DEPARTMENT OF
TRANSPORTATION
100 South Main Street, 10th Floor
Los Angeles, CA 90012

DEPARTMENT OF
CITY PLANNING
200 N. Spring Street, Room 525
Los Angeles, CA 90012-4801
AND
6262 Van Nuys Blvd., Suite 351
Van Nuys, CA 914011

CITY OF LOS ANGELES
CALIFORNIA

ERIC GARCETTI
MAYOR

EXECUTIVE OFFICES

Seleta J. Reynolds
GENERAL MANAGER
LADOT
(213) 972-8470

MICHAEL J. LOGRANDE
DIRECTOR of CITY PLANNING
(213) 978-1271

INFORMATION
www.planning.lacity.org

August 21, 2014

Subject: **Bicycle Plan Implementation Annual Report for Fiscal Year 2013/14**

Dear Honorable Members:

This annual report on the implementation of the 2010 Bicycle Plan provides a summary of the implementation milestones made by the Los Angeles Department of Transportation (LADOT) and the Los Angeles Department of City Planning (DCP) between July 1, 2013 and June 30, 2014. This report highlights progress installing planned bicycle facilities, current planning outreach efforts, ongoing bicycle program implementation, and grant funding requests to support future projects of the LADOT Bicycle Program. Parallel City efforts, such as the Mobility Plan 2035, the LADOT Strategic Plan, and the Mayor's Great Streets Initiative will shape the work program for the coming years. The rapidly-evolving design best practices coupled with a more holistic policy framework will influence the future goals of the program.

1. A Movement Toward Complete Streets

1A. Summary of Emerging Design Practices

National Rise of Protected Bicycle Lanes

As of last year, there were 140 protected bicycle lanes built and 98 planned or in construction throughout the United States spanning 24 states and 53 cities.The design of protected bicycle lanes varies across the country as the state-of-the-practice continues to evolve. The large protected bicycle lanes currently in planning stages across the country indicates the increasing interest by the public of providing low-stress, well-organized streets that appeal to a wider group of users.

Bicycle Accessible Neighborhood Friendly Treatments

Originally known as Bicycle Friendly Streets in the Plan, or as Bicycle Boulevards and Neighborhood Greenways when other agencies first began implementation, cities across the country have been installing a variety of physical roadway treatments in order to lower

vehicular traffic speeds, reduce cut-through traffic, and make local streets more comfortable for people walking and bicycling in neighborhoods while improving the overall livability. The toolkit of treatments to create these lower speed neighborhood roadways include traffic calming measures such as curb extensions, mini-roundabouts, speed humps, sharrows, wayfinding signs, etc. LADOT staff is working with the Los Angeles County Bicycle Coalition (LACBC) on a toolkit of treatments being reviewed by an Active Streets Technical Advisory Committee comprised of engineers, designers, and staff from DOT, BSS, BOE, LAFD, etc.

Los Angeles completed its first bicycle friendly traffic calming on a neighborhood street along 0.8 miles of Yucca St. in Hollywood, and has another funded and currently in design on the Plan's Neighborhood Network along 4th street in Koreatown. In addition, the City has won Safe Routes to School funding for neighborhood friendly street treatments for 11th Street in Pico Union, New Hampshire Avenue in Koreatown, and Pierce Avenue in Pacoima. In addition, a number of roundabout treatments have been funded through the Metro's Call for Projects and it has just been announced that the City will be receiving Active Transportation Funds from the State for additional projects which will serve to calm traffic and provide safer roadway treatments to area schools with high rates of collisions.

Temporary Treatments

Some of the concerns issued by public members unsupportive of new bikeways in their communities have little to do with the actual bikeway treatment but more about how this project may affect roadway operation or might limit their personal mobility in the future Staff in other cities are working to overcome public perception barriers by installing temporary treatments that mimic proposed project changes to give people first-hand experience of what the changes could mean for safety, access and congestion. Important factors in conducting pilot projects include involved outreach that helps define project objectives in advance, and gathering data on multiple metrics that measure these project objectives.

In September of last year, the City of Santa Monica initiated a demonstration of bike-friendly traffic calming features along Michigan Avenue known as Pop-up MANGo. For this event, Santa Monica staff strategically placed temporary treatments, comprised of removable elements such as construction cones, potted plants and paint, which were arranged to represent a roundabout, chicanes and a traffic diverter. The pop-up treatments were modeled to show the roadway operation and benefits of proposed permanent elements of the Michigan Avenue Neighborhood Greenway.

1B. Metrics and Performance Evaluation

Complete streets practitioners across the country express the importance of monitoring a host of metrics once a project or a pilot is implemented to gauge the level of success in meeting goals including safety, public health, sustainability, mobility, and access to destinations and transit.

Available data for evaluation include number of collisions along the corridor, bicycle and pedestrian counts, retail sales tax, transit boardings, conflicts/near misses, intercept surveys, and travel speed. Travel speeds are an important metric since calmer traffic during non-peak periods is an expected benefit of bicycle lanes that involve road diets. It is also expected that bicycle infrastructure will attract more people into bicycling to satisfy basic trip making purposes, which may help to mitigate any increases in peak-hour travel delay over time.

Collection of data may be a matter of increased interagency coordination, such as requesting collision data from LAPD, or bus speed data from Metro. In some cases, it will be necessary to look for additional staffing and funding sources where data collection is not already a part of a local agency program, or coordinating volunteer efforts such as bicycle counts. DCP was recently awarded a grant from Southern California Association of Governments (SCAG) to collect sales tax data and perform qualitative surveys along corridors that received bicycle lanes and travel lane reductions. Performance evaluations have become a standard practice with other related efforts such as LADOT's People Street Program, and will be incorporated into the Mayor's Great Streets Initiative.

2. Planned Bicycle Facilities installed during Fiscal Year 2013-2014

The 2010 Bicycle Plan calls for the completion of 719 miles on the Backbone Network (most of the proposed bicycle lanes in the Plan), 825 miles on the Neighborhood Network (Bicycle Friendly Streets), and 139 miles on the Green Network (bicycle paths) for full implementation. A total of 320 miles of bicycle lanes have been installed on the Backbone Network, equivalent to 44 percent of the 719 miles proposed. To date the City has installed 56.4 miles of bicycle paths or 40.6 percent of the Green Network. LADOT has installed 0.8 miles of complete Bicycle Friendly Streets corridor treatments of the 825 called for in the Plan. In addition, 73.5 miles of Shared Lane Markings (sharrows) have been installed either as a safety measure on an arterial or collector street or as a part of an incomplete Bicycle Friendly Street treatment.

As a means to ensure that the remaining 1,126 miles on the Backbone and Neighborhood networks of the 2010 Bicycle Plan (Plan) are completed within the next 35 years, the Five-Year Implementation Strategy was simultaneously adopted by Council to implement at least 200 miles of bikeways (including bicycle lanes, bicycle-friendly streets, shared lane markings (SLM), and bicycle paths) every five years or an average of 40 miles per year.

The LADOT Bike Program has met the annual implementation goal with a total of 41.2 miles of bikeways installed this fiscal year. This number includes 40.5 miles of bicycle lanes and 0.7 miles of a bus/bicycle-only lane. In addition, 20.8 miles of sharrows were also installed. Sharrows are not identified on the Plan as a bikeway, but an LADOT study showed they offer modest safety benefits to bicyclists.

2A. Bicycle Lanes

6.4 miles of bicycle lanes were designed and approved in 2013-14 and are in the queue for installation in 2014-15. An additional 42.8 miles of bicycle lanes have undergone preliminary design and are currently in the outreach process. Approximately 20.8 miles of new bicycle lanes in the Central and Northeast Areas received procedural approvals and are ready to advance to the final design and implementation stages.

2B. Shared Lane Markings (Sharrows) and Bicycle/Neighborhood Friendly Streets

Bicycle Friendly Streets are a bikeway called for in the Plan (Program 1.1.4A) that uses a combination of traffic calming, intersection treatments, sharrows and signage to improve safety and ease for bicyclists to travel on local and collector streets. LADOT is actively working on 4.2 miles of bicycle-friendly streets in Central LA. LADOT installed 20.8 miles of new sharrows in FY 13/14 (Attachment 1). Many of these sharrows are on previously existing bicycle routes/networks and serve to close gaps between existing bicycle lanes or will be the first treatments on future Bicycle Friendly Streets.

2C. Bicycle Paths

To expand the current 49-mile Green Network, LADOT is working on 13.5 miles of bicycle path projects on the Los Angeles River, Exposition Light Rail, and the San Fernando Road Metrolink right-of-way (Attachment 1).

As work with the Expo Authority on the Exposition Bike Path moves forward, LADOT staff continues to work with the agency on design and engineering plans for the path that parallels the majority of the light rail line (LRT) in Phase II. This design is expected to be complete in late October with construction beginning immediately thereafter. The goal is to have this segment of the bicycle path complete by the end of 2015, and at the same time as the LRT Phase II completion.

The 0.28 mile Northvale segment of the Expo Bike Path also began the design phase in the 2013 - 14 fiscal year. The project was separated from the Expo Authority's Phase II project due to design and construction complexity and right-of-way concerns. In addition, homeowners in the Cheviot Hills community initiated two lawsuits based on the California Environmental Quality Act (CEQA) which have since been mediated. LADOT and DCP staff lead/attended several outreach meetings last year to incorporate community preferences and help guide decisions on the path alignment and civil design now underway in the Bureau of Engineering. A follow up meeting will occur in the Fall of 2014 when the design reaches 20-25 percent completion to gather additional community feedback.

3. Bicycle Plan Implementation and Outreach

3A. Bicycle Plan Implementation Team

The Bicycle Plan Implementation Team (BPIT) continues to meet quarterly throughout the year. The past several meetings have been primarily focused on feedback for the Draft Mobility Plan 2035 and reviewing the current implementation process for the Plan's Year Two study corridors. BPIT members have helped to define objectives and criteria used to prioritize implementation facilities since the Plan was adopted, and continue to offer ideas for partnerships with community groups in selecting and designing the facilities to implement in their neighborhoods.

3B. Second Year Implementation Status

LADOT and DCP staff, with input from the BPIT, work together annually to select 40 miles of streets (Study Corridors) identified on the Bicycle Plan's Backbone Network to determine the priority for the implementation of bike lanes for the following fiscal year. The Study Corridors are selected as a result of a number of factors that include high potential to increase multiple safety goals, serve both existing and increased demand for bicycle travel, access to destinations, and to meet health objectives. Portions of three of the Study Corridors overlap with the Mayor's Great Streets corridors including Hollywood Boulevard, Westwood Boulevard, and Central Avenue. In response to feedback from the first 40 miles of bicycle lanes, City staff continue to evolve the outreach effort, seeking early input from a broad variety of stakeholders. Outreach efforts include presenting at neighborhood councils, and holding a series of roundtable meetings that involve a diversity of participants that will help clarify objectives and inform the design of bicycle facilities to be considered for implementation. DCP and LADOT kicked off the outreach effort through a webinar broadcast on April 17th, 2014 that gave a background context of the 2010 Bicycle Plan, how the Study Corridors were selected, and implementation steps going forward. LADOT and DCP staff have already hosted the first series of roundtable discussions for Hollywood, Boyle Heights and the Southeast LA communities. Traffic consultants are currently preparing the traffic studies for all the study corridors, and City staff will present the results to the second series of roundtable meetings and at neighborhood council meetings in late Fall.

3C. Implementation Obstacles

The City has installed 6.7 miles (16%) of the 41.6 miles of bicycle lanes proposed in the First Year Study Corridor package of those proposed in the Bicycle Plan. Of the remaining 35 miles from Year One, some are still in progress, LADOT staff are still conducting outreach for other segments. All of these projects require some reallocation of space given the limited street widths available. Resulting concerns over driver delay, emergency response times, and predicted use can require additional outreach and development of design alternatives.

Bicycle lanes, especially bicycle lanes installed with a road diet configuration, have a demonstrated safety benefit to people driving, biking, and walking as documented by the Federal Highway Administration (FHWA). The projects lower speeding and better organize and manage expectations for people traveling on the street. The LAPD officially recommends bicycle lanes as an engineering tool in the 2014 Traffic Plan, which calls for an integrated approach to reduce the Citywide collision rates, particularly for people biking and walking. Support from elected officials, including the Council and Mayor are critical to furthering collaboration and further efforts could also be explored in integrating emergency response times as a metric in evaluating the performance of bicycle facilities.

3D. Substitute Corridors and Neighborhood Streets

Staff has looked at a number of options to continue to build out the network. One of the solutions may be to install bicycle lanes on alternative arterials or neighborhood greenways on residential streets. Limitations to this option include lack of a convenient parallel corridor that is both designated on the 2010 Bicycle Plan, and that serves the same trip purposeIn addition, the designation of an alternative corridor to receive a bikeway may meet resistance from other community members that were not already involved in providing input.

In reaching a stalemate of whether to install bicycle lanes on an arterial, the local opposition could present an opportunity to engage community feedback on potential methods to install traffic calming treatments and implement wayfinding for nearby streets on the Plan's Neighborhood Network that may serve the same trip purpose. Early feedback in some communities have favored this direction. Such treatments are often more expensive, as they involve civil design and construction.

Whether it is selecting an alternative arterial or a neighborhood street, substitute corridors should be assessed based on the merits of serving the same convenient access to the desired destinations. In addition, neighborhood streets may attract bicycle riders to use a particular roadway, though the need to improve safety on the arterial corridor remains.

3E. Summary of Local Successes

<u>Colorado Boulevard</u>

While LADOT is working through implementation, it is also worth highlighting some of the efforts and strategies that have led to successes in installing bicycle lanes along priority corridors in the City. In early October of 2013, LADOT installed 2.7 miles of buffered bicycle lanes along Colorado Boulevard in Eagle Rock. The project involved reducing one multipurpose travel lane in each direction. Colorado Boulevard is included on the Backbone Network in the Bicycle Plan, but the implementation success is largely attributed to a grassroots local initiative known as *Take Back the Boulevard*. This local effort was directed by a steering committee comprised of a broad range of community leaders including advocates, business associations, and the neighborhood council. Directed by the steering committee, this initiative received financial support from a local

non-profit and support from CD 14, which assisted by hiring a consultant, who led robust community outreach resulting in a vision plan for the corridor.

The prior configuration of Colorado Boulevard, with three travel lanes in each direction, was largely perceived to prioritize the convenience of regional traffic between Pasadena and Glendale, at the expense of facilitating connections to local businesses and at the detriment of pedestrian safety. The road diet and installation of buffered bicycle lanes were seen as part of a greater effort to reinforce Colorado Boulevard as a 'great street'. In their public comments, many people expressed the need for traffic calming measures in order to foster a more vibrant and safe corridor that supports trips to local businesses. Many local businesses also signed support letters indicating the same conclusion. The decision to reduce travel lanes instead of on-street parking also helped garner support from businesses. The road diet and buffered bicycle lanes were made more attractive as an element of a package of safety improvements for the corridor that included a series of new continental cross walks and rectangular rapid flashing beacons (RRFB).

With the process for Colorado, staff learned important lessons that may help future implementation efforts:

- Through the implementation of the Backbone Network, LADOT should continue to respond to and engage with existing local initiatives to revitalize business corridors. To this end LADOT is building its *Bicycle Friendly Business Program* to demonstrate that bikes mean good business and help mobilize grassroots business support for bicycle facilities implementation.
- Solicit early input around design objectives and project goals.
- Approach street projects with a holistic attitude and toolbox, clearly defining the nature of existing issues and effective countermeasures.
- Acknowledge that while strong and diverse support is key to implementation success, local support may not be unanimous. Consistent leadership underpins success.

<u>MyFigueroa Streetscape Project</u>

While still early in the pre-construction phase, *My Figueroa Streetscape Project* is an example of success in terms of achieving both consensus and design objectives. The project will include the City's first parking protected bicycle lane, a completely separated bikeway on the roadway, which will provide a low-stress bicycle connection between the USC Campus, South Los Angeles neighborhoods and Downtown. As the project approached the final stages of approval, corridor stakeholders expressed concerns regarding the projected vehicle delay in the Environmental Impact Report (EIR), and an appeal was filed on the EIR.

While LADOT and DCP reviewed other alternatives, the Mayor's Office, Council District 9, and Council District 14 convened a summit of corridor stakeholders to discuss their concerns and aspirations. The summit reached successful resolution identifying several commitments that were needed for the project to move forward. The conditions included:

a guarantee that access be maintained for the properties along the corridor; setting realistic expectations of potential vehicle delay; organizing a special events committee to anticipate necessary traffic plans; ensuring continued access to film production; involving the corridor stakeholders in defining the metrics used to determine project success; and developing a program for safety education, marketing construction updates, and project goals to downtown commuters. DCP and LADOT will receive a $150,000 grant from Metro's I-110 Toll Revenue Reinvestment Grant program to perform the safety and marketing campaign. The commitments made by staff lead to the corridor stakeholder withdrawing his appeal on the EIR.

While the major stakeholder summit contributed to constructive dialogue, the project also benefited from robust outreach efforts initiated under the Community Redevelopment Agency (CRA/LA), community engaged design process, and concerted advocacy and media attention that highlighted the project's value to the city. Community support for the project can also be attributed to the additional investment in streetscape elements and beautification afforded by the approximately $20 million in State Housing Bond funding, again highlighting that road diet projects which involve bicycle infrastructure are more attractive when they are packaged with additional community benefits.

4. Bicycle Parking

4A. Rack and Corral Installation

Typically, LADOT responds to 400-600 requests annually from the public, primarily from business owners for bicycle racks in the public right-of-way in business districts. About 5,834 racks, serving two bicycles each, are installed throughout the City. In FY 2013-14 only 182 racks were installed but a waiting list of rack requests numbering over 500 installations is pending. As LADOT does not have the field crews to install racks for the program, a private contractor have installed bicycle racksfor the last 18 years of the program. In December, the contractor retired and LADOT has been involved in a bid process with GSD to contract with a new installer for the bicycle racks and the City's meter posts. As the bid process was delayed for numerous reasons, LADOT staff met with the Board of Public Works to determine if it was possible to amend the Street Beautification contract with the Los Angeles Conservation Corps (LACC) for the rack installations. The LACC contract has since been amended and the prior contractor has conducted training with the LACC crew. Rack installations from the waiting list have begun.

Bicycle corrals are a strategy to install bicycle parking spaces within the roadway by substituting bicycle parking for 14 bicycles in an existing auto-parking space. LADOT installs the corrals upon request as part of the Bicycle Friendly Business Program and installed corrals at five locations last year. The program requires a business owner or BID to take on maintenance responsibility of the corral and an agreement is executed prior to the initiation of design. Prior to the 2013-14 FY two corrals had been installed, with a pending waiting list of about 31 locations. Applications are also taken through the *People Streets* process, but to date no bike corral applications have been received.

4B. Metro Bike Hubs

Metro Bike Hubs are a Metro program that will provide large scale secure bicycle parking storage facilities at high-demand stations. This network of bicycle parking rooms/stand-alone facilities across Metro's system will increase bicycle parking capacity and provide an alternative to taking bikes on transit or using bike racks. Similar to Metro's current bike locker program, Bike Hub access will be available for registered users who pay a small fee. Metro has Bike Hubs currently planned at five locations including three locations within the city of Los Angeles which include: Hollywood/Vine Red Line Station, North Hollywood Red/Orange Station, and Union Station.

5. Bicycle Programs

5A. LADOT Bicycle Program Staffing Needs

Staffing continues to be a limiting factor in implementation of bicycle programs. LADOT has two sections dedicated to implementing bicycle programs; Bikeways Engineering and Bicycle Outreach and Planning (BOP). The Bikeways Engineering group has seen a steep decline in staffing resources this year. At the beginning of the fiscal year, Bikeways Engineering had a staff of six Transportation Engineering Associates (TEAs) and a supervising Transportation Engineer (TE), which has now shrunk to four staff due to promotions, attrition, and retirement. This group manages approximately $93M in construction and striping projects including the Exposition Line (Expo) and Los Angeles River Bike Paths, bike path maintenance, and all of the proposed bicycle lanes.

The BOP group, responsible for $11M in projects, lost its Bicycle Coordinator in January. This position has been filled as of August 25th. Currently the group consists of one FTE, two part-time Project Assistants, and three part-time Student Professional Workers. The BOP group coordinates the Bicycle Friendly Business Program (including corrals and repair stations), Bicycle Parking Program, wayfinding signs, and are responsible for public outreach, mapping, development of support materials for project outreach, the website and social media, and interagency coordination.

