FINAL

COUNTY OF LOS ANGELES
BICYCLE MASTER PLAN
PROGRAM ENVIRONMENTAL IMPACT REPORT

PREPARED FOR:

County of Los Angeles
Department of Public Works
900 S. Fremont Avenue
Alhambra, CA 91803

PREPARED BY:

ICF International
1 Ada, Suite 100
Irvine, CA 92618
Contact: Donna McCormick
949.333.6611

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ICF INTERNATIONAL

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Acronyms and Abbreviations

Acronym Abbreviation	Definition
Bicycle Master Plan	County of Los Angeles Bicycle Master Plan
CEQA	California Environmental Quality Act
County	County of Los Angeles
ESHA	Environmentally Sensitive Habitat Areas
General Plan	County of Los Angeles General Plan
GHG	Greenhouse gas
LACDPW	County of Los Angeles Department of Public Works
LOS	Level of Service
NEPA	National Environmental Policy Act
NOP	Notice of Preparation
PEIR	Program Environmental Impact Report
Plan	County of Los Angeles Bicycle Master Plan
SEA	Significant Ecological Areas
VMT	vehicle miles traveled

Chapter 1 | Introduction and Revisions to the Draft PEIR

1.1 Introduction

The County of Los Angeles Department of Public Works (LACDPW) has prepared this Final Program Environmental Impact Report (Final PEIR) for the *County of Los Angeles Bicycle Master Plan* (also referred to as the "Bicycle Master Plan," the "Plan," or "proposed project") (Alta Planning + Design 2011; herein incorporated by reference). In accordance with Section 15132 of the California Environmental Quality Act (CEQA) Guidelines, this document includes:

- The Draft PEIR, incorporated by reference and revised as discussed in this chapter (Chapter 1).
- Comments received on the Draft PEIR and responses to each comment (Chapter 2).
- Additional information related to the PEIR, included as appendices.

1.1.1 Background

The existing *Plan of Bikeways* for the County of Los Angeles was adopted in 1975 and amended in 1976 (Los Angeles County 1976). It is a component of the Transportation Element of the comprehensive *County of Los Angeles General Plan* (General Plan). The *Plan of Bikeways* consists of goals and policies, design standards, criteria for corridor selection, and implementation measures, along with mapping of bikeway corridor routes. It anticipated that each city within the County would adopt detailed feeder systems to supplement the County-wide network.

Currently, the Los Angeles County bikeway system includes approximately 144 miles of existing Class I bike paths, Class II bike lanes, and Class III bike routes. (For a definition of the bikeway types, see Chapter 2 of the Draft PEIR.)

1.1.2 Project Summary

The proposed Bicycle Master Plan would replace the 1975 *Plan of Bikeways*. The Plan was prepared by Alta Planning + Design for the LACDPW. The Bicycle Master Plan proposes a vision for a diverse regional bicycle system of interconnected bicycle corridors, support facilities, and programs to make bicycling more practical and desirable to a broader range of people in the County. It is intended to guide the development and maintenance of a comprehensive bicycle network and set of programs throughout the County's unincorporated communities for the next 20 years.

The Bicycle Master Plan would be a component of the Transportation Element of the General Plan, which is a long-range policy document that guides growth and development in the unincorporated portion of Los Angeles County. When the 2035 Los Angeles County General Plan Update is approved, the Bicycle Master Plan will be incorporated as a component of the Mobility Element.

The Bicycle Master Plan includes recommendations for an expanded bikeway network in unincorporated communities and along rivers, creeks, and flood control facilities throughout the

County. It outlines a range of recommendations to facilitate accomplishing the regional goals of increasing the number of people who bike and the frequency of bicycle trips; encouraging the development of Complete Streets (see Chapter 2 of the Draft PEIR for a description of the Complete Streets concept); improving safety for bicyclists; and increasing public awareness and support for bicycle-related programs.

The Draft PEIR evaluated the impacts of the Draft Bicycle Master Plan. Based on comments received from interested parties, including during the comment period for the Draft PEIR, the Plan was revised as discussed Section 1.2, "Revisions to the Draft PEIR," below.

1.1.3 Process

CEQA was adopted in 1970 to disclose to decision makers and the public the significant environmental effects of proposed actions. CEQA applies to all discretionary activities proposed to be carried out or approved by California public agencies. The proposed Bicycle Master Plan is a discretionary activity, so CEQA is applicable. Therefore, the County prepared an Initial Study to determine whether an EIR would be required for the proposed project, and if so, which environmental topics needed to be at addressed in the EIR. The Initial Study was distributed with a Notice of Preparation (NOP) on April 4, 2011 (see Section 1.4.1 and Appendix A of the Draft PEIR). Based on the Initial Study, the County determined that the Bicycle Master Plan may have a significant effect on the environment, and an EIR would be required.

A Draft PEIR was prepared to evaluate impacts and circulated for public review between August 9, 2011 and November 10, 2011. The Draft PEIR addressed the impacts of adopting the Bicycle Master Plan. It also identified the types of environmental impacts that would result from the implementation of the individual projects in the Plan. Mitigation measures and strategies were provided when potential significant impacts were identified. The Draft PEIR provided guidance for subsequent analysis of the various components of the Plan as individual projects. These project-level environmental evaluations may use the PEIR to provide general information and may supplement it (or tier off of it) to provide site-specific impact analyses.

The level of significance of impacts from individual projects and the applicability of mitigation strategies identified in the Draft PEIR will be evaluated at the project-level evaluations. For individual projects where no impacts would occur, no further environmental documentation will be required. For projects that would have less-than-significant impacts or where impacts would be reduced to less-than-significant levels through the mitigation provided in this PEIR, no further environmental documentation will be required. Initial Studies will be prepared for individual projects where further analysis is required to determine impacts. If an Initial Study shows that there would be no significant impacts requiring additional mitigation beyond what is included in the PEIR, the County will determine that the project is covered by the PEIR and no further environmental documentation is required. If the Initial Study shows that additional mitigation is required, and that this mitigation would reduce the impacts to a less-than–significant level, a Mitigated Negative Declaration will be prepared For projects that would result in significant environmental impacts, for which mitigation to reduce impacts to a less-than-significant level is unavailable or infeasible, project-level EIRs will be prepared.

During the review period for the Draft PEIR, a public hearing was held on September 15, 2011 at the Los Angeles County Hall of Records. During the review period, comments were accepted via mail and email, and on comment cards and orally at the public hearing. All of the comments received are included in Chapter 2 of this document, and information about the public review process is included in Appendix A.

The County of Los Angeles prepared the PEIR and is the lead agency under CEQA. For the most part, bikeways proposed in the Bicycle Master Plan are located within unincorporated portions of the County, or along rivers, creeks, and flood control facilities throughout the County. However, in order to provide connectivity, bikeways are proposed within other jurisdictions and may require subsequent oversight, approvals, or permits from these cities. These cities are referred to as "responsible agencies" under CEQA because they may also need to take discretionary actions related to Bicycle Master Plan. The responsible agencies can use this PEIR to support their decision-making process. Responsible agencies for this Draft PEIR are shown in Table 1-1.

Table 1-1. Responsible Agencies

Agoura Hills	Glendale	Long Beach	Rosemead
Arcadia	Glendora	Los Angeles	San Dimas
Azusa	Hawthorne	Malibu	San Gabriel
Calabasas	Huntington Park	Monrovia	Santa Clarita
Carson	Industry	Montebello	Santa Fe Springs
Commerce	Inglewood	Monterey Park	Temple City
Compton	Irwindale	Palmdale	Torrance
Covina	La Canada Flintridge	Paramount	Vernon
Culver City	La Mirada	Pasadena	West Covina
El Monte	La Puente	Pomona	Whittier
El Segundo	La Verne	Rancho Palos Verdes	
Gardena	Lancaster	Rolling Hills Estates	

Each of these agencies received notices of the Draft PEIR, and some provided comments during the public review period. Consistent with state law (Public Resources Code 21092.5), responses to agency comments were forwarded to each commenting agency at least 10 days prior to the last public hearing. (See Appendix B.)

1.2 Revisions to the Draft PEIR

1.2.1 Revisions to the Project Description

Revisions were made to the Bicycle Master Plan as a result of comments received from agencies and interested parties since its publication in February 2011. These revisions were to the list of projects in the Bicycle Master Plan, and included deletions, additions, and changes in types of bikeways. Table 1-2 lists the projects included in the Final Bicycle Master Plan, with changes shown in ~~strike-through text~~ for deletions and <u>underlined text</u> for additions. The revised network is displayed on two overview maps: Figure 1-1 displays the western portion of the County, and Figure 1-2 displays the

eastern portion of the County. (Note: Minor changes in the length and description of some bikeways may be made to the Bicycle Master Plan right up until its approval by the County of Los Angeles Board of Supervisors. These minor changes may result in slight differences between lengths and descriptions presented in the Bicycle Master Plan and those analyzed in the Final PEIR. These changes do not change the analysis or findings in this document.)

Table 1-2. Summary of Existing and Proposed Bikeways

Planning Areas	Existing Bikeways			Proposed Bikeways			
	Class I	Class II	Class III	Class I	Class II	Class III	Other
Antelope Valley	3.2	3.8	0.2	--	~~74.2~~ 95.9	~~107.8~~ 134.8	--
East San Gabriel Valley	7.5	7.6	9.4	~~25.1~~ 25.2	~~22.8~~ 31.0	~~25.6~~ 30.6	~~3.0~~ 4.3
Gateway	45.9	1.0	9.7	~~12.1~~ 5.7	~~19.4~~ 23.1	~~10.4~~ 12.0	--
Metro	--	2.3	--	0.6	~~41.4~~ 48.1	~~21.4~~ 26.9	~~12.1~~ 12.0
San Fernando Valley	--	1.5	--	2.2	~~0.9~~ 1.7	~~5.3~~ 7.5	--
Santa Clarita Valley	--	2.4	0.9	~~15.9~~ 16.5	~~29.1~~ 33.4	~~101.4~~ 108.5	--
Santa Monica Mountains	--	0.5	--	--	1.8	~~66.1~~ 93.8	--
South Bay	8.9	1.1	--	~~2.7~~ 9.2	~~12.5~~ 14.8	~~8.3~~ 9.6	~~--~~ 0.9
West San Gabriel Valley	23.3	--	2.6	~~8.0~~ 9.1	~~15.9~~ 17.1	~~28.5~~ 34.3	~~4.9~~ 5.2
Westside	11.5	--	0.7	~~2.5~~ 3.2	6.9	~~5.9~~ 5.6	--
Total Mileage	100.3	20.2	23.5	~~69.1~~ 71.8	~~224.6~~ 273.8	~~380.7~~ 463.6	~~20.0~~ 22.8

Changes in Final Bicycle Master Plan compared to Draft Bicycle Master Plan are shown as follows: ~~strike-though text~~ for deletions and underlined text for additions.

Source: Alta Planning Design 2011b.

Due to the project changes, the following changes are made to the Draft PEIR's project description:

Section 2.6.2, Proposed Bicycle Network, paragraph 3:

Currently, the County maintains approximately 144 miles of existing Class I, II, and III bikeways. The Plan proposes an interconnected network of bicycle

corridors that adds approximately ~~695~~ 832 miles of new bikeways throughout the County that would enable residents to bicycle with greater safety, directness, and convenience within and between major regional destinations and activity centers. Table 2-2 summarizes the existing and proposed number of miles for each type of bikeway (previously described in Table 2-1) within each planning area in the County, with planning area boundaries defined in Figure 2-1.

1.2.2 Revisions to the Analysis in the Draft EIR

Although there have been numerous changes in the components of the Bicycle Master Plan since the analysis in the Draft EIR, these changes do not represent significant new information in the context of CEQA, specifically Section 15088.5 of the CEQA Guidelines. Under these regulations, a lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the EIR for public review. "Significant new information" is defined by CEQA as one of the following:

- A new significant environmental impact that would result from the project or from a new mitigation measure proposed to be implemented.
- A substantial increase in the severity of an environmental impact that would result unless mitigation measures are adopted that would reduce the impact to a less-than-significant level.
- A feasible project alternative or mitigation measure considerably different from others previously analyzed that would clearly lessen the environmental impact of the project, but that the project proponent has declined to adopt.

Recirculation is also required if the Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

For the Bicycle Master Plan Final PEIR, the revisions do not represent significant new information as defined above. No new significant environmental impacts would occur as a result of the project changes and no new mitigation is proposed. The severity of the impacts would also not increase; in fact, the impacts would all be reduced to a less-than-significant level by mitigation as proposed in the Draft PEIR and equally applicable to the project as defined in the Final PEIR. No project alternative or mitigation measure has been proposed that is different from those previously analyzed in the Draft PEIR. Finally, the Draft EIR was not fundamentally or basically inadequate or conclusory. The Draft PEIR and Final PEIR, taken together, address at a program level impacts that would occur due to the adoption of the Bicycle Master Plan and provide guidance for subsequent analysis of the various components of the Plan as individual projects in site-specific impact analyses in project-level CEQA documents, as discussed in Section 1.1.3, above.

The following revisions are made to the Draft PEIR as a result of the changes to the project description and to comments received as part of the public review process. Text added to the Draft PEIR is shown in underline format, and deleted text is shown in ~~strikethrough~~ format.

Section 3.1, Aesthetics/Visual Resources

Section 3.1.4.3, Impacts and Mitigation Measures

Impact 3.1-2: Be substantially visible from or obstruct views from a regional riding or hiking trail, Construction, paragraph 1:

The Plan proposes a total of ~~68.5~~ 71.8 miles of Class I bike paths, ~~183.5~~ 273.8 miles of Class II bike lanes, ~~359.3~~ 463.6 miles of Class III bike routes, and ~~7.9~~ 22.8 miles of bicycle boulevards throughout the Antelope Valley, East San Gabriel Valley, Gateway, Metro, Santa Monica Mountains, Santa Clarita Valley, San Fernando Valley, West San Gabriel Valley, Westside, and South Bay Planning Areas (Note: no off-road bikeways are proposed within the Antelope Valley or Santa Monica Mountains Planning areas, and no bicycle boulevards are proposed within the Antelope Valley, Gateway, San Fernando Valley, Santa Clarita Valley, Santa Monica Mountains, ~~West San Gabriel Valley,~~ or Westside Planning Areas). Construction of on-road bikeways would include minor road widening, pavement striping, painting of sharrows, and signage installation that would require the following temporary facilities: assembly areas, parking areas, and staging and laydown areas. Also, construction may require the use of some heavy equipment such as excavators, pavers, and water trucks. Construction activities and equipment would likely be visible from numerous regional riding and hiking trails throughout the planning areas listed above and would have the potential to obscure or completely block views during the construction period. However, construction would be temporary, would not occur all at once, and would not represent a significant portion of the overall viewshed of each planning area. As such, construction of the on-road bikeways would only temporarily be visible from or obstruct views from regional riding or hiking trails within the planning areas listed above. Impacts would be less than significant.

Section 3.1, Aesthetics/Visual Resources

Section 3.1.4.3, Impacts and Mitigation Measures

Impact 3.1-2: Be substantially visible from or obstruct views from a regional riding or hiking trail, Operation, paragraphs 1–3:

The Plan would include off-road and on-road bikeways within the East San Gabriel Valley, Gateway, Metro, San Fernando Valley, ~~and~~ Santa Clarita Valley, South Bay, West San Gabriel Valley, and Westside Planning Areas, as well as on-road bikeways within the Antelope Valley and Santa Monica Mountains Planning Areas (Note: no off-road bikeways are proposed within the Antelope or Santa Monica Mountains Planning areas, and no bicycle boulevards are proposed within the Antelope, Gateway, San Fernando Valley, Santa Clarita Valley, Santa Monica Mountains, ~~West San Gabriel Valley,~~ or Westside Planning Areas). Operation of these bikeways would

likely be visible from numerous regional riding and hiking trails throughout these planning areas.

Operation of the Plan would ~~also~~ result in the addition of approximately ~~68.5~~ 71.8 miles of Class I bike paths throughout the East San Gabriel Valley, Gateway, Metro, Santa Clarita Valley, San Fernando Valley, West San Gabriel Valley, Westside, and South Bay Planning Areas. Some of these Class I bike paths would be located along creek and river channels and along the beach and, in many cases, would be extensions of existing regional bicycle paths. Visible elements of the Class I bike paths would include additional paving, graded areas, new bridge construction, raised pathways, and signage. Adverse effects on existing views could occur where the Plan would create additional Class I bike paths adjacent to or within viewing distance of existing regional bicycle paths or hiking trails throughout the planning areas listed above if these new bikeways obstructed views or were incompatible with the existing views. Mitigation Measure MM 3.1-3 will require the County to design Class I bike paths in a manner that reduces the visibility and avoids obstruction of views available from regional trails.

Visible elements of the ~~183.5~~ 273.8 miles of Class II bike lanes, ~~359.3~~ 463.6 miles of Class III bike routes, and ~~7.9~~ 22.8 miles of bicycle boulevards would include additional pavement (through widening of existing roadways), striped pavement, sharrows, and signage. All of these bikeways would be installed along existing paved roadways and would be visually compatible with existing transportation infrastructure (i.e., traffic signage, roadway striping). Also, none of the aboveground features would be excessively large, substantially visible, or obstruct existing views available from established regional and hiking trails. Thus, no substantial changes to the existing visual environment would occur. As such, operation of the Class II bike lanes, Class III bike routes, and bicycle boulevards would have less-than-significant impacts on views available from regional riding and hiking trails through the planning areas listed above.

Section 3.1, Aesthetics/Visual Resources, Figures 3.1-1 through 3.1-4

Figures 3.1-1 through 3.1-4, showing the Bicycle Master Plan's relationship to the officially designated and eligible State and County scenic highways, are revised to include the revised Bicycle Master Plan. The new figures are at the end this chapter.

Section 3.2, Biological Resources, Figures 3.2-1 and 3.2-2

Figures 3.2-1 and 3.2-2, showing the Bicycle Master Plan's relationship to Significant Ecological Areas, are revised to include the revised Bicycle Master Plan. The new figures are at the end this chapter.

Section 3.2, Biological Resources

Section 3.2.4.3, Impacts and Mitigation Measures

Impact 3.2-1: Be located within a SEA, SEA Buffer, or coastal ESHA, or is relatively undisturbed and natural. Mitigation Measures, paragraph 1

The following change is made to clarify the introduction to the mitigation measures.

> Detailed analysis will be required prior to implementation of individual Bicycle Master Plan projects located within or adjacent to SEAs, SEA buffers, coastal ESHAs, or other relatively undisturbed or natural areas. If required, this ~~This~~ analysis will include a literature search conducted by a biologist with knowledge of the local biological conditions. Where appropriate in the opinion of the qualified biologist, the literature search will be supplemented with a site visit. Resources and information that will be investigated for each site should include, but not be limited to, the following:

Section 3.3, Hydrology and Water Quality

Section 3.3.4.3, Impacts and Mitigation Measures

Impact 3.2-2: Be located within a floodway, floodplain, or designated flood hazard zone. Mitigation Measures, paragraph 1

The following change is made to clarify the introduction to the mitigation measures.

> Detailed analysis of impacts related to floodways, floodplains, or designated flood hazard zones will be required prior to implementation of individual Bicycle Master Plan projects that include any construction within such areas. If required, this ~~This~~ analysis will include drainage studies that will calculate the additional flows per County hydrology manual standards.

Section 3.4, Cultural Resources, Figures 3.4-1 and 3.4-2

Figures 3.4-1 and 3.4-2, showing the Bicycle Master Plan's relationship to concentrations of California historical buildings, are revised to include the revised Bicycle Master Plan. The new figures are at the end this chapter.

Section 3.4, Cultural Resources

Section 3.4.4.3, Impacts and Mitigation Measures

Impact 3.2-1: Be in or near an area containing known archaeological resources or containing features that indicate potential archaeological sensitivity. Mitigation Measures, paragraph 1

The following change is made to clarify the introduction to the mitigation measures.

> Detailed analysis of impacts related to archaeological resources will be required prior to implementation of individual Bicycle Master Plan projects

that would include earthmoving or other ground disturbance. If necessary, these ~~These~~ project-level analyses will require that a qualified archaeologist conduct a literature and record search and a field survey of the project area. If archaeological resources are discovered, they will be evaluated for significance, through testing excavations if necessary.

Section 3.4, Cultural Resources

Section 3.4.4.3, Impacts and Mitigation Measures

Impact 3.2-2: Contains known historic structures or sites. Mitigation Measures, paragraph 1

The following change is made to clarify the introduction to the mitigation measures.

Detailed analysis of impacts related to historical resources will be required prior to implementation of individual Bicycle Master Plan projects that would be located near historical resources and where these projects would alter these resources or their context (such as for Class I bike paths, street widening, or removal of manmade structures or landscape features). If necessary, these ~~These~~ project-level analyses will require that a qualified architectural historian conduct a literature and records search, analyze appropriate inventories, and conduct a field survey of the project area to determine if significant historic resources are present. Significance would be determined by applying Section 15064.5(a) of the CEQA Guidelines and the California Register criteria.

Section 3.6, Traffic and Transportation

Section 3.6.4.3, Impacts and Mitigation Measures

Impact 3.6-1: Cause an increase in traffic that is substantial in relation to the existing traffic volumes and capacity of the roadway system (e.g., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections) or exceed, either individually or cumulatively, a LOS standard established by the County Congestion Management Agency for designated roadways or highways, Operation, paragraph 2 and Table 3.6-5:

Therefore, in general, the implementation of the Plan would result in reduced vehicular traffic volumes on roadways and improved traffic performances. However, some of the proposed Class II bike lanes would require the removal of one or more travel lanes. According to Table 5-2 of the Plan, ~~44.3~~ 71.3 miles of proposed bikeways may require travel lane removals, or "road diets." A list of potential road diet projects is presented in Table 3.6-5. Of these road diet locations, Firestone Boulevard between Central Avenue and Alameda Street is the only proposed bikeway classified as a CMP principal arterial.

These projects would involve vehicular travel lane reduction to add bike lanes and could potentially affect traffic operations and level of service at these locations. Therefore, the traffic operation impacts at these road diet locations are considered significant.

Table 3.6-5. Potential Road Diet Locations[1]

ID	Planning Area – Street Location	From	To	Miles
Antelope Valley				
11	40th St. West	Ave. K-4	Ave. M	1.7
6	Ave. L-8	65th St. West	60th St. West	0.5
35	Sierra Hwy.	Ave. P-8	E. Ave. Q	0.5
East San Gabriel Valley				
1	N. Sunset Ave.	Amar Rd.	Temple Ave.	0.4
6	Pathfinder Rd.	Paso Real Ave.	Alexdale Ln.	0.4
8	Amar Rd.	Vineland Ave.	N. Puente Ave.	0.4
12	Nogales St.	La Puente Rd.	Hollingsworth St.	0.4
13	Pathfinder Rd.	Fullerton Rd.	Paso Real Ave.	1.6
14	Fullerton Rd.	Colima Rd.	Pathfinder Rd.	1.6
16	Pathfinder Rd.	Alexdale Ln.	Canyon Ridge Rd.	1.9
~~8~~ 22	Glendora Ave.	Arrow Hwy.	Cienega Ave.	0.3
29	Gale Ave.	7th Ave.	Stimson Ave.	2.0
32	Amar Rd.	Willow Ave.	N. Unruh Ave.	1.5
~~41~~ 57	Valley Center Ave.	Arrow Hwy.	Badillo St.	0.6
Gateway				
~~1~~ 3	Mills Ave.	Telegraph Rd.	Lambert Rd.	1.4
~~3~~ 4	Colima Rd.	Poulter Dr.	~~Mulberry Ave.~~ Leffingwell Rd.	0.3
8	E. Victoria St.	S. Santa Fe Ave.	Susana Rd.	0.5
~~2~~ 9	Compton Blvd.	Harris Ave.	LA River Bike Path	0.8
12	1st Ave.	Lambert Ave.	Imperial Hwy.	0.8
~~12~~ 13	Rosecrans Ave.	Butler Ave.	Gibson Ave.	0.5
14	S. Susana Rd.	E. Artesia Blvd.	Del Amo Blvd.	2.0
~~16~~ 23	Lambert Rd.	Mills Ave.	Scott Ave.	1.3
24	Laurel Park Rd.	E. Victoria St.	S. Rancho Way	0.6

[1] Note: Projects within planning areas may be in a different order from those presented in the Draft PEIR due to renumbering of the projects.

ID	Planning Area – Street Location	From	To	Miles
28	S. Rancho Way	Laurel Park Rd.	Del Amo Blvd.	0.7
Metro				
~~1~~ 3	Cesar Chavez Ave.	Mednik Ave.	Vancouver Ave.	~~0.4~~ 0.3
~~3~~ 4	Normandie Ave.	98th St.	El Segundo Blvd.	2.1
7	E. Redondo Beach Blvd.	S. Figueroa St.	Avalon Blvd.	1.0
~~4~~ 8	Florence Ave.	Central Ave.	Mountain View Ave.	2.2
~~10~~ 11	El Segundo Blvd.	Figuroa St.	Central Ave.	1.6
~~16~~ 12	Compton Ave.	Slauson Ave.	92nd St.	2.5
13	Broadway	E. 121st St.	E. Alondra Blvd.	2.5
~~5~~ 14	Firestone Blvd.	Central Ave.	Alameda St.	1.4
~~15~~ 17	Holmes Ave.	Slauson Ave.	Gage Ave.	0.5
18	Rosecrans Ave.	Figueroa St.	Central Ave.	1.7
~~17~~ 23	Nadeau St. Broadway	Central Ave.	State St.	2.6
25	Seville Ave.	E. Florence Ave.	Broadway	0.5
~~30~~ 32	Imperial Hwy.	Central Ave.	Wilmington Ave.	0.9
~~28~~ 38	120th St. 119th St.	Central Ave.	Wilmington Ave.	0.8
~~29~~ 39	Eastern Ave.	0.1 mile ~~south~~ north of Whiteside St.	Olympic Blvd.	3.1
~~24~~ 40	Olympic Blvd.	Indiana St.	Concourse Ave.	3.3
~~35~~ 44	1st Ave.	Indiana St.	Eastern Ave.	1.8
~~42~~ 50	City Terrace Dr.	Hazard Ave.	Eastern Ave.	0.4
~~20~~ 52	Hooper Ave.	Slauson Ave.	~~95th St.~~ Florence Ave.	2.7
~~48~~ 59	120th St.	Western Ave.	Vermont Ave.	1.0
San Fernando Valley				
~~6~~ 11	Ocean View Blvd.	Foothill Blvd.	Honolulu Ave.	0.9
Santa Clarita Valley				
17	Lost Canyon Rd.	Via Princessa Rd.	Canyon Park Blvd.	0.5
22	Canyon Park Blvd.	Sierra Hwy.	Los Canyon Rd.	0.8

ID	Planning Area – Street Location	From	To	Miles
South Bay				
4	Manhattan Beach Blvd.	Prairie Ave.	Crenshaw Blvd.	1.0
7	Normandie Ave.	225th St.	Sepulveda Blvd.	0.6
~~6~~ 12	Aviation Blvd.	Imperial Hwy.	154th St.	~~0.6~~ 0.7
~~15~~ 16	223rd St.	Normandie Ave.	Vermont Ave.	0.5
21	Prairie Ave.	Redondo Beach Blvd.	St. Marine Ave.	1.2
~~18~~ 23	El Segundo Blvd.	Isis Ave.	Inglewood Ave.	0.8
~~22~~	~~Inglewood Ave.~~	~~El Segundo Blvd.~~	~~Rosecrans Ave.~~	~~1.0~~
West San Gabriel Valley				
25	Duarte Rd.	Sultana Ave.	Oak Ave.	0.4
33	Altadena Dr.	Canyon Close Rd.	Washington Blvd.	1.0
~~38~~ 45	Washington Blvd.	Bellford Dr.	Altadena Dr.	0.7
~~40~~ 47	California Blvd.	0.1 mile east of Brightside Ln.	Michillinda Ave.	1.0
~~39~~ 49	Temple City Blvd.	Duarte Rd.	Lemon Ave.	0.5
Westside				
8	Overhill Dr.	Stocker St.	Slauson Ave.	0.7
11	Angeles Vista Blvd.	Slauson Ave.	Vernon Ave.	~~1.7~~ 1.6
Source: Corbett pers. comm.; Garland pers. comm. (b)				

Section 3.6, Traffic and Transportation

Section 3.6.4.3, Impacts and Mitigation Measures

Impact 3.6-1: Cause an increase in traffic that is substantial in relation to the existing traffic volumes and capacity of the roadway system (e.g., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections) or exceed, either individually or cumulatively, a LOS standard established by the County Congestion Management Agency for designated roadways or highways, Mitigation Measures, MM 3.6-2:

The following change is made to the MM 3.6-2 because adopting a statement of overriding considerations is inconsistent with the finding of less than significant after mitigation, and the County does not propose to remove travel lane(s) if the result would be an unacceptable LOS.

MM 3.6-2: Implement site-specific traffic study recommendations.

For individual Bicycle Master Plan projects that would remove travel lane(s), if the site-specific traffic study concludes that the removal of lane(s) would cause a roadway section or intersection to operate at an unacceptable LOS, one of the following will occur:

- The project will be redesigned to maintain an acceptable LOS.
- Appropriate mitigation measures will be implemented to maintain an acceptable LOS.
- ~~A statement of overriding considerations will be adopted by the County.~~
- The project will be dropped.

Section 3.6, Traffic and Transportation

Section 3.6.4.3, Impacts and Mitigation Measures

Impact 3.6-3: Result in Parking Problems with a Subsequent Impact on Traffic Conditions, Operation, Table 3.6-6:

3.6-6. Potential Locations of On-street Parking Removal[2]

ID	Street	From	To	Length (miles)
East San Gabriel Valley				
1	N. Sunset Ave.	Amar Rd.	Temple Ave.	1.5
8	Amar Rd.	Vineland Ave.	N. Puente Ave.	0.4
12	Nogales St.	La Puente Rd.	Hollingworth St.	0.4
~~12~~ 21	Fairway Dr. Brea Canyon Cut Off Rd.	Walnut Rd.	Bickford Dr.	1.0
32	Amar Rd.	Willow Ave.	N. Unruh Ave.	1.5
~~27~~ 34	Camino Del Sur	Vallecito Dr.	Colima Rd.	0.9
~~22~~ 36	Halliburton Rd.	Hacienda Blvd.	Stimson Ave.	0.2
~~42~~ 53	7th Ave.	Clark Ave.	Beech Hill Dr.	1.3
Gateway				
~~1~~ 3	Mills Ave.	Telegraph Rd.	Lambert Rd.	1.4
~~3~~	~~Colima Rd.~~	~~Poulter Dr.~~	~~Leffingwell Rd.~~	~~0.3~~
8	E. Victoria St.	S. Santa Fe Ave.	Susana Rd.	0.5
~~13~~ 12	1st Ave.	Lambert Rd.	Imperial Hwy.	0.8
14	S. Susana Rd.	E. Artesia Blvd.	Del Amo Blvd.	2.0

[2] Note: Projects within planning areas may be in a different order from those presented in the Draft PEIR due to renumbering of the projects.

ID	Street	From	To	Length (miles)
~~20~~	~~Leffingwell Rd.~~	~~Imperial Hwy.~~	~~Scott Ave.~~	~~3~~
Metro				
25	Seville Ave.	E. Florence Ave.	Broadway	0.5
~~23~~ 29	Avalon Blvd.	121st St.	E. Alondra Blvd.	2.5
~~43~~ 54	Central Ave.	121st St.	127th St.	1.0
~~33~~ 60	El Segundo Blvd.	Wilmington Ave.	Alameda St.	0.9
South Bay				
2	Redondo Beach Blvd.	Prairie Ave.	Crenshaw Blvd.	1.2
~~10~~ 6	Marine Ave.	Prairie Ave.	Crenshaw Blvd.	0.9
~~17~~ 25	Vermont Ave.	190th St.	Lomita Blvd.	3.7
West San Gabriel Valley				
10	Huntington Dr.	San Gabriel Blvd.	Michillinda Ave.	1.4
~~9~~ 12	Colorado Blvd.	Kinneola Ave.	Michillinda Ave.	1.1
~~31~~ 25	Duarte Rd.	San Gabriel Blvd.	Sultana Ave.	1.0
28	Glenview Terrace Glen Canyon Rd. Roosevelt Ave.	Allen Ave	Washington Blvd.	1.6
33	Altadena Dr.	Canyon Close Rd.	Washington Blvd.	1.0
39	Casitas Ave.	Ventura St.	W. Altadena Dr.	0.5
~~36~~ 48	Longden Ave.	San Gabriel Blvd.	Rosemead Blvd.	1.0
Westside				
~~12~~ 13	Fairfax Ave.	Stocker St.	W 57th St.	0.6
~~10~~ 14	Centinela Ave.	Green Valley Cir.	La Tijera Blvd.	0.9
Source: Corbett pers. comm.; Garland pers. comm. (a), (b).				

Section 3.7, Air Quality/Greenhouse Gas Emissions

Section 3.7.4.3, Impacts and Mitigation Measures

Impact 3.7-4: Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, paragraphs 1 and 2, and Table 3.7-9:

Construction of the proposed project would generate GHG emissions through the use of onsite construction equipment and offsite vehicle trips generated from construction workers, as well as haul/delivery trucks that travel to and from the project site. Table 3.7-9 presents an estimate of project-related GHG emissions of CO_2, CH_4, and N_2O, expressed in terms of CO_2e.

The proposed project's annual GHG emissions are estimated to be ~~1,223~~ 1,468 metric tons CO_2e. This estimate reflects emissions from all construction activity amortized over 30 years. To put this number into perspective, statewide CO_2e emissions for year 2006 were estimated to be 479.8 million metric tons.

Table 3.7-9. Estimate of Project-Related Greenhouse Gas Emissions

Project Emissions	Annual CO_2e (metric tons)
Class I Bike Path Construction	~~121.6~~ 126.4
Class II Bike Lane Construction	~~395.8~~ 482.5
Class III Bike Route Construction	~~705.2~~ 858.8
Total Project GHG Emissions	~~1,223~~ 1,468
Note: Includes total construction period emissions amortized over 30 years.	

Section 3.8, Mineral Resources, Figures 3.8-1 and 3.8-2

Figures 3.8-1 and 3.8-2, showing the Bicycle Master Plan's relationship to mineral resources and oil fields, are revised to include the revised Bicycle Master Plan. The new figures are at the end this chapter.

Chapter 5, Alternatives

The following text is added to this chapter.

5.5 Environmentally Superior Alternative

CEQA Guidelines Section 15126.6(e)(2) requires that an environmentally superior alternative be identified among the alternatives considered. The environmentally superior alternative is generally defined as the alternative that would result in the least adverse environmental impacts. If the No Project Alternative is found to be the environmentally superior alternative, the document must identify an environmentally superior alternative among the other alternatives.

For the Bicycle Master Plan project, the environmentally superior alternative is the proposed project, as defined in Chapter 2 of the Draft PEIR. Although impacts would result from this the proposed project, all impacts would be reduced to less-than-significant levels through mitigation that would be incorporated into the project. In addition, the Bicycle Master Plan would result in beneficial impacts to the environment that would not occur with the No Project Alternative or would be less with Alternative 1, No Class I Bike

Paths Plan, or Alternative 2, Reduced Class II Bike Lanes Plan. The beneficial impacts that would result from the Bicycle Master Plan would be primarily improvements to traffic, air quality, and greenhouse gas emissions to the extent that people would use bicycles rather than motor vehicles as transportation. These environmental benefits, combined with the less-than-significant environmental impacts of the Bicycle Master Plan with incorporation of mitigation, result in the determination that the proposed project is the environmentally superior alternative.

Chapter 9, References

The following section is added to this chapter.

9.6 Final PEIR References

9.6.1 Printed References

Alta Planning + Design. 2011b. *County of Los Angeles Bicycle Master Plan*. Final. December 2011. Los Angeles, CA. Prepared for County of Los Angeles Department of Public Works, Alhambra, CA.

9.6.2 Personal Communications

Garland, Andrea (a). Planner. Alta Planning + Design. October 7, 2011—email to Abu Yusuf et al., County of Los Angeles Department of Public Works.

Garland, Andrea (b). Planner. Alta Planning + Design. December 5, 2011—email to Donna McCormick, ICF International.

Chapter 2 | Comments Received and Responses

2.1 Introduction

In accordance with Section 15088 of Title 14 of the California Code of Regulation (the "State CEQA Guidelines"), the County has reviewed and evaluated the comments received on the Draft PEIR for the Bicycle Master Plan and has prepared written responses to comments. This chapter contains copies of the comments received during the public review process and provides an evaluation and written response for each of these comments.

2.2 Comments Received

During the public review period for the Draft PEIR, which occurred between August 9, 2011 and November 10, 2011[1], the County received 10 comments letters and comments from agencies, organizations, and individuals. One verbal comment was received during a public hearing held on September 15, 2011. The verbal comment was the same as a comment card submitted at that hearing, so it is grouped with that comment to avoid redundancy (Commenter J).

The commenting parties are listed below, along with a corresponding letter for organizational purposes of identifying comments and responses, which are provided in this chapter.

Table 2-1. Comments Received

Commenter ID Code	Name/Agency	Correspondence Date
A	City of Pico Rivera, Community and Economic Development Department (Julia Gonzalez, Interim Director)	September 12, 2011
B	City of Glendora (Dianne Walter, Planning Manager)	September 19, 2011
C	City of San Marino, Planning and Building Department (Amanda Merlo, Planning and Building Assistant)	September 6, 2011
D	County of Los Angeles, Department of Parks and Recreation (Joan Rupert, Section Head, Environmental and Regulatory Permitting Section)	September 21, 2011
E	Native American Heritage Commission (Dave Singleton, Program Analyst)	August 30, 2011
F	City of Industry (John Ballas, City Engineer)	August 25, 2011
G	Los Angeles County Bicycle Coalition (Alexis Lantz, Planning and Policy Director)	September 23, 2011
H	Southern California Association of Governments (Jacob Lieb, Manager, Environmental and Assessment Services)	September 21, 2011

[1] The comment period was originally scheduled to end on September 23, 2011. However, due to a procedural error, the Notice of Availability was not correctly posted at the County Clerk's office, so the comment period was extended to November 10, 2011.

Commenter ID Code	Name/Agency	Correspondence Date
I	Jon Nahhas	September 12, 2011
J	City of Pico Rivera (Guille Aguilar) (comment card at public hearing)[1]	September 15, 2011
K	Antelope Valley Air Quality Management District (Bret Banks)	October 17, 2011
L	Latham Watkins LLP, representing NBCUniversal (Maria Howe)	November 10, 2011
M	County of Los Angeles Sheriff s Department Headquarters (Leroy D. Baca, Sheriff Gary T. K. Tse, Director, Facilities Planning Bureau)	November 1, 2011
N	Multiple Commenters (see letter)	November 5, 2011

[1] Note: Guille Aguilar also provided the same comment orally at the public hearing. See Appendix A.

2.3 Comments and Responses to Comments

This section presents all written and oral comments (as documented in the public hearing transcript) on the Draft PEIR received by the County and the responses to these comments, in accordance with Section 15088 of the State CEQA Guidelines. In accordance with the CEQA Guidelines, responses are prepared for those comments that address the sufficiency of the environmental document regarding the adequate disclosure of environmental impacts and the methods to avoid or mitigate those impacts. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by the reviewers, as long as a good faith effort at full disclosure was made in the Draft PEIR. The responses contained herein provide the required responses under CEQA and provide explanations if comments are not applicable under CEQA. This allows the decision makers to understand the full context of the comments and consider them in their decision making, even if they are outside the scope of the PEIR.

2.3.1 Commenter A: City of Pico Rivera, Community and Economic Development Department (Gonzales)

Commenter A

City of Pico Rivera
COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT
6615 Passons Boulevard · Pico Rivera, California 90660
(562) 801-4332 Fax (562) 949-0280
Web: www.pico-rivera.org · e-mail: avillanueva@pico-rivera.org

Julia Gonzalez
Interim Director

City Council
David W. Armenta
Mayor
Bob J. Archuleta
Mayor Pro Tem
Gustavo V. Camacho
Councilmember
Barbara Contreras Rapisarda
Councilmember
Gregory Salcido
Councilmember

September 12, 2011

County of Los Angeles Department of Public Works
Programs Development Division, 11th Floor
Attention: Ms. Reyna Soriano
P.O. Box 1460
Alhambra, CA 91802-1460

SUBJECT: PUBLIC COMMENT SUBMITTAL - DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR) FOR THE COUNTY OF LOS ANGELES BICYCLE MASTER PLAN

Dear Ms. Soriano:

On behalf of the City Council and City Manager of the City of Pico Rivera, we would like to submit a formal comment for the County of Los Angeles Bicycle Master Plan – Draft Program Environmental Impact Report. Our formal comment is as follows:

Section 2.6.2 of the PEIR states, "[t]he Plan proposes an expanded bikeway network in unincorporated communities and along rivers, creeks, and flood control facilities within County jurisdiction". Section 2.3 of the PEIR states that the purpose of the Plan is to provide, "direction for expanding the existing bikeway network, connecting gaps, addressing constrained areas, providing for greater local and regional connectivity, and encouraging more residents to bicycle more often". A-1

After reviewing the draft Plan and PEIR, the City believes that an optimal connectivity opportunity was not included or analyzed. This opportunity is the construction of a bicycle path (bridge) over the San Gabriel River connecting the Mines Avenue bicycle route in Pico Rivera to the Dunlap Crossing bicycle route in an unincorporated community near the City of Whittier (see attached map and aerial photograph). The land involved in this proposed bicycle path is within the boundaries of the City of Pico Rivera but, because it is a river and flood control facility, it is under the jurisdiction of the County.

Page 2
Public Comment for LA County Bicycle Master Plan
September 12, 2011

Bridging this gap will provide a more urban connection between the Rio Hondo Bike Path and the San Gabriel River Bikeway; the nearest bikeway connection between these two rivers is several miles north along the Whittier Narrows Recreation Area. The suggested bridge will also result in the connection of the County's major bike systems by linking the Los Angeles River Park Bike Path to the Rio Hondo River Bicycle Path and then to the San Gabriel River Bikeway. This will result in easier access for bicyclists, greater regional connectivity within the bike system and encourage the use of these facilities. A-1

Note that we had previously submitted this comment orally at the public workshop held in the Baldwin Park Library on March 29, 2011. At that time, several members of the audience agreed with and supported the City's comment.

Please keep us apprised of the status of this comment. Any questions or concerns regarding this comment should be directed to Ms. Guille Aguilar, Senior Planner. She can be reached via email at gaguilar@pico-rivera.org or at (562) 801-4332.

We look forward to working with the County on the update of the Bicycle Master Plan.

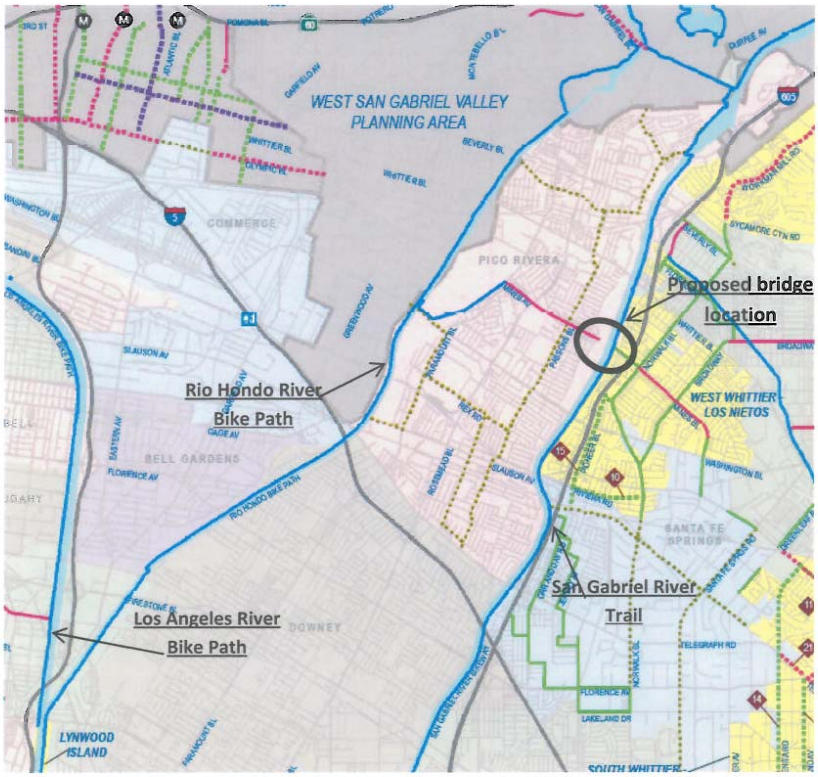
Respectfully,

Julia Gonzalez
Interim Director of Community and Economic Development

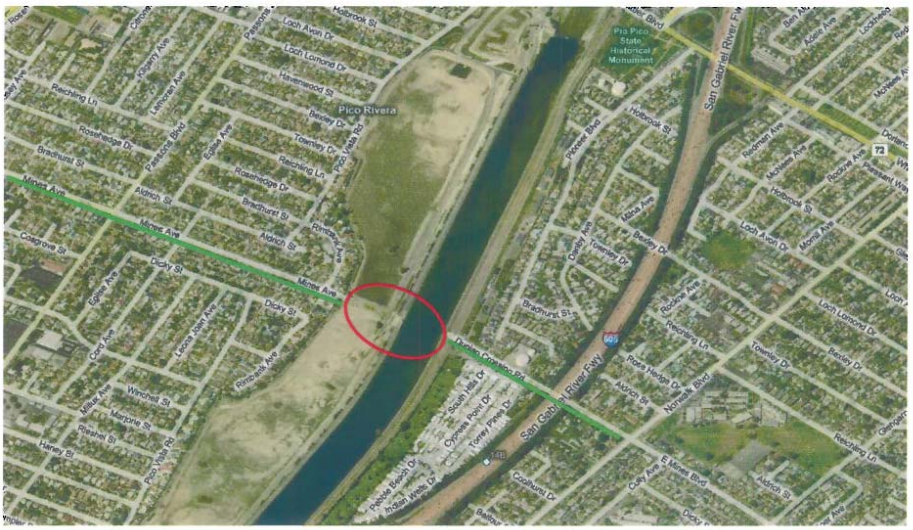
CC: Ronald Bates, City Manager
Attachment: Map and aerial photograph

JG: GA

Map:


WEST SAN GABRIEL VALLEY
PLANNING AREA
COMMERCE
PICO RIVERA
Proposed bridge
location
Rio Hondo River
Bike Path
WEST WHITTIER
LOS NIETOS
BELL GARDENS
SANTA FE
SPRINGS
San Gabriel River
Trail
Los Angeles River
Bike Path
DOWNEY
LYNWOOD
ISLAND

Aerial Photograph:



Response to Comment A-1

Requesting additional bikeway be added to the Bicycle Master Plan

This comment requests a change in the project description (the Bicycle Master Plan), but it does not identify any environment impacts that would be avoided by inclusion of this bikeway. In accordance with Section 15132 of the CEQA Guidelines, the Final PEIR need only respond to relevant environmental issues. This comment is outside the scope of the CEQA analysis. However, this comment will be provided to the decision makers for their consideration during the Bicycle Master Plan approval process.

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2.3.2 Commenter B: City of Glendora (Walter)

Commenter B

CITY OF GLENDORA CITY HALL (626) 914-8200

116 East Foothill Blvd., Glendora, California 91741
www.ci.glendora.ca.us

September 19, 2011

County of Los Angeles Department of Public Works
Programs Development Division, 11th Floor
Attention Ms. Reyna Soriano
P.O. Box 1460
Alhambra, CA 91802-1460

RE: Notice of Availability - LA County Bicycle Master Plan

Dear Ms Soriano,

Thank you for providing the City of Glendora an opportunity to comment on the Los Angeles County Bicycle Master Plan Draft Environmental Impact Report. The City of Glendora is in strong support of upgrading and expanding the bicycle network throughout the San Gabriel Valley and the County as a whole. B-1

On April 28, 2011, we provided comments as part of the CEQA NOP process. The proposed draft master plan failed to address our comments with the exception of listing the recommended Bike Way along the Dalton Wash which is described as a bikeway "proposed by other jurisdictions". There is no clear explanation of what "proposed by other jurisdictions" means. We would like a clear explanation of the beige colored doted bikeway along Dalton Wash and what that implies for Glendora. B-2

In addition, please address our previous comments as shown below.

1. Provide a connection from the existing Class III Bike Route on Gladstone Street westward to the proposed bike route in Covina.
2. Regarding the proposed route in Covina, it appears to be located along the Dalton Wash which extends through the City of Glendora up into Dalton Canyon. We would like to see the plan provide for the extension of the trail along the Dalton Wash all the way to Dalton Canyon. Also see comment No. 6.
3. Extend the proposed westbound route on Mauna Loa Avenue to connect with the proposed north-south street route in Azusa.
4. Connect the existing bike route on South Glendora Avenue to the proposed Class II bike lane along Arrow Highway.

B-3

PRIDE OF THE FOOTHILLS

5. Extend the Class III Bike Route eastward on Foothill Boulevard to connect with the existing bike lane on Foothill Boulevard in San Dimas.
6. One of the Master Plan proposals is to extend the Class III Bike Route on Glendora Mountain Road (GMR) up through the mountains into the National Forest area. You may be aware that Glendora Mountain Road is a very steep, winding road which is popular with advanced cyclists. Indeed, the Tour of California will be including GMR on one of their stages. Unfortunately, the road is also popular with auto traffic and we have had a number of tragic accidents on GMR in the past few months; one occurred last night. We would like to ask the County to explore the feasibility of creating either a Class I bike path or Class II bike lane on GMR to reduce the danger riders are experiencing. The proposed Class III bike route will not provide enough protection for cyclists. B-3

Please call me at 626-914-8218 or email dwalter@ci.glendora.ca.us if you have any questions.

Sincerely,

Dianne Walter

Dianne Walter,
Planning Manager

Attachment: NOP Comment letter stated April 28, 2011 from Glendora

Cc: Jerry Burke, City Engineer
Jeff Kugel, Director, Planning and Redevelopment

CITY OF GLENDORA CITY HALL (626) 914-8200
116 East Foothill Blvd., Glendora, California 91741
www.ci.glendora.ca.us

April 28, 2011

County of Los Angeles Department of Public Works
Programs Development Division, 11th Floor
Attention Ms. Reyna Soriano
P.O. Box 1460
Alhambra, CA 91802-1460

RE: Notice of Preparation - LA County Bicycle Master Plan

Dear Ms Soriano,

Thank you for providing the City of Glendora an opportunity to comment on the Los Angeles County Bicycle Master Plan. The City of Glendora is in strong support of upgrading and expanding the bicycle network throughout the San Gabriel Valley and the County as a whole.

We would like to offer the following suggestions for improving the proposed Bicycle Master Plan in the vicinity of Glendora:

1. Provide a connection from the existing Class III Bike Route on Gladstone Street westward to the proposed bike route in Covina.
2. Regarding the proposed route in Covina, it appears to be located along the Dalton Wash which extends through the City of Glendora up into Dalton Canyon. We would like to see the plan provide for the extension of the trail along the Dalton Wash all the way to Dalton Canyon.
3. Extend the proposed westbound route on Mauna Loa Avenue to connect with the proposed north-south street route in Azusa.
4. Connect the existing bike route on South Glendora Avenue to the proposed Class II bike lane along Arrow Highway.
5. Extend the Class III Bike Route eastward on Foothill Boulevard to connect with the existing bike lane on Foothill Boulevard in San Dimas.

B-3 cont.

One of the Master Plan proposals is to extend the Class III Bike Route on Glendora Mountain Road (GMR) up through the mountains into the National Forest area. You may be aware that Glendora Mountain Road is a very steep, winding road which is popular with advanced cyclists. Indeed, the Tour of California will be including GMR on one of their stages. Unfortunately, the

B-4

PRIDE OF THE FOOTHILLS

road is also popular with auto traffic and we have had a number of tragic accidents on GMR in the past few months; one occurred last night. We would like to ask the County to explore the feasibility of creating either a Class I bike path or Class II bike lane on GMR to reduce the danger riders are experiencing. The proposed Class III bike route will not provide enough protection for cyclists. B-4 cont.

Please call me at 626-914-8218 or email dwalter@ci.glendora.ca.us if you have any questions.

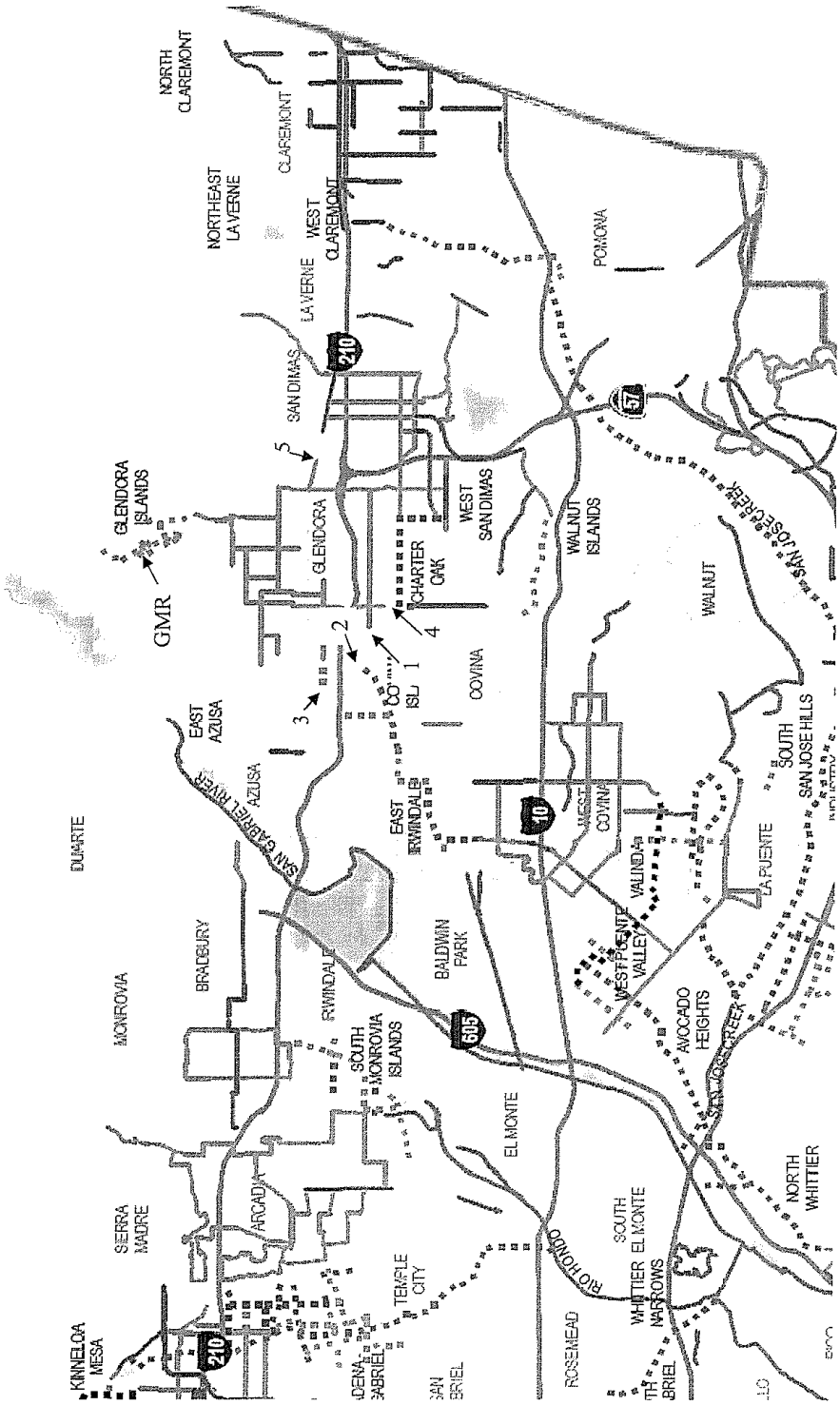
Sincerely,

Dianne Walter

Dianne Walter,
Planning Manager

Attachment: Enlarged Master Plan of Glendora vicinity annotated to correspond to numbered suggestions

Cc: Jerry Burke, City Engineer
Jeff Kugel, Director, Planning and Redevelopment


NORTH CLAREMONT
CLAREMONT
NORTHEAST LA VERNE
WEST CLAREMONT
LA VERNE
SAN DIMAS
POMONA
GLENDORA ISLANDS
GMR
GLENDORA
CHARTER OAK
WEST SAN DIMAS
WALNUT ISLANDS
WALNUT
SAN JOSE CREEK
EAST AZUSA
AZUSA
SAN GABRIEL RIVER
COVINA
EAST IRWINDALE
WEST COVINA
VALINDA
LA PUENTE
SOUTH SAN JOSE HILLS
DUARTE
BRADBURY
MONROVIA
IRWINDALE
SOUTH MONROVIA ISLANDS
BALDWIN PARK
WEST PUENTE VALLEY
AVOCADO HEIGHTS
SAN JOSE CREEK
EL MONTE
SIERRA MADRE
ARCADIA
TEMPLE CITY
ROSEMEAD
SOUTH EL MONTE
WHITTIER NARROWS
NORTH WHITTIER
KINNELOA MESA
210
605
10
57
1
2
3
4
5

Response to Comment B-1
Expressing support for upgrading and expanding the bicycle network

This comment expresses strong support for upgrading and expanding the bicycle network throughout the San Gabriel Valley and the County as a whole, but it does not address environmental issues. In accordance with Section 15132 of the CEQA Guidelines, the Final PEIR need only respond to relevant environmental issues. This comment is outside the scope of the CEQA analysis. However, this comment will be provided to the decision makers for their consideration during the Bicycle Master Plan approval process.

Response to Comment B-2
Requesting explanation of symbols and text in the Draft Bicycle Master Plan

The comment provided addresses the Bicycle Master Plan, not the Draft PEIR. This comment is outside the scope of the CEQA analysis. Therefore, no response in the Final PEIR is necessary. However this comment will be provided to the decision makers for their consideration during the Bicycle Master Plan approval process.

Response to Comment B-3
Requesting additional bikeways or changes to bikeways in the Bicycle Master Plan

This comment requests a change in the project description (the Bicycle Master Plan), but it does not identify any environment impacts that would be avoided by changes to the Plan. In accordance with Section 15132 of the CEQA Guidelines, the Final PEIR need only respond to relevant environmental issues. This comment is outside the scope of the CEQA analysis. However, this comment will be provided to the decision makers for their consideration during the Bicycle Master Plan approval process.

Response to Comment B-4
Requesting change in the Bicycle Master Plan

This comment requests a change in the project description (the Bicycle Master Plan) due to safety concerns, but it does not identify any environment impacts that would be avoided by changes to the Plan. In accordance with Section 15132 of the CEQA Guidelines, the Final PEIR need only respond to relevant environmental issues. This comment is outside the scope of the CEQA analysis. However, this comment will be provided to the decision makers for their consideration during the Bicycle Master Plan approval process.

2.3.3 Commenter C: City of San Marino, Planning and Building Department (Merlo)

PDD 605

City of San Marino

Planning & Building Department

Commenter C

September 6, 2011

County of Los Angeles Department of Public Works
Programs Development Division, 11th Floor
Attn: Ms. Reyna Soriano
P.O. Box 1460
Alhambra, CA 91802-1460

SUBJECT: RESPONSE TO THE COUNTY OF LOS ANGELES BICYCLE MASTER PLAN DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT

Dear Ms. Soriano:

Thank you for the opportunity to review and comment on the County of Los Angeles Bicycle Master Plan Draft Program Environmental Impact Report. The City of San Marino has no comments regarding the project at this time. However, the City would be interested in receiving further information about the potential traffic impacts to the West San Gabriel Valley area of the project when such information becomes available. C-1

Please update my contact information as follows:

Amanda Merlo, Planning and Building Assistant
City of San Marino
2200 Huntington Drive
San Marino, CA 91108
626-300-0784
amerlo@cityofsanmarino.org

Please feel free to contact me should you have any questions or need additional information.

Sincerely,

Amanda Merlo

AMANDA MERLO
Planning and Building Assistant

2200 Huntington Drive, San Marino, CA 91108-2639 • Phone: (626)300-0711 Fax: (626)300-0716

Response to Comment C-1

Requesting further information about traffic impacts in the West San Gabriel Valley area

The comment states that the City of San Marino has no comments regarding the project at this time but requests additional information about potential traffic impacts when such information is available. As stated in Section 3.6 of the Draft PEIR, "Traffic and Transportation," detailed analysis of traffic impacts will be required prior to implementation of individual Bicycle Master Plan projects as part of the project-level CEQA analysis. For any projects affecting traffic in the San Marino area, the City will be notified during the project-level analysis.

2.3.4 Commenter D: County of Los Angeles, Department of Parks and Recreation (Rupert)

COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION
"Creating Community Through People, Parks and Programs"
Russ Guiney, Director

Commenter D

September 21, 2011 sent via email:rsoriano@dpw.lacounty.gov

TO: Reyna Soriano
Department of Public Works

FROM: Joan Rupert, Section Head
Environmental and Regulatory Permitting Section

SUBJECT: **DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR) FOR THE COUNTY OF LOS ANGELES BICYCLE MASTER PLAN**

The Draft PEIR for the above project has been reviewed for potential impacts on the facilities of the Department of Parks and Recreation (DPR). We have determined that the previously submitted comments pertaining to DPR trails were adequately addressed. D-1

Thank you for including this Department in the review of this notice. If you have any trail related questions, please contact Mr. Francis Yee at (213) 639-6058 or email fyee@parks.lacounty.gov. For any other inquires, please contact Ms. Julie Yom at (213) 351-5127 or jyom@parks.lacounty.gov.

JR: JY/ Response to DPW_PEIR for Bicycle Master Plan

c: Parks and Recreation (N. E. Garcia, L. Hensley, F. Moreno, F. Yee, J. Yom)

Planning and Development Agency • 510 South Vermont Ave • Los Angeles, CA 90020-1975 • (213) 351-5099

Response to Comment D-1
Stating previous comments were adequately addressed

The comment states that the County of Los Angeles, Department of Parks and Recreation's previous comments have been adequately addressed. No response is necessary.

2.3.5 Commenter E: Native American Heritage Commission (Singleton)

Commenter E

STATE OF CALIFORNIA Edmund G. Brown, Jr., Governor

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
ds_nahc@pacbell.net

August 30, 2011

Ms. Reyna Soriano, Environmental Planner
County of Los Angeles Department of Public Works
Programs Development Division, 11th Floor
P.O. Box 1460
Alhambra, CA 91802-1460

Re: SCH#2011041004; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the **"County of Los Angeles Bicycle Master Plan"** located throughout the County of Los Angeles, California.

Dear Ms. Soriano:

The Native American Heritage Commission (NAHC), the State of California 'Trustee Agency' for the protection and preservation of Native American cultural resources pursuant to California Public Resources Code §21070 and affirmed by the Third Appellate Court in the case of EPIC v. Johnson (1985: 170 Cal App. 3rd 604). The NAHC wishes to comment on the proposed project.

This letter includes state and federal statutes relating to Native American historic properties of religious and cultural significance to American Indian tribes and interested Native American individuals as 'consulting parties' under both state and federal law. State law also addresses the freedom of Native American Religious Expression in Public Resources Code §5097.9.

The California Environmental Quality Act (CEQA – CA Public Resources Code 21000-21177, amendments effective 3/18/2010) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the CEQA Guidelines defines a significant impact on the environment as 'a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ...objects of historic or aesthetic significance." In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE), and if so, to mitigate that effect. The NAHC Sacred Lands File (SLF) Inventory contains numerous **Native American cultural resources and Burial Grounds.** Contact Native Americans on the attached list for more detailed information and the possible impact of the proposed Bicycle corridors on these resources and burial sites. E-1

The NAHC "Sacred Sites,' as defined by the Native American Heritage Commission and the California Legislature in California Public Resources Code §§5097.94(a) and 5097.96. Items in the NAHC Sacred Lands Inventory are confidential and exempt from the Public Records Act pursuant to California Government Code §6254 (r).

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries of cultural resources or burial sites once a project is underway.

Culturally affiliated tribes and individuals may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We strongly urge that you make contact with the list of Native American Contacts on the attached list. to obtain their recommendations concerning the proposed project. Pursuant to CA Public Resources Code § 5097.95, the NAHC requests that the Native American consulting parties be provided pertinent project information. Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e). Pursuant to CA Public Resources Code §5097.95, the NAHC requests that pertinent project information be provided consulting tribal parties. The NAHC recommends *avoidance* as defined by CEQA Guidelines §15370(a) to pursuing a project that would damage or destroy Native American cultural resources and Section 2183.2 that requires documentation, data recovery of cultural resources. E-1

Furthermore, the NAHC is of the opinion that the current project remains under the jurisdiction of the statutes and regulations of the National Environmental Policy Act (e.g. NEPA; 42 U.S.C. 4321-43351). Consultation with tribes and interested Native American consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 *et seq*), 36 CFR Part 800.3 (f) (2) & .5, the President's Council on Environmental Quality (CSQ, 42 U.S.C 4371 *et seq*. and NAGPRA (25 U.S.C. 3001-3013) as appropriate. The 1992 *Secretary of the Interiors Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including cultural landscapes. Also, federal Executive Orders Nos. 11593 (preservation of cultural environment), 13175 (coordination & consultation) and 13007 (Sacred Sites) are helpful, supportive guides for Section 106 consultation. The aforementioned Secretary of the Interior's *Standards* include recommendations for all 'lead agencies' to consider the historic context of proposed projects and to "research" the cultural landscape that might include the 'area of potential effect.' E-2

Confidentiality of "historic properties of religious and cultural significance" should also be considered as protected by California Government Code §6254(r) and may also be protected under Section 304 of he NHPA or at the Secretary of the Interior discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C., 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APEs and possibility threatened by proposed project activity. E-3

Furthermore, Public Resources Code Section 5097.98, California Government Code §27491 and Health & Safety Code Section 7050.5 provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery'. E-4

To be effective, consultation on specific projects must be the result of an ongoing relationship between Native American tribes and lead agencies, project proponents and their contractors, in the opinion of the NAHC. Regarding tribal consultation, a relationship built around regular meetings and informal involvement with local tribes will lead to more qualitative consultation tribal input on specific projects. E-5

2

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653-6251.

Sincerely,

Dave Singleton
Program Analyst

Cc: State Clearinghouse

Attachment: Native American Contact List

3

California Native American Contact List
Los Angeles County
August 30, 2011

Charles Cooke
32835 Santiago Road
Acton , CA 93510
suscol@intox.net

(661) 733-1812 - cell
suscol@intox.net

Chumash
Fernandeno
Tataviam
Kitanemuk

Beverly Salazar Folkes
1931 Shadybrook Drive
Thousand Oaks, CA 91362
folkes@msn.com
805 492-7255
(805) 558-1154 - cell
folkes9@msn.com

Chumash
Tataviam
Ferrnandeño

Fernandeno Tataviam Band of Mission Indians
Ronnie Salas, Cultural Preservation Department
601 South Brand Boulevard, Suite 102
San Fernando CA 91340
rsalas@tataviam-nsn.gov
(818) 837-0794 Office

(818) 837-0796 Fax

Fernandeno
Tataviam

Barbareno/Ventureno Band of Mission Indians
Julie Lynn Tumamait, Chairwoman
365 North Poli Ave
Ojai , CA 93023
jtumamait@sbcglobal.net
(805) 646-6214

Chumash

Patrick Tumamait
992 El Camino Corto
Ojai , CA 93023
(805) 640-0481
(805) 216-1253 Cell

Chumash

LA City/County Native American Indian Comm
Ron Andrade, Director
3175 West 6th St, Rm. 403
Los Angeles , CA 90020
randrade@css.lacounty.gov
(213) 351-5324
(213) 386-3995 FAX

Owl Clan
Qun-tan Shup
48825 Sapaque Road
Bradley , CA 93426
mupaka@gmail.com
(805) 472-9536 phone/fax
(805) 835-2382 - CELL

Chumash

Ti'At Society/Inter-Tribal Council of Pimu
Cindi M. Alvitre, Chairwoman-Manisar
3098 Mace Avenue, Aapt. D
Costa Mesa, , CA 92626
calvitre@yahoo.com
(714) 504-2468 Cell

Gabrielino

This list is current only as of the date of this document.
Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed sCH#2011041004; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the County of Los Angeles Bicycle Master Plan; also requires a General Plan Amendment; location is throughout the County of Los Angeles, California.

California Native American Contact List
Los Angeles County
August 30, 2011

Tehachapi Indian Tribe
Attn: Charlie Cooke
32835 Santiago Road
Acton , CA 93510
suscol@intox.net
(661) 733-1812
Kawaiisu

Gabrieleno/Tongva San Gabriel Band of Mission
Anthony Morales, Chairperson
PO Box 693
San Gabriel , CA 91778
GTTribalcouncil@aol.com
(626) 286-1632
(626) 286-1758 - Home
(626) 286-1262 -FAX
Gabrielino Tongva

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Admin.
Private Address
,
tattnlaw@gmail.com
310-570-6567
Gabrielino Tongva

Randy Guzman - Folkes
655 Los Angeles Avenue, Unit E
Moorpark , CA 93021
ndnRandy@yahoo.com
(805) 905-1675 - cell
Chumash
Fernandeño
Tataviam
Shoshone Paiute
Yaqui

Kitanemuk & Yowlumne Tejon Indians
Delia Dominguez, Chairperson
981 N. Virginia
Covina , CA 91722
deedominguez@juno.com
(626) 339-6785
Yowlumne
Kitanemuk

Gabrielino Tongva Nation
Sam Dunlap, Chairperson
P.O. Box 86908
Los Angeles , CA 90086
samdunlap@earthlink.net
(909) 262-9351 - cell
Gabrielino Tongva

San Fernando Band of Mission Indians
John Valenzuela, Chairperson
P.O. Box 221838
Newhall , CA 91322
tsen2u@hotmail.com
(661) 753-9833 Office
(760) 885-0955 Cell
(760) 949-1604 Fax
Fernandeño
Tataviam
Serrano
Vanyume
Kitanemuk

Gabrielino Tongva Indians of California Tribal Council
Robert F. Dorame, Tribal Chair/Cultural Resources
P.O. Box 490
Bellflower , CA 90707
gtongva@verizon.net
562-761-6417 - voice
562-761-6417- fax
Gabrielino Tongva

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California Native American Contact List
Los Angeles County
August 30, 2011

Carol A. Pulido
165 Mountainview Street Chumash
Oak View , CA 93022
805-649-2743 (Home)

Gabrielino-Tongva Tribe
Linda Candelaria, Chairwoman
1875 Century Park East, Suite 1500
Los Angeles , CA 90067 Gabrielino
lcandelaria1@gabrielinoTribe.org
626-676-1184- cell
(310) 587-0170 - FAX
760-904-6533-home

Melissa M. Parra-Hernandez
119 North Balsam Street Chumash
Oxnard , CA 93030
envyy36@yahoo.com
805-983-7964

Santa Ynez Tribal Elders Council
Freddie Romero, Cultural Preservation Conslnt
P.O. Box 365 Chumash
Santa Ynez , CA 93460
805-688-7997, Ext 37
freddyromero1959@yahoo.com

Frank Arredondo
PO Box 161 Chumash
Santa Barbara Ca 93102
ksen_sku_mu@yahoo.com
805-617-6884
ksen_sku_mu@yahoo.com

Aylisha Diane Marie Garcia Napoleone
33054 Decker School Road Chumash
Malibu , CA 90265
702-741-6935

Gabrielino-Tongva Tribe
Bernie Acuna
1875 Century Pk East #1500 Gabrielino
Los Angeles , CA 90067
(619) 294-6660-work
(310) 428-5690 - cell
(310) 587-0170 - FAX
bacuna1@gabrieinotribe.org

Gabrieleno Band of Mission Indians
Andrew Salas, Chairperson
P.O. Box 393 Gabirelino Tongva
Covina , CA 91723
(626) 926-4131
gabrielenoindians@yahoo.com

This list is current only as of the date of this document.
Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed sCH#2011041004; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the County of Los Angeles Bicycle Master Plan; also requires a General Plan Amendment; location is throughout the County of Los Angeles, California.

Response to Comment E-1

Requesting analysis of impacts to historical resources, including consultation with Native American tribes, and encouraging avoidance as the primary method for mitigation

The Draft PEIR provided a program-level analysis of the potential for impacts to cultural resources in Section 3.4, "Cultural Resources." The type of analysis requested in this comment is more appropriate at the project level, when further information about actual project footprints will be available.

Section 3.4, "Cultural Resources," states that site-specific analysis of impacts to archaeological resources and historical resources will be required prior to implementation of any Bicycle Master Plan project. These project-level analyses will include literature and record searches and field surveys, and will be carried out by qualified archaeologists, historians, and architectural historians, as appropriate. It is standard procedure to review the Native American Heritage Commissions Sacred Lands Files during these analyses, as well as to consult with Native American tribes.

Mitigation Measures MM 3.4-1 and MM 3.4-2 specifically list avoidance first as the preferred method of mitigating impacts.

Response to Comment E-2

Stating an opinion that the project requires compliance with the National Environmental Policy Act (NEPA)

The comment does not state a reason why NEPA would be triggered by the project. This comment is outside the scope of the CEQA analysis. However, this comment will be provided to the decision makers for their consideration during the Bicycle Master Plan approval process.

Response to Comment E-3

Requesting confidentiality of "historic properties of religious and cultural significance"

The comment does not address the Draft PEIR. The confidentiality requirements for historic properties of religious and cultural significance are a standard practice of professional archaeologists and historians and will be observed during project-level CEQA analyses.

Response to Comment E-4

Requesting compliance with Public Resources Code Section 5097.98, California Government code Section 27491, and Health and Safety Code Section 7050.5 related to accidental discoveries during construction)

The comment does not address the Draft PEIR. Compliance with the cited codes is a standard practice for professional archaeologists and historians and will be included in the treatment plans at the project level.

Response to Comment E-5
Requesting consultation with Native American tribes

See response to Comment E-1, above. At the project level, the CEQA process will include appropriate consultation with the affected Native American tribes.

2.3.6 Commenter F: City of Industry (Ballas)

Commenter F

CITY OF INDUSTRY
Incorporated June 18, 1957

August 25, 2011

Ms. Reyna Soriano
County of Los Angeles Department of Public Works
Programs Development Division, 11th Floor
P.O. Box 1460
Alhambra, CA 91802-1460

Mr. Sam Corbett, Project Lead
Alta Planning & Design
453 S. Spring St., Ste 804
Los Angeles, CA 90013

Subject: County of Los Angeles Bicycle Master Plan Draft Program Environmental Impact Report

F-1

Dear Ms. Soriano:

Thank you for the opportunity to review the County of Los Angeles Bicycle Master Plan Draft Program Environmental Impact Report (PEIR). The City of Industry supports bicycle travel within the region, however, it is concerned about the safety of bicyclists along our streets and the preservation of the present level of service "LOS" within its system of roadways. The streets in the City of Industry are unique in that there is no curbside parking. Each street, regardless of classification, is either painted as "red curb" or signed for "no street parking". There are no truck restrictions by size or weight on any streets in the City

In order to support high traffic levels (especially regional traffic on north-south streets) it is common practice in Industry to fully utilize the existing curb to curb width for traffic lanes. As a recent example, a third lane was added along Valley Boulevard in the east-west direction from Azusa Avenue to Grand Avenue which effectively utilized the entire right of way for vehicular travel. Given the 2 foot gutter next to the curb, there is not adequate width remaining to accommodate on-street bicycle travel without forcing cyclists into the vehicular lanes.

The Draft County of Los Angeles Bicycle Master Plan and the PEIR should:

- Remove the designation of Class II bike lanes from the following streets in the City;
  1) Puente Avenue (northerly of Valley Blvd.)
  2) Nogales Street (Valley Blvd. to Gale Ave.)
  3) Gale Avenue (7th Ave. to Stimson Ave.)
  4) Vineland Avenue (Valley Blvd. to Nelson Ave.)
  5) Echelon Avenue

F-2

- Address the feasibility of constructing bicycle paths along the San Jose Creek "SJC" without the use of mid-block crossings, which have been demonstrated to be dangerous by giving the pedestrian or cyclist a "false" sense of security while crossing. In most instances, the San Jose Creek crosses under streets where there is no nearby signalized intersection to protect bicyclists using the SJC bike bath. Alternatively, the use of under crossings (commonly seen along the San Gabriel River and Santa Ana River trails) may be difficult to construct given the close proximity of existing bridge abutments to the vertical concrete wall of the SJC at each street crossing.

P.O. Box 3366, City of Industry, California 91744-0366 • Administrative Offices: 15625 E. Stafford St. • (626) 333-2211 • Fax (626) 961-6795

Page 1 of 2

F-3

- The PEIR should address the potential impacts to adjacent land uses that may be necessary to accommodate the proposed bicycle lanes/routes, especially if widening is required.

F-4

- Address the safety of bicyclists in the bike paths, lanes, and routes in the locations proposed in the City of Industry. Specifically, is it safe to ride bicycles on the streets in the City of Industry given the volume of trucks/vehicles and roadway configurations?

F-5

- Discuss methods for incorporating local preferences.
- Provide alternative bicycle facility types, widths, or configurations.
- Address the provision of flexible designs and alignments that respond to local conditions.

F-6

In regards to the bicycle paths proposed along the San Jose and Puente Creeks, the City has been coordinating closely with the Watershed Conservation Authority, the County of Los Angeles Department of Parks and Recreation, Los Angeles County Flood Control District, local jurisdictions, SGVCOG, and other stakeholders studying an east-west bicycle connector along the two creeks. The City of Industry provided the following feedback in the attached letter dated March 17, 2011 to the coalition so that a bike path can be designed that addresses our unique circumstances:

- The path will remain in the creek channel right-of-way (channel and paralleling maintenance roads) and there will not be mid-block crossings within the City.
- Pocket-parks and rest-stops will not be located within the City.
- The City will not be responsible for the financing, planning, engineering, construction, or maintenance of the bike path.
- Grants and funding sources will not limit or restrict the planning or use of the San Jose Creek Channel for other purposes, such as truck/vehicular transportation.

The Draft County of Los Angeles Bicycle Master Plan and the PEIR should consider these factors in the design and analysis of bike paths in the City of Industry. Specifically, the PEIR should address the potential impact to the level of service on city streets and the safety of bicyclists. In addition, the PEIR should address the land use and security implications of locating a bike path along the back-side of businesses.

Thank you for your consideration and please feel free to contact me should you have any questions or concerns.

Sincerely,

John Ballas

John Ballas
City Engineer

JDB/BJ:mk

Enclosure

Page 2 of 2

CITY OF INDUSTRY

P.O. Box 3366 • 15625 E. Stafford St. • City of Industry, CA 91744-0366 • (626) 333-2211 • FAX (626) 961-6795

MEMORANDUM

To: East-West Trail Technical Advisory Committee March 17, 2011

From: Brian James, Senior Planner

Subject: San Jose Creek Channel Trail Connection

General Comments
In theory, the City of Industry can support a bike path within its boundaries on the San Jose Creek under certain conditions. Due to the function of the City's streets as truck lanes, inadequate outside lane widths to support bike lanes, safety concerns, high traffic levels (especially regional traffic levels on north-south streets), and the need to preserve security on the back-side of businesses within the City, the City can support a bike path in the San Jose Creek channel within its boundaries under the following conditions:

- The bike path stays in the creek channel
- There are no mid-block crossings
- There are no pocket-parks and rest-stops
- The City is not responsible for the financing, planning, engineering, construction, or maintenance of the bike path

Please note that SCAG is also proposing a truck by-pass on the San Jose Creek and the City will not support a bike path wherein the funding or conditions preclude a truck bypass option. We strongly urge that the design for these facilities be coordinated. F-6

Tour Comments

- Point of Interest 2: The City discourages bicycling on its streets due to insufficient outside lane width and safety concerns. In the pending General Plan update, Staff is proposing that the bicycle travel be accommodated on its sidewalks. Any trail connecting to City streets would have to include clear notification and directional signage to this effect.
- Point of Interest 3: There is an approved container storage and logistics development on this site. Due to security concerns, the City will not support a bike path that includes park facilities and rest stops in its boundaries.
- Point of Interest 4: The City discourages bicycling on its streets due to insufficient outside lane width and safety concerns. In the pending General Plan update, Staff is proposing that the bicycle travel be accommodated on its sidewalks. Any trail connecting to City streets would have to include clear notification and directional signage to this effect.
- Stop 1: It is the City's understanding that the Shabarum Trail is abandoned.
- Stop 2: The City's boundary wraps around this intersection. The City of industry can support a bike path in the creek channel as long as it stays in the creek channel and there are no mid-block crossings.
- Stop 3: The City discourages bicycling on its streets due to insufficient outside lane width and safety concerns. In the pending General Plan update, Staff is proposing that the bicycle travel be accommodated on its sidewalks. Any trail connecting to City streets

would have to include clear notification and directional signage to this effect.

Alternative Route
The City suggests that an alternative route along the Puente Creek be explored (see attached map). This route has the following benefits:

- It is routed largely through residential neighborhoods with pedestrian-level commercial and service amenities befitting bicycle travel
- It would connect to the shopping center in and around West Covina's Field of Dreams on Azusa
- It avoids the fractured ownership patterns of the San Jose Creek through the City of Industry
- It may avoid the condition that the trail stay within the creek channel, which may make mid-block crossings feasible on less heavily traveled streets.
- It avoids the "back-of-shop" conditions though the City of Industry and may be more scenic.
- It avoids security concerns of business that store materials and goods along the creek channel.
- The San Jose Creek west of the Puente Creek is wide enough (205'+) to accommodate the truck lanes as well as a bike path. As you head east of Puente Creek the right of way gets much tighter (120' +/-) and it would be a design challenge to have both facilities sharing the flood control right of way.

F-6

Page 2 of 2

Response to Comment F-1
Requesting changes to bikeways in the Bicycle Master Plan

This comment requests changes in the project description (the Bicycle Master Plan), stating that the City of Industry is concerned about safety of bicyclists and preservation of the current level of service (LOS) on the roadways. The comment does not provide any evidence for LOS impacts. As discussed in Section 3.6 of the Draft PEIR, "Traffic and Transportation," detailed analysis of traffic impacts will be required prior to implementation of any of the individual Bicycle Master Plan projects that would require closure of lanes, widening of existing roadways, or other changes to a roadway that would affect traffic. Mitigation Measure MM 3.6-2 requires implementation of traffic study recommendations and requires that LOS be maintained at acceptable levels.

