



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway
Los Angeles,

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**PLANNING AND PROGRAMMING COMMITTEE
JUNE 14, 2006**

SUBJECT: METRO COUNTYWIDE BICYCLE PLANS

**ACTION: ADOPT METRO BICYCLE TRANSPORTATION STRATEGIC PLAN AND
BICYCLE TRANSPORTATION ACCOUNT COMPLIANCE DOCUMENT**

RECOMMENDATION

Adopt the following two bicycle planning documents (provided under separate cover):

- A. Metro Bicycle Transportation Strategic Plan (Strategic Plan)
- B. Bicycle Transportation Account Compliance Document (BTA Document)

ISSUE

In 2002, the Board directed staff to prepare a countywide bicycle transportation plan and incorporate the 11 elements of the State BTA Grant Program. These two plans will replace the 10-year old Countywide Bicycle Policy Document and six area bicycle plans.

- The Strategic Plan is a regional document that has been designed for use by local agencies to plan for bicycle facilities around transit and set priorities to improve regional mobility. The goal is to link bicycles to transit and integrate bicycle facilities in transportation projects. This Plan provides a fresh look at enhancing travel options with bicycle use.
- The BTA Document is an inventory and mapping of existing and proposed bicycle facilities in the county, bicycle trip estimates, and past and future expenditures for bicycle facilities. The information for this document was compiled from information provided by the 89 cities and local jurisdictions within the county. By adopting Metro's plan as their own, any city and the County, can become eligible for the State BTA grant program. Local agencies will need to supplement the Plan with project and priority lists and an adopting resolution.

In February 2006, the Board approved release of the two documents as drafts for public review and comment. These draft documents were circulated for a 45-day public review period, all comments were evaluated and necessary changes to reflect these comments have been incorporated into revised copies of the two documents. Attachment A provides a summary of all comments and the corresponding action(s) taken.

POLICY IMPLICATIONS

The Strategic Plan and BTA Document are consistent with Metro's Long Range Transportation Plan. The BTA Document fulfills a Caltrans requirement by consolidating information in one countywide document that each city and the County can adopt as their local bicycle plan with supplemental information.

OPTIONS

The Board could choose not to adopt the Strategic Plan and BTA Document. This is not recommended because the first bicycle plans were developed 10 years ago and are now out-of-date. In addition, the cities and County would not be able to adopt the BTA Document as their own bicycle master plan.

FINANCIAL IMPACT

Adoption of the Strategic Plan and BTA Document does not require funding from the FY06 or FY07 budgets. Adoption of the plans will form the basis for discretionary decisions for grant funding in future years provided from local, state and federal sources.

DISCUSSION

Metro Bicycle Transportation Strategic Plan

Metro's 2006 regional plan focuses on Bike to Transit Access to fully utilize, enhance and leverage the regional transit system and funding mechanisms. To be effective, this strategy is not reliant on the build-out of an entire arterial system of bikeways as in the previous plans, but does rely on planning for bicycle accommodation to/from transit hubs and on transit. Focusing improvements at bike-transit hubs is a relatively simple opportunity for linking bikes with the Metro system and using bicycles as an alternative to the automobile for work and non-work trips without a huge investment of infrastructure and right-of-way acquisition. The 2001 National Household Transportation Survey reported that 61.5% of daily trip miles are less than five miles long. The Plan identifies 167 Bike-Transit Hubs, and provides 12 prototype Bike-Transit Hub Access Plans, a hub audit process for evaluating obstacles to bicycle access, and a toolbox of bicycle design measures for use by cities and the county.

The Plan also identified 53 gaps in a bikeway network of river trails, rails-with-trails, rails-to-trails, bike lanes and bike routes, providing inter-jurisdictional connections between cities, activity centers, employment and housing. Following adoption of this plan, and included as a policy objective, staff will prioritize the gaps based on regional significance and need that will form the basis for discretionary decisions in grant funding.

The Plan describes a vision for Los Angeles County that promotes bicycling as a viable transportation mode. This vision furthers the regional goals of improving the quality of life and economic well being for people residing, working and visiting Los Angeles County by outlining a bicycle infrastructure that improves overall mobility, air quality, and access to opportunities and resources.

The following policies were developed to implement the vision:

- I. Bicycle Planning & Funding: Provide Visionary Leadership in Planning and Funding Projects and Programs that Improve Access and Mobility
- II. Bicycle Parking: Encourage High Quality End-of-Trip Facilities at Commercial, Employment, Residential and Transit Locations
- III. Bikes-to-Transit: Improve Bicycle Access to Transit Systems
- IV. Bike to Work: Promote and Increase Employer Bicycle Incentives
- V. Bicycle Promotion: Provide Leadership in Building Partnerships, Funding, and Resources for Marketing Bicycle Use as a Legitimate and Healthy Means of Transportation
- VI. Bicycle Education & Safety: Increase and Promote Bicycle Education and Safety Programs

For each policy objective, strategies, actions and performance indicators have been developed. The key performance indicators in each section provide the framework to evaluate progress toward these goals.

The Strategic Plan can be used by local agencies:

- To locate bike-transit hubs and obtain data on each hub,
- To conduct a bike-transit hub audit,
- To apply for grant funding to construct the 12 Bike-Transit Hub Access Plans,
- To incorporate recommendations into larger arterial improvement projects,
- To identify gaps in the regional bikeway network, and
- As a component of sub-regional priorities.

Bicycle Transportation Account (BTA) Compliance Document

The 2006 BTA Compliance Document, if adopted by local agencies as their Bicycle Transportation Plan (BTP), with a local supplement or addendum, can be used to fulfill the requirement of the California Bicycle Transportation Act (Section 891.2 Streets and Highways Code) making them eligible to apply for annual grant funding. The most recent

BTA was established in 1997 and provides state funds for bicycle transportation projects that are included in an adopted BTP.

Metro's BTA Document contains an inventory of existing and proposed bicycle facilities shown on 16 county maps from information provided by the local agencies. All agencies were contacted numerous times and were invited to comment on the February draft documents. Only a few cities chose not to participate. The BTA Document can be used by local agencies:

- As a component of a local Bicycle Transportation Plan (BTP),
- To be eligible for funding in the State Bicycle BTA grant program, and
- For maps of existing and proposed facilities.

Stakeholder Participation

We used a collaborative process in developing both plan documents. Over the course of a year, all cities, the County and local interest groups were invited to participate in:

- Project Working Group – met bi-monthly
- Public Mapping Meeting
- Sub-Regional Meetings

NEXT STEPS

The adoption of the Metro Bicycle Transportation Strategic Plan will provide direction to staff over the next years for furthering the policy objectives and goals of increasing bicycle connectivity to transit, to replace short distance automobile trips and increase the reach and flexibility of transit. Planning staff will continue to develop Bike-Transit Hub Access Plans in partnership with cities.


ATTACHMENT(S)

A. Attachment A: Comments and Responses from Public Review

Prepared by: C. Lynne Goldsmith, Transportation Planning Manager
David Mieger, Director, Westside Area Planning Team