5B. Active/Neighborhood Friendly Streets Planning

The BOP Group in the Bicycle Program currently has funding, largely through the federal and state Safe Routes to School program, for four Bicycle Friendly Street (now being called Neighborhood Friendly Streets in the Mobility Element) projects:

- Berendo Middle School: 11th Street Harvard to Vermont - $1M - Federal SRTS
- New Hampshire: 11th St to Melrose - $454,300 - State SR2S
- Pierce Avenue: Pacoima - $450K - State SR2S
- Budlong: Vernon to Gage: $1.276K (pending) Metro Express Lanes Toll Revenues

These projects will install a number of traffic calming treatments that will make these corridors more accessible to bicyclists and pedestrians and promote slower travel by

motorists to give these streets back to the local neighborhoods as safer active transportation corridors. Due to a lack of staffing resources the Safe Routes funded projects have languished without active design work on the projects. The Berendo Middle School project has been assigned to LADOT Pedestrian engineers to begin work on their design portion and Bureau of Street Services (BSS) will commence civil design drawings once they also receive planned staffing increases.

5C. Bicycle Friendly Business Program

Studies from New York City, Toronto, San Francisco, and Portland demonstrated that people who walk and bike spend more money per trip and visit multiple establishments. Work continues on the development of the Bicycle Friendly Business Program (BFBP) to help local businesses capitalize on this trend. While the program provides the opportunity for businesses to partner with the City for bicycle corrals and bicycle repair station (work stands with tools and pumps) installations, the BFB Program is also a citywide opt-in program that encourages businesses to embrace bicycle friendly practices in order to attract more local trips by walking and bicycling.

The LADOT Bike Blog provides an overview of the BFBP, supporting materials, and opportunities for businesses to opt in to be one of LA's certified Bicycle Friendly Businesses. The Citywide program gives businesses the opportunity to be recognized for their Bicycle Friendliness by adhering to a variety of bicycle friendly practices. The program then provides bicyclists with a directory of local participating businesses specifying the bicycle friendly amenities offered. The BFB program shows how all types of businesses can be friendlier to people on bikes and provides data to illustrate their benefits for business. To date, LADOT has installed seven bicycle parking corrals and four repair stations, and the first BFBD will be in Northeast Los Angeles.

5D. Wayfinding Sign Program

With $500,000 in funding from the Metro Call for Projects, LADOT is finalizing design on a new Bicycle Wayfinding Sign Program. The project will install approximately 800 signs in the public right-of-way to make it easier to find destinations by bicycle. LADOT is including the sign design in its Manual of Policies and Procedures (MPP) to facilitate wayfinding updates. It is expected the project will go to bid at the end of the calendar year.

6. Program Funding, Applications and Awards

6A. Measure R Funding

The City's Fiscal Year (FY) 2014-15 Budget allocates $1,411,000 to the Bicycle Plan Program. In addition to the $774,000 for the Bike Grate Replacement Project, this brings a total to $2,185,000 for bicycle program activities, or 5 % of the FY 14/15 local return of the total $47.7 million Measure R revenue. For reference, the FY 2013-14 estimated Budget allocation for the Bicycle Plan Program was $2,050,000.

6B. California Active Transportation Program

The Governor approved new State legislation that reorganized all bicycle and pedestrian funding (State and local) into the Active Transportation Program (ATP) to be overseen by the California Transportation Commission (CTC). In order to fund bikeways projects previously approved for funding through the Metro Call for Projects, Metro worked with the City to prepare new project applications for submission to the ATP to fund. While the City was very successful in getting funding for its new Safe Routes to Schools projects, none of the Bicycle Path projects including Los Angeles River and San Fernando Road Bicycle Paths were selected for state funding. The projects will now be delegated to the regional ATP program being overseen by the Southern California Association of Governments (SCAG).

Safe Routes to School

The City received Caltrans staff recommendations for all four infrastructure-related Routes to School (SRTS) applications, totaling $17,538,000 in infrastructure funding. The SRTS locations, located in the geographies of Hollywood, Boyle Heights and South Los Angeles have some of the highest collisions near schools in the City. Each of the four applications included countermeasures that would create a safer environment to support walking and biking to school and help reduce collisions.

6C. Highway Safety Improvement Program (HSIP)

In late 2012, the Bike Program was awarded three Highway Safety Improvement Program (HSIP) grants, totaling $2.5 million, to install 40 miles of bike lanes across the city. The funds from the HSIP program, a core Federal-aid program established by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) are directed toward infrastructure-related highway safety improvements for areas with high collision rates. The HSIP program specifically requires evidence that the projects will deliver significant benefit-cost ratios.

Unfortunately, the 40 miles approved with HSIP funds, which include three Great Streets project locations, are in danger of losing funding due to limited staff resources, HSIP program inflexibility, as well as community opposition to some of the specific corridors. Staff members are exploring substitute corridors to determine if the funds can be re-scoped to achieve the same safety benefits as the originally funded corridors. However, any substitute corridors would require additional analysis and an outreach process that would extend implementation beyond the State required timeline. Funds that are not reprogrammable will be returned to the funder. It is expected that these funds will be lost to the Los Angeles region and will be reallocated through the statewide competitive grant process.

6D. Metro Express Lanes Toll Revenue Reinvestment Grants

Metro has recently awarded $1,276,000 through their I-110 Toll Revenue Reinvestment Grant Program to the City for traffic calming treatments for a new Bike Friendly Street (BFS) project on Budlong Avenue between Gage and Exposition. In addition, funding is to be awarded to the City to fund its Bikeshare infrastructure in Downtown Los Angeles. LADOT and DCP also received $150,000 to fund a marketing and safety campaign for the Figueroa Streetscape (My Figueroa) Project that will build awareness among downtown commuters and provide updates as the project goes into construction, communicate route and modal alternatives, and educate bicyclists on the proper operation of the protected bicycle lane.

6E. Bicycle Plan Trust Fund

The City established a Bicycle Plan Trust Fund in 2013 to accept contributions from new development projects. So far, three major real estate development projects (NBC Universal, University of Southern California (USC), and Farmer's Field.) have committed to distribute payments into the fund as a part of their development agreements. USC recently made the first contribution of $ 350,000 to install bicycle lanes along Jefferson Boulevard between Western Avenue and Flower Street.

7. Legislation

In the 2013 legislative session the City of Los Angeles sponsored AB 1371 - *The Three Feet for Safety Act* signed by the Governor in September of 2013. The legislation requires motorists to provide bicyclists with a minimum of three feet of space when passing and takes effect on September 16, 2014. In this year's session, the City is supporting AB 2707 that will allow buses to exceed certain length limitations in order to accommodate triple bicycle racks. This bill is sponsored by Metro. The City is also supporting AB 1193 that would allow cities to identify design guidelines for use in addition to the Highway Design Manual.

8. Enforcement and Safety Efforts

The LADOT Bicycle Program continues to offer elementary school bicycle and pedestrian safety education through its contractor Safe Moves. The School Bicycle Safety and Transit Education Program has provided school seminars and rodeos to school age children for over 20 years through public (LAUSD) and private schools located within the City. At the end of the last contractual year (March 31, 2014), Safe Moves had conducted 1500 seminars and 92 rodeos throughout the City reaching 163,139 students.

The LAPD City Traffic Services Units (CTSU) conducted 322 safety assemblies in 2013 at either public or private schools and senior centers. These assemblies focus on bicycle and pedestrian safety to school age children and senior citizens. In addition, the CTSU units conducted 78 Bicycle safety presentations in 2013 throughout the city to various groups and community meetings. These presentations are to educate the community on

safe cycling habits and the motoring public on how to be a safe driver when sharing the roadway with cyclists.

In 2013, CTSU units conducted 29 Traffic Safety Fairs which focus on bike safety, pedestrian safety and safe driving practices. The fairs provided the opportunity to educate the public at booths, presentations and practical exercises. Lastly, the CTSU units conducted 10 safety stings focusing on bicycle safety issues like vehicles not yielding properly to bicycles on the roadway, vehicles driving in bicycle lanes or failing to pass with regard to cyclists. The stings resulted in CTSU issuing 200 citations.

9. Social Media

The LADOT Bicycle Program continues to expand its social media efforts to inform, educate, and seek input from the public. As of June 30, 2014, the Bike Blog has received a total of 344,988 views; the Facebook page has received 1,932 "likes"; the Twitter account had 2,759 followers and the Flickr account had a total of 265,683 views. The direct links are:

http://ladotbikeblog@wordpress.com
http://www.facebook.com/pages/LADOT-Bike-Program/193402264004003
http://twitter.com/#!/LADOTBikeProg
https://www.flickr.com/photos/ladotbikeblog/

Sincerely,

Seleta J. Reynolds
General Manager
Department of Transportation

Michael J. LoGrande,
Director of Planning
Department of City Planning

Attachment 1: Active Bikeways Project List