Response to Comment F-2
Providing design recommendations for a project in the Bicycle Master Plan

The comment includes specific design recommendations for the proposed San Jose Creek Bicycle Path. These detailed design recommendations are outside the scope of the PEIR but will be provided to the decision makers for their consideration during the Bicycle Master Plan approval process.

Response to Comment F-3
Requesting that the PEIR address land use impacts of widening roadways to accommodate bikeways

The Draft PEIR did not address land use issues. During the Initial Study, it was determined that the Bicycle Master Plan would not have the potential to result in significant impacts to land use. No comments were received during the comment period on the Initial Study (scoping period) providing evidence that significant land use impacts may occur as a result of the Bicycle Master Plan. The comment also does not provide evidence that significant land use impacts would occur.

Widening to accommodate bikeways would be minor and would not be expected to result in changes to land use on adjacent properties.

Response to Comment F-4
Requesting that the PEIR address safety of bicyclists in the City of Industry

As stated in the response to Comment F-1, detailed analysis of traffic impacts (including safety) will be required prior to implementation of any of the individual Bicycle Master Plan projects. This analysis is only possible when the specific bikeway designs are available, at the project level.

Response to Comment F-5
Requesting that the PEIR discuss methods for incorporating local preferences, alternative configurations, and flexible designs

The PEIR is not the correct venue for incorporating local preferences, alternative configurations, or flexible designs, except as mitigation for significant impacts. Otherwise, these methods are part of the planning process for the Bicycle Master Plan. The Draft PEIR analyzed the impacts of the

Bicycle Master Plan but is separate from the planning process for the Bicycle Master Plan. Because this comment does not identify any environmental issues, no response is necessary. The comment will be provided to the decision makers for their consideration during the Bicycle Master Plan approval process.

Response to Comment F-6

Providing a summary of earlier recommendations on bicycle path designs along the San Jose and Puente creeks and requesting consideration in the PEIR (previous letter to the East-West Technical Advisory Committee attached)

The previous correspondence that is summarized in the comment was part of the planning process for the Bicycle Master Plan, and precedes the environmental process (dated March 17, 2011, with the Notice of Preparation for the PEIR filed April 4, 2011). The summary does not address environmental issues, but rather addresses design and funding issues. Because this comment does not identify any environmental issues, no response is necessary. The comment will be provided to the decision makers for their consideration during the Bicycle Master Plan approval process.

2.3.7 Commenter G: Los Angeles County Bicycle Coalition (Lantz)

Commenter G

Los Angeles County Bicycle Coalition
634 S. Spring St. Suite 821
Los Angeles, CA 90014
Phone 213.629.2142
Facsimile 213.629.2259
www.la-bike.org

September 23, 2011

Ms. Reyna Soriano
Los Angeles County Department of Public Works
Programs Development Division, 11th Floor
P.O. Box 1460
Alhambra, CA 91802-1460

Re: Comments on Draft Program EIR for Los Angeles County Bicycle Master Plan

Dear Ms. Soriano,

The Los Angeles County Bicycle Coalition (LACBC) appreciates your department's efforts in creating the County of Los Angeles Bicycle Master Plan. We wholeheartedly support the goal of making Los Angeles County bicycle-friendly so that more County residents are able to ride bicycles for both transportation and recreation. Increasing bicycling will simultaneously address the congestion, public health, and environmental challenges facing Los Angeles County. With these goals in mind, LACBC feels strongly that the plan does not go far enough. The plan lacks ambition in its mode share targets and its policies are vague and noncommittal. The plan also does not discuss innovative bicycle facilities that have proven successful in other cities in the United States, or even locally in Long Beach. A 20-year plan that does not account for facility designs likely to be approved in the next few years and will rapidly become out of date. The plan is a step in the right direction, but without more defined policies and firmer commitment to implementation, the plan is at risk of gathering dust as soon as it is passed. In June, LACBC provided both general comments and specific suggestions for improved policy language and map additions. That letter and attachments are hereby incorporated by reference into these comments. G-1

In addition to our June letter, LACBC has reviewed the Draft Program Environmental Impact Report (EIR) and offers the following comments:

Implementation of Bicycle Master Plan will improve safety for all road users

Project benefits described on page 2-3 and again on page 5-1 should include the safety benefits that accrue to all road users from the implementation of well-designed bicycle facilities. For example, adding bike lanes to a street can calm traffic and result in fewer overall collisions for motorists and pedestrians, in addition to bicyclists. Innovative bicycle facilities can further enhance these traffic-calming effects. G-2

Traffic impact guidelines are inappropriately applied to bicycle projects

G-3

The transportation impacts section should include a more refined discussion of the County's thresholds of significance and prospective changes to LOS standards in the future. As written, the adopted County guidelines only address "traffic generated by a project" as a potential impact. Bicycle facilities do not add vehicle trips to a roadway. The current guidelines did not contemplate a "road diet" scenario, wherein a travel lane is removed in favor of a bicycle lane, which does not "generate traffic" but may have localized effects on congestion. The broad misapplication of these guidelines will have a substantial effect on implementation of the plan. If nothing

LACBC

else, the poor wording of the guidelines illustrates just how out of date they are. The EIR should at least acknowledge that it is applying thresholds of significance to projects they were never designed for.

This EIR is being written during a paradigm shift in transportation planning, where people are counted rather than cars. The EIR says as much when listing Draft 2035 General Plan Update policies from the Mobility Element, of which this bike plan will become a part. Policy M 2.6 reads, "Support alternative level of service (LOS) standards that account for a multi-modal transportation system." The EIR should discuss the need for such a change and explain how a multi-modal threshold would treat bicycle projects, particularly road diets. Because this EIR covers a 20-year time horizon, it is reasonable to expect it to anticipate and address changes to how impacts are evaluated during this time period. Without this more detailed discussion, it will be difficult for subsequent environmental review of individual projects to tier off this program EIR once standards are changed in the future. G-3

Additional program-level review warranted for road diets

The EIR should not make a blanket assertion that removing a travel lane constitutes a significant impact. Given the sensitivity of this issue, a more refined analysis is warranted at the program level. The EIR should discuss the conditions under which removal of a travel lane will or will not result in a significant impact. For example, standard 4-to-3 road diets that install a center two-way left turn lane do not necessarily reduce overall vehicle capacity. In fact, the addition of a left turn lane can reduce delays significantly. The EIR should propose thresholds under which removing a travel lane is not considered a significant impact so that those projects can proceed with minimal delay. Including these thresholds at the program level will reduce the need for expensive review for each individual project and be more cost-effective in the long term. G-4

Traffic mitigation measures undermine plan implementation

Mitigation measure MM 2.6-2 threatens the effectiveness of the entire Bicycle Master Plan. It is wholly inappropriate to include "dropping" projects from the master plan as a mitigation measure. In light of the aforementioned problems with current LOS metrics, basing the fate of a substantial number of projects on a flawed measure sets the plan up for failure. Unfortunately, this mitigation measure presents itself as an easy out for the County to abandon critical projects just because they are too challenging. The mitigation measure should be revised to eliminate the fourth bullet point. G-5

Discussion of parking impacts should be more sophisticated

The EIR discusses impacts to parking supply in a simplistic way that does not reflect current best practices in parking management. Per *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco (2002)*, as cited on page 3.6-90, a parking "shortage" is not an impact, but a symptom of mismanaged supply. To that extent, mitigation measure MM 3.6-3 does well to recommend conducting parking studies that can address these issues in a comprehensive way. However, the mitigation measure must clarify that it is only applicable where parking removal is anticipated to affect traffic conditions, not in all cases. Additionally, the mitigation measure should specify that only a Class III bike route demarcated by sharrows would be appropriate in this example. G-6

No Project Alternative needs more elaboration G-7

LACBC

On page 5-2, the EIR makes an unsupported assertion that certain bikeway projects in the existing *Plan of Bikeways* are either not feasible or no longer "meet the current needs of the biking public." Without a list of such facilities proposed by the existing plan and not carried out, it is impossible for the public to evaluate these claims. At the very least, such a list would provide insight into the County's effectiveness at implementing the previous bicycle plan. G-7

Thank you for your consideration of these comments. If you have any questions, I can be reached at 213.629.2142

Sincerely,

Alexis Lantz
Planning & Policy Director
Los Angeles County Bicycle Coalition

Los Angeles County Bicycle Coalition
634 S. Spring St. Suite 821
Los Angeles, CA 90014
Phone 213.629.2142
Facsimile 213.629.2259
www.la-bike.org

June 3, 2011

Abu Yusaf
LA County Department of Public Works
Fremont Blvd
Alhambra, CA

Re: Comments on Draft County of LA Bike Plan

Dear Mr. Yusaf,

We thank you and the Department of Public Works for your hard work on the 2011 Draft County of Los Angeles Bicycle Plan. We are pleased to see the County move forward with developing a comprehensive bicycle plan for the unincorporated communities of the County. We appreciate the span of this plan and its attempt to provide for each individual community within the unincorporated communities, which differ dramatically in geography, density, and need. We want to ensure this plan is well-constructed in order to create a cohesive, countywide bicycle network, to enrich travel for people who bicycle throughout the Los Angeles area. For this reason we are writing to you to address concerns we have regarding the plan that we feel keep it from achieving this goal.

The Los Angeles County Bicycle Coalition believes this plan should provide more miles of bicycle lanes, bicycle boulevards, and standard treatments such as Sharrows. Additionally, we want to see the DPW work to create safer and more appealing streets for bicycling by outlining a program for piloting innovative bicycle safety design features such as cycle-tracks, bicycle boxes, and better integrating Complete Streets elements into the design guidelines and identified projects.

The design guidelines in the Draft Plan do not provide for safer streets for all users. Rather, they continue to perpetuate the unsafe streets we have today. The Draft Plan should provide a vision for Complete Streets by incorporating policies, programs and design guidelines that prioritize bicycle and pedestrian safety. DPW's usage of the Caltrans Highways Design Manual is problematic because it applies highways standards to local roads. The State of California does not provide a current standard for minimum travel lanes on local roads; travel lane widths are a matter of local preference and practice. Widths should not only be based on sound engineering principles, but also on the adjacent land uses and community needs. For this reason we demand DPW move away from the Highway Design Manual. At a minimum, we request you familiarize yourself with the Chapter 21 of the Caltrans Project Development Procedures Manual that outlines how to document and justify exceptions to the HDM. G-8

We believe DPW can better achieve safety of people on bicycles or walking by revisiting the design guidelines in the Plan and providing for a range of travel lanes widths between 9' to 12' even on arterials and seek to narrow travel lanes wherever possible based on vehicle and transit volumes to accommodate more miles of bicycle lanes and shorten crossing distances for pedestrians. Narrowing travel lanes directly

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correlates with managing travel speeds: wider lanes equal faster travel speeds, and narrower travel lanes can encourage motorists to actually drive the posted speed limit. Designing a lanes widths based on highway principles encourages highway speeds. The majority of the roads in the County have speed limits under 40 miles per hour, so DPW should ensure the roads are designed to reflect this.

Reflecting the issue of poor roadway design is the number of collisions involving people who bicycle in the unincorporated communities. Within the unincorporated areas there are many dense urban unincorporated communities with large populations of transit dependent residents who bicycle and walk to access transit and meet their daily needs. These communities also represent the areas with the highest amount of collisions involving people on bicycles. Over 2600 collisions involving people on bicycles took place in the unincorporated communities between 2004 and 2009. 20% were in the Metro Planning area. Of those, 43% were in East LA and 11% were in East San Gabriel Valley area. Based on the density and number of collisions, the projects in these areas should be prioritized for implementation to address this horrific safety issue.

The Plan should outline its strategy for measuring the success of the programs and policies it implements. In the evaluation section of Chapter Three, for example, the Plan should establish goals for mode share increases, annual bikeway mileage increases, decreases in greenhouse gas emissions, and set a goal of zero deaths and annually measure decreases (or increases) in collisions leading to injury or death. Providing transparency on how the County is working to improve the safety of its citizens while bicycling and walking is imperative to build support for the implementation of many of the projects in the Plan. To provide greater transparency DPW should prepare quarterly and yearly progress reports to the County Supervisors, the County BAC, and public on the status of projects, programs, and implementation using the metrics we have outlined. G-8

To ensure that the vision in this plan actually comes to fruition, Chapter Five: Funding and Implementation must be overhauled. There are three main problems with this chapter. First, it makes no plan for actual implementation. When will the county build this bicycle infrastructure? Who within the county will be responsible for its completion? Second, the prioritized lists conflict with one another, calling into question what meaning they will actually have once the plan is passed. We call for a public process to resolve the inherent conflicts between prioritization based on project utility, project costs and difficulty, and geopolitical equity. It is deceptive to combine these three conflicting criteria into a single ranked list. Finally, the metrics that will measure the plan's success are flawed. We call for a revision of these metrics to focus on a) things that the county can actually control and b) metrics that truly indicate an increase in bicycle mobility and safety.

As mentioned previously, we realize much of the implementation depends on grant funding, however Chapter five lacks an implementation timeline, and does not specify that DPW will be responsible for implementing bikeways. LACBC believes the Plan needs to commit to implementing a specified amount of bikeways every year. We are incredibly disappointed to see that 20 miles of Bicycle Boulevards will take 20 years to be implemented. This is entirely unacceptable. Twenty miles should be implemented in five years or less, not 20 years. Bicycle Boulevards are by far some of the easiest projects in this plan to implement. In addition to including more miles of Bicycle Boulevards, their implementation should be expedited. We realize much of the Plan implementation is dependent on grant funding, but these projects offer multiple

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benefits and can be funded through multiple sources leading to faster implementation.

Our concern with bikeway implementation resembles our concern with the policies and programs: a plan that does not answer the questions "when?" and "who?" will sit on the shelf and gather dust. Chapter Five should set mileage goals for bikeways per year. It should lay out a detailed implementation plan and require a specific body within the county, DPW or an interdepartmental committee to report annually on how implementation is progressing. Furthermore, the implementation plan should specify a public process similar to the monthly meetings of the Bicycle Plan Implementation Team in the City of Los Angeles. The public must be able to inform both the prioritization of the projects that will next be implemented, as well as the engineering designs. This will allow local community members to participate in the changes that the Bike Plan will bring to their community. It will also bring transparency and democracy to the Bike Plan implementation process.

We reject the prioritization schema in Chapter Five and call for its complete overhaul. First, we reject all one-dimensional rankings of projects. Clearly a bicycle infrastructure project has many aspects, including which supervisorial district it is located in, how much it will cost, what destinations it reaches, the socio-demographics of the neighborhoods through which it passes, and how much community support it has. To facilitate a real discussion of this information, we should not collapse it in to a single figure.

Second, the plan never explains how the prioritization ranking will be used. It is not clear that the prioritized list will ever come to have any meaning in terms of which projects get implemented first, or which projects are included in funding applications.

Third, Chapter Five presents two contradictory prioritization schema: the first relies upon project utility (connectivity, etc) and produces the ranked list in Appendix I, and the second is the "Top 17" list that aims to include an equal number of projects in each of the all five county supervisorial districts. The plan does not admit or address the fact that these two prioritization methods are in conflict. For example, the top four projects on the "Top 17" district-based list are ranked 49, 19, 28, and 23 respectively in Appendix I. The "Top 17" list includes a project ranked as low as 59 in Appendix I. As we pointed out earlier, areas with the greatest density and highest need should be prioritized. We are concerned about the degree to which high-utility projects located in the dense urban areas of the county are being displaced from the "Top 17" list in the name of geopolitical equity. The projects ranked 10-17 in Appendix I are all excluded from the Top 17; all of them serve dense, low-income communities where many people do not have cars and where bicycle infrastructure can do much to improve mobility. If the Top 17 is a template for how the County will be prioritizing projects internally, it does not bode well for urban and low-income communities. We feel this means one of these lists is the real priority list while the other is only included for technical flair. G-8

To resolve all of these problems, we again call for a public process to shape project prioritization and implementation. The county should invite residents who bicycle, county district representatives, representatives from neighboring jurisdictions, and members of the local communities through which planned bicycle projects run to participate in choosing and implementing projects. This way, the conflicts between jurisdictional equity and project utility can be resolved in a transparent, democratic, and ongoing manner. Moreover, such a committee will be a forum for the kind of cooperation that implementation of

LACBC

this plan will require, since it spans such odd geographical areas and shares boundaries with so many other jurisdictions.

We agree that it is important to employ measures of effectiveness in order to monitor the County's progress toward becoming a bike-friendly place. However, the measures in Table 5-1 are the wrong metrics. Of the six metrics outlined in the Plan only two should be kept: the number of miles of bikeways, and the proportion of arterial streets with bike lanes. The four remaining metrics need to be either modified or discarded.

While we agree that one of the metrics should capture the levels to which people are actually bicycling, bicycle commute mode share is a very flawed way to measure this. Commutes only account for 16% of all trips, and commutes are often some of the longest trips people have to take, making them more difficult to take by bicycle. Trips to the store, to school, to and from transit, to visit family and friends, and to parks and recreation are all excluded by this measure. The plan should utilize biennial counts as called for in the Plan instead at a variety of locations to capture all manner of bicycle trips. Repeated counts will indicate whether bicycling is going up or down across LA County. Counts also provide an opportunity to examine before and after usage statistics when bicycle infrastructure is built, and to collect information on riding behavior, gender, and age.

Similarly, while we agree that the County should aim to reduce bicycle collisions, it is important that this metric be normalized by usage. Otherwise, this metric will mislead. It is possible to dramatically reduce bicycle collisions simply by reducing the extent to which people choose to ride a bicycle. Some of the most dangerous locations in Los Angeles County have very few bicycle collisions on them because people intentionally avoid bicycling in these places. The ideal metric would be bicycle collisions per mile of bicycle travel, but since this information does not exist, a better metric than just bicycle collisions would be bicycle collisions per bicycle commuter. G-8

LACBC wants to ensure that the 2011 Bicycle Plan maximizes infrastructure as well as education programs to improve the safety and quality of space for bicyclists. Indeed, the Plan should regard safety as the number one priority. For this reason we would like to see a program included under Goal 2, to offer bicycle safety courses for people on bicycles who receive traffic citations (for anything other than DUI) in lieu of paying a fine or other pecuniary penalties. Instead, they could pay a fee to attend a court-required bicycle safety course. As we have folks taking to the streets everyday with no formal training on the rules of the road as they apply to bicycling, a program of this nature will ensure more people receive safety education instead of just fines, and work to lower collisions and increase safe bicycling. We also feel the County needs to hire a Bicycle Plan Coordinator - someone with planning, grant writing, and community organizing experience - to oversee the implementation of all of the Plan's education and encouragement programs, oversee grant applications, and help create a link between Regional Planning and the Department of Public Work's Transportation Engineers. This staffer needs to be well versed in Complete Streets and bicycle and pedestrian innovation.

Essential to implementation is providing more information on the County Department of Public Works website. We are glad to see this called out in the Plan. However, it is misleading to state that the timeline for this program is "ongoing," since DPW does not yet provide bicycle information through its website.

LACBC

Just to name a few examples, we feel the following elements are greatly needed on the DPW website: a way to request bicycle parking racks through the Request for Service page, Bicycle information through the Resident portal that links County residents to safety information, maps, additional resources, what projects are being worked on, when projects are completed, the time and location of County BAC meetings, closures to any County bicycle facilities. Currently there is not even a link to the Plan update on the front page of the DPW homepage. We also encourage DPW to provide a link to bicycle information on the business portal under transportation and include information on ways to accommodate and encourage bicycle commuters, such as providing short and long term bicycle parking.

Improved communication and coordination among County agencies such as LAC Department of Parks and Recreation, LAC Flood Control, and the neighboring jurisdictions' departments of transportation or public works is needed. This should be accomplished through regularly scheduled meetings, posting project schedules online, and updates from those agencies to the LA County BAC. This should be outlined as a policy in the Plan under Goal 1. Specifically we encourage DPW to work closely with DPR to better publicize and provide maps of existing multiuse paths. It is our understanding that DPR does not currently provide their trails to Google, while your agency does. While many DPR trails are unpaved, DPW should work with them to identify paths that can provide bicycle access opportunities in addition to equestrian and pedestrian access. Additionally, the County Flood Control District controls access to our waterways; DPW should be working with FCD and neighboring jurisdictions to implement bicycle and pedestrian paths along these rights-of-way to provide safe commuting and recreational facilities that connect our communities and provide all LA County residents greater access to open space. While the Plan identifies waterways in the unincorporated communities, it does not outline how DPW will work to create cohesive networks on our waterways by engaging in continued dialogue through monthly, quarterly, yearly, or project-based meetings with Flood Control and neighboring jurisdictions. A template for this kind of engagement is the LA River Committee. We suggest a similar program be established so that DPW and communities with rivers, creeks, and streams that are controlled by DPW Flood Control can start implementing or planning paths. G-8

Attached you will find a list of LACBC's comments on the policies outlined in Chapters 2, 4, and 5 of the Draft Plan. Many of the comments call for further explanation, clarification, and question the time period specified. In general, we feel many of the policies, if implemented, will create a much more bicycle friendly Los Angeles County, however many of these policies need further elaboration. We also question the time periods specified since many of the programs are not currently implemented, so to say a program is "ongoing" is a misnomer. Likewise, no program or policy should be listed as TBD. This is unacceptable. Specify the years a program will begin and end for every program and policy in the plan. We have also attached a list of streets we feel should be included in the plan or upgraded from routes to lanes based on comments we received from LACBC members around the County.

Thank you for your time and consideration. We expect to see our comments integrated in to the final Plan and we look forward to working with the LA County Department of Public Works on implementation of the County of Los Angeles Bicycle Plan. By engaging in an ongoing, constructive dialogue, the County can develop a successful bicycle network that all residents of Los Angeles County can enjoy. We look forward to future communications regarding the Draft Plan and are eager to see a better, bike-able Los Angeles County!

LACBC

Sincerely,

Alexis Lantz
Planning & Policy Director

LACBC Comments on the 2011 LA County Bicycle Plan Policies

Chapter 1 Page	Section	Draft Text
3		"The implementation of this plan will start in year 2012 after the appropriate environmental review required by the California Environmental Quality Act (CEQA)."
4	1.1	
4	1.1	

Chapter 2 Page	Policy	Draft Text
11-17	Overarching comments regarding all policies	
11-17	Overarching comments regarding all policies	
11-17	Goal 1	

G-8

11-17	Goals 1, 2		
11-17	Goal 6		
11	1.1	"Construct the bikeways proposed in 2012 County of Los Angeles Bicycle Master Plan over the next 20 years."	
11	1.1.1	"Propose bikeways that connect to transit stations, commercial centers, schools, libraries, cultural centers, parks and other important activity centers within each unincorporated area and promote bicycling to these destination."	G-8
11	1.1.3	"Implement bikeways proposed in this Plan when reconstructing or widening existing streets."	
11	1.1.4	"Implement bikeways proposed in this Plan when completing road rehabilitation and street preservation projects, if the proposed bikeway can be added within the existing roadway width without a reduction in vehicular lanes or removal of parking."	
11	1.2	"Enact changes in the County Codes and Land Uses that encourage additional bikeways and bicycle support facilities."	
12	1.3	"Coordinate with developers to provide bicycle facilities that encourage biking and link to key destinations."	

12	1.4.3	"Encourage end of trip facilities at key destinations."	
12	1.5	"Complete regular updates of the Bicycle Master Plan to be current with policies and requirements for grant funding and to improve the network."	
12	1.5.1	"Measure the effectiveness of the Bikeway Plan implementation."	
12	1.6	"Develop a bicycle parking policy."	G-8
13	1.6.3	(proposed new policy)	
13	1.6.4	(proposed new policy)	
13	1.6.5	(proposed new policy)	
13	2.2.2	"Implement the bicycle boulevards proposed by this Plan."	

13	2.3.1	"Encourage enforcement of traffic laws including citing bicyclists, pedestrians and motor vehicle operators consistently for violations to enhance bicyclist and pedestrian safety."	
14	2.3.2	"Encourage targeted enforcement activities in areas with high bicycle and pedestrian volumes."	
14	2.4	"Evaluate impacts on bicyclists when designing new or reconfiguring streets."	G-8
14	2.4.1	"Encourage the development of traffic study criteria that account for bicyclists and pedestrians."	
14	2.4.2	"Explore the feasibility of conducting biennial counts of bicyclists on key bikeways to gauge the effectiveness of the County's bicycle facilities in increasing bicycle activity."	

14	2.5, 2.5.2	"Continue to support the County's Suggested Routes to School program."/"Develop incentive programs for students who participate in the Suggested Routes to School Program."	
14	2.5.1	"Implement improvements that encourage safe bicycle travel to and from school."	
15	3.1/3.1.1	"Provide Bicycle Education"/"Offer bicycle skills, bicycle safety classes, and bicycle repair workshops."	
15	3.2	"Consider safety education campaigns aimed at bicyclists and motorists (e.g., public service announcements, brochures, etc.)."	G-8
15	3.3.1	"Educate designers on the need of bicyclists."	
15	3.3.3	(proposed new policy)	

16	4.2.2	"Investigate options for incentivizing county employees to use bicycles and othe non-auto modes of transportation to commute to work."
16	4.3	"Develop maps and wayfinding signage and striping to assist navigating the regional bikeways."
16	5.1.1	"Establish a community stakeholder group to assist with the implementation of the Bicycle Master Plan."
16	5.2	"Create and online presence to improve visibility of bicycling issues in unincorporated Los Angeles County."
17	6.1.1	"Support innovative funding mechanisms to implement this Bicycle Master Plan."
17	6.1.4	"Consider using bikeways as mitigation for project-related vehicle trips."
17	6.1.5	(proposed new policy)

G-8

Chapter 4 Page	Policy	Draft Text
133-140		

133	4.1.1	"The Los Angeles County Bicycle Coalition (LACBC) currently offers adult League of American Bicyclists (LAB) courses taught by League Certified Instructors. The County can partner with the LACBC and other non-profit organizations to expand course offerings, incorporating them into recreation center programs or other County programs."
134	4.1.2	Youth Bicycle Safety Education
135	4.1.3	Bicycle Rodeos
135	4.1.4	Share the Path Campaign
136	4.1.5	Bicycle Public Awareness Campaign
136	4.2.1	Bicycle Patrol Unit
137	4.2.2	Bicycle Light Enforcement
138	4.3.1	"Maps can be distributed by school officials to parents to encourage their children to walk or bike to school…."

G-8

Recommendation
This language is problematic because it is vague and implies that the County will not implement any part of the plan until all environmental reviews are completed. Depending on the duration of the CEQA review, implementation of the plan could be delayed months or years.

The plan is proposing only 69 miles of bike path (Class 1), 225 miles of bike lanes (Class 2), and 381 miles of bike routes (Class 3), or 675 miles total, for the County's 2,656.6 square miles over 20 years. This total is woefully insufficient, especially considering that the County currently has only 100.3 miles of Class 1 facilities, 20.2 miles of Class 2 facilities, and 23.5 miles of Class 3 facilities.
The plan claims that the 225 miles of bike lanes will cost $95.7M -- more than the Class I and III facilities combined. This sum seems exorbitant for the mileage proposed.

Recommendation
With all of the policies and programs is the lack of explanation on how the County will address and implement these programs and policies. There should be at least a paragraph/3 sentences that describe the policy or program, and how the County will work with other agencies, community, etc. to meet these goals and implement these policies.
No program or policy should its timeframe described as "TBD" or "ongoing," particularly if implementation of the program has not yet begun. The County needs to pick dates that programs/policies will be addressed, provide a start year and through or completed-by year.

Goal 1 - Bikeway System - should include a policy such as, "To accommodate bicycle lanes in more communities the County will document exceptions to 12' and 11' lanes standard indicated in the California Highway Design Manual." The majority of unicorporated communities are built out and roadways cannot be widened in order to accommodate bicycle lanes. To create Complete Streets and safer streets the County will need to narrow vehicle travel lanes to provide bicycle lanes. This will improve the overall safety of the roadway by design lanes that better correspond to posted speed limits. (This should also be shown in the design guidelines, which should provide a range from 10 to 12 feet for inside lanes.)

G-8

The plan should include a policy to "Implement innovative infrastructure treatments that can further increase the safety of people bicycling." The County will develop pilot projects to test the use of protected bicycle lanes on Major Class II or secondary roadways to improve bicycle safety on heavily traveled roadways. The County will apply to the Federal Highways Administration to participate in on-going Federal infrastructure pilot studies and will also seek approvals from the California Traffic Control Devices Committee.

Include a policy for a Yearly Funding and Implementation report to be prepared and presented by DPW staff to the Supervisors at a Board Meeting listing what grants were applied for with which projects, explaining if they received funding, and if not, providing detailed information from the grantors as to why they did not receive funding and how they can improve the grant applications for the next cycles. In addition, DPW staff should be reporting on project implementation including metrics on: collisions compared to ridership, ridership levels, detailed summaries of what programs and policies have been implemented or started, how many people they have reached through education campaigns (e.g., how many kids were given safety training, etc). This will provide the County with an opportunity to promote its successes, provide more transparency, evaluate their progress, and identify where improvement is needed.

The plan should specify mileage targets/goals for each breakdown. (It's acceptable to list that many projects will be dependent on grant funding and reference the relevant funding section of the plan.)

Change "Propose" to "Prioritize."

County should work within existing right of ways and discontinue road widening projects. It should better incorporate Complete Streets throughout the unincorporated areas through the implementation of the bike plan projects.

This policy should also include implementing projects that may result in the removal of a travel lane or parking or just the narrowing of existing travel lanes; new striping plans that include bicycle lanes should be developed in line with street resurfacing and rehabilitation projects, as this will save money.

Please elaborate on the method for fulfilling this policy.

Please elaborate on the method for fulfilling this policy.

G-8

Please elaborate -- what types of facilities will be encouraged? Bike parking, showers, locker rooms, etc.?

Please elaborate on the method for fulfilling this policy.

Please elaborate. How will the County measure the effectiveness? Also, staff will report to the County Supervisors and the public with a yearly report on the progress of the bicycle plan implementation. (See comment above regarding Goal 6.)

Please elaborate. This policy needs to be expanded into several bicycle parking policy elements, addressing existing buildings, new developments, county inspector education, etc. County will conduct audits of existing county-owned buildings to improve the quality and siting of existing bicycle parking. County will develop a sidewalk parking program that will allow businesses, communities, and constituents to request bicycle parking. County will provide a way to request bicycle parking through the DPW website and provide information to businesses through the Supervisor's email newsletters, various Chambers of Commerce in the unincorporated areas, etc.

"County will work to create bicycle parking standards for developers, the school district, etc. to provide guidance on the proper siting and type of bicycle parking to install. This guide will provide visual guidance as well as siting checklists that can be used by both building inspectors and developers. County will work to educate building and safety inspectors to ensure they understand where and what types of bicycle parking are acceptable as per this plan."

"County will work with the School district to inventory all existing bicycle parking and work with the district to provide better parking to encourage more students to bicycle to school. Where feasible, the County and school district may want to provide a bicycle parking room that can be locked during school hours to ensure bicycles are safe and untampered with during the school day."

"County will work with Parks and Recreation to inventory all existing bicycle parking and provide better parking to encourage more people to bicycle to parks."

There are only 20 miles of bicycle boulevards included in this plan. These should be the easiest projects to implement in the plan; if you cannot implement these in the next 2 years, you have failed this plan and you constituents. Your goal should be to implement all 20 miles by no later than 2014.

G-8

The County needs to provide an education component for people walking and bicycling (e.g., issuing warnings and providing education). It should expand on this goal: "County will work with Sheriff's Dept to provide education materials and/or safety courses for people who walk or bicycle that are found to be conducting unsafe behavior. County and the Sheriff's Dept realize that many people bicycling may not have ever received education on the rules of the road when operating a bicycle."

"Targeted enforcement" of whom? Motorists? Bicycle and pedestrian users? Please define what this policy means. For example: "County will work with Sheriff's Dept to target enforcement of motor vehicle behavior in areas with high bicycle and pedestrian use. Through targeted speed, distracted driver, and dangerous driving enforcement in these areas, the County and Sheriff's Dept's goal is to decrease collisions involving pedestrians and bicycles in these high usage and collision areas."

Please elaborate on the method for fulfilling this policy. For example: "County will work with developers, County engineers, Caltrans, Metro, and other agencies that can effect the roadway to ensure the mobility of people who bicycle (or walk) is improved when designing or reconfiguring a roadway. This includes requiring bicycle and pedestrian counts, adopting better CEQA traffic analysis measurements that look at reducing vehicle trips with new developments through improving connections to transit, walking and bicycling, and adopting new level of service measurements for County Engineering analysis."

Change "Encourage . . ." to "Adopt a Multi-modal level of service traffic analysis criteria. . . ." Also, please elaborate the method for fulfilling this policy. For example: "Currently, the County uses a Level of Service measurement to analysis traffic impacts that does not capture data on bicycle and pedestrian activity. A multi-modal level of service will analysis the impacts of all roadways users and provide the county with a better picture of how different traffic treatments will improve or hinder bicycle and pedestrian mobility, transit mobility, and vehicle mobility."
Change "Explore the feasibility. . ." to "Conduct biennial bicycle (and pedestrian) counts on existing routes, proposed routes, near transit, and key intersections to provide data on ridership (e.g., how bicycle infrastructure is increasing bicycle ridership, where ridership is highest, etc.)."

G-8

Change "Continue to support Suggested Route to School Program" to "Improve and Enhance the Suggested Routes to School Program." Revise and improve maps to be more legible for people under the age of 12. Elaborate on this program and combine with Policy 2.5.2: "County will work with County School District to provide information to parents, faculty, students, and staff on creating Safe Routes to School Encouragement programs such as walking school buses, bike trains, creating Walking Wednesdays or Two-wheel Tuesdays. County will develop an encouragement template for County schools and parents to implement based on national best practices."
Change to: "Prioritize improvements within a 2 miles radius of schools in LA County area to create safer streets for students who bicycle to school."

Please elaborate. Who will the County educate? For example: "County will provide bicycle education for both children and adults through the Department of Recreation and Parks in partnership with Department of Public Works, the School District, and in coordination with local community organizations." Also, combine with policy 3.1.1: "County will work to offer at least four free bicycle commuting safety courses for adults each year. In coordination with County School District the County will provide bicycle safety assemblies and field days in each elementary and middle school in the unincorporated area each year. County will work with Department of Parks and Recreation to provide space of bicycle repair and host bicycle repair workshops (see City of Burbank Plan regarding bicycle education and repair programs)." In addition, pick a start date and run the program through the duration of the plan.

Change "Consider" to "Create" or "Implement." Pick a start date and run the program through the duration of the plan.

G-8

Change "designers" to "all roadway engineers." Also, please elaborate. For example: "County will require all roadway engineers to receive Complete Streets and pedestrian and bicycle safety design training by taking advantage of courses offered yearly by the FHWA, Metro, and work-to-host trainings at DPW every year." Also, pick a start date and run through the duration of the plan.

"Educate all County employees who use a County vehicle on how to safely share the road with bicycles and the rules of the road regarding bicycles before a County employee is able to check out a vehicle. Develop a training module that can be completed from any computer but provides information to the County on who has completed the training; employees who have not completed training will be flagged and unable to check out County vehicles until training has been completed." Pick a date to start program and run through the duration of the plan.

Change to: "County will implement the Federal Bicycle Tax Benefit Program and create encouragement programs geared at county employees to incentive bicycles as transportation for commuting to work."

Outline how you will work with adjacent municipalities to ensure consistency and regional connectivity. For example: "County will work with Metro and Councils of Government to ensure regional connectivity and consistancy between communitites…."

Community stakeholder group should be made up of at least one representative from each unicorporated community included in the plan. County will work to get participation/representation from each of the unicorporated communities included in this plan so they can help with outreach and build community support for implementation of the network in their area.

County will create a website linked from the County's main homepage - http://dpw.lacounty.gov/- providing information on bicycle safety, how to request bicycle parking in the unincorporated areas, bicycle maps, links to other municipalities bicycle sites, advocacy organizations, information on upcoming community bicycle related meetings (BAC, etc.), events, a digital version of the plan, implementation status of current projects, etc. (Policies 5.2.1 and 5.2.2 should also be included on the website.) Is this something the County is currently working on? (It doesn't appear that the County has a website.) If no, then "Ongoing" is not correct, and the policy should include a start date. In addition, this policy should state the year that it will be completed.

County will secure at least 10% of Measure R Local Return dollars for bicycle and pedestrian improvements and for matching funds for future grants.

Change "Consider using" to "Establish."
"Create a Bicycle Trust Fund as a mitigation measure for development projects based on a nexus to proposed bicycle projects in their project area."

Recommendation

An overarching comment regarding all Education, Enforcement, and Encouragement Programs: Chapter 4 includes many definitions of these types of programs but does not explain what programs the County is going to implement and how it plans to do so. The County should amend Chapter 4 to include details concerning the programs it intends to create and their start and completion dates.

G-8

While this program is admirable, LACBC does not consistently offer LAB courses, we can organize them, but there are many other LCIs and groups like Sustainable Streets who offer on-going regular LCI courses. The County should also seek to partner with community based organizations and/or supervisor offices to host these trainings.

Sample program proposal: "The County will develop a template to provide information on best practices on educating and encouragement programs to each school principal in the unincorporated area and work with supervisor offices to celebrate Walk October and annual Bike and Walk to School Day."
Please elaborate. How will the County fulfill this policy? With whom will it partner to do so?
Please elaborate. How will the County fulfill this policy? In what time frame will it accomplish its goals? What parties will be responsible for executing this plan?

Please elaborate. How will the County fulfill this policy? In what time frame will it accomplish its goals? What parties will be responsible for executing this plan?

Please elaborate. What will the County do? Will it work with California Highway Patrol/the Sheriff to ensure officers are trained on rules of the road? How will the County partner with law enforcement to provide better enforcement? How will the County provide better Safe Routes to School enforcement around schools?
Please elaborate. How will the County fulfill this policy? In what time frame will it accomplish its goals? What parties will be responsible for executing this plan?
Please elaborate. Change "Maps can be distributed…" to "Maps will be distributed…." The County should also conduct walk audits with parents and school staff to develop maps.

G-8

Antelope Valley (see maps on pp. 41, 43, and 44):

The Draft Plan offers few bike facilities in the eastern Antelope Valley. The Palmdale / Lancaster area has the potential of becoming a bike commuter friendly area, however, the various bike lanes and trails need to have connecting routes that maintain areas for bicycles to ride. Right now that is not the case. Also, there are many roads, which could be useful bike routes however they lack paved shoulders. We recommend the County improve signage, provide paved shoulders and where possible repave the entire road when installing a bike route. Below are some additional suggestions for improving the Draft Plan in the Antelope Valley:

- Bike Lanes on 30th St West should be of the highest priority, shoulders need to be paved
- Class 2 Bike Lanes are needed on: Division Street, Ave H, Pear Blossom Highway, Barrel Springs Rd, 20th St. West, Ave L to eastern planning area boundary, 10th St West between Auto Center Dr. and Elizabeth Lake Rd., and Sierra Hwy wherever possible
- Pave shoulders to include Class 2 Bike lanes on Rancho Vista Blvd/Ave P and Elizabeth Lake Road between Dianron Rd and 10th St West
- Class 3 Bike Routes should be added to: Angeles Forest Hwy, Godde Hill, Ave O-12, Ave O between Ave 30 West and Sierra Hwy
- Shoulders need to be paved to provide Class 3 Bike Routes on: Escondido Canyon Rd, 30th St East, Ave G East of the 14,
- Include east-west bicycle boulevard route to connect Palmdale and Lancaster to the Sierra Hwy bike trail.
- Connect the Palmdale Ave S bike route to the Sierra Hwy bike trail

East San Gabriel Valley (see maps on pp. 53, 55, and 56):

The Draft Plan currently overlooks some connectivity issues in this project area, leading to gaps in the overall network. Below are some suggestions for improving the Draft Plan for this area:

- Class 2 Bikes Lanes are needed on: G-8
    - Amar Rd from Vineland to Valinda in West La Puente
    - Sunset Ave connecting to proposed 7th Ave bike lanes
    - Fullernton Rd. from Colima to Yes Plaza
    - Gale Ave, west from Fullerton Rd
    - Batson Avenue
    - Paso Real Ave in addition to intersection improvements at Paso Real and Colima Rd, where single greatest number of collisions in planning area took place.
- Safe Routes to School opportunities exist on Vineland Avenue (between Rath Street and Nelson Avenue), Pathfinder Road in Rowland Heights (particularly near Blandford Drive), and Killian Avenue. The Draft Plan should extend the proposed bikeways on Pathfinder to cover the entire road and add bikeways to Vineland and Killian.
- Bike facilities would be appropriate for the Nogales Street, Walnut Drive and Gale Avenue intersection and the Colima Road and Batson Avenue intersection, which get very crowded.

Gateway Cities (see maps on pp. 65 and 67):

Although the Draft Plan acknowledges the high crash rates in the South Whittier/Sunshine Acres area – typically on arterials that cyclists and truck drivers share, such as Atlantic Boulevard and Mills Avenue near Telegraph Road – it fails to prioritize improvements to those roads appropriately. The Draft Plan should ensure that the County implements them as soon as possible. Below are some additional suggestions for improving the Draft Plan in this area:

- The County should also consider separated bikeways in the South Whittier/Sunshine Acres area.
- Class 2 Bike Lanes are needed on: Victoria Street (from Susana to Santa Fe), Laurel Park Road, Rancho Way, and Susana Way

Metro Area (see maps on pp. 75, 77, and 78):

Due to its central location, bikeways in the Metro area are critical to the greater regional area. Countywide connectivity would be greatly improved by the addition of Class II bike lanes to many arterials in the West Rancho Dominguez-Victoria area. In addition, attention to transit connections, including bikeways proposed in the LACBC's Transit Hub Project, could greatly improve bike-transit connectivity in the Metro area. Below are some additional suggestions for improving the Draft Plan in this area:

- Class 2 Bike Lanes are needed on:
  - Figueroa Street (from 120th Street to 149th Street)
  - Broadway
  - Main Street
  - Rosecrans Avenue
  - Redondo Beach Boulevard
  - 135th Street
  - 157th Street
  - Alondra Boulevard
  - San Pedro Street
  - Van Ness Avenue from Century Boulevard to Imperial Highway in West Athens
  - Whitter Blvd connecting east from proposed bike lanes in City of LA
  - Atlantic Boulevard from Pomona Boulevard to Telegraph Road
  - 3rd Street - County should consider pilot project for left side protected bike lanes from Pomona to Indiana (or consider installing sharrows)
- The Draft Plan should include incorporate the following suggestions from the LACBC Transit Hub Project:
  - Sharrows on Compton Avenue (in the Florence/Firestone area)
  - Bicycle facilities in and around the Imperial-Wilmington Metro Station
  - Bike routes on 68th Street (from Central Avenue to Compton Avenue), Crockett (from 74th Street to 83rd Street), 76th Street (from Whitsett Avenue to Lou Dillon Avenue), and Lou Dillon Avenue (from 76th Street to 79th Street, where a school is located).
- Sharrows should be installed on:
  - Beverly Boulevard from Pomona Blvd to Gerhart Avenue
  - 6th Street

G-8

- Floral Drive
- Whitter Blvd from Downey Road to Atlantic Boulevard

South Bay (see maps on pp. 107 and 109):
Because the South Bay cities are currently creating their regional bike plan, the Draft Plan should provide connections to the proposed facilities included in the South Bay Bicycle Master Plan and other such planning documents from surrounding facilities. In addition, Hawthorne, Gardena, and Lawndale, which contain some of the poorest and most densely-populated census tracts in the region, would greatly benefit from an increase in well-planned bicycle facilities. Priorities for this area must also include the LA River path extension on the Universal side and north of Maywood Avenue, as well as the Confluence Arroyo Seco path extension. Below are some additional suggestions for improving the Draft Plan in the South Bay:

- Class 2 Bike Lanes are needed on:
  - Rosecrans Avenue
  - El Segundo Boulevard
  - Hawthorne Boulevard
  - Manhattan Beach Blvd from Crenshaw to Prairie
  - Normandie Ave in West Carson
  - Sepulveda Blvd in West Carson
  - Prairie Avenue between Redondo Beach Boulevard and 154th Street/Marine Avenue
- Bicycle Boulevards are needed on:
  - 104th and 111th Street in Lennox
- Upgrade the northbound connection between Hermosa Beach and Manhattan Beach on the Strand so that cyclists no longer have to leave the Strand or carry their bikes up the stairs. At least add signs warning cyclists about the stairs severing the path. G-8
- Prioritize the extension of the Class III facility along the Dominguez Channel.
- Draft Plan ignores Crenshaw Boulevard in Alondra Park (a dangerous area with high crash rates) and Lennox (which lacks high-quality east-west connections). The County should consider adding more bike facilities to these areas.
- Sharrows should be installed on:
  - Doty Avenue between Marine Avenue and Manhattan Beach Boulevard
  - Lemoli Avenue, from Marine Avenue to Manhattan Beach Boulevard
- Make southernmost portion of La Cienega Boulevard, which runs parallel to the east side of the I-405 freeway and ends at Rosecrans Avenue, an alternate or supplementary route to the proposed bike route on Inglewood Avenue between El Segundo Boulevard and Rosecrans Avenue.

Santa Monica Mountains (see map on p. 99):
Many cyclists bike in this area regularly, but the Draft Plan overlooks many of the roads that cyclists commonly use. We recommend incorporating these roads into the Draft Plan:

- Bike Routes with additional Share the Road and Watch for Bicycle Signage:
  - Topanga Canyon Boulevard from Old Topanga Road to Mulholland Drive (or to the County border just before Mulholland)

- Fernwood Pacific Drive
- Tuna Canyon Road, Saddle Peak Road
- Piuma Road
- Schueren Road
- Stunt Road
- Cold Canyon Road
- Dry Canyon Cold Creek ("Seven Minute Hill"),
- Lake Vista in the Malibu Lake area
- Latigo Canyon Road
- Route 23 from Mulholland Drive to Westlake Blvd (back of Decker Canyon)
- Corral Canyon Road (coastal access to Malibu Creek State Park).

- Sharrows are needed on:
  - Cornell Road, Mureau Road, Dry Canyon Cold Creek (Seven Minute Hill section)

<u>West San Gabriel Valley (see maps on pp. 117, 119, and 120):</u>
Pasadena recently completed the update to its bike plan, so the Draft Plan should better incorporate projects in East Pasadena and Altadena that will connect to Pasadena's bike network and close gaps in the countywide network. In addition, some bike paths in the project area have gaps that are connected by bike routes only. Below are some suggestions for improving the Draft Plan for this area:

G-8

- Class II Bike Lanes are needed on:
  - San Gabriel Boulevard (from just south of California to Santa Ynez).
  - Del Mar Blvd (upgrade from Class III, street parking could be removed)
  - Lake Ave (upgrade from Class III, street parking could be removed)
  - New York Dr. (upgrade from Class III street parking could be removed)
- Bicycle Boulevards are needed on:
  - Lotus Avenue
  - Glenrose Avenue
- Sharrows are needed on
  - Duarte Road
  - Madre Street
  - Altadena Drive
  - Allen Avenue and similar existing bike routes should be upgraded to sharrows

<u>Westside/Marina del Rey (see maps on pp. 127 and 129):</u>
Many cyclists prefer taking the straight and mostly well-paved Admiralty Road around the Marina instead of the Marvin Braude Bike Path, which twists through the docks and has some damaged, uneven pavement and two dangerous roadway crossings. The southbound outside lane of Admiralty is wide and comfortable to ride, but the northbound outside lane is narrow and invites conflict. We recommend treatment to improve northbound Admiralty, for its length, from Fiji Way to Via Marina.

Response to Comment G-1

Supporting goal of making Los Angeles County bicycle-friendly but expressing option that the plan does not go far enough

This comment expresses opinions about the scope and scale of the Bicycle Master Plan but does not address environmental issues or the Draft PEIR. In accordance with Section 15132 of the CEQA Guidelines, the Final PEIR need only respond to relevant environmental issues. This comment is outside the scope of the CEQA analysis. However, this comment will be provided to the decision makers for their consideration during the Bicycle Master Plan approval process.

Response to Comment G-2

Expressing an opinion that implementation of the Bicycle Master Plan will improve safety for all road users

The comment suggests that the project benefits described in Chapter 2, "Project Description" and Chapter 5, "Project Alternatives," should be changed to include safety benefits from the Plan. In these two locations, the Draft PEIR was quoting the benefits as listed in the Bicycle Master Plan. Therefore, the comment is on the Plan, not the Draft EIR, and is outside the scope of the CEQA analysis. No response is necessary. However, the comment will be provided to the decision makers for their consideration during the Bicycle Master Plan approval process.

Response to Comment G-3

Expressing an opinion that traffic impact guidelines are inappropriately applied to bicycle projects

The comment suggests that the transportation impacts section should include "a more refined discussion of the County's thresholds of significance." Further, the comment suggests that bicycle facilities do not add vehicle trips to a roadway. The comment states that the PEIR should address "prospective changes to LOS standards in the future." The comment asks that some alternative LOS standard to be applied, suggesting policies in the Los Angeles County Draft 2035 General Plan Update, which is currently being developed and has not yet been approved by the Los Angeles County Board of Supervisors or undergone environmental analysis pursuant to CEQA. Finally, the comment states that the EIR should discuss the need to change thresholds by which projects are evaluated in Los Angeles County.

The analysis in the Draft PEIR was at a program level. It did not state that the project would add vehicle trips to a roadway. It stated that the program would be expected to reduce vehicle miles traveled (VMT) by encouraging the use of bicycles instead of cars, quantifying the amount of VMT reduction at approximately 155,000 program-wide.

However, CEQA requires the analysis of the whole of the action, which in this case would include removal of some travel lanes and replacing them with bicycle lanes. While such "road diets" do not generate traffic, they may result in displacement of vehicular traffic and lead to localized congestion. This is a potential impact of the projects in the Bicycle Master Plan and must be included in the PEIR as an impact.

CEQA requires that changes that would occur with the project (the impacts) be compared to the baseline condition, which is defined as the conditions that were present at the time of the Notice of Preparation for the EIR. Therefore, comparing impacts to some unspecified future LOS standard would be contrary to the requirements of CEQA and speculative in nature since future LOS standards are unknown.

Instead, CEQA recognizes the validity of using existing standards established to avoid or address environmental impacts as the appropriate measures for analyzing impacts. Arbitrarily using different standards for different projects is inappropriate. The suggested use of policies that are not yet approved and that have themselves not yet been analyzed under CEQA is also inappropriate and is not consistent with CEQA.

The PEIR is not an appropriate forum to discuss the need for changes in public policy, such as suggested by the comment. CEQA is an analysis process, not a policy-making process.

Response to Comment G-4
Requesting program-level review for road diets

The comment asserts that there is insufficient review in the Draft PEIR to reach a conclusion that removing travel lanes would constitute a significant impact. The comment requests that the PEIR propose thresholds under which removing a travel lane would be considered a significant impact.

The level of analysis requested, including looking at additions of left-turn lanes, is beyond the scope of the program-level analysis. Such analysis would require bikeway and roadway design that is not yet available. Mitigation in the program document requires analysis of the impacts of individual projects when design-level information is available, as appropriate under CEQA. The Draft PEIR identified the potential for significant impacts where travel lanes are removed, identified the additional analysis that would be required to determine where these impacts would be significant, and provided mitigation to reduce these impacts to a less-than-significant level.

The threshold for determining whether a bikeway, including those incorporating road diets, would be significant is the same as for any on-road project in Los Angeles County—the County threshold for LOS. As discussed above, CEQA does not allow arbitrary criteria for establishing the threshold for an impact.

Response to Comment G-5
Asserting that traffic mitigation measures would undermine plan implementation

The comment claims that Mitigation Measure MM 2.6-2 (actually Mitigation Measure MM 3.6-2 in the Draft PEIR) would threaten the effectiveness of the entire Bicycle Master Plan, saying that it is inappropriate to remove projects from the master plan as a mitigation measure. Actually, MM 3.6-2 provides multiple remedies to avoid significant LOS impacts of projects that include road diets, with dropping an individual project as the last choice if other mitigation methods would not reduce LOS impacts to less-than-significant levels. The mitigation allows redesigning the project or including other measures in the project to maintain acceptable LOS. Even if an individual project is removed, this would not threaten the effectiveness of the entire Bicycle Master Plan because less than 9% of the total miles proposed in the Plan include road diets. (Note: One of the bullets included in the

MM 3.6-2 in the Draft PEIR has been removed in the Final PEIR because making a statement of overriding considerations is not consistent with the finding that the impacts would be reduced to a less-than-significant level. See Chapter 1 of this Final PEIR.)

Eliminating the ability to remove an individual project if it would result in unacceptable LOS would be contrary to Los Angeles County LOS standards. Also, CEQA requires the incorporation of feasible mitigation into the project, and removing an individual project is feasible mitigation.

Response to Comment G-6
Requesting more sophisticated discussion of parking impacts

The comment requests that Mitigation Measure MM 3.6-3 be made applicable only when the parking removal would affect traffic conditions, and not in all cases, and that it be applicable only to projects with Class III bike routes with sharrows.

MM 3.6-3 is designed to address more than one potential impact from the removal of parking. Parking studies would be required at the project level for all projects that would remove parking, including both Class II and Class III bikeways and bike boulevards. (Applying the mitigation only to Class III may result in significant, unmitigated impacts.) The site-specific parking studies will identify whether the removal of parking would result in significant impacts related to traffic or to adjacent land uses dependent on the parking. If either impact would occur at a significant level, a variety of methods for addressing the impact are available, including limiting the impacts, providing alternative parking, or substituting a Class III bike route for of a Class II bike lane.

Response to Comment G-7
Requesting more elaboration of the No Project Alternative

The comment claims that the statement that some of the projects in the 1975/1976 *Plan of Bikeways* are no longer feasible or do not meet the needs of the biking public needs more support. The statement was provided parenthetically to explain why the No Project Alternative is defined as the County's continued maintenance of the existing bikeway network and that no additional bikeway construction is proposed under the No Project Alternative.

CEQA requires that all EIRs contain a no project or no build alternative but allows the lead agency flexibility in defining exactly what that alternative is. The purpose of describing and analyzing a no project alternative is to allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. It represents what is reasonably expected to occur in the foreseeable future if the project were not approved.

Because the County has not implemented some recommendations in the 36 years since the *Plan of Bikeways* was approved and does not intend to implement them, the No Project Alternative does not include construction of such projects and they would not be reasonably expected. Further explanation is not required by CEQA.

Response to Comment G-8

Including comments provided on the Draft Bicycle Master Plan prior to the publication of the Draft PEIR

This comment includes requests for changes to the Draft Bicycle Master Plan. This comment is outside the scope of the CEQA analysis. However, this comment will be provided to the decision makers for their consideration during the Bicycle Master Plan approval process.

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2.3.8 Commenter H: Southern California Association of Governments (Lieb)

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Main Office
818 West Seventh Street
12th Floor
Los Angeles, California
90017-3435

t (213) 236-1800
f (213) 236-1825

www.scag.ca.gov

Officers
President
Pam O'Connor, Santa Monica

First Vice President
Glen Becerra, Simi Valley

Second Vice President
Greg Pettis, Cathedral City

Immediate Past President
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Bill Jahn, Big Bear Lake

Energy & Environment
Margaret Clark, Rosemead

Transportation
Paul Glaab, Laguna Niguel

Commenter H

September 21, 2011

Ms. Reyna Soriano
P.O. Box 1460
Alhambra, CA 91802-1460
rsoriano@dpw.lacounty.gov

RE: SCAG Comments on the Draft Program Environmental Impact Report for the County of Los Angeles Bicycle Master Plan [SCAG No. I20110086]

Dear Ms. Soriano:

Thank you for submitting the **Draft Environmental Impact Report for the County of Los Angeles Bicycle Master Plan [SCAG No. I20110086]** to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12372 (replacing A-95 Review). Additionally, pursuant to Public Resources Code Section 21083(d) SCAG reviews Environmental Impacts Reports of projects of regional significance for consistency with regional plans per the California Environmental Quality Act (CEQA) Guidelines, Sections 15125(d) and 15206(a)(1). SCAG is also the designated Regional Transportation Planning Agency and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Federal Transportation Improvement Program (FTIP) under California Government Code Section 65080 and 65082. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

SCAG staff has reviewed this project and determined that the proposed project is regionally significant per California Environmental Quality Act Guidelines, Sections 15125 and/or 15206. The proposed Water Management Plan Update includes address change in water supply reliability and in the environment for the planning period of 2010 - 2045. The proposed project is a vision for a diverse regional bicycle system of interconnected bicycle corridors, support facilities and programs to make bicycling more practical and desirable to a broad range of people in the County of Los Angeles. It intends to guide the development and maintenance of a comprehensive bicycle network and set of programs throughout the County's unincorporated communities for the next 20 years.

We have evaluated this project based on the policies of SCAG's Regional Transportation Plan (RTP) and Compass Growth Vision Principles that may be applicable to your project. The RTP and Compass Growth Visioning Principles can be found on the SCAG web site at: http://scag.ca.gov/igr. The attached detailed comments are meant to provide guidance for considering the proposed project within the context of our regional goals and policies. We also encourage the use of the SCAG List of Mitigation Measures extracted from the RTP to aid with demonstrating consistency with regional plans and policies. Please send a copy of the Final Environmental Impact Report (FEIR) ONLY to SCAG's main office in Los Angeles for our review. If you have any questions regarding the attached comments, please contact Pamela Lee at (213) 236-1895. Thank you. H-1

Sincerely,

JACOB LIEB, Manager
Environmental and Assessment Services

The Regional Council is comprised of 84 elected officials representing 190 cities, six counties, six County Transportation Commissions and a Tribal Government representative within Southern California.

5.9.11

September 21, 2011 **SCAG No. I20110086**
Ms. Soriano

COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE COUNTY OF LOS ANGELES BICYCLE MASTER PLAN [SCAG NO. I20110086]

PROJECT LOCATION

Los Angeles County is geographically one of the largest in the nation. It stretches along 75 miles of the Pacific Coast of Southern California and is bordered to the east by Orange and San Bernardino Counties, to the north by Kern County and to the west by Ventura County. Los Angeles County also includes offshore islands of Santa Catalina and San Clemente.

The unincorporated areas of the County comprise 2,656.6 miles of the County's 4,083.2 square miles, or 65% of the County's total land area. Majority of the incorporated county land is located in the northern part of the county consisting of 124 separate, noncontiguous land areas. Los Angeles County is heavily urbanized, and most of the undeveloped land that remains is within unincorporated areas.

PROJECT DESCRIPTION

The purpose of the Bicycle Master Plan ("Plan") is to guide the development of infrastructure, policies and programs to improve the bicycling environment in Los Angeles County. The Plan coordinates bicycling planning efforts within the county and with other agencies to expand the existing bikeway network, connect gaps, address constrained areas, provide greater local and regional connectivity, and encourage more residents to bicycle more often. The Plan is a supplementary document to the Los Angeles County General Plan ("General Plan"), providing more detailed bicycle planning and policy direction that is currently adopted in the General Plan. The proposed project also aims to replace the 1975 *Plan of Bikeways* and will also become a sub-element to the Transportation Element of the General Plan and eventually become incorporated into the 2035 Los Angeles County General Plan Update. The Plan is organized by planning area boundaries consistent with the Draft 2035 Los Angeles County General Plan Update. H-2

The proposed project's primary objective is to create a more bicycle-friendly environment in Los Angeles County through the implementation of the Bicycle Master Plan, which would benefit County residents and visitors. As a secondary objective, the County proposes to contribute to resolving several complex and interrelated issues, including traffic congestion, air quality, climate change, public health and livability. By guiding unincorporated areas toward bicycle-friendly development, this Plan can affect all of these issue areas, which collectively can have a profound effort on the existing and future quality of life in the County.

The overall vision established in the Plan involves increasing bicycling throughout the County of Los Angeles through the development and implementation of bicycle-friendly policies, programs and infrastructure. The goals and policies necessary to implement the Plan are listed below:

- **Goal 1 – Bikeway System**: Expanded, improved and interconnected system of County bikeways and bikeway support facilities
- **Goal 2 – Safety**: Increased safety of roadways for all users
- **Goal 3 – Education**: Developed education programs that promote safe bicycling
- **Goal 4 – Encouragement Programs**: County residents that are encouraged to walk or ride a bike for transportation and recreation
- **Goal 5 – Community Support**: Community supported bicycle network
- **Goal 6 – Funding**: Funded Bikeway Plan

Currently, the County maintains approximately 144 miles of existing Class I, II, and III bikeways. The Plan proposes an interconnected network of bicycle corridors adding approximately 695 miles of new bikeways enabling residents to bicycle with greater safety, directness and convenience within and between major regional destinations and activity centers.

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Ms. Soriano

CONSISTENCY WITH REGIONAL TRANSPORTATION PLAN

Regional Growth Forecasts

The Draft Environmental Impact Report (DEIR) should reflect the most recently adopted SCAG forecasts, which are the 2008 RTP (May 2008) Population, Household and Employment forecasts. The forecasts for your region, subregion, and city are as follows:

Adopted SCAG Regionwide Forecasts[1]

	2010	2015	2020	2025	2030	2035
Population	19,418,344	20,465,830	21,468,948	22,395,121	23,255,377	24,057,286
Households	6,086,986	6,474,074	6,840,328	7,156,645	7,449,484	7,710,722
Employment	8,349,453	8,811,406	9,183,029	9,546,773	9,913,376	10,287,125

Adopted Los Angeles County Forecasts[1]

	2010	2015	2020	2025	2030	2035
Population	1,188,321	1,282,624	1,378,396	1,471,608	1,561,983	1,648,694
Households	325,615	357,468	391,383	417,848	443,414	464,468
Employment	320,171	336,371	346,717	358,881	371,868	384,300

1. The 2008 RTP growth forecast at the regional, subregional, and city level was adopted by the Regional Council in May 2008.

H-2

SCAG Staff Comments:

Based on the information provided in the DEIR, SCAG staff cannot determine whether the DEIR population, household and employment analyses were based on the 2008 RTP Regional Growth Forecasts.

The **2008 Regional Transportation Plan (RTP)** also has goals and policies that are pertinent to this proposed project. This RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. The RTP continues to support all applicable federal and state laws in implementing the proposed project. Among the relevant goals and policies of the RTP are the following:

Regional Transportation Plan Goals:

RTP G1 *Maximize mobility and accessibility for all people and goods in the region.*
RTP G2 *Ensure travel safety and reliability for all people and goods in the region.*
RTP G3 *Preserve and ensure a sustainable regional transportation system.*
RTP G4 *Maximize the productivity of our transportation system.*
RTP G5 *Protect the environment, improve air quality and promote energy efficiency.*
RTP G6 *Encourage land use and growth patterns that complement our transportation investments.*
RTP G7 *Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.*

H-3

SCAG Staff Comments:

Where applicable, SCAG staff finds that the proposed project partially meets consistency with Regional Transportation Plan Goals. RTP G6 and G7 are not applicable to the proposed project.

SCAG staff finds that the proposed project meets consistency with RTP G1. The proposed project will

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supplement the Mobility Element of the Draft 2035 General Plan Update as a sub-element that will improve and assist in creating an efficient multimodal transportation system that serves the needs of all County residents (Page 3.6-83).

SCAG staff finds that the proposed project meets consistency with RTP G2. Per page, 3.6-94, safety is improved with the creation of Class I bike paths due to the effective separation of bicyclists and pedestrians from motorized circulation. Also the proposed project provides the benefit of fewer vehicular trips which reduces traffic congestion and improves reliability of the overall transportation system (Page 2-3).

Per RTP G3, SCAG staff finds the proposed project consistent. The Bicycle Master Plan intends to guide the development and maintenance of a comprehensive bike network which will introduce maintenance costs but also alleviate other roadway costs due to reduced vehicular trips through road diets (ES-8). H-3

Per RTP G4, the proposed project meets consistency. Per page 3.6-93, the proposed project will implement a Traffic Control Plan to avoid creating additional delay at intersection currently operating at congested conditions.

SCAG staff finds that the proposed project partially meets consistency with RTP G5. Generally, the proposed project makes efforts to protect biological, agricultural, and water resources by implementing mitigation measures to avoid potentially significant impacts (Page 3.2-26). However, the project construction has the potential to negatively impact air quality through the use of onsite construction equipment and emissions (Page 3.7-117).

COMPASS GROWTH VISIONING

The fundamental goal of the **Compass Growth Visioning** effort is to make the SCAG region a better place to live, work and play for all residents regardless of race, ethnicity or income class. Thus, decisions regarding growth, transportation, land use, and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity. The following "Regional Growth Principles" are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. Each principle is followed by a specific set of strategies intended to achieve this goal.

Principle 1: Improve mobility for all residents.

GV P1.1 *Encourage transportation investments and land use decisions that are mutually supportive.*
GV P1.2 *Locate new housing near existing jobs and new jobs near existing housing.*
GV P1.3 *Encourage transit-oriented development.*
GV P1.4 *Promote a variety of travel choices* H-4

SCAG Staff Comments:

SCAG staff finds that the proposed project partially meets consistency with Principle 1 where applicable. Principle GV P1.2 is not applicable in that the development is a transportation infrastructure project and does not affect the housing/jobs ratio.

SCAG staff finds the proposed project generally meets consistency with GV P1.1. Per page 2-2, proposed project will replace existing transportation infrastructure and further expand local and regional connectivity within the existing network.

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SCAG staff cannot determine consistency with GV P1.3 based on the information provided in the DEIR.

Per GV P1.4, SCAG staff finds the proposed project is consistent. Per page 3.6-90, the proposed project would encourage the use of bicycles instead of cars; therefore reducing the number of automobile vehicle trips and the total vehicle miles traveled in the County achieved through travelers changing transportation modes. The bicycle network can also be used by pedestrians as well as bicyclists. H-4

Principle 2: Foster livability in all communities.

GV P2.1 *Promote infill development and redevelopment to revitalize existing communities.*
GV P2.2 *Promote developments, which provide a mix of uses.*
GV P2.3 *Promote "people scaled," walkable communities.*
GV P2.4 *Support the preservation of stable, single-family neighborhoods.*

SCAG Staff Comments:

SCAG staff finds that the proposed project partially meets consistency with Principle 2.

SCAG staff cannot determine consistency with GV P2.1 and GV P2.2 based on the information provided in the DEIR.

H-5

SCAG staff finds the proposed project meets consistency with GV P2.3. The proposed project promotes walkability and development of bicycle and pedestrian improvements throughout the County (Page 3.6-82).

Per GV P2.4, SCAG staff finds the proposed project consistent. The existing neighborhoods will be preserved as the proposed project aims to improve connectivity of bicycle infrastructure between existing neighborhoods (A-45).

Principle 3: Enable prosperity for all people.

GV P3.1 *Provide, in each community, a variety of housing types to meet the housing needs of all income levels.*
GV P3.2 *Support educational opportunities that promote balanced growth.*
GV P3.3 *Ensure environmental justice regardless of race, ethnicity or income class.*
GV P3.4 *Support local and state fiscal policies that encourage balanced growth*
GV P3.5 *Encourage civic engagement.*

SCAG Staff Comments:

SCAG staff finds that the proposed project partially meets consistency with Principle 3 where applicable. Principles GV P3.1 are not applicable in that the proposed project does not include residential development.

Per GV P3.2, SCAG staff finds the proposed project consistent. The Bicycle Master Plan will include education programs that will contribute to enhancing safety by ensuring bicyclists, pedestrians and motorists understand how to travel safely in the roadway environment (Page 3.6-96). H-6

SCAG staff cannot determine consistency with GV P3.3, GV P3.4 and GV P3.5 based on the information provided in the DEIR.

Page 5

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Ms. Soriano

Principle 4: Promote sustainability for future generations.

GV P4.1 *Preserve rural, agricultural, recreational, and environmentally sensitive areas*
GV P4.2 *Focus development in urban centers and existing cities.*
GV P4.3 *Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.*
GV P4.4 *Utilize "green" development techniques*

SCAG Staff Comments:

Where applicable, SCAG staff finds that the project is partially consistent with Principle 4.

SCAG staff cannot determine consistency with GV P4.1 based on the information provided in the DEIR. H-7

Per GV P4.2, SCAG staff finds the proposed project consistent with GV P4.2. The proposed project will expand and further connect urban areas and regional destinations through bicycle infrastructure (A-2).

SCAG staff cannot determine consistency with GV P4.3 and GV P4.4 based on the information provided in the DEIR.

CONCLUSION

Where applicable, the proposed project generally meets consistency with SCAG Regional Transportation Plan Goals and also meets consistency with Compass Growth Visioning Principles.

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA. We recommend that you review the SCAG List of Mitigation Measures for additional guidance, and encourage you to follow them, where applicable to your project. The SCAG List of Mitigation Measures may be found here: http://www.scag.ca.gov/igr/documents/SCAG_IGRMMRP_2008.pdf H-8

When a project is of statewide, regional, or area wide significance, transportation information generated by a required monitoring or reporting program shall be submitted to SCAG as such information becomes reasonably available, in accordance with CEQA, Public Resource Code Section 21081.7, and CEQA Guidelines Section 15097 (g).

Response to Comment H-1

Encouraging the use of the SCAG List of Mitigation Measures, extracted from the Regional Transportation Plan [RTP], to aid with demonstrating consistency with regional plans and policies

Mitigation measures included in the Draft PEIR are consistent with the applicable mitigation measures in the RTP, including the following:

- Draft PEIR MM 3.1-1 through MM 3.1-3 are consistent with RTP MM-AV.1 through MM-AV.10, as applicable.
- Draft PEIR MM 3.2-1 through MM 3.2-7 are consistent with RTP MM-BIO.1 through MM-BIO.45, as applicable.
- Draft PEIR MM 3.3-1 through MM 3.3-5 are consistent with RTP MM-W.1 through MM-W.36.
- Draft PEIR MM 3.4-1 and MM 3.4-2 are consistent with RTP MM-CUL.1 through MM-CUL.17, as applicable.
- Draft PEIR MM 3.5-1 through MM 3.5-3 are consistent with RTP MM-HM.1 through MM-HM.6.
- Draft PEIR MM 3.6-1 through MM 3.6-3 are consistent with RTP MM-TR.1 through MM-TR.6.
- Draft PEIR MM 3.7-1 through MM 3.7-3 are consistent with RTP MM-AQ.1 through MM-AQ.18, as applicable.

Response to Comment H-2

Stating that SCAG staff could not determine whether the Draft PEIR population, household, and employment analyses were based on the 2008 RTP Regional Growth Forecasts

During the Initial Study for the Bicycle Master Plan, the project was found to have less-than-significant impacts related to population, housing, and employment. The Bicycle Master Plan would have minimal effects on population, housing, and employment. Therefore, the Draft PEIR did not cover these topics.

Response to Comment H-3

Stating that SCAG staff finds the proposed project partially consistent with the RTP Goals

The comment states that the project is only partially consistent with RTP G5 because the project construction has the potential to negatively impact air quality through the use of onsite construction equipment and emissions.

During the Initial Study for the Bicycle Master Plan, it was determined that there was a potential for the project to result in cumulatively considerable net increase of criteria pollutants, including ozone precursors. In the Draft PEIR, the air quality analysis determined that construction-related daily emissions would not exceed the regional significance thresholds for either the South Coast Air

Quality Management District or the Antelope Valley Air Quality Management District (see Tables 3.7-6 and 3.7-7 in the Draft PEIR). The analysis also showed that construction would result in less-than-significant localized impacts using the most conservative estimates of onsite mass emissions (see Tables 3.7-6 and 3.7-7). For the potential to generate greenhouse gas (GHG) emissions, the analysis took a conservative approach in the absence of any County-adopted plans or programs requiring GHG emission reductions and found that the project's limited emissions would represent potentially significant contributions to cumulative GHG emissions. Mitigation measures were included in the Draft PEIR to reduce these impacts to a less-than-significant level.

Note that the long-term air quality and GHG emissions impacts (after construction) would be beneficial to the extent that people would be encouraged to use alternative, non-polluting transportation, as discussed in Section 3.7 of the Draft PEIR, "Air Quality/Greenhouse Gas Emissions."

Response to Comment H-4

Stating that SCAG staff finds the proposed project partially consistent with Compass Growth Visioning [GV] Principle 1, "improve mobility for all residents"

The comment states that the project is consistent with the applicable portions of the GV principles, but that SCAG staff cannot determine consistency with GV P1.3, "encourage transit-oriented development," based on the information provided in the Draft PEIR.

The Bicycle Master Plan is not a transit project or a development project. Nothing in the project either encourages or discourages transit-oriented development. Transit-oriented development is outside the scope of the Bicycle Master Plan but will be addressed in the General Plan Update currently being prepared by the County. The policy is therefore not applicable to the Bicycle Master Plan.

Response to Comment H-5

Stating that SCAG staff finds the proposed project partially consistent with GV Principle 2, "foster livability in all communities"

The comment states SCAG staff cannot determine consistency with GV P2.1, "promote infill development and redevelopment to revitalize existing communities," or with GV P2.2, "promote development that provides a mix of uses," based on the information provided in the Draft PEIR.

The Bicycle Master Plan is not an infill, redevelopment, or mixed-use development project. It neither encourages nor discourages such development. The policy is therefore not applicable to the Bicycle Master Plan.

Response to Comment H-6

Stating that SCAG staff finds the proposed project partially consistent with GV Principle 3, "enable prosperity for all people"

The comment states that, based on the information provided in the Draft PEIR, SCAG staff cannot determine consistency with GV P3.3, "ensure environmental justice regardless of race, ethnicity, or income class"; GV P3.4, "support local and state fiscal policies that encourage balanced growth"; or GV P3.5, "encourage civic engagement."

Regarding environmental justice, the project does not favor or disfavor any race or ethnicity. However, by providing the opportunity for people to use a lower-cost form of transportation, it would have a beneficial effect on low-income populations.

Regarding balanced growth, the project is not a development project. As stated in Chapter 6 of the Draft PEIR, "Growth Inducement," approval of the Bicycle Master Plan would not result in significant inducement of economic or population growth.

Regarding civic engagement, the planning efforts associated with the Bicycle Master Plan, as well as the scoping meetings and public hearing for the PEIR, provided opportunities for the citizens of Los Angeles County to engage in the planning and environmental process.

Response to Comment H-7

Stating that SCAG staff finds the proposed project partially consistent with GV Principle 4, "promote sustainability for future generations"

The comment states that, based on the information provided in the Draft PEIR, SCAG staff cannot determine consistency with GV P4.1, "preserve rural, agricultural, recreational, and environmentally sensitive areas."

During the Initial Study for the Bicycle Master Plan, it was determined that there would be less-than-significant impacts to agriculture because the project would not affect agricultural uses. The Initial Study also determined that impacts to recreation would be either less than significant or beneficial, in that the project would provide additional recreational opportunities.

In Section 3.2 of the Draft PEIR, "Biological Resources," the potential for significant impacts to Los Angeles County Significant Ecological Areas (SEAs), SEA buffers, and coastal Environmentally Sensitive Habitat Areas (ESHAs) was identified. Mitigation was included in the Draft PEIR to reduce these impacts to less than significant.

Response to Comment H-8

Requesting that all feasible measures to mitigate negative regional impacts associated with the project be implemented and monitored, as required by CEQA, and encouraging the use of SCAG's List of Mitigation Measures

The Draft PEIR included mitigation measures to reduce all significant impacts to a less-than-significant level. A Mitigation Monitoring and Reporting Program has been prepared for approval by the Los Angeles County Board of Supervisors prior to certification of the PEIR.

See response to Comment H-1 regarding SCAG's List of Mitigation Measures.

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2.3.9 Commenter I: Jon Nahhas

Commenter I

From: Bike Safety [mailto:venicebikepath@gmail.com]
Sent: Monday, September 12, 2011 8:19 AM
To: Yusuf, Abu
Cc: 'Nancy Marino'; nutritwarehouse@yahoo.com
Subject: RE: Public review meeting for the Draft Los Angeles County Bike Plan EIR

Abu,

Thank you for the notice of this meeting. There are still some outstanding questions that should be answered prior to Thursday's meeting. Would you please review the questions and get back to me as soon as you can (prior to Thursday):

1) What are the minimum widths of roadways allowed by the State/County. (Single lane, 2 & 3 lanes – as is the case on Via Marina in Marina del Rey)? I-1
2) What are the minimum width requirements for a Class 1, Class 2, and Class 3 bicycle lane? I-2
3) What are the narrowest and widest points of Via Marina in MdR? I-3
4) Commissioner Rifkin (Small Craft Harbor Commission) had asked about an analyses on reducing traffic in the Marina to accommodate a safer bike path. Was that analyses ever done? If not, could it be done? I-4
5) I had asked about any studies or analyses concerning tourism (helps with hotel vacancies on County land) in relation to established bicycle paths (as seen in the cities of Boulder, Portland, Long Beach, etc.). I was told that it was not done. Wouldn't this be valuable data? I-5

I do have some other concerns but will leave it there for now. Would you please try to get back to me as soon as you can.

Thanks,

Jon Nahhas

Response to Comment I-1
Requesting information about minimum widths of roadways allowed by the state/County

This comment does not identify any environment impacts but asks a question apparently related to bikeway design. In accordance with Section 15132 of the CEQA Guidelines, the Final PEIR need only respond to relevant environmental issues. This comment is outside the scope of the CEQA analysis. However, this comment will be provided to the decision makers for their consideration during the Bicycle Master Plan approval process.

Response to Comment I-2
Requesting information about minimum width requirements of Class I, II, and III bikeways

This comment does not identify any environment impacts but asks a question apparently related to bikeway design. In accordance with Section 15132 of the CEQA Guidelines, the Final PEIR need only respond to relevant environmental issues. This comment is outside the scope of the CEQA analysis. However, this comment will be provided to the decision makers for their consideration during the Bicycle Master Plan approval process.

Note that Draft Bicycle Master Plan included standard descriptions for Class I, II, and III bikeways, including widths.

Response to Comment I-3
Requesting information about the widths of the Via Marina in Marina del Rey

This comment does not identify any environment impacts but asks a question apparently related to bikeway design. In accordance with Section 15132 of the CEQA Guidelines, the Final PEIR need only respond to relevant environmental issues. This comment is outside the scope of the CEQA analysis. However, this comment will be provided to the decision makers for their consideration during the Bicycle Master Plan approval process.

Response to Comment I-4
Requesting information traffic analysis in the Marina del Rey area to accommodate safer bike paths

As discussed in Section 3.6 of the Draft PEIR, "Traffic and Transportation," site-specific traffic analyses will be conducted for individual projects as part of the project-level CEQA documents, once designs are available to allow this type of analysis. Mitigation Measure MM 3.6-2 requires implementation of recommendations from such studies.

Response to Comment I-5
Requesting studies or analyses concerning tourism, including hotel vacancies

In accordance with the CEQA Guidelines, Section 15064, economic and social changes resulting from a project are not subject to environmental analysis without evidence that they would lead to a change in the physical environment that would lead to significant environmental impacts. The

Bicycle Master Plan would not be expected to result in changes in tourism and/or hotel vacancies that would result in significant physical environmental changes. Therefore, this topic is not within the scope of the PEIR.

This comment will be provided to the decision makers for their consideration during the Bicycle Master Plan approval process.

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2.3.10 Commenter J: City of Pico Rivera (Aguilar)

County of Los Angeles Bicycle Master Plan Draft Program EIR

Comment Card

Please use this space to comment on the County of Los Angeles Bicycle Master Plan Draft Program EIR.

J-1

- when will the county provide a response to written comments? (comment submitted via mail from the City of Pico Rivera)

Commenter J

RENEW LOS ANGELES COUNTY

Made possible by funding from the Department of Health and Human Services through the Los Angeles County Department of Public Health.

Name: Guille Aguilar *E-mail:* gaguilar@pico-rivera.org

Address: 6615 Passons Blvd., Pico Rivera, CA 90660

Response to Comment J-1

Requesting information about when the City can expect a response to their written comments

As required by CEQA Guidelines Section 15088(b), the County is required to provide a copy of response to any public agency comments at least 10 days prior to certification of the Final PEIR.

2.3.11 Commenter K: Antelope Valley Air Quality Management District (Banks)

Commenter K

Antelope Valley Air Quality Management District
43301 Division St., Suite 206
Lancaster, CA 93535-4649

661.723.8070
Fax 661.723.3450

Eldon Heaston, Executive Director

October 17, 2011

Mr. Abu Yusuf
County Bicycle Coordinator
900 South Fremont Avenue 11th Floor
Alhambra, CA 91803

Project Description: Bicycle Master Plan (Project No. R2011-00874)

Mr. Yusuf,

The Antelope Valley Air Quality Management District (District) has reviewed the draft EIR document proposing the County of Los Angeles Bicycle Master Plan that would be a component of the Transportation Element of the General Plan, which is a long-range policy document that guides growth and development in the unincorporated portion of Los Angeles County. When the 2035 Los Angeles County General Plan Update is approved, the Bicycle Master Plan will be incorporated as a component of the Mobility Element. The Bicycle Master Plan includes recommendations for an expanded bikeway network in unincorporated communities and along rivers, creeks, and flood control facilities throughout the County.

Based on our review of the draft EIR, the District requests that the County of Los Angeles require the project manager/point-of-contact to submit a Fugitive Dust Emission Control Plan and his/her contact information prior to the start of the project. K-1

Thank you for the opportunity to review this planning document. If you have any questions regarding this letter, please contact me at (661) 723-8070 ext. 2 or Julie McKeehan at ext. 8.

Sincerely,

for / **Bret Banks**
Operations Manager

BB/jm

Bicycle Master Plan.doc

Clean Cities
Antelope Valley

Response to Comment K-1

Requesting submission of Fugitive Dust Emission Control Plan prior to start of project.

As discussed in Section 3.7 of the Draft PEIR, "Air Quality/Greenhouse Gas Emissions," during construction the projects proposed under the Bicycle Masters Plan would comply with each air quality management district's fugitive dust control rules. Therefore, impacts related to fugitive dust would be less than significant. (See Impact 3.7-3, Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under applicable federal or state ambient air quality standards [including releasing emissions which exceed quantitative thresholds for ozone precursors].)