Carol Inge
Chief Planning Officer
Countywide Planning and Development



Roger Snoble
Chief Executive Officer

Agency		Individual	Volume	Comment	Response
1	Caltrans Headquarters	David Priebe	BTA	Gaps in Interjurisdictional Bikeway Network and Bike-Transit Hub map/list should also be in BTA Compliance Document	To be added to BTA Document
2	Caltrans Headquarters	David Priebe	BTA	Table 2 Any jurisdiction having a "Not Participating" or "Not Available" response in Table 2 will not be eligible to apply for BTA funding by using this document and should be deleted from the table.	This will be noted in the introduction and tables will be revised.
3	Caltrans Headquarters	David Priebe	BTA	BTA requirement (d) ¹ There is no identification between existing & proposed end-of-trip parking facilities. ² Table 2 references Bikestations but they are not shown on map ³ Referencing ordinances & policies are irrelevant.	¹ Local agencies will need to supplement this information by supplying a list of end-of-trip bicycle parking facilities in commercial and employment centers in the adoption of their BTP to fulfill BTA requirement (d). ² One existing & six proposed bike commute centers will be added to maps. ³ Reference to ordinance will be deleted from table. A table will be added with the map page numbers for each city. Mapping several cities together spurs inter-city coordination and understanding in the need for "connectivity" between bicycle facilities. The County of Los Angeles has 88 cities and 121 unincorporated areas. To map each one would be more than 200 maps. <u>BTA Grant applications will include a detailed site map to supplement the Metro plan map.</u> If a project was not included on Metro's map, the local agency will need to amend their adopted plan map. Other county plans with fewer cities, OCTA for example, set a precedent for the mapping approach that included several jurisdictions on one map with limited detail.
4	Caltrans Headquarters	David Priebe	BTA	BTA requirement (b)(c): It would be beneficial to include one map for every city and unincorporated areas to help identify project locations.	Report will add tables in Section 2 that fulfill requirement (e) and the maps include a designation for transit centers where bicycle parking exists. The transit station logo will be more clearly identified. Table 2 (e) description will be revised.
5	Caltrans Headquarters	David Priebe	BTA	BTA requirement (e) Text does not describe existing & proposed bicycle transport on other modes & maps do not show existing & proposed bicycle parking facilities for use with buses and trains. Referencing ordinance is irrelevant.	

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6 Caltrans Headquarters	David Priebe	BTA	BTA requirement (f) ¹ Public buildings need to be shown on the maps. ² Should indicate existing or proposed facilities. This question is intended to address bicycle commuting to employment. ³ Referencing ordinance is irrelevant.	Public facilities will be more clearly identified on bikeway maps; the land use maps will be placed opposite each bikeway map for reference to commercial/industrial/office centers. All maps include public facilities. <u>More site specific detail will be included in BTA grant applications.</u>
7 Caltrans Headquarters	David Priebe	BTA	BTA requirement(g) role of law enforcement not included.	Section 2 will add description of bicycle safety education programs provided through LAUSD. Other cities will need to supplement their BTP with information on local bicycle education. <u>All cities/county will need to describe bicycle accident rates in their BTP supplement.</u>
8 Caltrans Headquarters	David Priebe	BTA	Are major activity centers limited to what is shown on maps: Park/open space, college/university, retail center & airport? Will major destinations such as public buildings, schools, CBDs and industrial parks be shown?	Final maps will include all major destinations: public buildings, Chambers of Commerce, City Halls, Civic Centers, Courthouses, DMV, Police & Fire Stations, Libraries, Gov't Bldgs, Post offices and schools. "CBDs" will show up with these added and retail centers accentuated. Most arterials have commercial and employment destinations. LA County has dispersed commercial and employment centers. The land use maps can be used to identify industrial areas.
9 Caltrans Headquarters	David Priebe	BTA	BTA requirement(j) does not adequately supply information.	<u>Local agencies will need to supplement this information by supplying a list of their proposed projects and priorities for implementation when their agencies adopt a BTP.</u>
10 Caltrans Headquarters	David Priebe	BTA	BTA requirement(k) does not adequately supply information for future project costs.	We believe the estimate is as accurate as possible for a per unit cost of Class I, II and III. We will be adding further clarification on this item in the text. <u>Each application for funds will need to do a project specific cost estimate.</u>
11 City of Agoura Hills	Kelly Fisher	BTA	Bike lane project was completed on Agoura Rd from Liberty Canyon to western city boundary	Maps in BTA document are correct. Revise Agoura Hills label. Public bike map will be revised with next printing.
12 City of Artesia	Marvin DeCarlo	BTSP	Artesia, Cerritos & Paramount support a bike path along Metro's West Santa Ana Branch Right-of-Way	Final Section 4, Table 1: Corridor name will include "Metro Right-of-Way"
13 City of Avalon	Metro	BTA	All bikeways should be Class III bike routes.	Final maps to be revised.
14 City of Claremont	Craig L. Bradshaw	BTA	(a) Change Table 2, (h) to "1"; (b) Change Table 3 miles of bikeways. (c) Change route on maps of Citrus Regional Bikeway.	Final maps & tables to be revised in final plan.

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15 City of Culver City	John Rivera	BTSP	(a) Page 101: Tables and maps are incorrectly labeled. Appendix D, pg A-22, should state status of each design measure. Do they all meet applicable Caltrans and MUTCD adopted standards for California?	Appendix C in Draft will be moved to become Table 1 in Section 4 and maps will be renumbered.
16 City of Culver City	John Rivera	BTSP/ Toolbox	Appendix D, pg A-26, Shared Lane Marking, what is status of design standard? The statement "at left" is unclear - should state at left of what? Descriptions are too small to be readable.	Appendix D to be revised in final plan.
17 City of Culver City	John Rivera	BTSP/ Toolbox	Appendix D, pg A-35, Sidewalk Paths is talking about Bridge Sidepaths.	Appendix D to be revised in final plan.
18 City of Culver City	John Rivera	BTSP/ Toolbox	(a) SGR Bike Path, Section 4, pgs. 105-106, insert reference to gaps in Duarte. (b) Add gaps and list in Gap Map. (c) Add to gap map new access point from southerly terminus of Buena Vista Ave adjacent to spreading grounds that would connect to Santa Fe Basin Gateway Bike Path.	Appendix D to be revised in final plan.
19 City of Duarte	Karen A. Herrera	BTSP/ Gap Map	Section 2, Map 11: (a) Proposed Duarte Bike Path Extension from Vineyard to SGR Bike Path is now signed as Class III. (b) Santa Fe Basin Gateway Bike Path from Royal Oaks Dr. to Highland Ave./Duarte Rd. change to Class II. Remaining is Class I to SGR Bike Path. (c) Change mileage in Section 2, Table 3.	Section 4 to be revised in final report.
20 City of Duarte	Karen A. Herrera	BTA	Access Plan corrections: (a) Add County Court House across from City Hall, (b) Whisper should be changed to Shipser School, (c) Add "El Monte Transit Center" next to Metrolink Station, (d) Placement of the stars is inaccurate at several sites. (e) Show bike parking at Community Center, Senior Center, City Hall, Transit Center & Metrolink Stn.	Final maps & Table 3 to be revised.
21 City of El Monte	Deborah Moraza	BTSP	Access Plan corrections: (a) Requested new photos. (b) Move the star for Inglewood Christian School to La Brea Ave on the north side of Hillcrest Blvd. adjacent to the bus center.	To be revised in final plan.
22 City of Inglewood	William Barnett	BTSP	Add proposed Class II on Spring St. from LARIO Bike Path to R/W; Class I on PE R/W from Spring to Chittick Field.	If Inglewood provides new digital photos, these can be replaced. Other change will be made in final plan.
23 City of Long Beach	Abdollah Ansari	BTSP/BTA		Final maps to be revised. Change part that is showing on access plan map.

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24	City of Long Beach	Abdollah Ansari	BTA	(a) Confirm Class II is shown on Studebaker Rd. (b) Add proposed Class II bike lanes on Spring, Willow & Atherton Sts. from Studebaker to west side of SGR. (c) Proposed Class I bike path on west side of SGR from Atherton to Spring. (d) Proposed bridge over SGR from West bank to east bank SGR Bike Path at Stearns St. Access Plan corrections: (a) Map should include arrow pointing southeast connecting Willow Blue Line Station with proposed Class I P/E Right-of-Way Bike Path by a proposed Class III (street not yet identified), (b) Add to existing bike paths, pg. 35, LA River Bike Path to the west and proposed PE Right-of-Way bike path to the southeast. (c) "Wrigley" Marketplace is misspelled on the map and page 4. (See map from city)	Final maps to be revised.
25	City of Long Beach	Sumire Gant	BTSP	Policy Objective III, Strategy 3, recommendations (a) increase the bike-on-bus rack capability by 50% by installing triple racks on all new buses and when replacing broken racks, and (b) develop a policy to allow driver discretion in allowing bikes on buses when bicycle racks are full.	To be revised in final plan. Metro Operations has obtained and is currently conducting a 60-day test of two triple bike racks to determine operating impacts. Metro's safety and training departments are reviewing the impacts of permitting bikes inside buses in limited instances. Part of the review includes a survey of other agencies' policies and experiences in this area.
26	City of Los Angeles	Michelle Mowery	BTSP	Access Plan corrections: LAX improvements pg. 69 add "Install Class II bike lanes or additional curb lane width in both directions as part of tunnel rehabilitation"; map key as 5; location "Sepulveda Tunnel under LAX runway, 0.25 mi, cost TBD.	To be revised in final plan.
27	City of Los Angeles	Michelle Mowery	BTSP	List of 29 corrections on public bike map.	Final BTA maps to be revised as needed. Most items correct on BTA maps.
28	City of Los Angeles	Michael May	BTA	Corrections to map - Monrovia Bike Route: (a) Class II on Fifth to Colorado, Colorado to Mayflower, Mayflower to Olive, Olive to Magnolia, Shamrock to Lemon, Lemon to Bradbury, Bradbury to Royal Oaks, Royal Oaks to Duarte City Bike Route. (b) Class III on Magnolia from Duarte Rd to Greystone, to Shamrock, to Central, to California, to Duarte Rd and on Duarte Rd back to Magnolia.	Final maps to be revised. Transit connections will be described in Access Plans.
30	City of Palmdale	Tom Horne	BTSP	Provide information on transit routes in Access Plans.	

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31	City of Pomona	David Nelson	BTSP	Access Plan corrections: Pg. 1 Metrolink line is Riverside line (not San Bernardino) in two places. Pedestrian overcrossing is locked at night not during the day.	To be revised in final plan.
32	City of Redondo Beach	John Mate	BTSP	Access Plan corrections: (a) Delete "Green Elementary" and leave school, (b) add park, (c) Class II recommendation change to "Yukon" rather than Prairie which connects to N. Torrance HS, (d) Road Diet recommendation change to "4 to 3" lane.	To be revised in final plan.
33	City of San Gabriel	Grace J. Song	BTA	Propose Land Use Map Changes	Land Use Maps were provided by SCAG and are unable to be revised at this time.
34	City of Santa Monica	Ellen Gelbard	BTSP	(a) Access Plan Hub maps could be enhanced by showing local bus routes and does not include BRT stops within hub area. (b) Appendix A ridership numbers should include all municipal bus lines. Big Blue Bus has over 15,000 weekday boardings in downtown, not including Metro service which indicates only 3,667 riders. Listing only Metro riders under-represents hub activity.	(a) Bus routes will be listed for each Access Plan, (b) some municipal operators do not count boardings and alightings at each bike-transit hub which would leave gaps in information. We will re-evaluate using the table with data gaps.
35	City of Santa Monica	Ellen Gelbard	BTSP	Toolbox could be enhanced by including municipal code language for bicycle parking and providing photos of local examples.	We received copies of TDM ordinances from Burbank, Pasadena, West Hollywood and Santa Monica and will evaluate adding them to the toolbox. Once the plan is adopted, we will insert more local pictures in a copy of the toolbox for the website copy and for the next plan update.
36	City of Santa Monica	Ellen Gelbard	BTA	(a) Section 2, Table 3: Add additional completed bikeway miles & "Share the Road" mileage signs. (b) Maps are missing Metro Rapid & BRT stops.	A few cities have installed Share the Road signs or are considering their use. This will be added to the text. Metro System Maps will need to be used to locate Metro Rapid stops. Orange Line BRT stops are included on the maps. These comments are noted for future Access Plan Maps which will be more detailed and cover a greater area out from the hub.
37	City of South Gate	Elizabeth Lefson	BTSP	Access Plan corrections	To be revised in final plan.
38	City of South Gate	Elizabeth Lefson	BTA	Add existing bike lanes along Southern Ave. from Vossler diagonal along the park across Atlantic to LA River Path. (b) Extend bike lane along utility easement from Vossler to Atlantic.	Final maps to be revised.

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39 City of West Hollywood	Dennis Woods	BTSP	(a) Appendix A Bike-Transit Hub List: If boardings are not captured by all municipal operators on the Westside then data in the Bike-Transit Access Plans are not reflective of demand. The boardings that are available must be counted. The Westside has the second highest employment base in the region with an estimated 300,000 boardings per weekday for all municipal operators. 13% of households do not own cars. Example, Big Blue Bus Rapid Line 3 feeds Metro Rapid and does not have a Metro parallel route. Culver City and Santa Monica Bus have a large chunk of Westside transport. (b) list transit lines that serve the hub.	(a) Some municipal operators do not count boardings and alightings at each bike-transit hub which would leave gaps in information. We will re-evaluate using the table with data gaps. (b) The transit service at each hub will be added to the text of each Access Plan.
40 County of Los Angeles	Alma Fuentes	BTSP	(a) Place Toolbox and Technical Resources on website. (b) Cost of maintenance should be considered when planning a project. (c) If a potential project did not show up on any of the maps how would they meet the regional significance criteria?	(a) Will be added to website when report completed. (b) Estimating cost of maintenance will be added to Pg 110, "cost and phasing." Each local agency considers maintenance costs as part of project development; however, grants are for capital costs only. (c) All proposed gap closures and proposed agency bicycle facilities were included on the maps. If they do not appear on a map, the local agency would need to amend their BTP in order to be eligible for BTA grant funding. For Metro Call for Projects, a BTP is not required, but agencies need to demonstrate connectivity & regional significance.
41 Los Angeles County Bicycle Coalition	Matt Benjamin	BTSP	Appendix C "Gap List" should follow the Gap Maps	To be moved in final text.
42 Gabriel Rivers Watershed Council	Alex Kenefick	BTA	Both segments of the Compton Creek Bike Path should be on the other side of the creek.	Final maps to be revised.
43 Metro South Bay Sector	Scott Greene	BTSP	South Bay Galleria Access Plan: (a) Continue Class II bike lane east on 182nd St. to Yukon, connecting to N. Torrance High School.) (b) "Road Diet" change to "4 to 3" lane.	(a) An arrow will be added to the map stating "HS", (b) Textual changes will be made in final plan.
44 Metro South Bay Sector	Scott Greene	BTSP/BTA	Section 4, Gaps: Connecting Pacific Ave. between Playa del Rey and the Marina peninsula would make bicycle commuting more attractive improving bicycle commute times by 15 minutes. Consider ferryboat or bridge.	Table A-2 constraints will be revised. Copies of final plans will be mailed to each city and the County.
45 Miscellaneous		BTSP/BTA	Request copy of final plans.	

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46 Working Group		BTA	Table 3 needs to be revised after map corrections	To be corrected for final report.
47 Working Group		BTA	Show bus routes on Access Plan Maps.	To be added to text.
48 Metro Staff		BTSP	Add matrix of cities listing municipal bus, Metro bus, Bike racks, Metro Rail & Metrolink	To be included in BTA Document