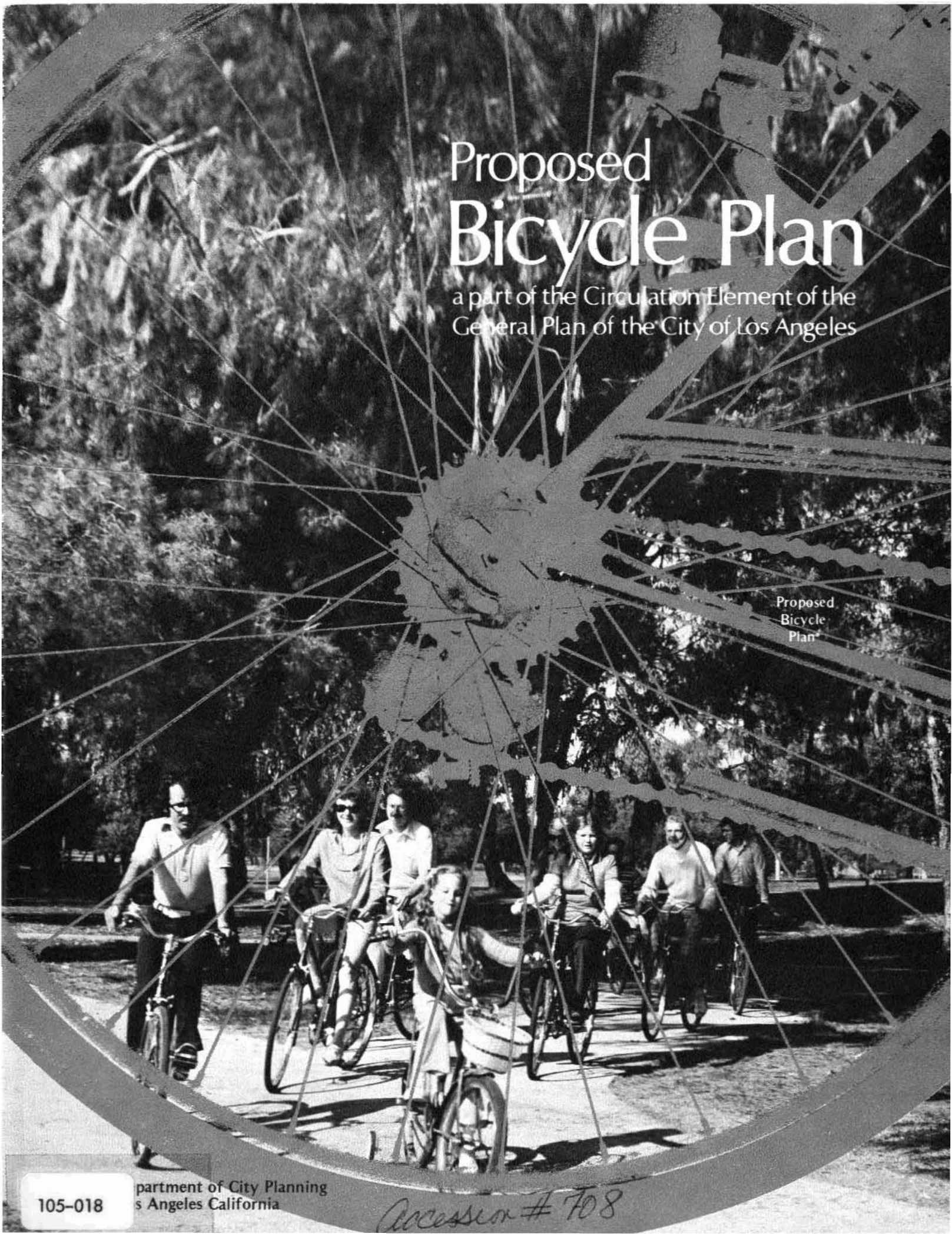
Proposed Bicycle Plan

a part of the Circulation Element of the General Plan of the City of Los Angeles



Proposed Bicycle Plan

partment of City Planning
s Angeles California

PROPOSED BICYCLE PLAN

The Bicycle Plan is a part of the Circulation Element of the General Plan of the City of Los Angeles. It consists of this text and the accompanying map of route locations.

DEFINITIONS

BICYCLE: As defined by the State Motor Vehicle Code, a device upon which any person may ride, propelled by human power through a belt, chain or gears, and having either two or three wheels in a tandem or tricycle arrangement.

BIKE ROUTE: A general term to designate all facilities that explicitly accommodate bicycle travel.

BIKE PATH: A special pathway facility for the exclusive use of bicycles, which is separated from motor vehicle facilities by space or a physical barrier. A bike path may be on a portion of a street or highway right-of-way or on a special right-of-way not related to a motor vehicle facility; it may be grade separated or have street crossings at designated locations. It is identified with Bike Route signs and also may have pavement markings.

SHARED ROUTE: A street identified as a bicycle facility by "Bike Route" guide signing only. There are no special lane markings, and bicycle traffic shares the roadway with motor vehicles.

BIKE LANE: A lane on the paved area of a road for preferential use by bicycles. It is usually located along the edge of the paved area or between the parking lane and the first motor vehicle lane. It is identified by "Bike Lane" or "Bike Route" guide signing, special lane lines and other pavement markings. Bicycles have exclusive use of a bike lane for longitudinal travel, but must share the facility with motor vehicles and pedestrians crossing it.

CORRIDOR: A proposed general linear location. The final placement of a Bike Route may be anywhere within its boundary. In this plan, the corridor may extend several hundreds of feet either side of the location shown on the map.

REGIONAL SYSTEM: An interconnecting arrangement of Bike Routes that may extend through several counties and cities to provide continuity.

BACKBONE SYSTEM: Approximately 300 miles of Bike Routes throughout the City which provide basic continuity and which can be expanded as needed.

CITYWIDE SYSTEM: Approximately 600 miles of Bike Routes including the Backbone System, extending and filling in the Backbone System throughout the City, in accordance with the objectives of this Plan.

NON-MOTORIZED TRAILS CORRIDOR: A multiple use of special linear rights-of-way for bicycle, equestrian and hiking trails and paths.

BIKEWAYS: A generic term in common usage, designating routes for bicyclists.

Purposes

USE OF THE PLAN

The purpose of the Bicycle Plan is to provide a guide to the future development of a citywide bicycle transportation and

recreation system. The Plan will be used by the City Council; the Mayor; the City Planning Commission; the Board of Public Works; other concerned governmental agencies; residents, property owners, and businessmen throughout the City; and private organizations concerned with planning, civic betterment, transportation and recreation. For the City Council, the Mayor, the City Planning Commission and the Board of Public Works, the Plan provides a reference to be used in connection with their actions on various City development matters as required by law.

The Plan recognizes the growing needs of the bicycling public. It encourages the use of bicycles for personal transportation as well as for recreation. The intent is to improve bicycle usage through further development, including an orderly and coordinated expansion, of bicycle riding facilities along with appropriate supporting programs.

Route locations shown on the Plan Map are intended to be flexible within several hundreds of feet on either side of the position shown on the map and are thus corridors rather than exact locations. The Plan establishes criteria for priorities of development of designated routes, and for special locations. It is expected that implementation will be controlled by demand and by availability of funds. The Plan will be reviewed periodically and revised as necessary to accommodate changing conditions as may be in the best public interest.

OBJECTIVES OF THE PLAN

1. To make bicycling, for both transportation and recreation a safer activity.

2. To encourage and facilitate bicycle riding as an important mode of personal transportation as well as a pleasant source of outdoor exercise.

3. To establish policies, guidelines, standards and criteria to facilitate the development of a comprehensive bicycle transportation and recreation system for the City of Los Angeles.

4. To identify route locations appropriate for known and potential bicycle trip demand within the City.

5. To assure that routes chosen will be an integral part of the regional and statewide systems and be compatible with the routes of neighboring municipalities where appropriate.

6. To establish criteria on which implementation priorities can be based, and identify a Backbone (first priority) System.

7. To qualify the City of Los Angeles

BICYCLE "CLINICS", TO PROMOTE SAFETY, RIDING SKILL AND PROPER BICYCLE MAINTENANCE ARE ENCOURAGED. THIS ONE WAS STAFFED AND SPONSORED BY THE DEPARTMENT OF RECREATION AND PARKS.

for State and Federal grants and other sources of funding for bicycle systems, plans, programs, route construction and safety education.

8. To endorse the continual improvement of legislation affecting bicycling and encourage the effective and uniform enforcement of these laws.

Policies

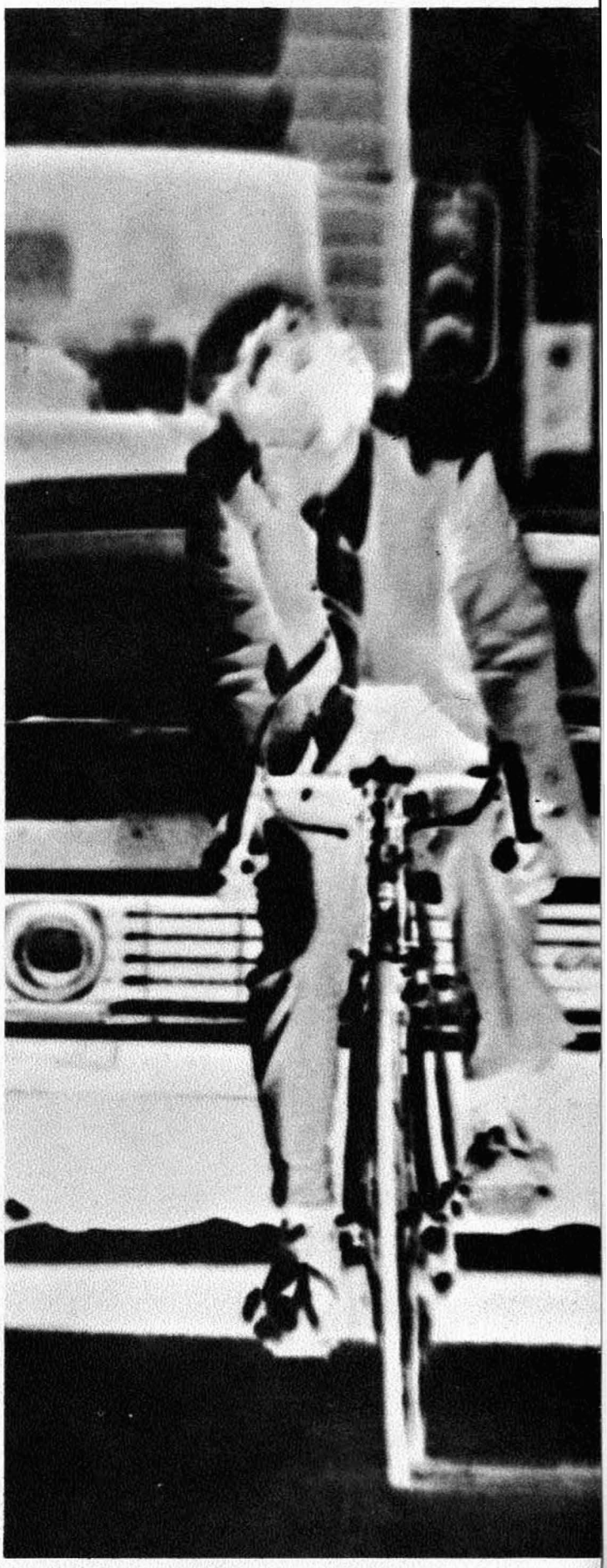
FEATURES OF THE PLAN

The Plan proposes a bicycle transportation system totaling approximately 600 miles in length. The system would be a dual purpose network serving both recreational and transportation needs. Corridors are shown on the accompanying Plan Map. A "backbone" system of approximately 300 miles total is proposed. This system includes Bike Routes completed, in process of design, or under construction.

To the extent feasible, complete separation of motor vehicle traffic from bicycle traffic should be achieved by making use of off-street rights-of-way, such as those associated with electric power transmission, drainage, public land and abandoned railways. Where the Bike Route must be in the useable roadway and the pavement is sufficiently wide, a lane for the exclusive use of bicycles may be designated and identified by striping and signs. Bicycles and motor traffic may merge at intersections and bus stops.

The proposed system is basically a grid that can be expanded and/or extended to serve growing bicycle trip generators. The grid base is most appropriate to serve existing generators such as educational, employment, shopping, public service, cultural, recreational, and other activity centers, and best accommodates probable travel patterns of bicyclists in Los Angeles.

In opening or widening of any City street, the appropriateness of a Bike Route should be considered and such a facility should be included if found appropriate.



BICYCLE COMMUTER USING A BUSY CITY STREET FINDS THAT SKILL AND CAUTION ARE ESSENTIAL.

It is recognized that on City roadways, bicyclists have essentially the same privileges and responsibilities as motorists. However, in the interest of accident prevention, streets having heavy traffic volume in a confined space or streets carrying high speed traffic are not, in general, designated as Bike Routes. Alternate routes carrying less traffic and/or operating at lower speeds are so designated.

Bike Routes are designated in locations which are especially suited for recreational riding, since the proposed system is not only a part of the overall transportation system of the City, but also provides recreational facilities.

The Plan stresses safety and convenience. Accident prevention, through training, education, equipment, legislation, law enforcement, and Bike Route design should be of prime consideration. Competitive events under controlled conditions should be encouraged as an important part of safety training.

To the extent feasible, Bike Routes should be selected to complement other present and future transportation modes such as, but not limited to, the automobile, car pool, busses, commuter rail and rapid transit.

Bike Routes should be landscaped wherever feasible. Landscaping may be used to emphasize the separation from motor vehicle traffic and/or from pedestrian traffic. In addition, landscaping may be used to screen adjacent development, and in general, provide an attractive appearance as well as some shade for the riders. Rest areas, including lockable bicycle parking, telephone and educational material should be provided where feasible and appropriate.

overall traffic control, safety and convenience.

Programs

The objectives and policies of this Bicycle Plan suggest a number of continuing programs. The described actions require the use of a variety of implemention methods. Continuing citizen participation (as represented by the Bicycle Advisory Committee) is encouraged.

1. Bicycle Education: Proper training for riders, drivers, and law enforcement people should be provided. The Los Angeles City School District should expand and continually improve bicycle safety training classes and programs. This effort should be coordinated with other City activities and similar Regional and State programs. Competitive bicycle events should be encouraged as an organized sport in schools. Private sponsorship of bicycle safety training sessions should be encouraged.

2. Safety Analysis: Accident data should be gathered and evaluated for needed improvements in training programs and in the formulation of safe design standards.

3. Legal Evaluation: Existing laws, codes and regulations that affect the bicycle owner/operator should be studied. The need for rider licensing should be evaluated. The problem of bicycle theft should be analyzed, and methods developed for minimizing loss.

CRITERIA

The following general criteria should be used in the selection of specific Bike Route locations and in the consideration of priorities for development:

- Bicycle trip demand, based on observed or estimated and projected volume, must be sufficiently high to warrant the costs of development.

- Cost vs. available funding is influenced by the benefit to be gained from a particular Bike Route, but generally favors those Bike Routes that can be put into operation at minimum cost in existing rights-of-way. All scheduled street openings and widenings should be considered in this evaluation.

- Impact on local neighborhoods and on the City as a whole should be considered.

- Safety may best be enhanced by off-street locations. However, special treatment may be required where Bike Paths intersect a street.

- Bike Routes should be located so as to minimize exposure of the bicyclist to exhaust fumes and excessive noise.

- Individual Bike Routes should represent useable segments of the total planned Citywide grid system. This does not preclude local neighborhood route development, to serve schools for example.

- Bike Routes should be continuous and compatible with the planned routes of other jurisdictions including Non-Motorized Trails Corridors, and with the Regional System.

Development standards for Bike Routes involve lane or path width, overhead clearance, Bike Lane designation and lane separation, maximum grade, length of grade, signs, lighting, fencing, materials, workmanship, intersection design, traffic pattern and traffic control. No generally accepted set of standards for the design and construction of Bike Routes exists, although the State Highway Design Manual is used where appropriate. More information is required for the proper evaluation of those standards which are in tentative use.

The City should continue to develop a basic set of standards which will be consistent with the needs of bicyclists and the community. Each segment of the planned system of Bike Routes should have a specific design suited to local conditions, with consideration given to

4. Law Enforcement: The Police Department should cite bicycle riders for traffic and code violations on the same basis as operators of other vehicles using the public streets. Corrective actions should be appropriate to the age of the offender and the offense.

5. Design Standards: Safety studies and operational data from existing Bike Routes, along with operating experience from other cities and countries, should be used to establish and update Bike Route design standards, and to develop equipment and techniques for improvement of overall traffic control.

6. Priority, Location and Type: A task force comprised of representatives of the Bureau of Engineering, Department of Traffic, Department of Recreation and Parks, and the Planning Department, should be established. This task force, with the advice of the Bicycle Advisory Committee, should recommend corridor priority, precise location, and type of Bike Route within each segment.

7. Publicity and Information: A publicity program to encourage the use of bicycles for personal transportation, with particular emphasis on replacing automobile trips, should be undertaken. This program should stress the benefits of bicycling, and cover such "how to" items as: carry packages, equip a bike, prevent accidents, and prevent theft. Competitive events should be encouraged when they contribute to the objectives of this plan through publicity and safety education.

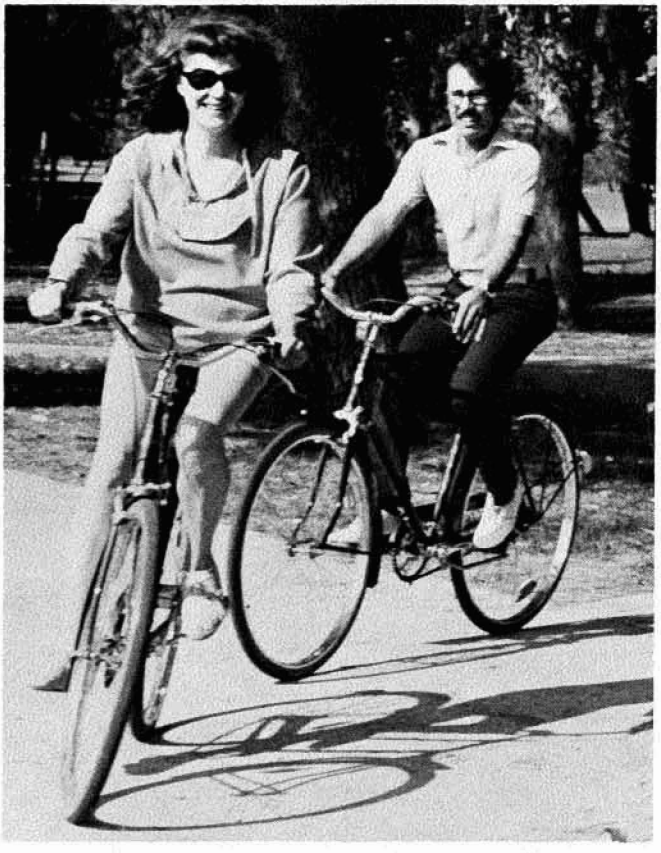
8. Implementation: State and Federal legislation should be continually monitored to identify and evaluate those items which have the potential capability of funding City bicycle planning, facility design, and construction. Appropriate applications for funding should be made. Other appropriate financial aids to Plan implementation, including private grants, donations, advertising, dedications, special use easements, and manufacturers and sales organization sponsorships, should be pursued. Dedication and improvement of trail rights-of-way within and adjacent to land developments may be required.

Revisions recommended by the Citywide Citizens Bicycle Advisory Committee during a review period from July 14 through October 6, 1975, and by the General Plan Advisory Board on January 21, and February 18, 1976, have been included.

BIKE PATHS PROVIDE SEPARATION OF BICYCLES AND MOTOR VEHICLES.

THE VENICE BEACH BIKE PATH IS PART OF A SYSTEM THAT EXTENDS FROM SANTA MONICA TO THE PALOS VERDES PENINSULA.

CHILDREN CAN LEARN TO BE SAFE BICYCLISTS AT AN EARLY AGE, FOR A LIFETIME OF ENJOYMENT WITH A BASIC MODE OF TRANSPORTATION.



BICYCLISTS ENJOY THE BIKE PATHS THROUGH SEPULVEDA RECREATIONAL AREA.

DEPARTMENT OF CITY PLANNING

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PROPOSED

BICYCLE PLAN MAP

A PART OF THE CIRCULATION ELEMENT OF THE GENERAL PLAN

CITY OF LOS ANGELES

LOCATIONS SHOWN ARE CORRIDORS, CONSIDERED TO BE HUNDREDS OF FEET WIDE. EXACT LOCATIONS OF ROUTES WITHIN EACH CORRIDOR WILL BE MADE AT THE TIME OF SPECIFIC ENGINEERING DESIGN, AS DESCRIBED IN THE PLAN TEXT.

BACKBONE SYSTEM

REMAINDER OF CITYWIDE SYSTEM

SYSTEMS BY OTHERS

MILES 0 1 2 3

PREPARED BY THE TRANSPORTATION SECTION LOS ANGELES CITY PLANNING DEPARTMENT APRIL 1976