2.3.12 Commenter L: Latham & Watkins LLP, Representing NBCUniversal (Howe)

Commenter L

355 South Grand Avenue
Los Angeles, California 90071-1560
Tel: +1.213.485.1234 Fax: +1.213.891.8763
www.lw.com

LATHAM & WATKINS LLP

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November 10, 2011

VIA FEDERAL EXPRESS AND E-MAIL

County of Los Angeles Department of Public Works
Programs Development Division, 11th Floor
Attention: Ms. Reyna Soriano
P.O. Box 1460
Alhambra, CA 91802-1460

Re: Comments on County of Los Angeles Bicycle Master Plan and Draft Program EIR (Project No. R2011-00874; Advance Planning Case No. 201100008; Plan Amendment Case No. 201100005; Environmental Case No. 201100124)

Dear Ms. Soriano:

We are writing on behalf of NBCUniversal to provide comments on the County of Los Angeles' proposed Bicycle Master Plan and the Draft Program Environmental Impact Report prepared for that Plan.

Universal City is located within the proposed Bicycle Master Plan's San Fernando Valley Planning Area. The Bicycle Master Plan's list of proposed bicycle facilities for the San Fernando Valley Planning Area includes the "Los Angeles River Proposed Bicycle Path," a 1.0-mile Class I – Bicycle Path from Lankershim Boulevard to 0.2 miles west of Barham Boulevard. (Bicycle Master Plan, p. 88 & Figure 3-22.) The Bicycle Master Plan includes this proposed Bicycle Path as part of Phase II of three implementation phases, meaning that it is anticipated to be constructed between 2017 and 2027. (Bicycle Master Plan, p. 11; Appendix I, p I-11.) L-1

The Los Angeles River Proposed Bicycle Path appears to run adjacent to the portion of NBCUniversal's northern property boundary within the unincorporated County of Los Angeles. Approximately three-fourths of the northern edge of NBCUniversal's property is adjacent to River Road, a two-lane roadway running along the Los Angeles River Flood Control Channel, the majority of which is within the jurisdiction of the County. The majority of River Road is owned by the Los Angeles River Flood Control District for the purposes of flood control management and maintenance of the channel. NBCUniversal has had use of the County portions of River Road pursuant to a lease agreement with the County.

The River Road right-of-way is critical to NBCUniversal for providing studio access. The northern portion of NBCUniversal's property is the core area for studio production facilities, including sound stages, outdoor facades and set areas, and independent production facilities. The River Road right-of-way serves as a primary vehicular circulation route, which bypasses critical production areas, thereby minimizing interference with production and the Universal Studios

LATHAM & WATKINS LLP

Hollywood tram tour operations and disruption of access and circulation. In some cases, the River Road right-of-way provides the only means of vehicular access to certain buildings, production areas, and associated parking facilities. In addition to serving as a crucial element of the property's internal circulation system, the River Road right-of-way provides critical emergency vehicle access, particularly to structures located along the Los Angeles River Flood Control Channel.

Given the important function the River Road right-of-way provides for on-site circulation and emergency access, if the County requires that NBCUniversal terminate its use of the River Road right-of-way, NBCUniversal would be required to establish a comparable roadway to serve similar functions within its property for studio and emergency vehicle access. Based on existing uses and site topography, however, a comparable roadway would have to travel through the outdoor production areas or along the northern boundary of NBCUniversal's property. Currently, the low volume of internal circulation traffic that travels through the production areas is halted to allow Universal Studios Backlot Tram Tour passage and permit production activities. Increasing the number of traffic trips through the production areas would reduce the number of productions that could use the area, which would result in an overall decrease in annual studio production. It would also decrease the amount of tram tours that could operate daily and would cause delays in internal circulation. Furthermore, in order to provide a replacement roadway parallel to the existing River Road along the northern boundary of the property, existing occupied production office, studio office, warehouse, and tenant uses and major utility substations would have to be removed. L-1

Given the importance of River Road to studio operations, NBCUniversal would like to work with the County and other agencies as necessary to accommodate the future use of a portion of River Road for a bicycle path as contemplated by the proposed Bicycle Master Plan in a manner that provides for continued use of a portion of River Road for studio access. We note that the Draft Environmental Impact Report for the Bicycle Master Plan is a program environmental impact report and contemplates that a project-level environmental evaluation will be performed for individual projects that are components of the Plan. We respectfully request notice of any planning or subsequent environmental evaluation of the Los Angeles River Proposed Bicycle Path.

We appreciate the County's consideration of these comments. Please do not hesitate to contact me at (213) 891-7540 with any questions or if you would like any additional information.

Very truly yours,

Maria Hoye / cal

Maria Hoye
of LATHAM & WATKINS LLP

cc: Mr. Tom Smith, NBC Universal
Mr. Steve Nissen, NBC Universal

LA\2323076

Response to Comment L-1

Requesting coordination with the County to accommodate proposed bike path while providing continued studio access.

The comment requests future coordination in the design of a project within the Bicycle Master Plan and notification of future environmental evaluations, but it does not address environmental issues in the Draft PEIR. In accordance with Section 15132 of the CEQA Guidelines, the Final PEIR need only respond to relevant environmental issues. This comment is outside the scope of the CEQA analysis. However, this comment will be provided to the decision makers for their consideration during the Bicycle Master Plan approval process.

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2.3.13 Commenter M: County of Los Angeles Sheriff's Department Headquarters (Baca/Tse)

Commenter M

County of Los Angeles
Sheriff's Department Headquarters
4700 Ramona Boulevard
Monterey Park, California 91754-2169

Leroy D. Baca, Sheriff

November 1, 2011

John Walker, Assistant Deputy Director
Department of Public Works
Programs Development Division
900 South Fremont Avenue, Fifth Floor
Alhambra, California 91803

Attention: Mr. Abu Yusuf, County Bicycle Coordinator

Dear Mr. Yusuf:

REVIEW COMMENTS
DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT
COUNTY OF LOS ANGELES BICYCLE MASTER PLAN
(PROJECT NO. R2011-00874; LASD/FPB PROJECT NO. 11-053)

The Los Angeles County Sheriff's Department (Department) submits the following review comments on the Draft Program Environmental Impact Report (PEIR), dated August 2011, on the County of Los Angeles Bicycle Master Plan (Project). The proposed Project will replace the *Plan of Bikeways* that was adopted in 1975, and provides guidance regarding the development of infrastructure, policies, and programs for expanding the existing bikeway network, connecting gaps, addressing constrained areas, and providing for greater local and regional connectivity. The Draft PEIR identifies significant impacts that may result from implementing the proposed Project. M-1

The proposed Project, as it is described in the Draft PEIR, is not expected to impact the Department's law enforcement resources or operations. The Department has no other comments to submit at this time, but reserves the right to further address this matter in subsequent reviews of the proposed Project.

Thank you for including the Department in the environmental review process. Should you have any questions regarding this matter, please contact Lester Miyoshi, of my staff, at (626) 300-3012, and refer to Facilities Planning Bureau Project No. 11-053. You may also contact Mr. Miyoshi, via e-mail, at Lhmiyosh@lasd.org.

Sincerely,

LEROY D. BACA, SHERIFF

Gary T. K. Tse, Director
Facilities Planning Bureau

A Tradition of Service Since 1850

Response to Comment M-1

Stating that project is not expected to result in impacts on law enforcement resources or operations.

The comment states that the Bicycle Master Plan is not expected to result in impacts on the County Sheriff's Department law enforcement resources or operations and that the department has no other comments at this time. No response is required.

2.3.14 Commenter N: Multiple Commenters (see letter)

Commenter N

05 November 2011

Mr. Abu Yusuf <ayusuf@dpw.lacounty.gov >
County Bicycle Coordinator
900 South Fremont Avenue, 11th floor
Alhambra, CA 91803

Dear Mr. Yusuf,

Re: --Comments on Proposed County of Los Angeles Master Bicycle Plan;
--Comments on Draft EIR; and
--Request to delete from the Plan the Sepulveda Channel segment from Palms Boulevard to Venice Boulevard in Westside Planning Area

We the undersigned residents and stakeholders have only become aware of the new, proposed Master Bicycle Plan for the County of Los Angeles (the "Plan") in the last week—and only because of a chance posting about it by the Los Angeles Conservancy and Hidden Los Angeles on Facebook within the last two weeks. N-1

We believe inadequate public notice was given about the Plan and the upcoming hearing on November 16th. Having heard nothing about this from the County or the City of Los Angeles, we believe inadequate public outreach was attempted. The small attendance at what meetings have been held previously is evidence alone that the outreach and notification process was insufficient.

The proposed Class I bikeway along the Sepulveda Channel, from Palms Boulevard to Venice Boulevard (the "Bikeway") through our Mar Vista neighborhood should be deleted from the Plan.

- The Bikeway would be just 0.6 of a mile long and unnecessarily duplicates the parallel Class 3 bike route along McLaughlin Avenue, generally just ½ a block to the west.
- Since the 1975 County Bikeway Plan, the County has sold excess right-of-way along that reach of the flood control channel. The right-of-way is no longer consistently wide nor adequately wide enough for a Class I bikeway. N-2
- The Plan doesn't specify or include provisions for sanitation, maintenance, fencing, gating, lighting or noise abatement features that would be necessary for both the safety of bicyclists and pedestrians and the privacy and security of adjoining homes and properties .

This reach of the Sepulveda Channel is and has been an ongoing "attractive nuisance" to our neighborhood since the Channel was built in 1952 and has been used as a quick getaway by thieves and muggers from Venice Boulevard as well as gangs. This was only marginally reduced when the County later fenced it in sometime in the early 1970s—which was only after a young woman had been raped along the Channel near the Charnock Road bridge.

Additionally, the EIR doesn't adequately address the impact that daily public use of the Bikeway would have on the ducks that annually nest along that reach of the Channel. The Channel is on the Pacific Flyway and a necessary resource for wildlife. N-3

Please notify those signing below, individually, of all additional and future hearings and notifications.

Cc:

Mark Ridley-Thomas, Los Angeles County Supervisor, 2nd District
<seconddistrict@bos.lacounty.gov>
866 Kenneth Hahn Hall of Administration
500 W. Temple Street,
Los Angeles, CA 90012

Bill Rosendahl, Councilman, City of Los Angeles, 11th District
<councilman.rosendahl@lacity.org>
200 N Spring Street, #415
Los Angeles, CA 90012

Mar Vista Community Council
<info@marvista.org>
PO Box 66871
Los Angeles, CA 90066

Sincerely,

[signature]
Alexander King
[print name]
3716 Coolidge Avenue
[address]
Los Angeles, CA 90066

avking@live.com
[email address]

[signature]
David Bell
[print name]
3733 Coolidge Avenue
[address]
Los Angeles, CA 90066

dbellmoose@ca.rr.com
[email address]

[signature]
Nancy Lawrence
[print name]
3642 Coolidge Avenue
[address]
Los Angeles, CA 90066

tearmyartout@mac.com
[email address]

[signature]
Steve Lawrence
[print name]
3642 Coolidge Avenue
[address]
Los Angeles, CA 90066

tearmyartout@mac.com
[email address]

Page 3 of 13 – 05Nov2011; ltr to A.Yusuf, County Bicycle Coordinator

[signature]
Mitzi Takamoto Mitzi Takimoto
[print name]
3612 Coolidge Avenue
[address]
Los Angeles, CA 90066

hhtakamoto@aol.com
[email address]

[signature]
Hideyo Takamoto Hideyo Takimoto
[print name]
3612 Coolidge Avenue
[address]
Los Angeles, CA 90066

hhtakamoto@aol.com
[email address]

[signature]
Dorothy Asbury DOROTHY ASBURY
[print name]
3606 Coolidge Avenue
[address]
Los Angeles, CA 90066

dorothyasbury@verizon.net
[email address]

[signature]
Diane Karp DIANE KARP
[print name]
3727 Coolidge Avenue
[address]
Los Angeles, CA 90066

theman11507@verizon.net
[email address]

[signature]
Lynn Gadal
[print name]
3648 Coolidge Avenue
[address]
Los Angeles, CA 90066

lynngadal@hotmail.com
[email address]

[signature]
Louie Gadal LOUIS GADAL
[print name]
3648 Coolidge Avenue
[address]
Los Angeles, CA 90066

[email address]

[signature]
MARTIN P. BROD
[print name]
3638 COOLIDGE AVE.
[address]
Los Angeles, CA 90066

[email address]

[signature]
Regina Lewis
[print name]
3622 COOLIDGE AVE
[address]
Los Angeles, CA 90066

[email address]

Page 4 of 13 – 05Nov2011; ltr to A.Yusuf, County Bicycle Coordinator

[signature]
John Betts
[print name]
3661 Coolidge Ave
[address]
Los Angeles, CA 90066
[email address]

[signature]
LOHAR SOREK
[print name]
11606 REGENT
[address]
Los Angeles, CA 90066
[email address]

[signature]
ROSAREE SASS
[print name]
11606 REGENT ST
[address]
Los Angeles, CA 90066
[email address]

[signature]
Michaela Wong
[print name]
11601 Francis ~~Place~~ Place
[address]
Los Angeles, CA 90066
[email address]

[signature]
Judith K. Wong
[print name]
11601 Francis Pl
[address]
Los Angeles, CA 90066
[email address]

[signature]
Gi-yeon Buehler
[print name]
3625 Berryman Ave
[address]
Los Angeles, CA 90066
[email address]

[signature]
KAI BUEHLER
[print name]
3625 BERRYMAN AVE
[address]
Los Angeles, CA 90066
[email address]

[signature]
Kathleen Escobedo
[print name]
3631 Berryman Ave
[address]
Los Angeles, CA 90066
[email address]

Page 5 of 13 – 05Nov2011; ltr to A.Yusuf, County Bicycle Coordinator

[signature]
Lois A. Van Harreveld
[print name]
3637 Berryman Ave
[address]
Los Angeles, CA 90066
[email address]

[signature]
MARY IKEDA
[print name]
3655 BERRYMAN AVE
[address]
Los Angeles, CA 90066
[email address]

[signature]
MARK MASANI
[print name]
3637 BERRYMAN
[address]
Los Angeles, CA 90066
[email address]

[signature]
Carey Smith
[print name]
3673 Berryman Ave
[address]
Los Angeles, CA 90066
carey@c image works.com
[email address]

[signature]
Mitsunori MANO
[print name]
3643 Berryman Ave.
[address]
Los Angeles, CA 90066
[email address]

[signature]
Edwin Rivera
[print name]
3673 Berryman Ave LA CA 90066
[address]
Los Angeles, CA 90066
[email address]

[signature]
KEIKO IKEDA
[print name]
3655 BERRYMAN AVE
[address]
Los Angeles, CA 90066
[email address]

[signature]
RUBY LEE
[print name]
3679 Berryman Ave
[address]
Los Angeles, CA 90066
[email address]

Page 6 of 13 – 05Nov2011; ltr to A.Yusuf, County Bicycle Coordinator

[signature]
ERIC DAVIS
[print name]
3563 Butler Ave
[address]
Los Angeles, CA 90066
ericGdavis@gmail.com
[email address]

[signature]
ALEX B WHITE
[print name]
3539 BUTLER AVE
[address]
Los Angeles, CA 90066
AGSULTIAN@HOTMAIL.COM
[email address]

[signature]
RACHEL LOPEZ
[print name]
3563 Butler Ave.
[address]
Los Angeles, CA 90066
rachelannelopez@gmail.com
[email address]

[signature]
Alisa S White
[print name]
3539 Butler Ave
[address]
Los Angeles, CA 90066
abwhite310@yahoo.com
[email address]

[signature]
Don Beck
[print name]
3563 BUTLER AVE
[address]
Los Angeles, CA 90066
Donmichael@yahoo
[email address]

[signature]
Diane Green
[print name]
3519 Butler Ave
[address]
Los Angeles, CA 90066
dgreen@onelegacy.org.
[email address]

[signature]
Kenneth Ng
[print name]
3557 Butler Av.
[address]
Los Angeles, CA 90066
caidel5@aol.com
[email address]

[signature]
ISABEL ROSENTHAL
[print name]
3515 Butler Ave LA
[address]
Los Angeles, CA 90066
isabel.rosenthal@verizon.net
[email address]

Page 7 of 13 – 05Nov2011; ltr to A.Yusuf, County Bicycle Coordinator

[signature]
GUANG-HUEI LEE
[print name]
3679 Berryman Ave.
[address]
Los Angeles, CA 90066
[email address]

[signature]
Petin Ozuluday
[print name]
11448 Victoria Avenue
[address]
Los Angeles, CA 90066
[email address]

[signature]
Mehmet TUNC
[print name]
11448 Victoria Ave.
[address]
Los Angeles, CA 90066
[email address]

[signature]
Sharon Stewart
[print name]
11500 Victoria Ave.
[address]
Los Angeles, CA 90066
[email address]

[signature]
Premesh Puray.
[print name]
11409 Francis Pl.
[address]
Los Angeles, CA 90066
[email address]

[signature]
DAVIS LEE
[print name]
11459 Charnock Rd.
[address]
Los Angeles, CA 90066
[email address]

[signature]
JANE LEE
[print name]
11459 CHARNOCK RD
[address]
Los Angeles, CA 90066
[email address]

[signature]
Jeffrey Levy
[print name]
3622 Coolidge Ave.
[address]
Los Angeles, CA 90066
[email address]

Ralph Levy
3622 Coolidge AVE

Page 8 of 13 – 05Nov2011; ltr to A.Yusuf, County Bicycle Coordinator

[signature]
Gerlinde Friedrich
[print name]
3553 Butler Ave
[address]
Los Angeles, CA 90066
fradinda@aol.com
[email address]

[signature]
[print name]
[address]
Los Angeles, CA 90066
[email address]

[signature]
GLORIA FERRUFINO
[print name]
3535 BUTLER AVE
[address]
Los Angeles, CA 90066
[email address]

[signature]
Romualdo H. Ferrufino
[print name] 3535 Butler Av.
[address]
Los Angeles, CA 90066
[email address]

[signature]
Grace Millington
[print name]
11353 Regent St
[address]
Los Angeles, CA 90066
[email address]

[signature]
3526 Butler Ave
[print name]
ROLLA WAGNER
[address]
Los Angeles, CA 90066
[email address]

[signature]
Mary Anne Miller
[print name]
3508 Butler Ave
[address]
Los Angeles, CA 90066
[email address]

[signature]
3526 Butler
[print name]
Leland B. Wagner
[address]
Los Angeles, CA 90066
[email address]

Page 9 of 13 – 05Nov2011; ltr to A.Yusuf, County Bicycle Coordinator

[signature]
Annette Kakehashi
[print name]
3632 Coolidge Ave
[address]
Los Angeles, CA 90066
[email address]

[signature]
Grant Kakehashi
[print name]
3632 Coolidge Ave.
[address]
Los Angeles, CA 90066
[email address]

[signature]
BRYAN KAKEHASHI
[print name]
3632 COOLIDGE AVE
[address]
Los Angeles, CA 90066
[email address]

[signature]
Steven Kakehashi
[print name]
3632 Coolidge Ave.
[address]
Los Angeles, CA 90066
[email address]

[signature]
Gary Mayer
[print name]
3654 Coolidge Ave
[address]
Los Angeles, CA 90066
[email address]

[signature]
Helen Mayer
[print name]
3654 Coolidge Ave.
[address]
Los Angeles, CA 90066
[email address]

[signature]
Ellie & Mark Hrymoc
[print name]
3658 Coolidge Ave
[address]
Los Angeles, CA 90066
hrymoc@gmail.com
[email address]

[signature]
Christina Weisner
[print name]
3707 Coolidge Ave.
[address]
Los Angeles, CA 90066
[email address]

Page 10 of 13 – 05Nov2011; ltr to A.Yusuf, County Bicycle Coordinator

[signature]
HANS G-BRAUER
[print name]
3530 BUTLER AVE.
[address] L.A Ca 90066
[email address]

[signature]
Alma Ferrufino
[print name]
3535 Butler Avenue
[address] Los Angeles, Ca. 90066
[email address]

[signature]
ERIKA BRAUER
[print name]
3530 Butler Ave.
[address]
[email address]

[signature]
KELLI JONES
[print name]
3543 BUTLER AVE
[address] Los Angeles Ca 90066
[email address]

[signature]
DANIEL SACHARNY
[print name]
3543 BUTLER AVE.
[address] Los Angeles, Ca 90066
[email address]

[signature]
Jerry Ferrufino
[print name]
3535 Butler AVE
[address] Los Angeles, Ca 90066
[email address]

[signature]
Peter Friedrich
[print name]
3553 Butler Ave.
[address]
[email address]

[signature]
Kimberly James
[print name]
11526 Victoria Ave
[address] LA CA 90066
[email address]
Kjames3353@gmail.com

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[signature]
Lamar Nash
[print name]
3717 Coolidge
[address]
Los Angeles, CA 90066
Csummary197@yahoo.com
[email address]

[signature]
Maribel Nava-Marquez
[print name]
3740 McLaughlin Ave
[address]
Los Angeles, CA 90066
Mnavamarquez@yahoo.com
[email address]

[signature]
Dan Garcia
[print name]
3736 McLaughlin
[address]
Los Angeles, CA 90066
[email address]

[signature]
Michael Alan Oppenheim
[print name]
3708 Coolidge Ave
[address]
Los Angeles, CA 90066
[email address]

[signature]
Linda Subias
[print name]
3746 McLaughlin Ave
[address]
Los Angeles, CA 90066
Lsubias@yahoo.com
[email address]

[signature]
Stephanie Wexler
[print name]
11497 Bionza DR.
[address]
Los Angeles, CA 90066
srhwexler@msn.com
[email address]

[signature]
Mark Harris
[print name]
11491 Bionza Dr
[address]
Los Angeles, CA 90066
MARKLESTERHARRIS@YAHOO.COM
[email address]

[signature]
[print name]
[address]
Los Angeles, CA 90066
[email address]

Page 12 of 13 – 05Nov2011; ltr to A.Yusuf, County Bicycle Coordinator

[signature]
Cathy Engel-Marder
[print name]
3497 Butler Ave.
[address]
Los Angeles, CA 90066
culturelink1@yahoo.com
[email address]

[signature]
[print name]
[address]
Los Angeles, CA 90066
[email address]

[signature]
MICHAEL ANDERSON
[print name]
3491 BUTLER AVE
[address]
Los Angeles, CA 90066
M_ANDERSON55@YAHOO.COM
[email address]

[signature]
[print name]
[address]
Los Angeles, CA 90066
[email address]

[signature]
Anne McDowell
[print name]
3527 Butler Ave
[address]
Los Angeles, CA 90066
abmcdowell@hotmail.com
[email address]

[signature]
[print name]
[address]
Los Angeles, CA 90066
[email address]

[signature]
Mark Begun
[print name]
3569 Butler Avenue
[address]
Los Angeles, CA 90066
mzieg6196@aol.com
[email address]

[signature]
[print name]
[address]
Los Angeles, CA 90066
[email address]

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11/7/11

[signature]

JERRY SMITH
[print name]

1151 MARCO PL
[address]

Los Angeles, CA 90066

JSMITHRE@MSN.COM
[email address]

THIS IS MY FIRST NOTIFICATION OF THE PURPOSED BIKE PATH. THIEVES HAVE USED THE FLOOD CHANNEL 2 TIMES TO BREAK INTO MY HOME.

[signature]

[print name]

[address]

Los Angeles, CA 90066

[email address]

[signature]

[print name]

[address]

Los Angeles, CA 90066

[email address]

[signature]

[print name]

[address]

Los Angeles, CA 90066

[email address]

[signature]

[print name]

[address]

Los Angeles, CA 90066

[email address]

[signature]

[print name]

[address]

Los Angeles, CA 90066

[email address]

[signature]

[print name]

[address]

Los Angeles, CA 90066

[email address]

[signature]

[print name]

[address]

Los Angeles, CA 90066

[email address]

[signature]

[print name]

[address]

Los Angeles, CA 90066

[email address]

Response to Comment N-1
Stating belief that the public was not provided adequate notice

The comment states the belief that the public did not receive adequate notice from the County and City of Los Angeles of the November 16th Regional Planning Commission meeting and other meetings. The County has used its standard notification process for all meetings related to the Bicycle Master Plan and the PEIR. As it relates to the CEQA process, the notification was consistent with the requirements of CEQA, including publication in at least one newspaper of general circulation and posting in the office of the county clerk. (Note: The City of Los Angeles is not involved in the PEIR, except as a responsible agency, and has no notification responsibilities for this process.) For more information of the public notification process of the PEIR, see Appendix A of the Draft PEIR, "Notice of Preparation and Initial Study"; Appendix B of the Draft PEIR, "Scoping Report"; Section 1.1.3 of this Final PEIR, "Process"; and Appendix A of this Final PEIR, "Record of Public Hearing."

Response to Comment N-2
Requesting changes to bikeways in the Bicycle Master Plan

This comment requests changes in the project description (the Bicycle Master Plan), specifically removal of a Class I bike path along the Sepulveda Channel between Palms Boulevard and Venice Boulevard. The reasons provided relate to the need for the facility, the adequacy of the right-of-way available, and lack of project-level design information. The comment does not address environmental impacts of the Draft PEIR. In accordance with Section 15132 of the CEQA Guidelines, the Final PEIR need only respond to relevant environmental issues. This comment is outside the scope of the CEQA analysis.

Response to Comment N-3
Stating that the Draft PEIR did not adequately address impacts to wildlife

This comment states that the Draft PEIR did not adequately address impacts from daily public use of a Class I bike path along Sepulveda Channel between Palms Boulevard and Venice Boulevard on nesting ducks along the channel. The Draft PEIR addressed biological issues in Section 3.2, "Biological Resources," and included mitigation for such resources, including MM 3.2-3, "Avoid impacts on nesting birds and raptors." At the project level, additional analysis will be required for Bicycle Master Plan projects located along drainage courses, riparian habitats, and other sensitive habitat, and mitigation necessary to avoid significant impacts will be developed and incorporated into these projects, as discussed in the Draft PEIR. It should be noted that bikeway facilities are located along similar channels throughout southern California without significant impacts to the urban-adapted birds commonly nesting in such areas.

Appendix A | Record of Public Hearing

PUBLIC HEARING

FOR THE

COUNTY OF LOS ANGELES BICYCLE MASTER PLAN

DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

320 WEST TEMPLE STREET

LOS ANGELES, CA 90012

THURSDAY, SEPTEMBER 15, 2011

7:00 P.M.

Certified Copy

REPORTED BY:
MARCELLA A. SYLVESTER
CSR NO. 12720

PARK AVENUE DEPOSITION SERVICE
740 NORTH GAREY AVENUE
POMONA, CA 91767
(800) 447-3376

I N D E X

SPEAKER:	PAGE
Steve E. Milewski, P.E. County of Los Angeles, Department of Public Works	3
Donna McCormick, ICF International	4

PUBLIC COMMENTS:	PAGE
Unidentified Female Speaker	14
Guille Aguilar	16

1 LOS ANGELES, CALIFORNIA, THURSDAY, SEPTEMBER 15, 2011, 7:00 P.M.
2 -oOo-
3
4 (Court Reporter services were made available to
5 the public during this meeting.)
6
7 MR. MILEWSKI: Hello. Thank you for coming. My name
8 is Steve Milewski. I work for the County of Los Angeles,
9 the Department of Public Works. This is our public hearing
10 for the EIR for the Draft Master Plan, the County of
11 Los Angeles. We are in the process of updating the Master
12 Plan for the entire county, and the Bicycle Master Plan is
13 one of those elements, and Public Works is working along
14 with Regional Planning and Public Health to do that.
15 We have members of the committee present tonight.
16 We have Mr. Alan Abramson, who is the head of the section
17 doing the master plan. We have Danny Rosenfeld in the back
18 from Public Health, and over here we have Rachel Siemers --
19 MS. SEIMERS: Gretchen.
20 MR. MILEWSKI: -- Gretchen Siemers from Regional
21 Planning. So, the plan is going to be adding roughly
22 700 miles to the existing routes. And the plan itself is
23 pretty close to being final, right, Alan? It's going
24 through the public review process. So, this meeting
25 tonight is to discuss the environmental impacts of the

1 plan -- not the plan itself -- is what will be discussed
2 tonight.
3 So, the County has hired ICF International to
4 come up with the Environmental Impact Report for us.
5 Donna McCormick is going to speak about that. So, Donna,
6 if you would.
7 MS. MC CORMICK: Okay. So, the Environmental Impact
8 Report is following the CEQA process. CEQA is the
9 California Environmental Quality Act, and this is required
10 to inform the decision-makers -- in this case, the
11 Planning Commission, and ultimately the supervisors --
12 before they actually adopt the plan, so that they
13 understand what the impacts of the plan are. The other
14 purpose of CEQA is to inform the public, let them know
15 what the impacts are, and the purpose of the plan.
16 This is a Program EIR. And a program document is
17 done to allow the environmental impacts to be considered at
18 the very beginning of the process before they get into
19 doing a lot of design, and to have -- because they are
20 going to adopt a plan in concept, basically, that covers a
21 very large area, and these will be implemented over several
22 years.
23 A program document is appropriate to look at the
24 impacts of the entire plan, and try to anticipate what
25 potential impacts could occur with each of the individual

1 projects.

2 So, this is the Program EIR process. We started

3 with the notice of preparation and initial study, which

4 allows us to focus the document on where there would likely

5 be impacts. During that process, we had a scoping meeting

6 where we asked the public, and the other agencies that

7 would be involved, what they would like to see in the

8 environmental document. And we took those comments, and we

9 drafted the draft EIR, and did the analysis.

10 Now, we are at the point where we are taking

11 public comments on the Draft EIR. The Draft EIR sounds

12 like a half-done story, but it's really where the bulk of

13 the analysis is done. So, we do the Draft EIR, and we put

14 it out to the public, and they give comments on it.

15 And then, after we receive their comments, we

16 provide responses to all those comments and additional

17 analysis goes into the Final EIR. The Final EIR then goes

18 to the decision-makers, and they -- to inform them.

19 They -- assuming that they are happy with the

20 efforts that have gone on, they do something called

21 certifying the document. It says that they certify it,

22 that it represents the impacts accurately, and then they

23 can either approve or deny the original project, that is,

24 the EIR. They may make changes, and that sort of thing.

25 But in the process, they have to do the certification of

1 the environmental document before they do the final.
2 So, let me just tell you a little bit about
3 what's in the EIR -- the Draft EIR. Not every single topic
4 is appropriate to be talked about when we are talking about
5 the Master Bicycle Plan. Certain topics just aren't
6 pertinent to it, and especially in some areas in the
7 Draft EIR. It's just to the resources that would be
8 affected. Through that initial screening process, that I
9 mentioned, the notice of preparation setting and in
10 scoping, we identified these areas for future analysis in
11 the Draft EIR. I will just go through with you each one
12 of these topics real quick.
13 So, the first one is esthetics and visual
14 resources. And the potential impacts that we have
15 identified were potential impacts to scenic highways. So,
16 a few of the bicycle facilities are on scenic highways that
17 overlook and might impact the regional trail system.
18 There's a couple of major trails out there where they would
19 either interface with these trails, or be visible from
20 them.
21 So, we looked at those impacts, and there was
22 mitigation that basically is called for as the project is
23 implemented that would avoid view obstruction, obstruction
24 either of the scenic bay or regional trails, and to design
25 the bicycle facilities that are in the Master Plan to be

1 compatible with these types of resources.

2 The next topic is biological resources. And

3 biological resources looked at potential impacts to

4 significant ecological areas in L.A. County, likely

5 ecological impacts to drainage, riparian habitats, native

6 trees and sensitive species from the bicycle facility

7 master plan and along existing roadways. There are other

8 areas that take advantage of easements along waterways and

9 rivers, and that sort of thing. That's where we would most

10 likely have impacts.

11 So, the mitigation program, again, would be

12 implemented through the individual projects. It would

13 include compliance with the permits, requirements of the

14 various resource agencies, doing some habitat protections

15 where necessary, timing of construction to avoid impacts

16 such as nesting seasons, monitoring to make sure that any

17 construction is not going to cause impacts, and protect the

18 resources, and other forms of protection, like runoff and

19 dust control, and that sort of thing -- and then tree

20 replacement, if any trees are affected by the building of

21 trails or bike paths, for the most part.

22 The next topic is hydrology and water quality,

23 which is related to biological resources very closely. It

24 tends to be located in the same -- hydrology and water

25 quality are -- tend to be biological resources. So, some

1 type of diversion, sometimes to build a -- if we were
2 bridging over water facilities that alter drainage, an
3 increase in impervious surfaces, which is like paving
4 material down in areas that currently don't have any
5 paving, it reduces the area available for groundwater to
6 percolate down through the soil.
7 And then another issue is trash from bicycle
8 users, or bikeway users -- it's not just bicyclists that
9 would put the trash there, necessarily -- but this can end
10 up in water resources.
11 So, the mitigation is avoidance, try to avoid,
12 for the most part, the bike -- the waterways. Maintaining
13 flood plain size, that's something that is done by -- the
14 Bicycle Master Plan would reduce the size of the flood
15 plain, prevent erosion during various construction
16 projects, and design and construct appropriate drainage,
17 and trash management.
18 Then the cultural resources, archaeologic and
19 historic resources. And the potential impacts to
20 archaeologic resources would refer to disturbances of the
21 ground, anytime there's any grading going on. And then for
22 historic resources, the impacts tend to be historic
23 buildings and other types of structures. That happens
24 mostly where any widening would be required, since this
25 tends to be at locations of existing roadways. If there's

1 widening, there are potential impacts to cultural
2 resources.
3 The mitigation is avoidance, for the most part.
4 It's not the intention of this plan to destroy any
5 archaeologic resources, and those would be avoided, and, if
6 necessary, treatment plans, which are processes to identify
7 the resources and treat them appropriately. Sometimes it's
8 capping, which is a very common treatment plan for a buried
9 resource. They just cap it, so it won't be disturbed
10 again.
11 Another topic that was discussed in the
12 environmental document is hazards and hazardous materials,
13 and the potential impact that we have found was exposure to
14 toxic groundwater and existing toxic groundwater resources.
15 Obviously, in very urban areas there are toxins in the
16 groundwater. And to any other hazardous materials often
17 found in any demolition for widening of roadways, you might
18 have hazardous materials such as asbestos, lead-based
19 paint, and that sort of thing within the structure.
20 So, the mitigation is taking the appropriate
21 action in accordance with Preliminary Environmental Site
22 Screening, or PESS, and the followup study that would be
23 done at the project level once these projects make their
24 way through the process towards construction. And at that
25 point, there are fairly formulated methods to identify the

1 impacts to potential hazardous materials, and mitigating
2 those either during the project itself, or doing it over
3 several years on the project, or the people that created
4 the hazardous condition being required to mitigate it.
5 There are several traffic and transportation
6 impact potentials for the project. There is construction
7 impacts during the bicycle lane construction, for instance,
8 or anytime that there's a lane reduction because of
9 construction. In other words, you are putting cones into
10 the construction area and reducing the amount of space for
11 traffic during that time. That's a construction impact.
12 And then the secondary impacts were identified. The
13 removal of -- the actual removal of parking under CEQA is
14 not considered an impact. So, it's not an environmental
15 impact, but it can lead to secondary impacts.
16 So, for instance, if you reduce the amount of
17 parking available, people spend more time, burning more
18 fuel, creating more pollution, looking for parking
19 someplace else. So, that can also have impacts on land
20 use. If you take away parking necessary for businesses to
21 operate, it would lead to that business not being able to
22 operate, and it could lead to environmental deterioration
23 of the neighborhood. It's called a secondary impact.
24 The mitigation is, during the construction, the
25 County has a traffic control plan process where traffic is

1 controlled, to avoid the congestion and to treat it
2 appropriately, making sure there is appropriate signage,
3 signaling, and that sort of site-specific traffic and
4 parking study recommendations. So, if there are parking
5 impacts to be relieved, a study will be done to determine
6 what the impact of that parking removal would be, and how
7 that parking can be replaced, or some other measures can be
8 taken to avoid the secondary impacts.
9 Finally, the air quality and greenhouse -- well,
10 the second to the final. Air quality and greenhouse gas
11 emissions were discussed. There was no conflict identified
12 with any of the existing air quality plan standards. You
13 can plan -- the bicycle facilities don't typically cause
14 air quality problems. In fact, they have the potential to
15 reduce air quality impacts. So, we don't find any impacts
16 related to that.
17 But in an abundance of caution, as all
18 environmental documents do these days, we do look at the
19 potential increase of greenhouse emissions. This is just
20 generally related to construction. So, when you do have
21 construction equipment working, it does have some impact,
22 and that construction is, obviously, to global greenhouse
23 gas emission, which is a global issue. So, any
24 construction here, or on the other side of the world is
25 going into the same global environment. So, what we do is

1 we identify that there's some contribution of greenhouse
2 gases during the construction period, and we call for some
3 measures to reduce that and offset it.
4 So, we look at energy-efficient construction
5 equipment, and methods that are pretty much becoming
6 standard in most construction projects now to offset
7 greenhouse gas emissions.
8 Again, the project itself, the operation of the
9 bicycle facility is not likely to result in any
10 contribution of greenhouse gases, and, in fact, would
11 offset impact, the more people you put on bicycles and out
12 of cars.
13 And, finally, in general, just in an abundance of
14 caution of mineral resource identified, that there's a
15 potential in rural areas of the county, there is existing
16 mining. And that involves existing transportation of the
17 mineral resources in big trucks, which is sometimes not
18 compatible with bicycles, and vice versa.
19 We basically identified that there would be a
20 potential for impact, and at the design stage when each of
21 the projects get implemented, if there are such conflicts
22 that exist within that area, they would look at ways to
23 protect the access to the mineral resources while including
24 the bicycle lane. So, separation of the truck-and-bicycle
25 traffic, and that sort of thing, would be looked at, again,

1 at the project level.

2 So, these are the issues that were identified in

3 the environmental document, all assuming that the

4 mitigations can be implemented as called for in the

5 document. We found that there would be no significant

6 environmental impact and mitigation for any of these

7 resources, that all of the impacts could be reduced to less

8 than significant.

9 So, we are going through the process again. We

10 are here, as you can see, at the public comment phase. And

11 this is your opportunity to provide comments. And then, at

12 that point in the winter -- sometime during winter, late

13 this year and early next year, the Regional Planning

14 Commission will hold its public hearing on the plan and the

15 environmental document. And in March of 2012, the Plan --

16 the Board of Supervisors will certify and adopt the Master

17 Plan, if that's what they desire to do.

18 So, that's the upcoming schedule, and we want to

19 encourage you to provide comments. There's a number of

20 ways you do that. You can tell us now. You can fill out a

21 public speaker card. We will take your card, and we will

22 record your comments. All comments that we receive will be

23 in the final document. It's a requirement of CEQA that we

24 respond to all comments. So, you can -- or if you don't

25 want to speak tonight, you can leave a card. We have

1 comment cards here.

2 We also provided a flyer. And on the back of

3 that flyer, there's also another opportunity to provide

4 comments. You can mail that in, or you can E-mail, or

5 write your comments in any other form. But the important

6 thing is these have to be in by September 23rd. That is

7 the last day. We are required to have a 45-day comment

8 period, and that's the 45th day. So, if you could get your

9 comments in between now and September 23rd, we will be

10 including those in the final document and a response to

11 each comment.

12 So, that comes to -- that's the conclusion of my

13 presentation. We would like you to now, if you'd like, to

14 come forward and provide your comment card so we will have

15 your name. And you can sit down at one of the tables right

16 here where the microphone is, and go ahead and provide your

17 comments. Because of the overwhelming number of people, we

18 want to limit your comments to about five minutes, but we

19 will give you a little leeway since this isn't a terribly

20 big crowd.

21 So, would anybody like to provide comments? No?

22

23 UNIDENTIFIED FEMALE SPEAKER,

24 UNIDENTIFIED FEMALE SPEAKER: Well, can you explain

25 this secondary impact about the removable parking?

1 MS. MC CORMICK: Yeah. That is if parking has to be
2 removed, in other words, to provide a bicycle lane in some
3 locations, they may ask you to use what is now being used
4 as parking to provide a bicycle lane. That's a potential
5 impact of the project. If they do that, at that stage
6 where they are ready to start implementing that, they have
7 to do a study to look at what the secondary impacts are of
8 that parking.
9 So, if -- let's say it's on-street parking for
10 several little shops, or a restaurant, or something like
11 that, does that then make that restaurant not able to stay
12 open, or would there be -- and that's called a secondary
13 land use impact because that land could change the use
14 because they can't -- they don't have sufficient parking
15 for their business.
16 If the -- the study could also find that because
17 it's an area with a limited amount of parking and a lot of
18 traffic, the people could actually be checking block by
19 block, and that's the cause of secondary impacts for the
20 air quality and traffic impacts. So, those are typical
21 secondary impacts.
22 The study that would be done -- that's at the
23 project level versus the program level -- but at the
24 project level, it would identify if any of those impacts
25 occur, and come up with solutions. In some cases, it may

be, you know, don't take the parking, and instead maybe use a bicycle route which merges the traffic, which doesn't have a separate lane for the bicycles. It could be that additional parking could be found in another location nearby. That could be determined at the design stage -- what they call the design stage -- when they have to determine exactly how much space they need, and how much parking would be removed.

