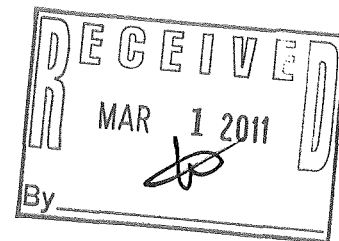


**Technical Corrections-For City Council (March 1, 2011)**



**POLICIES**

**1. Policy 1.1.8**

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

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

**2. Policy 3.2.2**

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

**Program**

**A. Bicycle Plan Implementation Team**

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

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

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

Schedule: 2011-2035

**3. Policy 3.3.1.**

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

**D. Beach Path**

Extend the bicycle path along the beach north from ~~Bay Club Drive to the City Limit.~~ its existing northern terminus to Coastline Drive.

Lead Department: DPW, RAP, DOT

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

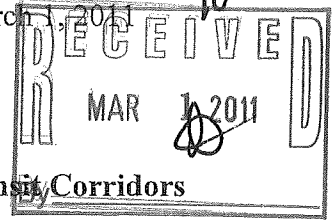
Schedule: 2011-2020.

**MAPS**

1. Upgrade Washington Place (West of Sawtelle to Grand View and Centinela to Culver City border) from Bicycle Friendly Street to Bicycle Lane. Delete from Neighborhood Network and add to Backbone Network.

2. Delete Zanja Street as a Bicycle Friendly Street (Abbot Kinney to Washington Place).

3. Add Bicycle Lane on Washington Blvd from Culver City boundary west to Abbot Kinney. Add Washington Boulevard to Backbone Network.



### Modifications to Chapter 3

#### **Environment: Bicycles along Beaches, Rivers, At-Grade-Fixed-Transit Corridors and in City and State Parks**

This section of Chapter 4 includes programs that support the Green Network described at length in the early paragraphs of this Chapter as well as programs that support future research and analysis to identify potential off-road bicycling options.

While there has long been interest among bicyclists to access paths and trails/utility roads within the City's parks, bicycle use is a particular challenge in Los Angeles Parks as there is both limited park acreage and limited funds to adequately provide the variety of uses requested by the City's population. For the purposes of this discussion off-road paths and trails have been separated into two categories. The first includes paths, typically paved, within City parks and built to recognized standards such as the paths in Sepulveda Basin and the Harbor area. The second, and arguably the more contentious, include dirt trails in City parks that are typically located within hillside and/or mountain areas.

#### **Paved Paths**

The 2010 Plan recognizes the multiple demands and inherent conflicts that arise when mingling various users on a single path. The 2010 Plan, however further recognizes the benefits of utilizing path segments to facilitate neighborhood connectivity to nearby community services. In many instances the local street grid terminates at a local park and a bicyclist needing to access a school or library on the far side of the park, without the ability to bicycle through the park, is forced to circumnavigate the park to reach his/her destination. Unfortunately, many times this detour requires the bicyclist (often a child) to leave the comfort of the local street grid and navigate a more heavily traveled corridor. The 2010 Plan promotes continued use of the Recreation and Parks Commission's authority to grant, in special circumstances, permission for a particular pathway to be designated for local bicycle activity.

#### **Trails**

The Los Angeles Municipal Code currently prohibits the use of bicycles on unpaved roads and trails unless the Recreation and Parks Commission has designated a particular facility for bicycle use. To date only the trails in Mandeville Canyon have been designated for off-road bicycle use. When the City acquired Mandeville Canyon it was required to continue allowing off-road bicycling on the trail. Fortunately, off-road bicycle enthusiasts do have access to numerous off-road recreational and transportation oriented facilities in the nearby Santa Monica Mountains. Locally, the Mountains Recreation Conservation Authority (MRCA), in partnership with the National Park Service, the California Department of Parks and Recreation and the Mountains Restoration Trust has designated a Backbone Trail as well as several Multi-Use Trails; which serve multiple user types. In the eastern portion of the Santa Monica Mountains the Multi-Use Trails accommodate only bicyclists and hikers but in the western portion the designation permits horses along with bicyclists and hikers. The majority of the trails are limited exclusively for hikers but the designation of selected trails has directed

mountain bicyclists to those trails and reduced the migration of mountain bicyclists onto trails where they are not permitted.

In acknowledgement of the growing demand for mountain bike trails the 1996 Bicycle Plan (1996 Plan) adopted a policy to study the feasibility of designating and developing bicycle trails in Griffith Park, Ernest Debs Park, the Recreation and Parks Department's Valley and Pacific Regions, DWP access and public utility rights of ways, and mountain fireroads. The 1996 Plan also contained implementation programs related to off-road bicycle use. Those programs directed staff to review the feasibility of establishing mountain bicycle trails and to prepare guidelines and standards for such trails. To support this endorsement eight public meetings were held between 1999 and 2000 to discuss mountain bicycles and the off-road policy. During that time the participating groups, which included the City of Los Angeles Bicycle Advisory Committee, Concerned Off-Road Bicyclists Association, the Los Angeles Recreation and Parks Commission, and the Mountain Bicycle Access Working Group could not reach a consensus and the use of mountain bicycles on city trails was not found feasible.

As a part of the public participation process for the 2010 Plan additional meetings that included representatives from mountain bicyclist, hiker, and equestrian groups were held to determine, yet again, if common ground could be identified. While it is beyond the scope of this Plan and the current financial means of the City to propose a network of unpaved mountain bicycling paths, policies and programs have been identified in Chapter 4, Section 3.3 to address the continued pressures of multiple user types on the City's limited public park hillside and mountain areas. Central to these policies and programs is the City's commitment to ensuring that all users of trails are safe and preventing conflicts between various users.

**Modifications to Chapter 4****Policy 3.3.5.**

Continue existing off-road bicycle trails, explore additional off-road mountain bicycling opportunities within other jurisdictions, and map mountain bicycling facilities.

~~Continue existing off-road bicycle trails and analyze and explore opportunities for additional off-road bicycle facilities.~~

**Programs****A. Mandeville Canyon Park**

Maintain off-road bicycle trails in Mandeville Canyon.

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

Lead Department: RAP

Schedule: 2011-ongoing

**B. Mountain Bicycle Access Program**

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

(3.3.1.(2) Fall)

Objective: Increase mountain bicycle access to surrounding areas.

Lead Department: RAP

Schedule: 2011-2015

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

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

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

Lead Department: RAP, DCP, DOT,

Schedule: 2011-2015

**Policy 3.3.6**

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

**CA. Park Trail Inventory**

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

Objective: Evaluate inventory, map and evaluate trails.

Lead Department: RAP, DCP

Schedule: ~~2010~~2011-2015

**DB. Unimproved Road Database**

Develop a comprehensive database of all unimproved roads including City-owned trails and their allowed uses, and determine their suitability for use by mountain bicyclists.

Objective: Identify and map existing unimproved roads.

Lead Department: RAP, DCP, DOT, LAFD

Schedule: ~~2010~~2011-2015

**E. Off-Road Bicycle Database and Maps**

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

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

Lead Department: RAP, DCP, DOT,

Schedule: 2010-2015

**Policy. 3.3.67.**

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

**Programs****A. Mountain Trail Conflict Resolution Analysis**

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

Lead Department: RAP, DPW

Objective: Identify strategies for reducing conflicts between multiple users.

Schedule: ~~2010~~2011-2015

**B. Analysis of Shared Trail Use in Other Urban Areas**

Conduct comparison counts on shared use trails in other urban areas. Research levels of user conflict on shared use trails in urban areas.

Objective: Identify conditions and demand for shared use trails in other urban areas.

Lead Department: RAP

Schedule: 2010-2015

**CB. Data Collection**

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

Objective: Indicate level of use for different groups. Compare user counts to shared use trails in other urban areas.

Lead Department: RAP, DOT, DPW

Schedule: 2011-2015

~~D. Analysis of Impacts of Off-Road Bicycle Access~~

~~Obtain information on levels of use by hikers and equestrians before and after the introduction of off-road bicycle access.~~

~~Objective: Evaluate safety impacts and overall effectiveness of permitting off-road bicycle access.~~

~~Lead Department: RAP~~

~~Schedule: 2010-2015~~

EC. Spillover and Conflict Analysis

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

Objective: Document encounters between multiple trail users, with particular attention to non-permitted mountain bicycle activity. Reduce spillover of off-road bicycle use to trails and off-road facilities where bicycles are not permitted.

Lead Department: RAP, DPW

Schedule: 2011-2015