remaining metrics need to be either modified or discarded.	The prioritization and phasing of implementation was updated to provide better clarity. Regarding program monitoring metrics, the metrics include items that the County can control, such as number of miles added, are already included. Measurements of improved bicycle mobility and safety are addressed through collision measurements, and bike mode share measurements. Measurements of other items such as public attitudes are helpful to assist us in determining the need for additional education and encouragement programs.
	Ch. 5 Table 5.1	LACBC Letter p. 4		Commutes only account for 16% of all trips, and commutes are often some of the longest trips people have to take, making them more difficult to take by bicycle. Trips to the store, to school, to and from transit, to visit family and friends, and to parks and recreation are all excluded by this measure. The plan should utilize biennial counts as called for in the Plan instead at a variety of locations to capture all manner of bicycle trips. Repeated counts will indicate whether bicycling is going up or down across LA County.	The plan now calls for biennial counts with the goal of capturing all modes of bicycle travel.
	Ch. 5 Table 5.1	LACBC Letter p. 4		the County should aim to reduce bicycle collisions, it is important that this metric be normalized by usage... The ideal metric would be bicycle collisions per mile of bicycle travel, but since this information does not exist, a better metric than just bicycle collisions would be bicycle collisions per bicycle commuter.	The new metric call for zero death resulting from bicycle related collisions.
		LACBC Letter p. 4		We also feel the County needs to hire a Bicycle Plan Coordinator - someone with planning, grant writing, and community organizing experience - to oversee the implementation of all of the Plan's education and encouragement programs, oversee grant applications, and help create a link between Regional Planning and the Department of Public Work's Transportation Engineers. This staffer needs to be well versed in Complete Streets and bicycle and pedestrian innovation.	The County already employees a bicycle coordinator. There are not existing resources for the County to hire an additional full time staff person in this capacity.

Los Angeles County Bicycle Master Plan -

Reviewer:	LACBC
Agency/Steering Committee:	All Public Comments From 3-1-2011 to 6-3-2011

REVIEWER					RESPONDER
No.	Page No./ Section	Reviewer	Reviewer Comment No.	Comments	Response
		LACBC Letter p. 4		provide more information on the County Department of Public Works website. It is misleading to state that the timeline for this program is "ongoing," since DPW does not yet provide bicycle information through its website.	Policy 5.2 now contains a date for final implementation for the Countys bike web page.
		LACBC Letter p. 5		on the DPW website: a way to request bicycle parking racks through the Request for Service page, Bicycle information through the Resident portal that links County residents to safety information, maps, additional resources, what projects are being worked on, when projects are completed, the time and location of County BAC meetings, closures to any County bicycle facilities. Currently there is not even a link to the Plan update on the front page of the DPW homepage. We also encourage DPW to provide a link to bicycle information on the business portal under transportation and include information on ways to accommodate and encourage bicycle commuters, such as providing short and long term bicycle parking.	Website will be added in 2012 per Policy 5.2.
		LACBC Letter p. 5		the County Flood Control District controls access to our waterways; DPW should be working with FCD and neighboring jurisdictions to implement bicycle and pedestrian paths along these rights-of-way to provide safe commuting and recreational facilities that connect our communities and provide all LA County residents greater access to open space. While the Plan identifies waterways in the unincorporated communities, it does not outline how DPW will work to create cohesive networks on our waterways by engaging in continued dialogue through monthly, quarterly, yearly, or project-based meetings with Flood Control and neighboring jurisdictions. A template for this kind of engagement is the LA River Committee. We suggest a similar program be established so that DPW and communities with rivers, creeks, and streams that are controlled by DPW Flood Control can start implementing or planning paths.	A program is unnecessary; alough the LACFD is a separate legal entity, they are part of the County Department of Public Works (DPW). DPW participates and coordinates many of the Watershed planning efforts, including the LA River Committee. Watershed Planning meetings also include the local jurisdictions. Also, it should be noted that the plan identifies numerous miles of waterways in incorporated cities, such as Eaton Wash and Thompson Creek. LACFCD is open and willing to work with communities who wish to develop facilities along flood control channels.

Los Angeles County Bicycle Master Plan -

Reviewer:	LACBC
Agency/Steering Committee:	All Public Comments From 3-1-2011 to 6-3-2011

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No.	Page No./ Section	Reviewer	Reviewer Comment No.	Comments	Response
		LACBC Letter p. 5		We also question the time periods specified since many of the programs are not currently implemented, so to say a program is "ongoing" is a misnomer. Likewise, no program or policy should be listed as TBD. This is unacceptable. Specify the years a program will begin and end for every program and policy in the plan.	The programs have been updated to include a phasing plan and the polices have been updated to include dates where possible. Please note that any policy listed as on-going is already underway by the County.

Los Angeles County Bicycle Master Plan -

Reviewer:	LACBC
Agency/Steering Committee:	All Public Comments From 3-1-2011 to 6-3-2011

FILLED OUT BY REVIEWER			FILLED OUT BY RESPONDER
Street	Limits	Comment	Response
30th St. West		Should be highest priority, pave shoulders	The Bike Plan ranks this facility as the highest priority in the Antelope valley and is included in Phase 1 of the implementation plan.
Division St		needs class II	Bike Lane added from Ave H to E. Avenue E
Ave H		needs class II	Segment within jurisdiction ranked #26. Limits Division Street to 40th Street East
Pear Blossom Highway		needs class II	Pearblossom Highway is a state facility. Needs Caltrans approval to include in the Plan.
Barrel Springs Rd		needs class II	Class III route proposed ranked #21 within jurisdiction.
20th St West		needs class II	Class II lane added from Avenue O-12 and Avenue M
Ave L		needs class II	There is an existing class II within jurisdiction.
10th St West	Auto Center to Elizabeth Lake Rd	needs class II	The draft plan recommended a bike lane on 10th street West within the County justidication.
Sierra Hwy		Add class II bike lanes wherever possible.	Proposing class II and III bikeways. Note that the bike route proposed for this roadway is a rural Class III and would require wide shoulders.
Rancho Vista Blvd/Ave P	Dianron Rd and 10th St West	Pave shoulders to add a Class II bikeway	Rancho Vista Road within this segement is within the City of Palmdale.
Elizabeth Lake Road	Dianron Rd and 10th St West	Pave shoulders to add a Class II bikeway	A class II bikeway is proposed within this stretch as part of the final plan.
Angeles Forest Hwy		needs class III route	proposing class III within jurisdiction
Godde Hill		needs class III route	proposing class III within jurisdiction
Ave O-12		needs class III route	Avenue O-12 is a private road . We cannot add a facility to a private road.
Ave O	Ave 30 West and Sierra Hwy	needs class III route	proposing class II within jurisdiction
Escondido Canyon Rd		pave shoulders for class III route	Class III Facilities added along Escondido Canyon Road from Agua Dulce Canyon Road to Crown Valley Road.
30th St East		pave shoulders for class III route	Class III Facility added between Avenue Q and Avenue P.
Ave G	East of 14	pave shoulders for class III route	Proposed Class II added between 25th Street and Division St.
		Include east-west bicycle boulevard route to connect Palmdale and Lancaster to the Sierra Hwy bike trail.	The 14 freeway creates a barrier in this area with only major and secondary roads crossing the freeway. These roadways are no suitable for a bike boulevard. Bike lanes are proposed on Avenue N and O that will cross the 14 freeway.
		connect the Ave S Bike trail to Sierra Hwy bike trail	Sierra Highway in this section is within the City of Palmdale. The City is responsible for the extenson of this route
Amar	Vineland to Valinda	needs class II lane	Proposed class II lanes, added along Amar Rd within jurisdiction.

Los Angeles County Bicycle Master Plan -

Reviewer:	LACBC
Agency/Steering Committee:	All Public Comments From 3-1-2011 to 6-3-2011

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Street	Limits	Comment	Response
Sunset Ave	connect to 7th Ave bike lanes	needs class II lane	The addition of bike lanes on Sunset Avenue is proposed from Amar Road to Temple Ave. Further connection to 7th Ave is outside Jurisdiction
Fullerton Rd	Colima to Yes Plaza	needs class II lane	Bike lanes are proposed on Colima Road and Fullerton Road in the vicinity of Yes Plaza.
Gale Ave	West from Fullerton Rd	needs class II lane	Bike lanes are proposed on Gale Ave within the County's jurisdiction.
Batson Ave		needs class II lane	A Class III bikeway is proposed on Batson Avenue. There is not sufficient width on Batson Ave to add a bike lane without removal of street parking. Batson is a residential street.
Paso Real Ave		Paso Real Ave in addition to intersection improvements at Paso Real and Colima Rd, where single greatest number of collisions in planning area took place needs Class II Bike lanes	Class II is not feasible due needed residential street parking, bike route (sharrows) proposed instead from Colima to Pathfinder Rd.
Vineland	Rath and Nelson	Safe Routes to School opportunities exist	Proposing class III route, ranked #3 in planning area. The County will consider this facility for future SRTS and SR2S applications.
Killian Ave		SRTS opportunities exist	Bike route added on Killian Avenue from Paso Real to Otterbien
Pathfinder		entire length needs bikeways	Bike lane added from Paso Real to Fullerton Road and from Alexdale Lane to Canyon Ridge Road
Vineland		entire length needs bikeways	This facility is recommended in its entirety within the County jurisdiction.
Nogales		facilities would be appropriate	Class II lane proposed between La Puente Road and Hollingworth Street.
Walnut Drive and Gale intersection		facilities would be appropriate	A bikeway is recommended on Nogales Street where these facilities meet up with each other. Improvements will be made if necessary during the implementation of bikeways on Nogales.
Colima and Batson Ave intersection		facilities would be appropriate	A bikeway is recommended on each of these streets. Intersection improvements will be made if necessary when the bikeways are implemented.

Los Angeles County Bicycle Master Plan -

Reviewer:	LACBC
Agency/Steering Committee:	All Public Comments From 3-1-2011 to 6-3-2011

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Street	Limits	Comment	Response
South Whittier/Sunshine Acres Area		Although the Draft Plan acknowledges the high crash rates in the South Whittier/Sunshine Acres area – typically on arterials that cyclists and truck drivers share, such as Atlantic Boulevard and Mills Avenue near Telegraph Road – it fails to prioritize improvements to those roads appropriately. The Draft Plan should ensure that the County implements them as soon as possible. Below are some additional suggestions for improving the Draft Plan in this area:	The plan has been updated to include recommendations on Telegraph and Leffingwell. These streets appear to have the highest number of accidents in the South Whittier/Sunshine Acres area.
		The County should also consider separated bikeways in the South Whittier/Sunshine Acres area.	"California State law requires that the State adopt uniform standards, and that local agencies conform to those standards. For this reason, only standard facilities included in CH 1000 of Caltrans HDM and/or the California MUTCD are described in this Plan. California does have a mechanism, through the California Traffic Control Devices Committee (CTCDC), for local agencies to consult with the State before adopting uniform standards and specifications, and the CTCDC can approve experimental projects as a means to consider changes to these uniform standards."
Victoria St	Susana to Santa Fe	class II lanes needed	Class II bike lanes added on Victoria Street from Santa Fe to Susana Road
Laurel Park Road		class II lanes needed	Class II Bike Lanes added
Rancho Way		class II lanes needed	Class II Bike Lanes added
Susana Way		class II lanes needed	Bike lanes in Victoria will connect Susana Road with Santa Fe, which connects to Compton Creek Path. Bike lanes on Susana added from Del Amo to E. Artesia Blvd..
Figueroa St	120th St to 149th St	class II lanes needed	Figueroa Street in this area is entirely in the City of LA within in these limits. We cannot propose a bikeway within the City
Broadway		class II lanes needed	Class II lanes added on Broadway from E. 121st Street to E. Alondra. It connects to proposed facility on Broadway in LA City.
Main St		class II lanes needed	The addition of bike lanes on Main Street would require the removal of the existing median and street parking. Therefore, a bike lane has not been added to the Plan.
Rosecrans Ave		class II lanes needed	Class II lanes added on Rosecrans Ave from Figueroa Street to Central Avenue.
Redondo Beach Blvd		class II lanes needed	Class II lanes added on Redondo Beach Blvd from Figueroa Street to Avalon Blvd.

Los Angeles County Bicycle Master Plan -

Reviewer:	LACBC
Agency/Steering Committee:	All Public Comments From 3-1-2011 to 6-3-2011

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Street	Limits	Comment	Response
135th St		class II lanes needed	Bike lanes aren't being added to 135th street as part of this plan.
157th St		class II lanes needed	157th Street is a residential street with a width less than 40 feet. Addition of a bike lane would require the removal of heavily used street parking.
Alondra Blvd		class II lanes needed	Class II lanes added on Alondra Blvd from Figueroa Street to Avalon Blvd.
San Pedro St		class II lanes needed	The installation of bike lanes on San Pedro Street would require the removal of existing travel lanes. An alternate facility is proposed on the parallel street of Avalon Blvd, which is 1 block to the east and provides better connectivity through the area.
Van Ness Ave	Century Blvd to Imperial Hwy in West Athens	class II lanes needed	Bike lanes aren't being added to 135th street as part of this plan.
Whitter Blvd	connecting east from proposed lanes in City of LA	class II lanes needed	A proposed class III bike route on Whitter Blvd has been added to the Plan
Atlantic Blvd	Pomona Blvd to Telegraph Rd	class II lanes needed	The proposed Bicycle Blvd along Woods Ave provides a more comfortable and more feasible connection in this area. The Woods Avenue Bike Boulevard is also identified as an early implementation action in the Plan.
3rd St	Pomona to Indiana	consider pilot project for left side protected lanes	"California State law requires that the State adopt uniform standards, and that local agencies conform to those standards. For this reason, only standard facilities included in CH 1000 of Caltrans HDM and/or the California MUTCD are described in this Plan. California does have a mechanism, through the California Traffic Control Devices Committee (CTCDC), for local agencies to consult with the State before adopting uniform standards and specifications, and the CTCDC can approve experimental projects as a means to consider changes to these uniform standards."
Compton Ave	Florence/Firestone Area	needs sharrows	This street has been proposed as a Class II bike lane in the Plan.
		Bicycle facilities in and around the Imperial-Wilmington Metro Station	Several facilities are included as part of the plan in this area, including a Class I facility on Wilmington Avenue. A majority of the proposed facilities are included as early implementation actions.
68th St	Central Ave to Compton Ave	needs bicycle routes	This is a two block stretch along a residential street with 3 signal controlled intersections. May qualify for SRTS due to proximity of school. Bike Route with sharrows added to the plan and was included as part of a grant application for the 2011 Call for Projects.

Los Angeles County Bicycle Master Plan -

Reviewer:	LACBC
Agency/Steering Committee:	All Public Comments From 3-1-2011 to 6-3-2011

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Crockett	74th St to 83rd St	needs bicycle routes	Class III added between 76th place and 83th Street. Between Florence Avenue and 76th Pl implementation is difficult because the roadway width shrinks to 30 feet and right-of-way is not available.
76 St	Whitsett Ave to Lou Dillon	needs bicycle routes	this location is not feasible because the roadway width is too narrow to recommend any type of facility
Lou Dillon Ave	76th St to 79th St	needs bicycle routes	this location is not feasible because the roadway width is too narrow to recommend any type of facility
Beverly Blvd	Pomona Blvd to Gerhart Ave	Sharrows should be installed	The use of Sharrows will be investigated when the facility is implemented. This determination will be made for all Class III bikeways and will be consistent with the recommendations in the California MUTCD.
6th St		Sharrows should be installed	The use of Sharrows will be investigated when the facility is implemented. This determination will be made for all Class III bikeways and will be consistent with the recommendations in the California MUTCD.
Floral Drive		Sharrows should be installed	The use of Sharrows will be investigated when the facility is implemented. This determination will be made for all Class III bikeways and will be consistent with the recommendations in the California MUTCD.
Whitter Blvd	Downey Rd to Atlantic Blvd	Sharrows should be installed	The use of Sharrows will be investigated when the facility is implemented. This determination will be made for all Class III bikeways and will be consistent with the recommendations in the California MUTCD.
		Hawthorne, Gardena, and Lawndale are some of the poorest and most densely-populated areas in the region and would benefit from well-planned facilities	All three are outside of County jurisdiction and only a small patch(Alondra Park) of area nearby is within the County jurisdiction. Bikeways have been proposed in Alondra Park.
		LA River path extension at Universal and north of Maywood Ave	Extensions within County jurisdiction are planned for both, as indicated in the plan. However, both of these extensions will need to be a joint effort between Cities and County to create an uninterrupted path
		Arroyo Seco Confluence extension	The County intends to complete the project from San Fernando Road to Avenue 26. The expectation is that the City of Los Angeles will connect the future LA River and Arroyo Seco Bike Trails as shown in its bicycle master plan.
Rosecrans Ave	South Bay Planning Area	class II lanes needed	Rosecrans Avenue in the South Bay Planning area is not in Los Angeles County's jurisdiction. Facilities have been proposed by others in this area.
El Segundo Blvd		class II lanes needed	Three portions of El Segundo Blvs are recommended for Class II bike lanes. Two of the sections are in West Rancho Dominguez and one in the Del Aire.

Los Angeles County Bicycle Master Plan -

Reviewer:	LACBC
Agency/Steering Committee:	All Public Comments From 3-1-2011 to 6-3-2011

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Hawthorne Blvd		class II lanes needed	Bike lanes are included as part of this Plan on Hawthorne Blvd from 104th Street to 111th Street.
Manhattan Beach Blvd	Crenshaw to Prairie	class II lanes needed	Class II Facility added
Normandie Ave	in West Carson	class II lanes needed	Only a small portion is within County jurisdiction, facility added between Sepulveda and 225th Street. It connects to proposed Class II by LA City BMP.
Sepulveda Blvd	in West Carson	class II lanes needed	3 travel lanes in each direction plus a landscaped median. Addition of bike lanes would require the removal of travel lanes. Bike lanes have not been added as part of this plan.
Prairie Ave	Redondo Beach Blvd and 154th St/Marine Ave	class II lanes needed	Class II bike lanes added on Prairie Ave between Redondo Beach Blvd and St. Marine Avenue
104th St	in Lennox	Bicycle Blvd needed	Bike route already proposed. Street width is not adequate for a bike boulevard.
111th St	in Lennox	Bicycle Blvd needed	Bike route already proposed. Street width is not adequate for a bike boulevard.
		Upgrade Strand between Hermosa and Manhattan Beach so cyclists do not have to carry bikes up stairs	The proposed connection falls within the City of Hermosa Beach, and the County does not maintain the bike path within the City of Hermosa Beach. The South Bay Bike Coalition in charge of the Seven City Bike Plan, which includes the City of Hermosa Beach, is aware of the need for improved connectivity within the City's jurisdiction. We will work with the City to improve connectivity between the two jurisdictions if the City proposes the improved connection in their Bikeway Master Plan.
		Prioritize class III facility along Dominguez Channel	Class I route proposed along Dominguez Creek. Ranked #13 in the planning agreea.
		Ignores Crenshaw Blvd in Alondra Park and Lennox	Crenshaw Blvd does not travel through the unincorporated Lenox area. In the Alondra Park the facility has split jurisdiction with Hawthorne and would require removal of travel lanes and/or street parking to add a facility. Bike lanes have not been poposed as part of this plan.
Doty Ave	Marine Ave and Manhattan Beach Blvd	Sharrows should be installed	The use of Sharrows will be investigated when the facility is implemented. This determination will be made for all Class III bikeways and will be consistent with the recommendations in the California MUTCD.
Lemoli Ave	Marine Ave and Manhattan Beach Blvd	Sharrows should be installed	The use of Sharrows will be investigated when the facility is implemented. This determination will be made for all Class III bikeways and will be consistent with the recommendations in the California MUTCD.

Los Angeles County Bicycle Master Plan -

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La Cienega Blvd	El Segundo Blvd and Rosecrans Ave	make this an alternate or supplementary route to the proposed bike route on Inglewood Ave	La Cienega does not provide any connections to the El Segundo or Rosecrans without connecting to Ocean Gate Ave due to the freeway connections. We received recommendations from local advocates to avoid a bikeway along Ocean Gate Ave.
Topanga Canyon Blvd	Old Topanga Rd to Mulholland Dr	Bike route with additional signage	Determination of signage outside of BMP scope, will look at during design phase
Fernwood Pacific Dr		Bike route with additional signage	Facility Added Signage outside of scope, will look at during design phase
Tuna Canyon Road		Bike route with additional signage	Facility added (portion within City of Malibu). Signage outside of scope, will look at during design phase
Saddle Peak Rd		Bike route with additional signage	The roadway conditions present challenges such as of mountainous terrain and switch back's roads.
Pioma Rd		Bike route with additional signage	The roadway conditions present challenges such as of mountainous terrain and switch back's roads.
Schueren Rd		Bike route with additional signage	The roadway conditions present challenges such as of mountainous terrain and switch back's roads.
Stunt Rd		Bike route with additional signage	The roadway conditions present challenges such as of mountainous terrain and switch back's roads.
Cold Canyon Rd		Bike route with additional signage	The roadway conditions present challenges such as of mountainous terrain and switch back's roads.
Dry Canyon Cold Creek		Bike route with additional signage	Most of this road is in the City of Calabasas and a small portion is with in the County. Addition of this facility requires a cooperative project with the City.
Lake Vista	Malibu Lake area	Bike route with additional signage	Facility added. Signage outside of scope, will look at during design phase
Latigo Canyon Rd		Bike route with additional signage	This facility has been added to the Plan
Route 23	Mulholland Dr to Westlake Blvd	Bike route with additional signage	Facility cannot be added at as this phase because review would be required by Caltrans. Portions of this facility are also in Ventura County.
Corral Canyon Rd	coastal access to Malibu Creek State Park	Bike route with additional signage	Facility Added Signage outside of scope, will look at during design phase
Cornell Rd		Sharrows should be installed	The determination for sharrows and other enhanced treatments will be made during the design phase.
Mureau Rd		Sharrows should be installed	class II lane proposed.
Dry Canyon Cold Creek		Sharrows should be installed	Most of this road is in the City of Calabasas and a small portion is with in the County. Addition of this facility requires a cooperative project with the City.

Los Angeles County Bicycle Master Plan -

Reviewer:	LACBC
Agency/Steering Committee:	All Public Comments From 3-1-2011 to 6-3-2011

FILLED OUT BY REVIEWER			FILLED OUT BY RESPONDER
Street	Limits	Comment	Response
San Gabriel Blvd	South of California to Santa Ynez	class II lanes needed	Installation of a bike lane on this street would require the removal of travel lanes or on street parking. A facility has not been recommended on this street.
Del Mar Blvd		upgrade to Class II, street parking could be removed	Installation of a bike lane on this street would require the removal of travel lanes or on street parking.
Lake Ave		upgrade to Class II, street parking could be removed	A Class III bikeway is proposed on Lake Blvd as part of this plan.
New York Dr		upgrade to Class II, street parking could be removed	Installation of a bike lane on this street would require the removal of on street parking. A large portion of this street is in a residential area with on street parking. Other locations would require widening of the street possible resulting in reduced pedestrian access
Lotus Ave		Bicycle Blvd needed	A Class III bikeway is proposed on Madre Street which provides equivalent access and includes a pedestrian crossing at Huntington Drive and traffic signals at California Avenue and Colorado Blvd not provided by Lotus. The City of Pasadena is recommending an enhanced Class III bikeway in the area of the Sierra Madre Villa TOD.
Glenrose Ave		Bicycle Blvd needed	Changing this facility from a Class III bikeway to Bike Boulevard is not recommended for this street.
Duarte Rd		Sharrows should be installed	The determination for sharrows and other enhanced treatments will be made during the design phase.
Madre St		Sharrows should be installed	The determination for sharrows and other enhanced treatments will be made during the design phase.
Altadena Dr		Sharrows should be installed	The determination for sharrows and other enhanced treatments will be made during the design phase. A class III and II is proposed within the limits of Allen Avenue and Washington Blvd
Allen Ave		Sharrows should be installed	The determination for sharrows and other enhanced treatments will be made during the design phase.
Admiralty Road	Fiji Way to Via Marina	Northbound outside lane is narrow and invites conflict	No response necessary. Outside of scope of plan
MBBT	in Marina Del Ray	path has uneven pavement and two dangerous roadway crossings	No response necessary. Outside of scope of plan