MR. MILEWSKI: The bicycle master plan is roughly 700 miles of new routes, but it's not 700 miles of parking removal. There's only going to be a few isolated incidences that would call for removal, just to clarify.

GUILLE AGUILAR,

MS. AGUILAR: I have a question, not actually a comment.

MS. MC CORMICK: Can you come forward then, and -- we want to make sure that your comments are reflected in the EIR. You know, we will be glad to answer your question, but if there are things that we need to address in the Final EIR -- and did you fill out a card?

MS. AGUILAR: I can fill it out.

MS. MC CORMICK: That would be great. That way our court reporter --

MS. AGUILAR: I am with the City of Pico Rivera. We

1 E-mailed in comments, so I just wanted to know how soon do
2 we expect a response, or will we have to wait until the
3 document is prepared and request a copy of it?
4 MS. MC CORMICK: What CEQA requires is that we respond
5 to that in the Final EIR. But because you are with another
6 agency, we are required to provide that to you at least
7 ten days before the final decision is made. You will get
8 that before then.
9 MS. AGUILAR: Okay.
10 MS. MC CORMICK: We will make sure that you get
11 that -- that you are provided with that comment.
12 MS. AGUILAR: Do you have a timeframe for when the
13 final --
14 MS. MC CORMICK: We should be able to provide that to
15 you, the responsive time, to the City during -- about the
16 same time as the Planning Commission is going to be here.
17 So, we are looking at, say, the end of this year, the first
18 of next year.
19 MS. AGUILAR: Okay.
20 MS. MC CORMICK: I don't anticipate it being much
21 longer.
22 MS. AGUILAR: Okay. Thank you.
23 MS. MC CORMICK: Thank you. And if you could just
24 leave your card with --
25 MS. AGUILAR: With you, or with them, or --

MS. MC CORMICK: You can just leave it with them, actually.

MS. AGUILAR: Okay.

MS. MC CORMICK: Any other comments? Well, we want to thank you for attending, and we have some contact information. It's the same that's on the flyer. For the EIR -- if you have comments on the EIR, again, by the 23rd. And the contact person is Reyna Soriano, who is right there in the front row, and her contact information is there.

For the bicycle plan, you can contact -- that's the actual plan itself, as opposed to the environmental document -- Abu Yousef. And his contact information is there, and you can contact him that way. That's the end of our presentation.

(The public hearing was concluded at 7:36 p.m.)

REPORTER'S CERTIFICATE

I, Marcella A. Sylvester, a Certified Shorthand Reporter within and for the State of California, do hereby certify:

That the said public meeting was taken down by me in shorthand at the time and place herein stated and was thereafter reduced to print by Computer-Aided Transcription under my direction;

I further certify that I am not of counsel or attorney for any of the parties hereto or in any way interested in the event of this cause, and that I am not related to any of the parties thereto.

In witness whereof, I have subscribed my name this 29th Day of September, 2011.

Marcella A. Sylvester

Marcella A. Sylvester, CSR No. 12720

Appendix B | Correspondence with Public Agencies

December 16, 2011

Julia Gonzales, Interim Director
City of Pico Rivera
Community and Economic Development Department
6615 Passons Boulevard
Pico Rivera, CA 90660

Subject: County of Los Angeles Bicycle Master Plan
Final Program Environmental Impact Report (PEIR)
Response to Comments

Dear Ms. Gonzales:

Thank you for your recent comments on the County of Los Angeles Bicycle Master Plan Draft Program Environmental Impact Report (PEIR) (your letter dated September 12, 2011). On behalf of the County of Los Angeles Department of Public Works, ICF is providing your agency with written proposed responses to your comments at least 10 days prior to certification of the PEIR (CEQA Guidelines §15088(b)). Please find attached your comment letter and the proposed responses.

The Regional Planning Commission for the County of Los Angeles is scheduled to take action on the adoption of the Bicycle Master Plan, including a recommendation on the certification of the PEIR, at its regular meeting on January 12, 2012. The Bicycle Master Plan approval and EIR certification will then be considered by the County of Los Angeles Board of Supervisors in March 2012.

Thank you for your interest in the County of Los Angeles Bicycle Master Plan PEIR.

Sincerely,

Donna McCormick, AICP
Project Manager

Attachment
City of Pico Rivera, Community and Economic Development Department Comment Letter and Response to Comments

cc: Reyna Soriano, County of Los Angeles Department of Public Works

Commenter A

Julia Gonzalez
Interim Director

City of Pico Rivera
COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT
6615 Passons Boulevard · Pico Rivera, California 90660
(562) 801-4332 Fax (562) 949-0280
Web: www.pico-rivera.org · e-mail: avillanueva@pico-rivera.org

City Council
David W. Armenta
Mayor
Bob J. Archuleta
Mayor Pro Tem
Gustavo V. Camacho
Councilmember
Barbara Contreras Rapisarda
Councilmember
Gregory Salcido
Councilmember

September 12, 2011

County of Los Angeles Department of Public Works
Programs Development Division, 11th Floor
Attention: Ms. Reyna Soriano
P.O. Box 1460
Alhambra, CA 91802-1460

SUBJECT: PUBLIC COMMENT SUBMITTAL - DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR) FOR THE COUNTY OF LOS ANGELES BICYCLE MASTER PLAN

Dear Ms. Soriano:

On behalf of the City Council and City Manager of the City of Pico Rivera, we would like to submit a formal comment for the County of Los Angeles Bicycle Master Plan – Draft Program Environmental Impact Report. Our formal comment is as follows:

Section 2.6.2 of the PEIR states, "[t]he Plan proposes an expanded bikeway network in unincorporated communities and along rivers, creeks, and flood control facilities within County jurisdiction". Section 2.3 of the PEIR states that the purpose of the Plan is to provide, "direction for expanding the existing bikeway network, connecting gaps, addressing constrained areas, providing for greater local and regional connectivity, and encouraging more residents to bicycle more often". A-1

After reviewing the draft Plan and PEIR, the City believes that an optimal connectivity opportunity was not included or analyzed. This opportunity is the construction of a bicycle path (bridge) over the San Gabriel River connecting the Mines Avenue bicycle route in Pico Rivera to the Dunlap Crossing bicycle route in an unincorporated community near the City of Whittier (see attached map and aerial photograph). The land involved in this proposed bicycle path is within the boundaries of the City of Pico Rivera but, because it is a river and flood control facility, it is under the jurisdiction of the County.

Bridging this gap will provide a more urban connection between the Rio Hondo Bike Path and the San Gabriel River Bikeway; the nearest bikeway connection between these two rivers is several miles north along the Whittier Narrows Recreation Area. The suggested bridge will also result in the connection of the County's major bike systems by linking the Los Angeles River Park Bike Path to the Rio Hondo River Bicycle Path and then to the San Gabriel River Bikeway. This will result in easier access for bicyclists, greater regional connectivity within the bike system and encourage the use of these facilities. A-1

Note that we had previously submitted this comment orally at the public workshop held in the Baldwin Park Library on March 29, 2011. At that time, several members of the audience agreed with and supported the City's comment.

Please keep us apprised of the status of this comment. Any questions or concerns regarding this comment should be directed to Ms. Guille Aguilar, Senior Planner. She can be reached via email at gaguilar@pico-rivera.org or at (562) 801-4332.

We look forward to working with the County on the update of the Bicycle Master Plan.

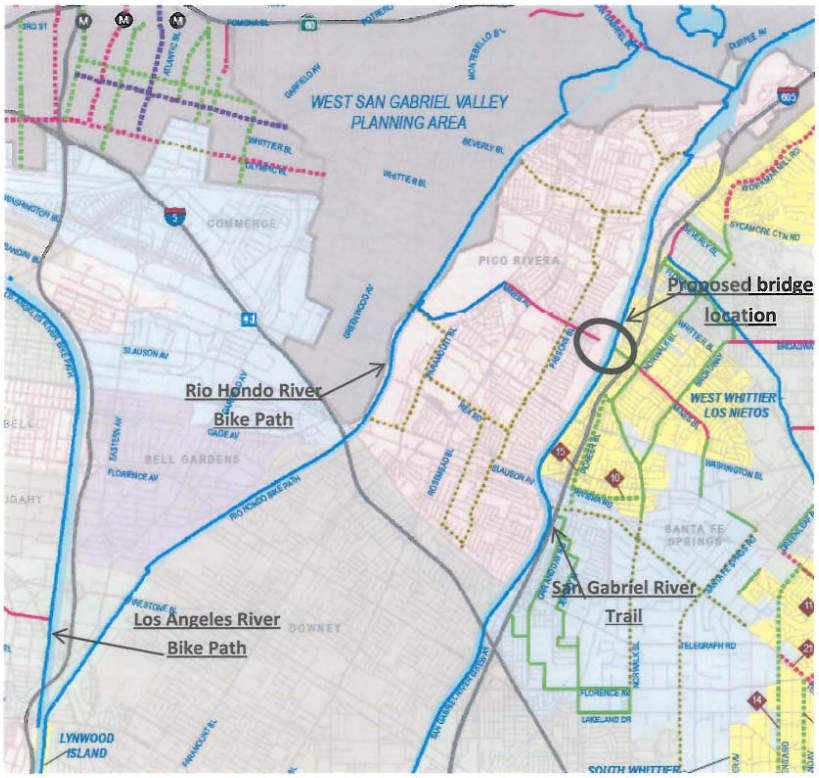
Respectfully,

Julia Gonzalez
Interim Director of Community and Economic Development

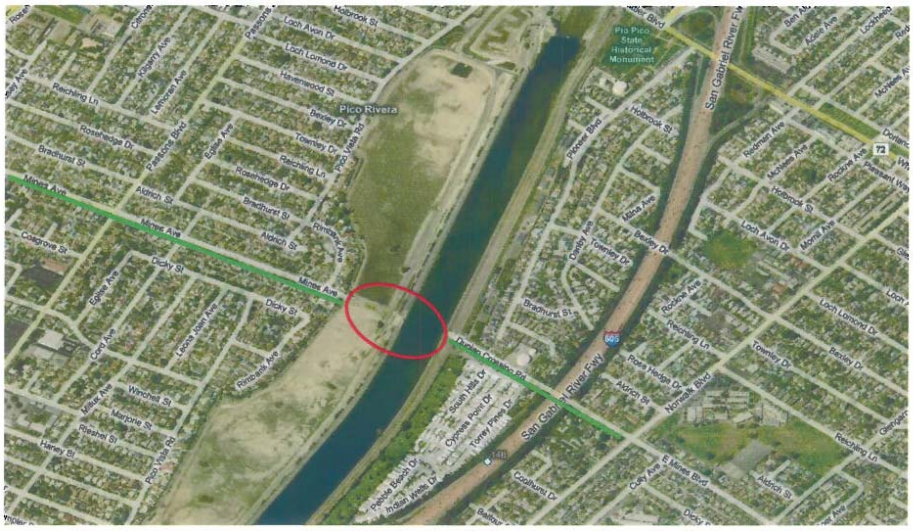
CC: Ronald Bates, City Manager
Attachment: Map and aerial photograph

JG: GA

Map:


WEST SAN GABRIEL VALLEY
PLANNING AREA
Proposed bridge
location
Rio Hondo River
Bike Path
San Gabriel River
Trail
Los Angeles River
Bike Path
COMMERCE
PICO RIVERA
BELL GARDENS
WEST WHITTIER
LOS NIETOS
SANTA FE
SPRINGS
DOWNEY
LYNWOOD
ISLAND

Aerial Photograph:



Response to Comment A-1

Requesting additional bikeway be added to the Bicycle Master Plan

This comment requests a change in the project description (the Bicycle Master Plan), but it does not identify any environment impacts that would be avoided by inclusion of this bikeway. In accordance with Section 15132 of the CEQA Guidelines, the Final PEIR need only respond to relevant enxvironmental issues. This comment is outside the scope of the CEQA analysis. However, this comment will be provided to the decision makers for their consideration during the Bicycle Master Plan approval process.

December 16, 2011

Dianne Walter, Planning Manager
City of Glendora
116 East Foothill Boulevard
Glendora, CA 91741

Subject: County of Los Angeles Bicycle Master Plan
Final Program Environmental Impact Report (PEIR)
Response to Comments

Dear Ms. Walter:

Thank you for your recent comments on the County of Los Angeles Bicycle Master Plan Draft Program Environmental Impact Report (PEIR) (your letter dated September 19, 2011). On behalf of the County of Los Angeles Department of Public Works, ICF is providing your agency with written proposed responses to your comments at least 10 days prior to certification of the PEIR (CEQA Guidelines §15088(b)). Please find attached your comment letter and the proposed responses.

The Regional Planning Commission for the County of Los Angeles is scheduled to take action on the adoption of the Bicycle Master Plan, including a recommendation on the certification of the PEIR, at its regular meeting on January 12, 2012. The Bicycle Master Plan approval and EIR certification will then be considered by the County of Los Angeles Board of Supervisors in March 2012.

Thank you for your interest in the County of Los Angeles Bicycle Master Plan PEIR.

Sincerely,

Donna McCormick, AICP
Project Manager

Attachment
City of Glendora Comment Letter and Response to Comments

cc: Reyna Soriano, County of Los Angeles Department of Public Works

Commenter B

CITY OF GLENDORA CITY HALL (626) 914-8200
116 East Foothill Blvd., Glendora, California 91741
www.ci.glendora.ca.us

September 19, 2011

County of Los Angeles Department of Public Works
Programs Development Division, 11th Floor
Attention Ms. Reyna Soriano
P.O. Box 1460
Alhambra, CA 91802-1460

RE: Notice of Availability - LA County Bicycle Master Plan

Dear Ms Soriano,

Thank you for providing the City of Glendora an opportunity to comment on the Los Angeles County Bicycle Master Plan Draft Environmental Impact Report. The City of Glendora is in strong support of upgrading and expanding the bicycle network throughout the San Gabriel Valley and the County as a whole. B-1

On April 28, 2011, we provided comments as part of the CEQA NOP process. The proposed draft master plan failed to address our comments with the exception of listing the recommended Bike Way along the Dalton Wash which is described as a bikeway "proposed by other jurisdictions". There is no clear explanation of what "proposed by other jurisdictions" means. We would like a clear explanation of the beige colored doted bikeway along Dalton Wash and what that implies for Glendora. B-2

In addition, please address our previous comments as shown below.

1. Provide a connection from the existing Class III Bike Route on Gladstone Street westward to the proposed bike route in Covina.
2. Regarding the proposed route in Covina, it appears to be located along the Dalton Wash which extends through the City of Glendora up into Dalton Canyon. We would like to see the plan provide for the extension of the trail along the Dalton Wash all the way to Dalton Canyon. Also see comment No. 6. B-3
3. Extend the proposed westbound route on Mauna Loa Avenue to connect with the proposed north-south street route in Azusa.
4. Connect the existing bike route on South Glendora Avenue to the proposed Class II bike lane along Arrow Highway.

5. Extend the Class III Bike Route eastward on Foothill Boulevard to connect with the existing bike lane on Foothill Boulevard in San Dimas.
6. One of the Master Plan proposals is to extend the Class III Bike Route on Glendora Mountain Road (GMR) up through the mountains into the National Forest area. You may be aware that Glendora Mountain Road is a very steep, winding road which is popular with advanced cyclists. Indeed, the Tour of California will be including GMR on one of their stages. Unfortunately, the road is also popular with auto traffic and we have had a number of tragic accidents on GMR in the past few months; one occurred last night. We would like to ask the County to explore the feasibility of creating either a Class I bike path or Class II bike lane on GMR to reduce the danger riders are experiencing. The proposed Class III bike route will not provide enough protection for cyclists. B-3

Please call me at 626-914-8218 or email dwalter@ci.glendora.ca.us if you have any questions.

Sincerely,

Dianne Walter

Dianne Walter,
Planning Manager

Attachment: NOP Comment letter stated April 28, 2011 from Glendora

Cc: Jerry Burke, City Engineer
Jeff Kugel, Director, Planning and Redevelopment

CITY OF GLENDORA CITY HALL (626) 914-8200
116 East Foothill Blvd., Glendora, California 91741
www.ci.glendora.ca.us

April 28, 2011

County of Los Angeles Department of Public Works
Programs Development Division, 11th Floor
Attention Ms. Reyna Soriano
P.O. Box 1460
Alhambra, CA 91802-1460

RE: Notice of Preparation - LA County Bicycle Master Plan

Dear Ms Soriano,

Thank you for providing the City of Glendora an opportunity to comment on the Los Angeles County Bicycle Master Plan. The City of Glendora is in strong support of upgrading and expanding the bicycle network throughout the San Gabriel Valley and the County as a whole.

We would like to offer the following suggestions for improving the proposed Bicycle Master Plan in the vicinity of Glendora:

1. Provide a connection from the existing Class III Bike Route on Gladstone Street westward to the proposed bike route in Covina.
2. Regarding the proposed route in Covina, it appears to be located along the Dalton Wash which extends through the City of Glendora up into Dalton Canyon. We would like to see the plan provide for the extension of the trail along the Dalton Wash all the way to Dalton Canyon.
3. Extend the proposed westbound route on Mauna Loa Avenue to connect with the proposed north-south street route in Azusa.
4. Connect the existing bike route on South Glendora Avenue to the proposed Class II bike lane along Arrow Highway.
5. Extend the Class III Bike Route eastward on Foothill Boulevard to connect with the existing bike lane on Foothill Boulevard in San Dimas.

B-3 cont

One of the Master Plan proposals is to extend the Class III Bike Route on Glendora Mountain Road (GMR) up through the mountains into the National Forest area. You may be aware that Glendora Mountain Road is a very steep, winding road which is popular with advanced cyclists. Indeed, the Tour of California will be including GMR on one of their stages. Unfortunately, the

B-4

road is also popular with auto traffic and we have had a number of tragic accidents on GMR in the past few months; one occurred last night. We would like to ask the County to explore the feasibility of creating either a Class I bike path or Class II bike lane on GMR to reduce the danger riders are experiencing. The proposed Class III bike route will not provide enough protection for cyclists. B-4 cont

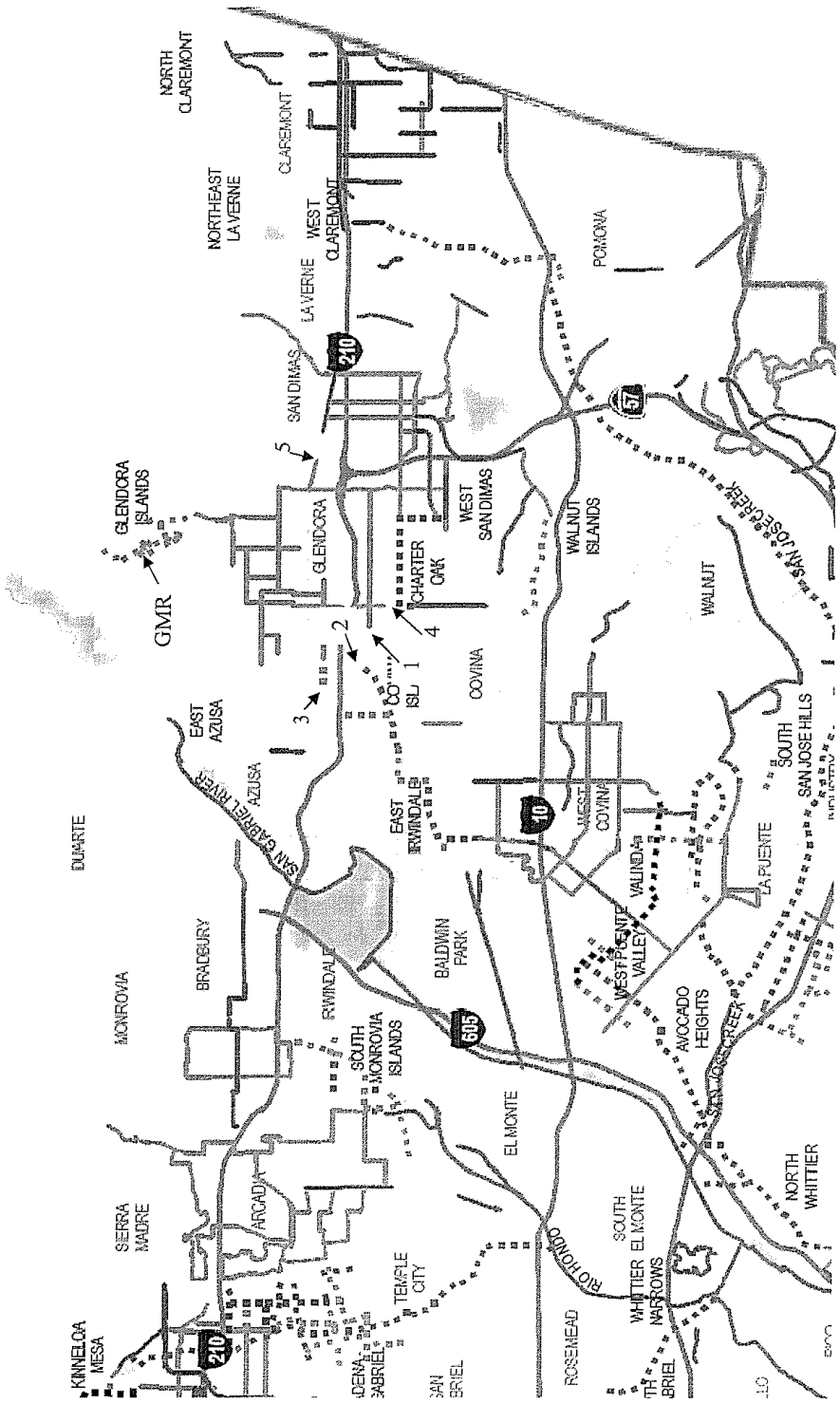
Please call me at 626-914-8218 or email dwalter@ci.glendora.ca.us if you have any questions.

Sincerely,

Dianne Walter,
Planning Manager

Attachment: Enlarged Master Plan of Glendora vicinity annotated to correspond to numbered suggestions

Cc: Jerry Burke, City Engineer
Jeff Kugel, Director, Planning and Redevelopment


NORTH CLAREMONT
CLAREMONT
NORTHEAST LA VERNE
WEST CLAREMONT
LA VERNE
POMONA
SAN DIMAS
210
57
GLENDORA ISLANDS
GMR
GLENDORA
CHARTER OAK
WEST SAN DIMAS
WALNUT ISLANDS
WALNUT
SAN JOSE CREEK
COVINA
EAST AZUSA
AZUSA
SAN GABRIEL RIVER
EAST IRWINDALE
10
WEST COVINA
SOUTH SAN JOSE HILLS
DUARTE
BRADBURY
VALINDA
LA PUENTE
MONROVIA
IRWINDALE
BALDWIN PARK
WEST PUENTE VALLEY
605
SOUTH MONROVIA ISLANDS
AVOCADO HEIGHTS
EL MONTE
SIERRA MADRE
ARCADIA
SOUTH EL MONTE
NORTH WHITTIER
KINNELOA MESA
TEMPLE CITY
RIO HONDO
WHITTIER NARROWS
ROSEMEAD
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Response to Comment B-1
Expressing support for upgrading and expanding the bicycle network

This comment expresses strong support for upgrading and expanding the bicycle network throughout the San Gabriel Valley and the County as a whole, but it does not address environmental issues. In accordance with Section 15132 of the CEQA Guidelines, the Final PEIR need only respond to relevant environmental issues. This comment is outside the scope of the CEQA analysis. However, this comment will be provided to the decision makers for their consideration during the Bicycle Master Plan approval process.

Response to Comment B-2
Requesting explanation of symbols and text in the Draft Bicycle Master Plan

The comment provided addresses the Bicycle Master Plan, not the Draft PEIR. This comment is outside the scope of the CEQA analysis. Therefore, no response in the Final PEIR is necessary. However this comment will be provided to the decision makers for their consideration during the Bicycle Master Plan approval process.

Response to Comment B-3
Requesting additional bikeways or changes to bikeways in the Bicycle Master Plan

This comment requests a change in the project description (the Bicycle Master Plan), but it does not identify any environment impacts that would be avoided by changes to the Plan. In accordance with Section 15132 of the CEQA Guidelines, the Final PEIR need only respond to relevant environmental issues. This comment is outside the scope of the CEQA analysis. However, this comment will be provided to the decision makers for their consideration during the Bicycle Master Plan approval process.

Response to Comment B-4
Requesting change in the Bicycle Master Plan

This comment requests a change in the project description (the Bicycle Master Plan) due to safety concerns, but it does not identify any environment impacts that would be avoided by changes to the Plan. In accordance with Section 15132 of the CEQA Guidelines, the Final PEIR need only respond to relevant environmental issues. This comment is outside the scope of the CEQA analysis. However, this comment will be provided to the decision makers for their consideration during the Bicycle Master Plan approval process.

December 16, 2011

Amanda Merlo, Planning and Building Assistant
City of San Marino, Planning and Building Department
2200 Huntington Drive
San Marino, CA 91108-2639

Subject: County of Los Angeles Bicycle Master Plan
Final Program Environmental Impact Report (PEIR)
Response to Comments

Dear Ms. Merlo:

Thank you for your recent comments on the County of Los Angeles Bicycle Master Plan Draft Program Environmental Impact Report (PEIR) (your letter dated September 6, 2011). On behalf of the County of Los Angeles Department of Public Works, ICF is providing your agency with written proposed responses to your comments at least 10 days prior to certification of the PEIR (CEQA Guidelines §15088(b)). Please find attached your comment letter and the proposed responses.

The Regional Planning Commission for the County of Los Angeles is scheduled to take action on the adoption of the Bicycle Master Plan, including a recommendation on the certification of the PEIR, at its regular meeting on January 12, 2012. The Bicycle Master Plan approval and EIR certification will then be considered by the County of Los Angeles Board of Supervisors in March 2012.

Thank you for your interest in the County of Los Angeles Bicycle Master Plan PEIR.

Sincerely,

Donna McCormick, AICP
Project Manager

Attachment
City of San Marino, Planning and Building Department Comment Letter and Response to Comments

cc: Reyna Soriano, County of Los Angeles Department of Public Works

PDD 605

City of San Marino

Planning & Building Department

Commenter C

September 6, 2011

County of Los Angeles Department of Public Works
Programs Development Division, 11th Floor
Attn: Ms. Reyna Soriano
P.O. Box 1460
Alhambra, CA 91802-1460

SUBJECT: RESPONSE TO THE COUNTY OF LOS ANGELES BICYCLE MASTER PLAN DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT

Dear Ms. Soriano:

Thank you for the opportunity to review and comment on the County of Los Angeles Bicycle Master Plan Draft Program Environmental Impact Report. The City of San Marino has no comments regarding the project at this time. However, the City would be interested in receiving further information about the potential traffic impacts to the West San Gabriel Valley area of the project when such information becomes available. C-1

Please update my contact information as follows:

Amanda Merlo, Planning and Building Assistant
City of San Marino
2200 Huntington Drive
San Marino, CA 91108
626-300-0784
amerlo@cityofsanmarino.org

Please feel free to contact me should you have any questions or need additional information.

Sincerely,

Amanda Merlo

AMANDA MERLO
Planning and Building Assistant

2200 Huntington Drive, San Marino, CA 91108-2639 • Phone: (626)300-0711 Fax: (626)300-0716

Response to Comment C-1

Requesting further information about traffic impacts in the West San Gabriel Valley area

The comment states that the City of San Marino has no comments regarding the project at this time but requests additional information about potential traffic impacts when such information is available. As stated in Section 3.6 of the Draft PEIR, "Traffic and Transportation," detailed analysis of traffic impacts will be required prior to implementation of individual Bicycle Master Plan projects as part of the project-level CEQA analysis. For any projects affecting traffic in the San Marino area, the City will be notified during the project-level analysis.

December 16, 2011

Joan Rupert, Section Head
County of Los Angeles
Department of Parks and Recreation
Environmental and Regulatory Permitting Section
510 South Vermont Avenue
Los Angeles, CA 90020-1975

Subject: County of Los Angeles Bicycle Master Plan
Final Program Environmental Impact Report (PEIR)
Response to Comments

Dear Ms. Rupert:

Thank you for your recent comments on the County of Los Angeles Bicycle Master Plan Draft Program Environmental Impact Report (PEIR) (your letter dated September 21, 2011). On behalf of the County of Los Angeles Department of Public Works, ICF is providing your agency with written proposed responses to your comments at least 10 days prior to certification of the PEIR (CEQA Guidelines §15088(b)). Please find attached your comment letter and the proposed responses.

The Regional Planning Commission for the County of Los Angeles is scheduled to take action on the adoption of the Bicycle Master Plan, including a recommendation on the certification of the PEIR, at its regular meeting on January 12, 2012. The Bicycle Master Plan approval and EIR certification will then be considered by the County of Los Angeles Board of Supervisors in March 2012.

Thank you for your interest in the County of Los Angeles Bicycle Master Plan PEIR.

Sincerely,

Donna McCormick, AICP
Project Manager

Attachment
County of Los Angeles, Department of Parks and Recreation Comment Letter and Response to Comments

cc: Reyna Soriano, County of Los Angeles Department of Public Works

COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION
"Creating Community Through People, Parks and Programs"
Russ Guiney, Director

Commenter D

September 21, 2011 sent via email:rsoriano@dpw.lacounty.gov

TO: Reyna Soriano
Department of Public Works

FROM: Joan Rupert, Section Head
Environmental and Regulatory Permitting Section

SUBJECT: **DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR) FOR THE COUNTY OF LOS ANGELES BICYCLE MASTER PLAN**

The Draft PEIR for the above project has been reviewed for potential impacts on the facilities of the Department of Parks and Recreation (DPR). We have determined that the previously submitted comments pertaining to DPR trails were adequately addressed. D-1

Thank you for including this Department in the review of this notice. If you have any trail related questions, please contact Mr. Francis Yee at (213) 639-6058 or email fyee@parks.lacounty.gov. For any other inquires, please contact Ms. Julie Yom at (213) 351-5127 or jyom@parks.lacounty.gov.

JR: JY/ Response to DPW_PEIR for Bicycle Master Plan

c: Parks and Recreation (N. E. Garcia, L. Hensley, F. Moreno, F. Yee, J. Yom)

Response to Comment D-1
Stating previous comments were adequately addressed

The comment states that the County of Los Angeles, Department of Parks and Recreation's previous comments have been adequately addressed. No response is necessary.

December 16, 2011

Dave Singleton, Program Analyst
Native American Heritage Commission
915 Capitol Mall, Room 364
Sacramento, CA 95814

Subject: County of Los Angeles Bicycle Master Plan
Final Program Environmental Impact Report (PEIR)
Response to Comments

Dear Mr. Singleton:

Thank you for your recent comments on the County of Los Angeles Bicycle Master Plan Draft Program Environmental Impact Report (PEIR) (your letter dated August 30, 2011). On behalf of the County of Los Angeles Department of Public Works, ICF is providing your agency with written proposed responses to your comments at least 10 days prior to certification of the PEIR (CEQA Guidelines §15088(b)). Please find attached your comment letter and the proposed responses.

The Regional Planning Commission for the County of Los Angeles is scheduled to take action on the adoption of the Bicycle Master Plan, including a recommendation on the certification of the PEIR, at its regular meeting on January 12, 2012. The Bicycle Master Plan approval and EIR certification will then be considered by the County of Los Angeles Board of Supervisors in March 2012.

Thank you for your interest in the County of Los Angeles Bicycle Master Plan PEIR.

Sincerely,

Donna McCormick, AICP
Project Manager

Attachment
Native American Heritage Commission Comment Letter and Response to Comments

cc: Reyna Soriano, County of Los Angeles Department of Public Works

Commenter E

STATE OF CALIFORNIA Edmund G. Brown, Jr., Governor

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
ds_nahc@pacbell.net

August 30, 2011

Ms. Reyna Soriano, Environmental Planner
County of Los Angeles Department of Public Works
Programs Development Division, 11th Floor
P.O. Box 1460
Alhambra, CA 91802-1460

Re: SCH#2011041004; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the **"County of Los Angeles Bicycle Master Plan"** located throughout the County of Los Angeles, California.

Dear Ms. Soriano:

The Native American Heritage Commission (NAHC), the State of California 'Trustee Agency' for the protection and preservation of Native American cultural resources pursuant to California Public Resources Code §21070 and affirmed by the Third Appellate Court in the case of EPIC v. Johnson (1985: 170 Cal App. 3rd 604). The NAHC wishes to comment on the proposed project.

This letter includes state and federal statutes relating to Native American historic properties of religious and cultural significance to American Indian tribes and interested Native American individuals as 'consulting parties' under both state and federal law. State law also addresses the freedom of Native American Religious Expression in Public Resources Code §5097.9.

The California Environmental Quality Act (CEQA – CA Public Resources Code 21000-21177, amendments effective 3/18/2010) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the CEQA Guidelines defines a significant impact on the environment as 'a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ...objects of historic or aesthetic significance." In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE), and if so, to mitigate that effect. The NAHC Sacred Lands File (SLF) Inventory contains numerous **Native American cultural resources and Burial Grounds.** Contact Native Americans on the attached list for more detailed information and the possible impact of the proposed Bicycle corridors on these resources and burial sites. E-1

The NAHC "Sacred Sites,' as defined by the Native American Heritage Commission and the California Legislature in California Public Resources Code §§5097.94(a) and 5097.96. Items in the NAHC Sacred Lands Inventory are confidential and exempt from the Public Records Act pursuant to California Government Code §6254 (r).

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries of cultural resources or burial sites once a project is underway.

Culturally affiliated tribes and individuals may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We strongly urge that you make contact with the list of Native American Contacts on the attached list. to obtain their recommendations concerning the proposed project. Pursuant to CA Public Resources Code § 5097.95, the NAHC requests that the Native American consulting parties be provided pertinent project information. Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e). Pursuant to CA Public Resources Code §5097.95, the NAHC requests that pertinent project information be provided consulting tribal parties. The NAHC recommends *avoidance* as defined by CEQA Guidelines §15370(a) to pursuing a project that would damage or destroy Native American cultural resources and Section 2183.2 that requires documentation, data recovery of cultural resources. E-1

Furthermore, the NAHC is of the opinion that the current project remains under the jurisdiction of the statutes and regulations of the National Environmental Policy Act (e.g. NEPA; 42 U.S.C. 4321-43351). Consultation with tribes and interested Native American consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 *et seq*), 36 CFR Part 800.3 (f) (2) & .5, the President's Council on Environmental Quality (CSQ, 42 U.S.C 4371 *et seq.* and NAGPRA (25 U.S.C. 3001-3013) as appropriate. The 1992 *Secretary of the Interiors Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including cultural landscapes. Also, federal Executive Orders Nos. 11593 (preservation of cultural environment), 13175 (coordination & consultation) and 13007 (Sacred Sites) are helpful, supportive guides for Section 106 consultation. The aforementioned Secretary of the Interior's *Standards* include recommendations for all 'lead agencies' to consider the historic context of proposed projects and to "research" the cultural landscape that might include the 'area of potential effect.' E-2

Confidentiality of "historic properties of religious and cultural significance" should also be considered as protected by California Government Code §6254(r) and may also be protected under Section 304 of he NHPA or at the Secretary of the Interior discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C., 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APEs and possibility threatened by proposed project activity. E-3

Furthermore, Public Resources Code Section 5097.98, California Government Code §27491 and Health & Safety Code Section 7050.5 provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery'. E-4

To be effective, consultation on specific projects must be the result of an ongoing relationship between Native American tribes and lead agencies, project proponents and their contractors, in the opinion of the NAHC. Regarding tribal consultation, a relationship built around regular meetings and informal involvement with local tribes will lead to more qualitative consultation tribal input on specific projects. E-5

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653-6251.

Sincerely,

Dave Singleton
Program Analyst

Cc: State Clearinghouse

Attachment: Native American Contact List

California Native American Contact List
Los Angeles County
August 30, 2011

Charles Cooke
32835 Santiago Road
Acton , CA 93510
suscol@intox.net

(661) 733-1812 - cell
suscol@intox.net

Chumash
Fernandeno
Tataviam
Kitanemuk

Patrick Tumamait
992 El Camino Corto
Ojai , CA 93023
(805) 640-0481
(805) 216-1253 Cell

Chumash

Beverly Salazar Folkes
1931 Shadybrook Drive
Thousand Oaks, CA 91362
folkes@msn.com
805 492-7255
(805) 558-1154 - cell
folkes9@msn.com

Chumash
Tataviam
Ferrnandeño

LA City/County Native American Indian Comm
Ron Andrade, Director
3175 West 6th St, Rm. 403
Los Angeles , CA 90020
randrade@css.lacounty.gov
(213) 351-5324
(213) 386-3995 FAX

Fernandeno Tataviam Band of Mission Indians
Ronnie Salas, Cultural Preservation Department
601 South Brand Boulevard, Suite 102
San Fernando CA 91340
rsalas@tataviam-nsn.gov
(818) 837-0794 Office

(818) 837-0796 Fax

Fernandeno
Tataviam

Owl Clan
Qun-tan Shup
48825 Sapaque Road
Bradley , CA 93426
mupaka@gmail.com
(805) 472-9536 phone/fax
(805) 835-2382 - CELL

Chumash

Barbareno/Ventureno Band of Mission Indians
Julie Lynn Tumamait, Chairwoman
365 North Poli Ave
Ojai , CA 93023
jtumamait@sbcglobal.net
(805) 646-6214

Chumash

Ti'At Society/Inter-Tribal Council of Pimu
Cindi M. Alvitre, Chairwoman-Manisar
3098 Mace Avenue, Aapt. D
Costa Mesa, , CA 92626
calvitre@yahoo.com
(714) 504-2468 Cell

Gabrielino

This list is current only as of the date of this document.
Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed sCH#2011041004; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the County of Los Angeles Bicycle Master Plan; also requires a General Plan Amendment; location is throughout the County of Los Angeles, California.

California Native American Contact List
Los Angeles County
August 30, 2011

Tehachapi Indian Tribe
Attn: Charlie Cooke
32835 Santiago Road
Acton , CA 93510
suscol@intox.net
(661) 733-1812
Kawaiisu

Gabrieleno/Tongva San Gabriel Band of Mission
Anthony Morales, Chairperson
PO Box 693
San Gabriel , CA 91778
GTTribalcouncil@aol.com
(626) 286-1632
(626) 286-1758 - Home
(626) 286-1262 -FAX
Gabrielino Tongva

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Admin.
Private Address
,
tattnlaw@gmail.com
310-570-6567
Gabrielino Tongva

Randy Guzman - Folkes
655 Los Angeles Avenue, Unit E
Moorpark , CA 93021
ndnRandy@yahoo.com
(805) 905-1675 - cell
Chumash
Fernandeño
Tataviam
Shoshone Paiute
Yaqui

Kitanemuk & Yowlumne Tejon Indians
Delia Dominguez, Chairperson
981 N. Virginia
Covina , CA 91722
deedominguez@juno.com
(626) 339-6785
Yowlumne
Kitanemuk

Gabrielino Tongva Nation
Sam Dunlap, Chairperson
P.O. Box 86908
Los Angeles , CA 90086
samdunlap@earthlink.net
(909) 262-9351 - cell
Gabrielino Tongva

San Fernando Band of Mission Indians
John Valenzuela, Chairperson
P.O. Box 221838
Newhall , CA 91322
tsen2u@hotmail.com
(661) 753-9833 Office
(760) 885-0955 Cell
(760) 949-1604 Fax
Fernandeño
Tataviam
Serrano
Vanyume
Kitanemuk

Gabrielino Tongva Indians of California Tribal Council
Robert F. Dorame, Tribal Chair/Cultural Resources
P.O. Box 490
Bellflower , CA 90707
gtongva@verizon.net
562-761-6417 - voice
562-761-6417- fax
Gabrielino Tongva

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This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed sCH#2011041004; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the County of Los Angeles Bicycle Master Plan; also requires a General Plan Amendment; location is throughout the County of Los Angeles, California.

California Native American Contact List
Los Angeles County
August 30, 2011

Carol A. Pulido
165 Mountainview Street Chumash
Oak View , CA 93022
805-649-2743 (Home)

Gabrielino-Tongva Tribe
Linda Candelaria, Chairwoman
1875 Century Park East, Suite 1500
Los Angeles , CA 90067 Gabrielino
lcandelaria1@gabrielinoTribe.org
626-676-1184- cell
(310) 587-0170 - FAX
760-904-6533-home

Melissa M. Parra-Hernandez
119 North Balsam Street Chumash
Oxnard , CA 93030
envyy36@yahoo.com
805-983-7964

Santa Ynez Tribal Elders Council
Freddie Romero, Cultural Preservation Conslnt
P.O. Box 365 Chumash
Santa Ynez , CA 93460
805-688-7997, Ext 37
freddyromero1959@yahoo.com

Frank Arredondo
PO Box 161 Chumash
Santa Barbara Ca 93102
ksen_sku_mu@yahoo.com
805-617-6884
ksen_sku_mu@yahoo.com

Aylisha Diane Marie Garcia Napoleone
33054 Decker School Road Chumash
Malibu , CA 90265
702-741-6935

Gabrielino-Tongva Tribe
Bernie Acuna
1875 Century Pk East #1500 Gabrielino
Los Angeles , CA 90067
(619) 294-6660-work
(310) 428-5690 - cell
(310) 587-0170 - FAX
bacuna1@gabrieinotribe.org

Gabrieleno Band of Mission Indians
Andrew Salas, Chairperson
P.O. Box 393 Gabirelino Tongva
Covina , CA 91723
(626) 926-4131
gabrielenoindians@yahoo.com

This list is current only as of the date of this document.
Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed sCH#2011041004; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the County of Los Angeles Bicycle Master Plan; also requires a General Plan Amendment; location is throughout the County of Los Angeles, California.

Response to Comment E-1

Requesting analysis of impacts to historical resources, including consultation with Native American tribes, and encouraging avoidance as the primary method for mitigation

The Draft PEIR provided a program-level analysis of the potential for impacts to cultural resources in Section 3.4, "Cultural Resources." The type of analysis requested in this comment is more appropriate at the project level, when further information about actual project footprints will be available.

Section 3.4, "Cultural Resources," states that site-specific analysis of impacts to archaeological resources and historical resources will be required prior to implementation of any Bicycle Master Plan project. These project-level analyses will include literature and record searches and field surveys, and will be carried out by qualified archaeologists, historians, and architectural historians, as appropriate. It is standard procedure to review the Native American Heritage Commissions Sacred Lands Files during these analyses, as well as to consult with Native American tribes.

Mitigation Measures MM 3.4-1 and MM 3.4-2 specifically list avoidance first as the preferred method of mitigating impacts.

Response to Comment E-2

Stating an opinion that the project requires compliance with the National Environmental Policy Act (NEPA)

The comment does not state a reason why NEPA would be triggered by the project. This comment is outside the scope of the CEQA analysis. However, this comment will be provided to the decision makers for their consideration during the Bicycle Master Plan approval process.

Response to Comment E-3

Requesting confidentiality of "historic properties of religious and cultural significance"

The comment does not address the Draft PEIR. The confidentiality requirements for historic properties of religious and cultural significance are a standard practice of professional archaeologists and historians and will be observed during project-level CEQA analyses.

Response to Comment E-4

***Requesting compliance with Public Resources Code Section 5097.98, California Government code Section 27491, and Health and Safety Code Section 7050.5 related to accidental discoveries during construction*)**

The comment does not address the Draft PEIR. Compliance with the cited codes is a standard practice for professional archaeologists and historians and will be included in the treatment plans at the project level.

Response to Comment E-5

Requesting consultation with Native American tribes

See response to Comment E-1, above. At the project level, the CEQA process will include appropriate consultation with the affected Native American tribes.

December 16, 2011

John Ballas, City Engineer
City of Industry
P.O. Box 3366
City of Industry 91744-0366

Subject: County of Los Angeles Bicycle Master Plan
Final Program Environmental Impact Report (PEIR)
Response to Comments

Dear Mr. Ballas:

Thank you for your recent comments on the County of Los Angeles Bicycle Master Plan Draft Program Environmental Impact Report (PEIR) (your letter dated August 25, 2011). On behalf of the County of Los Angeles Department of Public Works, ICF is providing your agency with written proposed responses to your comments at least 10 days prior to certification of the PEIR (CEQA Guidelines §15088(b)). Please find attached your comment letter and the proposed responses.

The Regional Planning Commission for the County of Los Angeles is scheduled to take action on the adoption of the Bicycle Master Plan, including a recommendation on the certification of the PEIR, at its regular meeting on January 12, 2012. The Bicycle Master Plan approval and EIR certification will then be considered by the County of Los Angeles Board of Supervisors in March 2012.

Thank you for your interest in the County of Los Angeles Bicycle Master Plan PEIR.

Sincerely,

Donna McCormick, AICP
Project Manager

Attachment
City of Industry Comment Letter and Response to Comments

cc: Reyna Soriano, County of Los Angeles Department of Public Works

Commenter F

CITY OF INDUSTRY

Incorporated June 18, 1957

August 25, 2011

Ms. Reyna Soriano
County of Los Angeles Department of Public Works
Programs Development Division, 11th Floor
P.O. Box 1460
Alhambra, CA 91802-1460

Mr. Sam Corbett, Project Lead
Alta Planning & Design
453 S. Spring St., Ste 804
Los Angeles, CA 90013

Subject: County of Los Angeles Bicycle Master Plan Draft Program Environmental Impact Report

F-1

Dear Ms. Soriano:

Thank you for the opportunity to review the County of Los Angeles Bicycle Master Plan Draft Program Environmental Impact Report (PEIR). The City of Industry supports bicycle travel within the region, however, it is concerned about the safety of bicyclists along our streets and the preservation of the present level of service "LOS" within its system of roadways. The streets in the City of Industry are unique in that there is no curbside parking. Each street, regardless of classification, is either painted as "red curb" or signed for "no street parking". There are no truck restrictions by size or weight on any streets in the City

In order to support high traffic levels (especially regional traffic on north-south streets) it is common practice in Industry to fully utilize the existing curb to curb width for traffic lanes. As a recent example, a third lane was added along Valley Boulevard in the east-west direction from Azusa Avenue to Grand Avenue which effectively utilized the entire right of way for vehicular travel. Given the 2 foot gutter next to the curb, there is not adequate width remaining to accommodate on-street bicycle travel without forcing cyclists into the vehicular lanes.

The Draft County of Los Angeles Bicycle Master Plan and the PEIR should:

- Remove the designation of Class II bike lanes from the following streets in the City;
  1) Puente Avenue (northerly of Valley Blvd.)
  2) Nogales Street (Valley Blvd. to Gale Ave.)
  3) Gale Avenue (7th Ave. to Stimson Ave.)
  4) Vineland Avenue (Valley Blvd. to Nelson Ave.)
  5) Echelon Avenue

F-2

- Address the feasibility of constructing bicycle paths along the San Jose Creek "SJC" without the use of mid-block crossings, which have been demonstrated to be dangerous by giving the pedestrian or cyclist a "false" sense of security while crossing. In most instances, the San Jose Creek crosses under streets where there is no nearby signalized intersection to protect bicyclists using the SJC bike bath. Alternatively, the use of under crossings (commonly seen along the San Gabriel River and Santa Ana River trails) may be difficult to construct given the close proximity of existing bridge abutments to the vertical concrete wall of the SJC at each street crossing.

P.O. Box 3366, City of Industry, California 91744-0366 • Administrative Offices: 15625 E. Stafford St. • (626) 333-2211 • Fax (626) 961-6795

F-3

- The PEIR should address the potential impacts to adjacent land uses that may be necessary to accommodate the proposed bicycle lanes/routes, especially if widening is required.

F-4

- Address the safety of bicyclists in the bike paths, lanes, and routes in the locations proposed in the City of Industry. Specifically, is it safe to ride bicycles on the streets in the City of Industry given the volume of trucks/vehicles and roadway configurations?

F-5

- Discuss methods for incorporating local preferences.
- Provide alternative bicycle facility types, widths, or configurations.
- Address the provision of flexible designs and alignments that respond to local conditions.

F-6

In regards to the bicycle paths proposed along the San Jose and Puente Creeks, the City has been coordinating closely with the Watershed Conservation Authority, the County of Los Angeles Department of Parks and Recreation, Los Angeles County Flood Control District, local jurisdictions, SGVCOG, and other stakeholders studying an east-west bicycle connector along the two creeks. The City of Industry provided the following feedback in the attached letter dated March 17, 2011 to the coalition so that a bike path can be designed that addresses our unique circumstances:

- The path will remain in the creek channel right-of-way (channel and paralleling maintenance roads) and there will not be mid-block crossings within the City.
- Pocket-parks and rest-stops will not be located within the City.
- The City will not be responsible for the financing, planning, engineering, construction, or maintenance of the bike path.
- Grants and funding sources will not limit or restrict the planning or use of the San Jose Creek Channel for other purposes, such as truck/vehicular transportation.

The Draft County of Los Angeles Bicycle Master Plan and the PEIR should consider these factors in the design and analysis of bike paths in the City of Industry. Specifically, the PEIR should address the potential impact to the level of service on city streets and the safety of bicyclists. In addition, the PEIR should address the land use and security implications of locating a bike path along the back-side of businesses.

Thank you for your consideration and please feel free to contact me should you have any questions or concerns.

Sincerely,

John Ballas
City Engineer

JDB/BJ:mk

Enclosure

CITY OF INDUSTRY

P.O. Box 3366 • 15625 E. Stafford St. • City of Industry, CA 91744-0366 • (626) 333-2211 • FAX (626) 961-6795

MEMORANDUM

To: East-West Trail Technical Advisory Committee

March 17, 2011

From: Brian James, Senior Planner

Subject: San Jose Creek Channel Trail Connection

General Comments
In theory, the City of Industry can support a bike path within its boundaries on the San Jose Creek under certain conditions. Due to the function of the City's streets as truck lanes, inadequate outside lane widths to support bike lanes, safety concerns, high traffic levels (especially regional traffic levels on north-south streets), and the need to preserve security on the back-side of businesses within the City, the City can support a bike path in the San Jose Creek channel within its boundaries under the following conditions:

- The bike path stays in the creek channel
- There are no mid-block crossings
- There are no pocket-parks and rest-stops
- The City is not responsible for the financing, planning, engineering, construction, or maintenance of the bike path

Please note that SCAG is also proposing a truck by-pass on the San Jose Creek and the City will not support a bike path wherein the funding or conditions preclude a truck bypass option. We strongly urge that the design for these facilities be coordinated. F-6

Tour Comments

- Point of Interest 2: The City discourages bicycling on its streets due to insufficient outside lane width and safety concerns. In the pending General Plan update, Staff is proposing that the bicycle travel be accommodated on its sidewalks. Any trail connecting to City streets would have to include clear notification and directional signage to this effect.
- Point of Interest 3: There is an approved container storage and logistics development on this site. Due to security concerns, the City will not support a bike path that includes park facilities and rest stops in its boundaries.
- Point of Interest 4: The City discourages bicycling on its streets due to insufficient outside lane width and safety concerns. In the pending General Plan update, Staff is proposing that the bicycle travel be accommodated on its sidewalks. Any trail connecting to City streets would have to include clear notification and directional signage to this effect.
- Stop 1: It is the City's understanding that the Shabarum Trail is abandoned.
- Stop 2: The City's boundary wraps around this intersection. The City of industry can support a bike path in the creek channel as long as it stays in the creek channel and there are no mid-block crossings.
- Stop 3: The City discourages bicycling on its streets due to insufficient outside lane width and safety concerns. In the pending General Plan update, Staff is proposing that the bicycle travel be accommodated on its sidewalks. Any trail connecting to City streets

would have to include clear notification and directional signage to this effect.

Alternative Route
The City suggests that an alternative route along the Puente Creek be explored (see attached map). This route has the following benefits:

- It is routed largely through residential neighborhoods with pedestrian-level commercial and service amenities befitting bicycle travel
- It would connect to the shopping center in and around West Covina's Field of Dreams on Azusa
- It avoids the fractured ownership patterns of the San Jose Creek through the City of Industry
- It may avoid the condition that the trail stay within the creek channel, which may make mid-block crossings feasible on less heavily traveled streets.
- It avoids the "back-of-shop" conditions though the City of Industry and may be more scenic.
- It avoids security concerns of business that store materials and goods along the creek channel.
- The San Jose Creek west of the Puente Creek is wide enough (205'+) to accommodate the truck lanes as well as a bike path. As you head east of Puente Creek the right of way gets much tighter (120' +/-) and it would be a design challenge to have both facilities sharing the flood control right of way.

F-6

Response to Comment F-1
Requesting changes to bikeways in the Bicycle Master Plan

This comment requests changes in the project description (the Bicycle Master Plan), stating that the City of Industry is concerned about safety of bicyclists and preservation of the current level of service (LOS) on the roadways. The comment does not provide any evidence for LOS impacts. As discussed in Section 3.6 of the Draft PEIR, "Traffic and Transportation," detailed analysis of traffic impacts will be required prior to implementation of any of the individual Bicycle Master Plan projects that would require closure of lanes, widening of existing roadways, or other changes to a roadway that would affect traffic. Mitigation Measure MM 3.6-2 requires implementation of traffic study recommendations and requires that LOS be maintained at acceptable levels.

Response to Comment F-2
Providing design recommendations for a project in the Bicycle Master Plan

The comment includes specific design recommendations for the proposed San Jose Creek Bicycle Path. These detailed design recommendations are outside the scope of the PEIR but will be provided to the decision makers for their consideration during the Bicycle Master Plan approval process.

Response to Comment F-3
Requesting that the PEIR address land use impacts of widening roadways to accommodate bikeways

The Draft PEIR did not address land use issues. During the Initial Study, it was determined that the Bicycle Master Plan would not have the potential to result in significant impacts to land use. No comments were received during the comment period on the Initial Study (scoping period) providing evidence that significant land use impacts may occur as a result of the Bicycle Master Plan. The comment also does not provide evidence that significant land use impacts would occur.

Widening to accommodate bikeways would be minor and would not be expected to result in changes to land use on adjacent properties.

Response to Comment F-4
Requesting that the PEIR address safety of bicyclists in the City of Industry

As stated in the response to Comment F-1, detailed analysis of traffic impacts (including safety) will be required prior to implementation of any of the individual Bicycle Master Plan projects. This analysis is only possible when the specific bikeway designs are available, at the project level.

Response to Comment F-5

Requesting that the PEIR discuss methods for incorporating local preferences, alternative configurations, and flexible designs

The PEIR is not the correct venue for incorporating local preferences, alternative configurations, or flexible designs, except as mitigation for significant impacts. Otherwise, these methods are part of the planning process for the Bicycle Master Plan. The Draft PEIR analyzed the impacts of the Bicycle Master Plan but is separate from the planning process for the Bicycle Master Plan. Because this comment does not identify any environmental issues, no response is necessary. The comment will be provided to the decision makers for their consideration during the Bicycle Master Plan approval process.

Response to Comment F-6

Providing a summary of earlier recommendations on bicycle path designs along the San Jose and Puente creeks and requesting consideration in the PEIR (previous letter to the East-West Technical Advisory Committee attached)

The previous correspondence that is summarized in the comment was part of the planning process for the Bicycle Master Plan, and precedes the environmental process (dated March 17, 2011, with the Notice of Preparation for the PEIR filed April 4, 2011). The summary does not address environmental issues, but rather addresses design and funding issues. Because this comment does not identify any environmental issues, no response is necessary. The comment will be provided to the decision makers for their consideration during the Bicycle Master Plan approval process.

December 16, 2011

Jacob Lieb, Manager
Southern California Association of Governments
Environmental and Assessment Services
Pico Rivera, CA 90660

Subject: County of Los Angeles Bicycle Master Plan
Final Program Environmental Impact Report (PEIR)
Response to Comments

Dear Mr. Lieb:

Thank you for your recent comments on the County of Los Angeles Bicycle Master Plan Draft Program Environmental Impact Report (PEIR) (your letter dated September 21, 2011). On behalf of the County of Los Angeles Department of Public Works, ICF is providing your agency with written proposed responses to your comments at least 10 days prior to certification of the PEIR (CEQA Guidelines §15088(b)). Please find attached your comment letter and the proposed responses.

The Regional Planning Commission for the County of Los Angeles is scheduled to take action on the adoption of the Bicycle Master Plan, including a recommendation on the certification of the PEIR, at its regular meeting on January 12, 2012. The Bicycle Master Plan approval and EIR certification will then be considered by the County of Los Angeles Board of Supervisors in March 2012.

Thank you for your interest in the County of Los Angeles Bicycle Master Plan PEIR.

Sincerely,

Donna McCormick, AICP
Project Manager

Attachment
Southern California Association of Governments Comment Letter and Response to Comments

cc: Reyna Soriano, County of Los Angeles Department of Public Works

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Main Office
818 West Seventh Street
12th Floor
Los Angeles, California
90017-3435

t (213) 236-1800
f (213) 236-1825

www.scag.ca.gov

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Energy & Environment
Margaret Clark, Rosemead

Transportation
Paul Glaab, Laguna Niguel

Commenter H

September 21, 2011

Ms. Reyna Soriano
P.O. Box 1460
Alhambra, CA 91802-1460
rsoriano@dpw.lacounty.gov

RE: SCAG Comments on the Draft Program Environmental Impact Report for the County of Los Angeles Bicycle Master Plan [SCAG No. I20110086]

Dear Ms. Soriano:

Thank you for submitting the **Draft Environmental Impact Report for the County of Los Angeles Bicycle Master Plan [SCAG No. I20110086]** to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12372 (replacing A-95 Review). Additionally, pursuant to Public Resources Code Section 21083(d) SCAG reviews Environmental Impacts Reports of projects of regional significance for consistency with regional plans per the California Environmental Quality Act (CEQA) Guidelines, Sections 15125(d) and 15206(a)(1). SCAG is also the designated Regional Transportation Planning Agency and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Federal Transportation Improvement Program (FTIP) under California Government Code Section 65080 and 65082. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

SCAG staff has reviewed this project and determined that the proposed project is regionally significant per California Environmental Quality Act Guidelines, Sections 15125 and/or 15206. The proposed Water Management Plan Update includes address change in water supply reliability and in the environment for the planning period of 2010 - 2045. The proposed project is a vision for a diverse regional bicycle system of interconnected bicycle corridors, support facilities and programs to make bicycling more practical and desirable to a broad range of people in the County of Los Angeles. It intends to guide the development and maintenance of a comprehensive bicycle network and set of programs throughout the County's unincorporated communities for the next 20 years.

We have evaluated this project based on the policies of SCAG's Regional Transportation Plan (RTP) and Compass Growth Vision Principles that may be applicable to your project. The RTP and Compass Growth Visioning Principles can be found on the SCAG web site at: http://scag.ca.gov/igr. The attached detailed comments are meant to provide guidance for considering the proposed project within the context of our regional goals and policies. We also encourage the use of the SCAG List of Mitigation Measures extracted from the RTP to aid with demonstrating consistency with regional plans and policies. Please send a copy of the Final Environmental Impact Report (FEIR) ONLY to SCAG's main office in Los Angeles for our review. If you have any questions regarding the attached comments, please contact Pamela Lee at (213) 236-1895. Thank you. H-1

Sincerely,

JACOB LIEB, Manager
Environmental and Assessment Services

The Regional Council is comprised of 84 elected officials representing 190 cities, six counties, six County Transportation Commissions and a Tribal Government representative within Southern California.

5.9.11

September 21, 2011 **SCAG No. I20110086**
Ms. Soriano

COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE COUNTY OF LOS ANGELES BICYCLE MASTER PLAN [SCAG NO. I20110086]

PROJECT LOCATION

Los Angeles County is geographically one of the largest in the nation. It stretches along 75 miles of the Pacific Coast of Southern California and is bordered to the east by Orange and San Bernardino Counties, to the north by Kern County and to the west by Ventura County. Los Angeles County also includes offshore islands of Santa Catalina and San Clemente.

The unincorporated areas of the County comprise 2,656.6 miles of the County's 4,083.2 square miles, or 65% of the County's total land area. Majority of the incorporated county land is located in the northern part of the county consisting of 124 separate, noncontiguous land areas. Los Angeles County is heavily urbanized, and most of the undeveloped land that remains is within unincorporated areas.

PROJECT DESCRIPTION

The purpose of the Bicycle Master Plan ("Plan") is to guide the development of infrastructure, policies and programs to improve the bicycling environment in Los Angeles County. The Plan coordinates bicycling planning efforts within the county and with other agencies to expand the existing bikeway network, connect gaps, address constrained areas, provide greater local and regional connectivity, and encourage more residents to bicycle more often. The Plan is a supplementary document to the Los Angeles County General Plan ("General Plan"), providing more detailed bicycle planning and policy direction that is currently adopted in the General Plan. The proposed project also aims to replace the 1975 *Plan of Bikeways* and will also become a sub-element to the Transportation Element of the General Plan and eventually become incorporated into the 2035 Los Angeles County General Plan Update. The Plan is organized by planning area boundaries consistent with the Draft 2035 Los Angeles County General Plan Update. H-2

The proposed project's primary objective is to create a more bicycle-friendly environment in Los Angeles County through the implementation of the Bicycle Master Plan, which would benefit County residents and visitors. As a secondary objective, the County proposes to contribute to resolving several complex and interrelated issues, including traffic congestion, air quality, climate change, public health and livability. By guiding unincorporated areas toward bicycle-friendly development, this Plan can affect all of these issue areas, which collectively can have a profound effort on the existing and future quality of life in the County.

The overall vision established in the Plan involves increasing bicycling throughout the County of Los Angeles through the development and implementation of bicycle-friendly policies, programs and infrastructure. The goals and policies necessary to implement the Plan are listed below:

- **Goal 1 – Bikeway System**: Expanded, improved and interconnected system of County bikeways and bikeway support facilities
- **Goal 2 – Safety**: Increased safety of roadways for all users
- **Goal 3 – Education**: Developed education programs that promote safe bicycling
- **Goal 4 – Encouragement Programs**: County residents that are encouraged to walk or ride a bike for transportation and recreation
- **Goal 5 – Community Support**: Community supported bicycle network
- **Goal 6 – Funding**: Funded Bikeway Plan

Currently, the County maintains approximately 144 miles of existing Class I, II, and III bikeways. The Plan proposes an interconnected network of bicycle corridors adding approximately 695 miles of new bikeways enabling residents to bicycle with greater safety, directness and convenience within and between major regional destinations and activity centers.

September 21, 2011 **SCAG No. I20110086**
Ms. Soriano

CONSISTENCY WITH REGIONAL TRANSPORTATION PLAN

Regional Growth Forecasts

The Draft Environmental Impact Report (DEIR) should reflect the most recently adopted SCAG forecasts, which are the 2008 RTP (May 2008) Population, Household and Employment forecasts. The forecasts for your region, subregion, and city are as follows:

Adopted SCAG Regionwide Forecasts[1]

	2010	2015	2020	2025	2030	2035
Population	19,418,344	20,465,830	21,468,948	22,395,121	23,255,377	24,057,286
Households	6,086,986	6,474,074	6,840,328	7,156,645	7,449,484	7,710,722
Employment	8,349,453	8,811,406	9,183,029	9,546,773	9,913,376	10,287,125

Adopted Los Angeles County Forecasts[1]

	2010	2015	2020	2025	2030	2035
Population	1,188,321	1,282,624	1,378,396	1,471,608	1,561,983	1,648,694
Households	325,615	357,468	391,383	417,848	443,414	464,468
Employment	320,171	336,371	346,717	358,881	371,868	384,300

1. The 2008 RTP growth forecast at the regional, subregional, and city level was adopted by the Regional Council in May 2008.

H-2

SCAG Staff Comments:

Based on the information provided in the DEIR, SCAG staff cannot determine whether the DEIR population, household and employment analyses were based on the 2008 RTP Regional Growth Forecasts.

The **2008 Regional Transportation Plan (RTP)** also has goals and policies that are pertinent to this proposed project. This RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. The RTP continues to support all applicable federal and state laws in implementing the proposed project. Among the relevant goals and policies of the RTP are the following:

Regional Transportation Plan Goals:

RTP G1 *Maximize mobility and accessibility for all people and goods in the region.*
RTP G2 *Ensure travel safety and reliability for all people and goods in the region.*
RTP G3 *Preserve and ensure a sustainable regional transportation system.*
RTP G4 *Maximize the productivity of our transportation system.*
RTP G5 *Protect the environment, improve air quality and promote energy efficiency.*
RTP G6 *Encourage land use and growth patterns that complement our transportation investments.*
RTP G7 *Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.*

H-3

SCAG Staff Comments:

Where applicable, SCAG staff finds that the proposed project partially meets consistency with Regional Transportation Plan Goals. RTP G6 and G7 are not applicable to the proposed project.

SCAG staff finds that the proposed project meets consistency with RTP G1. The proposed project will

supplement the Mobility Element of the Draft 2035 General Plan Update as a sub-element that will improve and assist in creating an efficient multimodal transportation system that serves the needs of all County residents (Page 3.6-83).

SCAG staff finds that the proposed project meets consistency with RTP G2. Per page, 3.6-94, safety is improved with the creation of Class I bike paths due to the effective separation of bicyclists and pedestrians from motorized circulation. Also the proposed project provides the benefit of fewer vehicular trips which reduces traffic congestion and improves reliability of the overall transportation system (Page 2-3).

Per RTP G3, SCAG staff finds the proposed project consistent. The Bicycle Master Plan intends to guide the development and maintenance of a comprehensive bike network which will introduce maintenance costs but also alleviate other roadway costs due to reduced vehicular trips through road diets (ES-8). H-3

Per RTP G4, the proposed project meets consistency. Per page 3.6-93, the proposed project will implement a Traffic Control Plan to avoid creating additional delay at intersection currently operating at congested conditions.

SCAG staff finds that the proposed project partially meets consistency with RTP G5. Generally, the proposed project makes efforts to protect biological, agricultural, and water resources by implementing mitigation measures to avoid potentially significant impacts (Page 3.2-26). However, the project construction has the potential to negatively impact air quality through the use of onsite construction equipment and emissions (Page 3.7-117).

COMPASS GROWTH VISIONING

The fundamental goal of the **Compass Growth Visioning** effort is to make the SCAG region a better place to live, work and play for all residents regardless of race, ethnicity or income class. Thus, decisions regarding growth, transportation, land use, and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity. The following "Regional Growth Principles" are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. Each principle is followed by a specific set of strategies intended to achieve this goal.

Principle 1: Improve mobility for all residents.

GV P1.1 *Encourage transportation investments and land use decisions that are mutually supportive.*
GV P1.2 *Locate new housing near existing jobs and new jobs near existing housing.*
GV P1.3 *Encourage transit-oriented development.*
GV P1.4 *Promote a variety of travel choices* H-4

SCAG Staff Comments:

SCAG staff finds that the proposed project partially meets consistency with Principle 1 where applicable. Principle GV P1.2 is not applicable in that the development is a transportation infrastructure project and does not affect the housing/jobs ratio.

SCAG staff finds the proposed project generally meets consistency with GV P1.1. Per page 2-2, proposed project will replace existing transportation infrastructure and further expand local and regional connectivity within the existing network.

SCAG staff cannot determine consistency with GV P1.3 based on the information provided in the DEIR.

Per GV P1.4, SCAG staff finds the proposed project is consistent. Per page 3.6-90, the proposed project would encourage the use of bicycles instead of cars; therefore reducing the number of automobile vehicle trips and the total vehicle miles traveled in the County achieved through travelers changing transportation modes. The bicycle network can also be used by pedestrians as well as bicyclists. H-4

Principle 2: Foster livability in all communities.

GV P2.1 *Promote infill development and redevelopment to revitalize existing communities.*
GV P2.2 *Promote developments, which provide a mix of uses.*
GV P2.3 *Promote "people scaled," walkable communities.*
GV P2.4 *Support the preservation of stable, single-family neighborhoods.*

SCAG Staff Comments:

SCAG staff finds that the proposed project partially meets consistency with Principle 2.

SCAG staff cannot determine consistency with GV P2.1 and GV P2.2 based on the information provided in the DEIR.

H-5

SCAG staff finds the proposed project meets consistency with GV P2.3. The proposed project promotes walkability and development of bicycle and pedestrian improvements throughout the County (Page 3.6-82).

Per GV P2.4, SCAG staff finds the proposed project consistent. The existing neighborhoods will be preserved as the proposed project aims to improve connectivity of bicycle infrastructure between existing neighborhoods (A-45).

Principle 3: Enable prosperity for all people.

GV P3.1 *Provide, in each community, a variety of housing types to meet the housing needs of all income levels.*
GV P3.2 *Support educational opportunities that promote balanced growth.*
GV P3.3 *Ensure environmental justice regardless of race, ethnicity or income class.*
GV P3.4 *Support local and state fiscal policies that encourage balanced growth*
GV P3.5 *Encourage civic engagement.*

SCAG Staff Comments:

SCAG staff finds that the proposed project partially meets consistency with Principle 3 where applicable. Principles GV P3.1 are not applicable in that the proposed project does not include residential development.

Per GV P3.2, SCAG staff finds the proposed project consistent. The Bicycle Master Plan will include education programs that will contribute to enhancing safety by ensuring bicyclists, pedestrians and motorists understand how to travel safely in the roadway environment (Page 3.6-96). H-6

SCAG staff cannot determine consistency with GV P3.3, GV P3.4 and GV P3.5 based on the information provided in the DEIR.

Principle 4: Promote sustainability for future generations.

GV P4.1 *Preserve rural, agricultural, recreational, and environmentally sensitive areas*
GV P4.2 *Focus development in urban centers and existing cities.*
GV P4.3 *Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.*
GV P4.4 *Utilize "green" development techniques*

SCAG Staff Comments:

Where applicable, SCAG staff finds that the project is partially consistent with Principle 4.

SCAG staff cannot determine consistency with GV P4.1 based on the information provided in the DEIR. H-7

Per GV P4.2, SCAG staff finds the proposed project consistent with GV P4.2. The proposed project will expand and further connect urban areas and regional destinations through bicycle infrastructure (A-2).

SCAG staff cannot determine consistency with GV P4.3 and GV P4.4 based on the information provided in the DEIR.

CONCLUSION

Where applicable, the proposed project generally meets consistency with SCAG Regional Transportation Plan Goals and also meets consistency with Compass Growth Visioning Principles.

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA. We recommend that you review the SCAG List of Mitigation Measures for additional guidance, and encourage you to follow them, where applicable to your project. The SCAG List of Mitigation Measures may be found here: http://www.scag.ca.gov/igr/documents/SCAG_IGRMMRP_2008.pdf H-8

When a project is of statewide, regional, or area wide significance, transportation information generated by a required monitoring or reporting program shall be submitted to SCAG as such information becomes reasonably available, in accordance with CEQA, Public Resource Code Section 21081.7, and CEQA Guidelines Section 15097 (g).

Response to Comment H-1

Encouraging the use of the SCAG List of Mitigation Measures, extracted from the Regional Transportation Plan [RTP], to aid with demonstrating consistency with regional plans and policies

Mitigation measures included in the Draft PEIR are consistent with the applicable mitigation measures in the RTP, including the following:

- Draft PEIR MM 3.1-1 through MM 3.1-3 are consistent with RTP MM-AV.1 through MM-AV.10, as applicable.
- Draft PEIR MM 3.2-1 through MM 3.2-7 are consistent with RTP MM-BIO.1 through MM-BIO.45, as applicable.
- Draft PEIR MM 3.3-1 through MM 3.3-5 are consistent with RTP MM-W.1 through MM-W.36.
- Draft PEIR MM 3.4-1 and MM 3.4-2 are consistent with RTP MM-CUL.1 through MM-CUL.17, as applicable.
- Draft PEIR MM 3.5-1 through MM 3.5-3 are consistent with RTP MM-HM.1 through MM-HM.6.
- Draft PEIR MM 3.6-1 through MM 3.6-3 are consistent with RTP MM-TR.1 through MM-TR.6.
- Draft PEIR MM 3.7-1 through MM 3.7-3 are consistent with RTP MM-AQ.1 through MM-AQ.18, as applicable.

Response to Comment H-2

Stating that SCAG staff could not determine whether the Draft PEIR population, household, and employment analyses were based on the 2008 RTP Regional Growth Forecasts

During the Initial Study for the Bicycle Master Plan, the project was found to have less-than-significant impacts related to population, housing, and employment. The Bicycle Master Plan would have minimal effects on population, housing, and employment. Therefore, the Draft PEIR did not cover these topics.

Response to Comment H-3

Stating that SCAG staff finds the proposed project partially consistent with the RTP Goals

The comment states that the project is only partially consistent with RTP G5 because the project construction has the potential to negatively impact air quality through the use of onsite construction equipment and emissions.

During the Initial Study for the Bicycle Master Plan, it was determined that there was a potential for the project to result in cumulatively considerable net increase of criteria pollutants, including ozone

precursors. In the Draft PEIR, the air quality analysis determined that construction-related daily emissions would not exceed the regional significance thresholds for either the South Coast Air Quality Management District or the Antelope Valley Air Quality Management District (see Tables 3.7-6 and 3.7-7 in the Draft PEIR). The analysis also showed that construction would result in less-than-significant localized impacts using the most conservative estimates of onsite mass emissions (see Tables 3.7-6 and 3.7-7). For the potential to generate greenhouse gas (GHG) emissions, the analysis took a conservative approach in the absence of any County-adopted plans or programs requiring GHG emission reductions and found that the project's limited emissions would represent potentially significant contributions to cumulative GHG emissions. Mitigation measures were included in the Draft PEIR to reduce these impacts to a less-than-significant level.

Note that the long-term air quality and GHG emissions impacts (after construction) would be beneficial to the extent that people would be encouraged to use alternative, non-polluting transportation, as discussed in Section 3.7 of the Draft PEIR, "Air Quality/Greenhouse Gas Emissions."

Response to Comment H-4

Stating that SCAG staff finds the proposed project partially consistent with Compass Growth Visioning [GV] Principle 1, "improve mobility for all residents"

The comment states that the project is consistent with the applicable portions of the GV principles, but that SCAG staff cannot determine consistency with GV P1.3, "encourage transit-oriented development," based on the information provided in the Draft PEIR.

The Bicycle Master Plan is not a transit project or a development project. Nothing in the project either encourages or discourages transit-oriented development. Transit-oriented development is outside the scope of the Bicycle Master Plan but will be addressed in the General Plan Update currently being prepared by the County. The policy is therefore not applicable to the Bicycle Master Plan.

Response to Comment H-5

Stating that SCAG staff finds the proposed project partially consistent with GV Principle 2, "foster livability in all communities"

The comment states SCAG staff cannot determine consistency with GV P2.1, "promote infill development and redevelopment to revitalize existing communities," or with GV P2.2, "promote development that provides a mix of uses," based on the information provided in the Draft PEIR.

The Bicycle Master Plan is not an infill, redevelopment, or mixed-use development project. It neither encourages nor discourages such development. The policy is therefore not applicable to the Bicycle Master Plan.

Response to Comment H-6

Stating that SCAG staff finds the proposed project partially consistent with GV Principle 3, "enable prosperity for all people"

The comment states that, based on the information provided in the Draft PEIR, SCAG staff cannot determine consistency with GV P3.3, "ensure environmental justice regardless of race, ethnicity, or income class"; GV P3.4, "support local and state fiscal policies that encourage balanced growth"; or GV P3.5, "encourage civic engagement."

Regarding environmental justice, the project does not favor or disfavor any race or ethnicity. However, by providing the opportunity for people to use a lower-cost form of transportation, it would have a beneficial effect on low-income populations.

Regarding balanced growth, the project is not a development project. As stated in Chapter 6 of the Draft PEIR, "Growth Inducement," approval of the Bicycle Master Plan would not result in significant inducement of economic or population growth.

Regarding civic engagement, the planning efforts associated with the Bicycle Master Plan, as well as the scoping meetings and public hearing for the PEIR, provided opportunities for the citizens of Los Angeles County to engage in the planning and environmental process.

Response to Comment H-7

Stating that SCAG staff finds the proposed project partially consistent with GV Principle 4, "promote sustainability for future generations"

The comment states that, based on the information provided in the Draft PEIR, SCAG staff cannot determine consistency with GV P4.1, "preserve rural, agricultural, recreational, and environmentally sensitive areas."

During the Initial Study for the Bicycle Master Plan, it was determined that there would be less-than-significant impacts to agriculture because the project would not affect agricultural uses. The Initial Study also determined that impacts to recreation would be either less than significant or beneficial, in that the project would provide additional recreational opportunities.

In Section 3.2 of the Draft PEIR, "Biological Resources," the potential for significant impacts to Los Angeles County Significant Ecological Areas (SEAs), SEA buffers, and coastal Environmentally Sensitive Habitat Areas (ESHAs) was identified. Mitigation was included in the Draft PEIR to reduce these impacts to less than significant.

Response to Comment H-8

Requesting that all feasible measures to mitigate negative regional impacts associated with the project be implemented and monitored, as required by CEQA, and encouraging the use of SCAG's List of Mitigation Measures

The Draft PEIR included mitigation measures to reduce all significant impacts to a less-than-significant level. A Mitigation Monitoring and Reporting Program has been prepared for approval by the Los Angeles County Board of Supervisors prior to certification of the PEIR.

See response to Comment H-1 regarding SCAG's List of Mitigation Measures.

December 16, 2011

Guille Aguilar
City of Pico Rivera
6615 Passons Boulevard
Pico Rivera, CA 90660

Subject: County of Los Angeles Bicycle Master Plan
Final Program Environmental Impact Report (PEIR)
Response to Comments

Dear Ms. Aguilar:

Thank you for your recent comments on the County of Los Angeles Bicycle Master Plan Draft Program Environmental Impact Report (PEIR) (your comment card from the public meeting held on September 15, 2011). On behalf of the County of Los Angeles Department of Public Works, ICF is providing your agency with written proposed responses to your comments at least 10 days prior to certification of the PEIR (CEQA Guidelines §15088(b)). Please find attached your comment letter and the proposed responses.

The Regional Planning Commission for the County of Los Angeles is scheduled to take action on the adoption of the Bicycle Master Plan, including a recommendation on the certification of the PEIR, at its regular meeting on January 12, 2012. The Bicycle Master Plan approval and EIR certification will then be considered by the County of Los Angeles Board of Supervisors in March 2012.

Thank you for your interest in the County of Los Angeles Bicycle Master Plan PEIR.

Sincerely,

Donna McCormick, AICP
Project Manager

Attachment
City of Pico Rivera Comment Letter and Response to Comments

cc: Reyna Soriano, County of Los Angeles Department of Public Works

County of Los Angeles Bicycle Master Plan Draft Program EIR

Comment Card

Please use this space to comment on the County of Los Angeles Bicycle Master Plan Draft Program EIR.

J-1

- when will the county provide a response to written comments? (comment submitted via mail from the City of Pico Rivera)

Commenter J

RENEW LOS ANGELES COUNTY

Made possible by funding from the Department of Health and Human Services through the Los Angeles County Department of Public Health.

Name: Guille Aguilar *E-mail:* gaguilar@pico-rivera.org

Address: 6615 Passons Blvd., Pico Rivera, CA 90660

Response to Comment J-1

Requesting information about when the City can expect a response to their written comments

As required by CEQA Guidelines Section 15088(b), the County is required to provide a copy of response to any public agency comments at least 10 days prior to certification of the Final PEIR.

December 16, 2011

Bret Banks, Operations Manager
Antelope Valley Air Quality Management District
43301 Division Street, Suite 206
Lancaster, CA 93535-4649

Subject: County of Los Angeles Bicycle Master Plan
Final Program Environmental Impact Report (PEIR)
Response to Comments

Dear Mr. Banks:

Thank you for your recent comments on the County of Los Angeles Bicycle Master Plan Draft Program Environmental Impact Report (PEIR) (your letter dated October 17, 2011). On behalf of the County of Los Angeles Department of Public Works, ICF is providing your agency with written proposed responses to your comments at least 10 days prior to certification of the PEIR (CEQA Guidelines §15088(b)). Please find attached your comment letter and the proposed responses.

The Regional Planning Commission for the County of Los Angeles is scheduled to take action on the adoption of the Bicycle Master Plan, including a recommendation on the certification of the PEIR, at its regular meeting on January 12, 2012. The Bicycle Master Plan approval and EIR certification will then be considered by the County of Los Angeles Board of Supervisors in March 2012.

Thank you for your interest in the County of Los Angeles Bicycle Master Plan PEIR.

Sincerely,

Donna McCormick, AICP
Project Manager

Attachment
Antelope Valley Air Quality Management District Comment Letter and Response to Comments

cc: Reyna Soriano, County of Los Angeles Department of Public Works

Commenter K

Antelope Valley Air Quality Management District
43301 Division St., Suite 206
Lancaster, CA 93535-4649

661.723.8070
Fax 661.723.3450

Eldon Heaston, Executive Director

October 17, 2011

Mr. Abu Yusuf
County Bicycle Coordinator
900 South Fremont Avenue 11th Floor
Alhambra, CA 91803

Project Description: Bicycle Master Plan (Project No. R2011-00874)

Mr. Yusuf,

The Antelope Valley Air Quality Management District (District) has reviewed the draft EIR document proposing the County of Los Angeles Bicycle Master Plan that would be a component of the Transportation Element of the General Plan, which is a long-range policy document that guides growth and development in the unincorporated portion of Los Angeles County. When the 2035 Los Angeles County General Plan Update is approved, the Bicycle Master Plan will be incorporated as a component of the Mobility Element. The Bicycle Master Plan includes recommendations for an expanded bikeway network in unincorporated communities and along rivers, creeks, and flood control facilities throughout the County.

Based on our review of the draft EIR, the District requests that the County of Los Angeles require the project manager/point-of-contact to submit a Fugitive Dust Emission Control Plan and his/her contact information prior to the start of the project. K-1

Thank you for the opportunity to review this planning document. If you have any questions regarding this letter, please contact me at (661) 723-8070 ext. 2 or Julie McKeehan at ext. 8.

Sincerely,

for **Bret Banks**
Operations Manager

BB/jm

Bicycle Master Plan.doc

Clean Cities
Antelope Valley

Response to Comment K-1

Requesting submission of Fugitive Dust Emission Control Plan prior to start of project.

As discussed in Section 3.7 of the Draft PEIR, "Air Quality/Greenhouse Gas Emissions," during construction the projects proposed under the Bicycle Masters Plan would comply with each air quality management district's fugitive dust control rules. Therefore, impacts related to fugitive dust would be less than significant. (See Impact 3.7-3, Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under applicable federal or state ambient air quality standards [including releasing emissions which exceed quantitative thresholds for ozone precursors].)

December 16, 2011

Leroy D. Baca, Sheriff
Gary T. K. Tse, Director
County of Los Angeles Sheriff's Department Headquarters
Facilities Planning Bureau
Pico Rivera, CA 90660

Subject: County of Los Angeles Bicycle Master Plan
Final Program Environmental Impact Report (PEIR)
Response to Comments

Dear Mr. Baca and Mr. Tse:

Thank you for your recent comments on the County of Los Angeles Bicycle Master Plan Draft Program Environmental Impact Report (PEIR) (your letter dated November 1, 2011). On behalf of the County of Los Angeles Department of Public Works, ICF is providing your agency with written proposed responses to your comments at least 10 days prior to certification of the PEIR (CEQA Guidelines §15088(b)). Please find attached your comment letter and the proposed responses.

The Regional Planning Commission for the County of Los Angeles is scheduled to take action on the adoption of the Bicycle Master Plan, including a recommendation on the certification of the PEIR, at its regular meeting on January 12, 2012. The Bicycle Master Plan approval and EIR certification will then be considered by the County of Los Angeles Board of Supervisors in March 2012.

Thank you for your interest in the County of Los Angeles Bicycle Master Plan PEIR.

Sincerely,

Donna McCormick, AICP
Project Manager

Attachment
County of Los Angeles Sheriff's Department Headquarters Comment Letter and Response to Comments

cc: Reyna Soriano, County of Los Angeles Department of Public Works

Commenter M

County of Los Angeles
Sheriff's Department Headquarters
4700 Ramona Boulevard
Monterey Park, California 91754-2169

Leroy D. Baca, Sheriff

November 1, 2011

John Walker, Assistant Deputy Director
Department of Public Works
Programs Development Division
900 South Fremont Avenue, Fifth Floor
Alhambra, California 91803

Attention: Mr. Abu Yusuf, County Bicycle Coordinator

Dear Mr. Yusuf:

REVIEW COMMENTS
DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT
COUNTY OF LOS ANGELES BICYCLE MASTER PLAN
(PROJECT NO. R2011-00874; LASD/FPB PROJECT NO. 11-053)

The Los Angeles County Sheriff's Department (Department) submits the following review comments on the Draft Program Environmental Impact Report (PEIR), dated August 2011, on the County of Los Angeles Bicycle Master Plan (Project). The proposed Project will replace the *Plan of Bikeways* that was adopted in 1975, and provides guidance regarding the development of infrastructure, policies, and programs for expanding the existing bikeway network, connecting gaps, addressing constrained areas, and providing for greater local and regional connectivity. The Draft PEIR identifies significant impacts that may result from implementing the proposed Project. M-1

The proposed Project, as it is described in the Draft PEIR, is not expected to impact the Department's law enforcement resources or operations. The Department has no other comments to submit at this time, but reserves the right to further address this matter in subsequent reviews of the proposed Project.

Thank you for including the Department in the environmental review process. Should you have any questions regarding this matter, please contact Lester Miyoshi, of my staff, at (626) 300-3012, and refer to Facilities Planning Bureau Project No. 11-053. You may also contact Mr. Miyoshi, via e-mail, at Lhmiyosh@lasd.org.

Sincerely,

LEROY D. BACA, SHERIFF

Gary T. K. Tse, Director
Facilities Planning Bureau

A Tradition of Service Since 1850

Response to Comment M-1

Stating that project is not expected to result in impacts on law enforcement resources or operations.

The comment states that the Bicycle Master Plan is not expected to result in impacts on the County Sheriff's Department law enforcement resources or operations and that the department has no other comments at this time. No response is required.

DRAFT

COUNTY OF LOS ANGELES
BICYCLE MASTER PLAN
PROGRAM ENVIRONMENTAL IMPACT REPORT

PREPARED FOR:

County of Los Angeles
Department of Public Works
900 S. Fremont Avenue
Alhambra, CA 91803

PREPARED BY:

ICF International
1 Ada, Suite 100
Irvine, CA 92618
Contact: Donna McCormick
949.333.6611

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ICF INTERNATIONAL

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Acronyms and Abbreviations

Acronym Abbreviation	Definition
AB	Assembly Bill
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
AVAQMD	Antelope Valley Air Quality Management District
BAC	Bicycle Advisory Committee
BAU	business as usual
Bicycle Master Plan	County of Los Angeles Bicycle Master Plan
BMPs	best management practices
BTA	Bicycle Transportation Account
C_2F_6	perfluoroethane
CAAQS	California Ambient Air Quality Standards
Cal OSHA	California Division of Occupational Safety and Health
California Register	California Register of Historical Resources
Caltrans	California Department of Transportation
Caltrans	California Department of Transportation
CA-MUTCD	California Manual on Traffic Control Devices
CARB	California Air Resources Board
CAT	Climate Action Team
CCA	California Coastal Act
CCC	California Coastal Commission
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFCs	chlorofluorocarbons
CH_4	Methane
CHRIS	California Historical Resources Inventory System
CHRSC	California Historical Resources Status Code
CMP	Congestion Management Program
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalents
Commission	Los Angeles County Historical Landmarks and Records Commission

Acronym Abbreviation	Definition
Construction General Permit	NPDES General Permit for Discharges of Storm Water Runoff Associated with Construction Activity
County	County of Los Angeles
CWA	Clean Water Act
DMG	Division of Mines and Geology
DOGGR	Division of Oil, Gas, and Geothermal Resources
Draft PEIR	Draft Program Environmental Impact Report
DWR	California Department of Water Resources
EPA	U. S. Environmental Protection Agency
EPA	Environmental Protection Agency
ESA	Endangered Species Act
FEMA	Federal Emergency Management Agency
FIRMs	Flood Insurance Rate Maps
Flood Control District	Los Angeles Flood Control District
General Plan	Los Angeles County General Plan
GHG	greenhouse gas
GWP	global warming potential
H_2S	Hydrogen Sulfide
HCFCs	hydrochlorofluorocarbons
HFCs	hydrofluorocarbons
IPCC	Intergovernmental Panel on Climate Change
LACDPW	Los Angeles County Department of Public Works
LACMTA	Los Angeles County Metropolitan Transportation Authority
LADPW	Los Angeles County Department of Public Works
LARMP	Los Angeles River Master Plan
LARWQCB	Los Angeles RWQCB
LOS	level of service
LRWQCB	Lahontan RWQCB
LST	localized significance thresholds
MBTA	Migratory Bird Treaty Act
MDAB	Mojave Desert Air Basin
Metro	Los Angeles County Metropolitan Transportation Authority
MMT	million metric tons
MRZ	Mineral Resource Zone
MW hr	megawatt-hour
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
National Register	National Register of Historic Places
NEPA	National Environmental Protection Act
NFIP	National Flood Insurance Program
NO_2	nitrogen dioxide
NOI	notice of intent

Acronym Abbreviation	Definition
NOP	Notice of Preparation
NO_X	Nitrogen Oxides
NPDES	National Pollutant Discharge Elimination System
OHP	Office of Historic Preservation
OHWM	Ordinary High Water Mark
OMR	Office of Mine Reclamation
PCBs	polychlorinated biphenyls
PCPH	Passenger car per hour
PESS	Preliminary Environmental Site Screening
PFCs	perfluorocarbons
Plan	County of Los Angeles Bicycle Master Plan
PM10	particulate matter less than 10 microns in diameter
PM2.5	particulate matter less than 2.5 microns in diameter
Porter-Cologne	Porter-Cologne Water Quality Control Act
ppm	parts per million
PRC	Public Resources Code
proposed project	County of Los Angeles Bicycle Master Plan
PVC	polyvinyl chloride
RCP	Regional Comprehensive Plan
RCRA	Resource Conservation and Recovery Act
ROG	reactive organic gases
RPS	Renewables Portfolio Standard
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SAA	Streambed Alteration Agreement
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAGGMC	Southern California Association of Governments Growth Management Chapter
SCAQMD	South Coast Air Quality Management District
SEAs	Significant Ecological Areas
SF_6	sulfur hexafluoride
SIP	state implementation plan
SMARA	State Mining and Reclamation Act of 1975
SMGB	State Mining and Geology Board
SO_2	sulfur dioxide
SO_X	Sulfur Oxides
SR-1	State Route 1
SR-2	State Route 2
SWPPP	stormwater pollution prevention plan
SWRCB	State Water Resources Control Board
TAC	Technical Advisory Committee

Acronym Abbreviation	Definition
TMDL	total maximum daily load
USACE	U.S. Army Corps of Engineers
USC	U.S. Government Code
USDA Forest Service	U.S. Department of Agriculture Forest Service
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
v c	volume-to-capacity
VMT	vehicle miles traveled
Water Replenishment District	Water Replenishment District of Southern California
WDRs	waste discharge requirements
WRP	water reclamation plant

Executive Summary

This Program Environmental Impact Report (PEIR) analyzes the potential for significant environmental impacts associated with the proposed *County of Los Angeles Bicycle Master Plan* (also referred to as the "Bicycle Master Plan," the "Plan," or "proposed project") (Alta Planning + Design 2011; herein incorporated by reference).

The proposed Bicycle Master Plan would replace the 1975 *Plan of Bikeways*. The Bicycle Master Plan proposes a vision for a diverse regional bicycle system of interconnected bicycle corridors, support facilities, and programs to make bicycling more practical and desirable to a broader range of people in the County. It is intended to guide the development and maintenance of a comprehensive bicycle network and set of programs throughout the County's unincorporated communities for the next 20 years.

Existing Conditions

The existing *Plan of Bikeways* for the County of Los Angeles was adopted in 1975 and amended in 1976 (Los Angeles County 1976). It is a component of the Transportation Element of the comprehensive *County of Los Angeles General Plan* (General Plan). The *Plan of Bikeways* consists of goals and policies, design standards, criteria for corridor selection, and implementation measures, along with mapping of bikeway corridor routes. It anticipated that each city within the County would adopt detailed feeder systems to supplement the County-wide network.

Currently, the Los Angeles County bikeway system includes approximately 144 miles of existing Class I bike paths, Class II bike lanes, and Class III bike routes. (For a definition of the bikeway types, see Chapter 2.)

Proposed Project

The Bicycle Master Plan would be a component of the Transportation Element of the General Plan, which is a long-range policy document that guides growth and development in the unincorporated portion of Los Angeles County. When the 2035 Los Angeles County General Plan Update is approved, the Bicycle Master Plan will be incorporated as a component of the Mobility Element.

The Bicycle Master Plan includes recommendations for an expanded bikeway network in unincorporated communities and along rivers, creeks, and flood control facilities throughout the County. It outlines a range of recommendations to facilitate accomplishing the regional goals of increasing the number of people who bike and the frequency of bicycle trips; encouraging the development of Complete Streets (see Chapter 2 for a description of the Complete Streets concept); improving safety for bicyclists; and increasing public awareness and support for bicycle-related programs.

Areas of Known Controversy

The proposed Bicycle Master Plan has few areas of known controversy. Two scoping meetings were held for the PEIR on April 19, 2011, at the Los Angeles County Metropolitan Transportation Authority Headquarters at Union Station in Los Angeles (also known as the Gateway Center), with limited attendance (less than 10 total attendees), and few comments were received during the scoping period (April 4, 2011 to May 3, 2011). Most comments received related not to potential environmental impacts, but to the design of the various bikeways in the Plan itself. The only environmental issue raised in comments was potential visual impacts to existing recreational trails, which is addressed in this Draft PEIR in Section 3.1, "Aesthetics/Visual Resources."

Issues to Be Resolved

The EIR for the Bicycle Master Plan is a Program EIR. A PEIR can be used to evaluate the impacts of agency plans, policies, or regulatory programs. PEIRs generally analyze broad environmental effects of the program with the acknowledgment that site-specific environmental review may be required for particular portions of the program when those portions are proposed for implementation and more information is available.

This document does not attempt to detail specific impacts that may occur from projects included in the Bicycle Master Plan, and could not do so because these facilities have yet to be designed. PEIRs generally analyze broad environmental effects of the program with the acknowledgment that site-specific environmental review may be required for particular portions of the program when those portions are proposed for implementation and more information is available. This document characterizes the types of impacts that could occur and provides mitigation measures that may be applied to individual projects, as needed. The significance of environmental impacts resulting from individual projects, and the need for implementation of mitigation measures, will be resolved in the environmental analyses at the project level, during the project design phase. This analysis will take place in Initial Studies or EIRs for individual projects or in Initial Studies or EIRs for larger roadway rehabilitation and improvement projects that include bikeways described in the Bicycle Master Plan.

Summary of Impacts

The analysis undertaken in support of this PEIR evaluated the plans and policies in the Bicycle Master Plan. The County prepared an Initial Study to determine which environmental topics needed to be at addressed in the PEIR. Based on the Initial Study, the potential for significant impacts related to the following topics was assessed:

- Aesthetics and visual resources
- Biological resources
- Hydrology and water quality
- Cultural resources

- Hazards and hazardous materials
- Traffic and transportation
- Air quality and greenhouse gas emissions
- Mineral resources

Table ES-1 summarizes the impacts related to these issue areas and the potential mitigation that could be used to reduce these impacts during implementation of individual projects in the Bicycle Master Plan. The significance of impacts from individual projects and the applicability of mitigation measures to individual projects will be determined in environmental analyses at the project level.

Table ES-1. Summary of Impacts

Aesthetics/Visual Resources	
Impact 3.1-1: Be substantially visible from or obstruct views along a scenic highway, be located within a scenic corridor, or otherwise impact the viewshed.	
Potentially significant impacts	**Mitigation**
• Permanent (operational) impacts of Class I bike paths to eligible scenic highways or highways officially designated in the future. • Permanent (operational) impacts of Class I bike paths in scenic viewsheds in San Fernando and Santa Clarita Valley Planning Areas.	• **MM 3.1-1:** Avoid view obstruction and alteration along scenic highways and corridors. • **MM 3.1-2:** Design Class I bike paths to avoid visual impacts to scenic viewsheds
Level of significance after mitigation: less than significant.	
Impact 3.1-2: Be substantially visible from or obstruct views from a regional riding or hiking trail.	
Potentially significant impacts	**Mitigation**
• Permanent (operational) impacts of Class I bike paths visible from regional riding or hiking trails.	• **MM 3.1-3:** Design Class I bike paths to avoid visual impacts to regional riding or hiking trails.
Level of significance after mitigation: less than significant.	

Biological Resources

Impact 3.2-1: Be located within a SEA, SEA Buffer, or coastal ESHA, or is relatively undisturbed and natural.

Potentially significant impacts

- Removal disturbance of vegetation (including habitat)
- Alteration of surface drainage patterns.
- Noise and light disturbance and dust deposition.
- Increased human and pet presence.
- Increased potential of exotic species invasion due to soil disturbance.

Mitigation

- **MM 3.2-1:** Obtain agency permits approvals.
- **MM 3.2-2:** Protect sensitive habitat areas from harmful exposure to light.
- **MM 3.2-3:** Avoid impacts on nesting birds and raptors.
- **MM 3.2-4:** Conduct biological monitoring.
- **MM 3.2-5:** Delineate sensitive habitat areas.
- **MM 3.2-6:** Install signage and fencing, vegetation, or other natural barriers to prevent impacts on adjacent areas during operation

Level of significance after mitigation: less than significant.

Impact 3.2-2: Be located within a drainage course that is depicted on USGS quad sheets by a dashed blue line or that may contain a bed, channel, or bank of any perennial, intermittent or ephemeral river, stream, or lake.

Potentially significant impacts

- Removal, filling, hydrological interruption, or other disturbance
- Increased human and pet presence.
- Degradation of functions and values of drainage courses from accumulation of trash and debris.

Mitigation

- **MM 3.2-1:** Obtain agency permits approvals.
- **MM 3.2-4:** Conduct biological monitoring.
- **MM 3.2-5:** Delineate sensitive habitat areas.
- **MM 3.2-6:** Install signage and fencing, vegetation, or other natural barriers to prevent impacts on adjacent areas during operation

Level of significance after mitigation: less than significant.

Impact 3.2-3: Be located in a major riparian or other sensitive habitat.

Potentially significant impacts

- Removal of habitat.
- Increased potential of exotic species invasion due to soil disturbance.
- Deposition of dust during construction.
- Increased human and pet presence.
- Degradation resulting from accumulation of trash and debris.

Mitigation

- **MM 3.2-1:** Obtain agency permits approvals.
- **MM 3.2-2:** Protect sensitive habitat areas from harmful exposure to light.
- **MM 3.2-3:** Avoid impacts on nesting birds and raptors.
- **MM 3.2-4:** Conduct biological monitoring.
- **MM 3.2-5:** Delineate sensitive habitat areas.
- **MM 3.2-6:** Install signage and fencing, vegetation, or other natural barriers to prevent impacts on adjacent areas during operation

Level of significance after mitigation: less than significant.

Impact 3.2-4: Be located near oak or other unique native trees.

Potentially significant impacts

- Removal of trees.

Mitigation

- **MM 3.2-1:** Obtain agency permits approvals.
- **MM 3.2-2:** Protect sensitive habitat areas from harmful exposure to light.
- **MM 3.2-3:** Avoid impacts on nesting birds and raptors.
- **MM 3.2-4:** Conduct biological monitoring.
- **MM 3.2-5:** Delineate sensitive habitat areas.
- **MM 3.2-6:** Install signage and fencing, vegetation, or other natural barriers to prevent impacts on adjacent areas during operation
- **MM 3.2-7:** Replace native trees.

Level of significance after mitigation: less than significant.

Impact 3.2-5: Be located in habitat for any known sensitive species.

Potentially significant impacts

- Removal of suitable occupied habitat.
- Degradation of suitable occupied habitat as a result of increased human and pet presence, dust during construction, and potential invasion of exotic species due to soil disturbance.
- Increase noise during construction.
- Increased light disturbance.

Mitigation

- **MM 3.2-1:** Obtain agency permits approvals.
- **MM 3.2-2:** Protect sensitive habitat areas from harmful exposure to light.
- **MM 3.2-3:** Avoid impacts on nesting birds and raptors.
- **MM 3.2-4:** Conduct biological monitoring.
- **MM 3.2-5:** Delineate sensitive habitat areas.
- **MM 3.2-6:** Install signage and fencing, vegetation, or other natural barriers to prevent impacts on adjacent areas during operation

Level of significance after mitigation: less than significant.

Hydrology/Water Quality

Impact 3.3-1: Be located within a major drainage course on the project site.

Potentially significant impacts

- Construction within drainage channels, in-water construction, use of methods such as sheet-pile coffer dams, or diversion of rivers creeks.
- Alteration of surface drainage patterns.

Mitigation

- **MM 3.3-1:** Design projects to avoid impacts to drainage courses.

Level of significance after mitigation: less than significant.

Impact 3.3-2: Be located within a floodway, floodplain, or designated flood hazard zone.

Potentially significant impacts

- Impede or redirect flood flows.

Mitigation

- **MM 3.3-2:** Design projects to ensure project will not increase the size of the floodplain.

Level of significance after mitigation: less than significant.

Impact 3.3-3: Degradation of the quality of stormwater runoff from pre-development and post-development activities, and contribution of potential pollutants to the stormwater conveyance system or receiving bodies from post-development non-stormwater discharges.

Potentially significant impacts

- Increase in impervious surface in sensitive areas.
- Trash deposition resulting in impact to water quality.

Mitigation

- **MM 3.3-3:** Design appropriate drainage features to prevent erosion.
- **MM 3.3-4:** Design appropriate drainage features to prevent flow into rivers or creeks.
- **MM 3.3-5:** Provide appropriate trash management methods.

Level of significance after mitigation: less than significant.

Cultural Resources

Impact 3.4-1: Be in or near an area containing known archaeological resources or containing features that indicate potential archaeological sensitivity.

Potentially significant impacts

- Earth moving could result in destruction of archaeological resources.

Mitigation

- **MM 3.4-1:** Implement treatment plan based on site-specific surveys prior to earth-moving activities.

Level of significance after mitigation: less than significant.

Impact 3.4-2: Contains known historic structures or sites.

Potentially significant impacts

- Disturb historic architectural resources.

Mitigation

- **MM 3.4-2:** Avoid significant historical resources identified in site-specific surveys.

Level of significance after mitigation: less than significant.

Impact 3.4-3: Cause a substantial adverse change in the significance of a historical or archaeological resource.

Potentially significant impacts

- Disturbance or property damage as a result of construction adversely affecting historic or archaeological resource.

Mitigation

- **MM 3.4-1:** Implement treatment plan based on site-specific surveys prior to earth-moving activities.
- **MM 3.4-2:** Avoid significant historical resources identified in site-specific surveys.

Level of significance after mitigation: less than significant.

Hazards/Hazardous Materials

Impact 3.5-1: Previous uses that indicated residual soil toxicity of the site and/or the site is located within two miles downstream of a known groundwater contamination source within the same watershed.

Potentially significant impacts

- Exposure to contaminated groundwater or other hazards from excavation.

Mitigation

- **MM 3.5-1:** Take appropriate action based on a Preliminary Environmental Site Screening and follow-up studies for projects requiring soil disturbance.

Level of significance after mitigation: less than significant.

Impact 3.5-2: Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or environment.

Potentially significant impacts

- Exposure to hazardous materials at recorded hazardous sites.
- Exposure to lead-based paint or asbestos during demolition.
- Exposure to polychlorinated biphenyls (PCBs) during construction.

Mitigation

- **MM 3.5-2:** Take appropriate actions based on Lead-Based Paint and Asbestos-Containing Building Materials Surveys for Projects Requiring Demolition of Structures.
- **MM 3.5-3:** Take appropriate actions based on PCB Survey for Projects Requiring Demolition of Structures.

Level of significance after mitigation: less than significant.

Traffic and Transportation

Impact 3.6-1: Cause an increase in traffic that is substantial in relation to the existing traffic volumes and capacity of the roadway system (e.g., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections) or exceed, either individually or cumulatively, a LOS standard established by the County Congestion Management Agency for designated roadways or highways.

Potentially significant impacts

- Construction-related congestions resulting in temporary traffic levels that exceed applicable LOS standards.
- Reduction in vehicular travel lanes (road diets) to add bike lanes (Class II), reducing LOS.

Mitigation

- **MM 3.6-1:** Implement a Traffic Control Plan.
- **MM 3.6-2:** Implement site-specific traffic study recommendations.

Level of significance after mitigation: less than significant.

Impact 3.6-2: Result in hazardous traffic conditions.

Potentially significant impacts

- Construction-generated traffic resulting in safety impacts where roadways restrictions, lane closures, and similar conditions occur.

Mitigation

- **MM 3.6-1:** Implement a Traffic Control Plan.

Level of significance after mitigation: less than significant.

Impact 3.6-3: Result in Parking Problems with a Subsequent Impact on Traffic Conditions.

Potentially significant impacts

- Removal of parking to accommodate new Class II bike lanes.

Mitigation

- **MM 3.6-1:** Implement a Traffic Control Plan.
- **MM 3.6-3:** Implement site-specific parking study recommendations.

Level of significance after mitigation: less than significant.

Air Quality/Greenhouse Gas Emissions

Impact 3.7-1: Conflict with or obstruct implementation of the applicable air quality plan.

Impacts would be less than significant and no mitigation is required.

Impact 3.7-2: Violate any air quality standards or contribute substantially to an existing or projected air quality violation.

Impacts would be less than significant and no mitigation is required.

Impact 3.7-3: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under applicable federal or state ambient air quality standards (including releasing emissions which exceed quantitative thresholds for ozone precursors).

Impacts would be less than significant and no mitigation is required.

Impact 3.7-4: Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.

Potentially significant impacts

- Increases in GHG emissions contributing to significant adverse environment impacts during construction.

Mitigation

- **MM 3.7-1:** Meet Tier 2 standards for engine equipment emissions during construction.
- **MM 3.7-2:** Turn off equipment when not in use.
- **MM 3.7-3:** Use existing electricity infrastructure.

Level of significance after mitigation: less than significant.

Impact 3.7-5: Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Impacts would be less than significant and no mitigation is required.

Mineral Resources

Impact 3.8-1: Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.

Potentially significant impacts

- Disruption or removal of existing extraction operations or precluding future extraction of resources.

Mitigation

- **MM 3.8-1:** Implement measures to protect existing mineral resource and oil and gas resource operations in the vicinity of Bicycle Master Plan projects.

Level of significance after mitigation: less than significant.

Impact 3.8-2: Result in the loss of availability of a locally important mineral resource discovery site delineated on a local general plan, specific plan, or other land use plan.

Potentially significant impacts

- Affect ability to access future locally designated resources.

Mitigation

- **MM 3.8-1:** Implement measures to protect existing mineral resource and oil and gas resource operations in the vicinity of Bicycle Master Plan projects.

Level of significance after mitigation: less than significant.

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Chapter 1 | Introduction

The County of Los Angeles (County) has prepared this Draft Program Environmental Impact Report (Draft PEIR), which examines the potential impacts on the environment related to the *County of Los Angeles Bicycle Master Plan* (also referred to as the "Bicycle Master Plan," the "Plan," or "proposed project") (Alta Planning + Design 2011; herein incorporated by reference). This Draft PEIR was prepared by the County of Los Angeles Department of Public Works (LACDPW).

1.1 Background

The existing *Plan of Bikeways* for the County of Los Angeles was adopted in 1975 and amended in 1976 (Los Angeles County 1976). It is a component of the Transportation Element of the comprehensive *County of Los Angeles General Plan* (General Plan). The *Plan of Bikeways* consists of goals and policies, design standards, criteria for corridor selection, and implementation measures, along with mapping of bikeway corridor routes. It anticipated that each city within the County would adopt detailed feeder systems to supplement the County-wide network.

Currently, the Los Angeles County bikeway system includes approximately 144 miles of existing Class I bike paths, Class II bike lanes, and Class III bike routes. (For a definition of the bikeway types, see Chapter 2.)

1.2 Project Summary

The proposed Bicycle Master Plan would replace the 1975 *Plan of Bikeways*. The Plan was prepared by Alta Planning + Design for the LACDPW. The Bicycle Master Plan proposes a vision for a diverse regional bicycle system of interconnected bicycle corridors, support facilities, and programs to make bicycling more practical and desirable to a broader range of people in the County. It is intended to guide the development and maintenance of a comprehensive bicycle network and set of programs throughout the County's unincorporated communities for the next 20 years.

The Bicycle Master Plan would be a component of the Transportation Element of the General Plan, which is a long-range policy document that guides growth and development in the unincorporated portion of Los Angeles County. When the 2035 Los Angeles County General Plan Update is approved, the Bicycle Master Plan will be incorporated as a component of the Mobility Element.

The Bicycle Master Plan includes recommendations for an expanded bikeway network in unincorporated communities and along rivers, creeks, and flood control facilities throughout the County. It outlines a range of recommendations to facilitate accomplishing the regional goals of increasing the number of people who bike and the frequency of bicycle trips; encouraging the development of Complete Streets (see Chapter 2 for a description of the Complete Streets concept); improving safety for bicyclists; and increasing public awareness and support for bicycle-related programs.

1.3 About This EIR

The California Environmental Quality Act (CEQA) was adopted in 1970 to disclose to decision makers and the public the significant environmental effects of proposed actions. CEQA applies to all discretionary activities proposed to be carried out or approved by California public agencies. The proposed Bicycle Master Plan is a discretionary activity, so CEQA is applicable. Therefore, the County prepared an Initial Study to determine whether an EIR would be required for the proposed project, and if so, which environmental topics needed to be at addressed in the EIR. The Initial Study was distributed with a Notice of Preparation (NOP) on April 4, 2011 (see Section 1.4.1 and Appendix A). Based on the Initial Study, the County determined that the Bicycle Master Plan may have a significant effect on the environment, and an EIR would be required. The County proposed that the EIR would address the following topics:

- Major drainage courses
- Floodways, floodplains, and designated flood hazard zones
- Quality of stormwater runoff
- Air quality plans
- Air quality standards
- Criteria pollutants ambient air quality standards
- Significant Ecological Areas, buffers, and coastal Sensitive Environmental Resource areas
- Blue-line, perennial, intermittent, and ephemeral rivers, streams, and lakes
- Riparian and other sensitive habitats
- Unique native trees
- Habitat for sensitive species
- Archaeological resources
- Historic sites
- Mineral resources
- Scenic highways
- Views of regional riding or hiking trails
- Generation of greenhouse gas emissions
- Hazardous traffic conditions
- Parking
- Toxic soil or groundwater
- Hazardous materials sites

During the comment period for the NOP and Initial Study, called the scoping period (see Section 1.4.1, below), multiple commenters requested that the Draft PEIR also evaluate potential impacts to existing recreational facilities.

The content and organization of this Draft PEIR are designed to meet the requirements of CEQA. This Draft PEIR is organized as follows:

- **Executive Summary** provides a summary of the project and the environmental impacts and mitigation measures.
- **Chapter 1, Introduction,** provides an overview of the project, CEQA compliance information, and organization of the Draft PEIR.
- **Chapter 2, Project Description,** provides a discussion the goals and objectives of the Bicycle Master Plan and a description of the project.
- **Chapter 3, Environmental Analysis,** presents the environmental analysis of existing conditions, project impacts, and mitigation measures. Based on the topics identified in the Initial Study and during the scoping period, Chapter 3 is organized into the following technical sections:
    - Aesthetics/Visual Resources (Section 3.1)
    - Biological Resources (Section 3.2)
    - Hydrology/Water Quality (Section 3.3)
    - Cultural Resources (Section 3.4)
    - Hazards/Hazardous Materials (Section 3.5)
    - Traffic/Transportation (Section 3.6)
    - Air Quality/Greenhouse Gases (Section 3.7)
    - Mineral Resources (Section 3.8)
- **Chapter 4, Effects Determined Not to be Significant,** presents a short discussion of environmental issues that were found to not have significant impacts resulting from the proposed project.
- **Chapter 5, Alternatives,** includes an analysis of alternatives to the proposed project that would potentially reduce impacts to the environment.
- **Chapter 6, Growth Inducement,** discusses the potential for the proposed project to induce growth.
- **Chapter 7, Significant Irreversible Changes,** addresses the potential for there to be irreversible adverse changes in the environment due to the proposed project.
- **Chapter 8, List of Preparers and Agencies Consulted,** provides a list of the people that participated in the preparation of this document and the agencies contacted during preparation.
- **Chapter 9, References,** provides a comprehensive list of the references cited in this document.

The EIR for the Bicycle Master Plan is a Program EIR. A PEIR can be used to evaluate the impacts of agency plans, policies, or regulatory programs. PEIRs generally analyze broad environmental effects of the program with the acknowledgment that site-specific environmental review may be required for particular portions of the program when those portions are proposed for implementation and more information is available.

In this case, this Draft PEIR addresses the impacts of adopting the Bicycle Master Plan. It also identifies the types of environmental impacts that would result from the implementation of the individual projects in the Plan. Mitigation measures and strategies are provided when potential significant impacts are identified. This Draft PEIR provides guidance for subsequent analysis of the various components of the Plan as individual projects. These project-level environmental evaluations may use the PEIR to provide general information and may supplement it (or tier off of it) to provide site-specific impact analyses. The level of significance of impacts from individual projects and the applicability of mitigation strategies identified in this document will be evaluated at the project-level evaluations. For individual projects where no impacts would occur, no further environmental documentation will be required. For projects that would have less-than-significant impacts (or where impacts would be reduced to less-than-significant levels through mitigation), Initial Studies/Negative Declarations will be prepared (or Mitigated Negative Declarations where mitigation is required.) For projects that would result in significant environmental impacts, for which mitigation to reduce impacts to a less-than-significant is unavailable or infeasible, project-level EIRs will be prepared.

As discussed above, the County has prepared this Draft PEIR and is the lead agency under CEQA. For the most part, bikeways proposed in the Bicycle Master Plan are located within unincorporated portions of the County, or along rivers, creeks, and flood control facilities throughout the County. However, in order to provide connectivity, bikeways are proposed within other jurisdictions and may require subsequent oversight, approvals, or permits from these cities. These cities are referred to as "responsible agencies" under CEQA because they may also need to take discretionary actions related to Bicycle Master Plan. The responsible agencies can use this Draft PEIR to support their decision-making process. Responsible agencies for this Draft PEIR are shown in Table 1-1.

Table 1-1. Responsible Agencies

Agoura Hills	Glendale	Long Beach	Rosemead
Arcadia	Glendora	Los Angeles	San Dimas
Azusa	Hawthorne	Malibu	San Gabriel
Calabasas	Huntington Park	Monrovia	Santa Clarita
Carson	Industry	Montebello	Santa Fe Springs
Commerce	Inglewood	Monterey Park	Temple City
Compton	Irwindale	Palmdale	Torrance
Covina	La Canada Flintridge	Paramount	Vernon
Culver City	La Mirada	Pasadena	West Covina
El Monte	La Puente	Pomona	Whittier
El Segundo	La Verne	Rancho Palos Verdes	
Gardena	Lancaster	Rolling Hills Estates	

1.4 Public Review

1.4.1 Scoping Period

As discussed above, the NOP and Initial Study were distributed for review on April 4, 2011, with a public review period—called the scoping period—continuing until May 3, 2011.

As required by CEQA, the NOP and Initial Study were filed with the State Clearinghouse, starting the scoping period. The NOP was also filed with the County Clerk of Los Angeles County and was published in 13 general-circulation newspapers in the County. In addition, the NOP, and in some cases the Initial Study, were mailed or sent electronically to agencies and other parties that may have an interest in the Bicycle Master Plan and knowledge that could provide assistance in the preparation of the EIR. Finally, copies of the Initial Study were provided to all County of Los Angeles Public Library locations, and the Initial Study was posted on the LACDPW webpage.

Two scoping meetings were held for the PEIR on April 19, 2011, at the Los Angeles County Metropolitan Transportation Authority Headquarters at Union Station in Los Angeles (also known as the Gateway Center). This location was selected because of its central location within the County and its accessibility by multiple transportation modes. The scoping meetings were scheduled in the afternoon and early evening. Attendees were provided a brief presentation and asked to provide oral or written comments. Interested parties were also invited to submit comments by mail or email.

The Scoping Report, located in Appendix B, provides additional information about the distribution of the NOP and Initial Study and the comments received.

1.4.2 Draft PEIR Comment Period

The Draft PEIR is now being distributed to the public and interested or affected agencies for review. This begins a 45-day comment period, from [DATE] to [DATE]. During this time, the public and agencies are asked to review the Draft PEIR and provide comments on the document. Interested parties may submit their comments to:

County of Los Angeles Department of Public Works
Programs Development Division, 11th Floor
Attention Ms. Reyna Soriano
P.O. Box 1460
Alhambra, CA 91802-1460
E-mail: rsoriano@dpw.lacounty.gov

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Chapter 2 | Project Description

2.1 Overview

The Bicycle Master Plan is a sub-element of the Transportation Element within the *County of Los Angeles General Plan*. Per State CEQA Guidelines, a *project* is defined as "the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonable foreseeable indirect physical change in the environment, and that is any of the following:…(1) enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections §65100–65700." The environmental review process for the proposed project will occur concurrently with the 2035 Los Angeles County General Plan Update and the EIR for that update being prepared by the County of Los Angeles.

Approval of the proposed project would result in the adoption of the Bicycle Master Plan by the County. The Plan provides guidance regarding the development of infrastructure, policies, and programs that would improve the bicycling environment in Los Angeles County. The Plan also contains a list of goals, policies, and implementation actions developed to achieve the County's vision for the next 20 years or until 2032 (detailed under Section 2.4, "Project Goals and Policies," below).

2.2 Project Location / Environmental Setting

Los Angeles County is geographically one of the largest counties in the nation. The County stretches along 75 miles of the Pacific Coast of Southern California and is bordered to the east by Orange and San Bernardino Counties, to the north by Kern County, and to the west by Ventura County. Los Angeles County also includes the offshore islands of Santa Catalina and San Clemente. Figure 2-1 shows the regional location of Los Angeles County.

The unincorporated areas of the County comprise 2,656.6 square miles of Los Angeles County's 4,083.2 square miles, equivalent to approximately 65% of the County's total land area. The majority of unincorporated County land is located in the northern part of the county and includes expansive open space within the Antelope and Santa Clarita Valleys. The unincorporated areas of the County consist of 124 separate, noncontiguous land areas. These areas in the northern part of the County are covered by large amounts of sparsely populated land and include the Angeles and Los Padres National Forests and the Mojave Desert. The unincorporated areas of the southern portion of the County consist of 58 communities, located among the other urban incorporated cities in the County, which are often referred to as the County's unincorporated urban islands. The County's southwestern boundary consists of the Pacific Ocean coastline and encompasses the Santa Catalina and San Clemente Islands; however, the two islands are not included in the Plan. The Bicycle Master Plan is organized by the 11 planning area boundaries used for the General Plan, with the exception of the Coastal Islands Planning Area, as shown on Figure 2-1.

Los Angeles County is heavily urbanized, and most of the undeveloped land that remains is within unincorporated areas. Unincorporated areas within the County are climatically and ecologically diverse and include coastal, mountain, forest, and desert ecosystems. There are a number of wildlife corridors in the County that connect the Mojave Desert, San Gabriel Mountains, Santa Susana Mountains, Santa Monica Mountains, and Puente Hills with other core areas of wildlife habitat.

In addition to the unincorporated areas, the County has jurisdictional control over numerous rivers, creeks, and flood control channels and other rights-of-way. The proposed bicycle facilities may travel through various jurisdictions along flood control channels under the jurisdiction of either the County or the U.S. Army Corps of Engineers. This Draft PEIR addresses and analyzes the bicycle network under the County's jurisdiction. Portions of some bikeways in the proposed network traverse incorporated city roadways. These portions were included in the Plan to present a bikeway network that would most completely serve the intended purposes of expanding local and regional connectivity and connecting gaps within the existing network. The County has no jurisdiction to carry out projects along roadways maintained by incorporated cities. However, this Draft PEIR analyzes impacts for the entire program, both in unincorporated County areas and within the affected cities. This will allow the affected cities, as responsible agencies, to use this EIR to comply with CEQA for their discretionary actions.

2.3 Purpose of the Plan

The purpose of the Bicycle Master Plan is to guide the development of infrastructure, policies, and programs that improve the bicycling environment in Los Angeles County. The Plan focuses on areas under the County's jurisdictional authority; however, it also coordinates with bicycle planning efforts of other agencies. The Plan also provides direction for expanding the existing bikeway network, connecting gaps, addressing constrained areas, providing for greater local and regional connectivity, and encouraging more residents to bicycle more often.

The plan complies with Streets and Highways Code Section 891.2, making the County eligible for Bicycle Transportation Account (BTA) funds. The BTA is an annual program that provides state funds for city and county projects that improve safety and convenience for bicycle commuters.

The Plan is a supplementary document to the General Plan, providing a more detailed bicycle planning and policy direction than is included in the currently adopted General Plan. The existing County *Plan of Bikeways* was adopted in 1975. The Plan, once adopted, will replace the 1975 *Plan of Bikeways* and will become a sub-element to the Transportation Element of the General Plan, and later incorporated into the 2035 Los Angeles County General Plan Update, when approved.

2.4 Project Benefits

The project benefits include the Plan's guiding principles, which were developed with community input regarding how and where residents would like to see bicycle corridors by the year 2032. The proposed project's primary objective is to create a more bicycle-friendly environment in Los Angeles County through the implementation of the Bicycle Master Plan, which would benefit County

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Source: Alta Planning + Design (2011)

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Figure 2-1
Regional Location
Los Angeles County Bicycle Master Plan

residents and visitors alike. As secondary objectives, the County proposes to contribute to resolving several complex and interrelated issues, including traffic congestion, air quality, climate change, public health, and livability. By guiding unincorporated areas toward bicycle-friendly development, this Plan can affect all of these issue areas, which collectively can have a profound effect on the existing and future quality of life in the County.

Implementation of the proposed project seeks to provide these benefits:

- Environmental and Climate Change Benefits: Fewer vehicular trips result in fewer mobile source and greenhouse gas pollutants, thereby improving air quality.
- Public Health Benefits: Encourages active lifestyles and creates a means for physical activity.
- Economic Benefits: Bicycling involves fewer operating costs and travel expenses than automobile commutes. Cost of bicycle infrastructure is less than automobile infrastructure.
- Community/Quality of Life Benefits: Built environments that promote bicycling are more socially active, civically engaged, and aesthetically pleasing.
- Safety Benefits: Well-designed bicycle facilities improve security for cyclists and encourage more people to bike, which in turn, can further improve bicycling safety.

2.5 Project Goals and Policies

The overall vision established in the Plan involves increasing bicycling throughout the County of Los Angeles through the development and implementation of bicycle-friendly policies, programs, and infrastructure. The goals and policies necessary to implement the Plan are listed below:

- Goal 1 - Bikeway System: Expanded, improved, and interconnected system of County bikeways and bikeway support facilities.
    - Policy 1.1 - Construct the bikeways proposed in the 2012 *County of Los Angeles Bicycle Master Plan* over the next 20 years.
    - Policy 1.2 - Enact changes in the County codes and land uses that encourage additional bikeways and bicycle support facilities.
    - Policy 1.3 - Coordinate with developers to provide bicycle facilities that encourage biking and link to key destinations.
    - