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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.

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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 purpose. In 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

Colorado Boulevard

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.

MyFigueroa Streetscape Project

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: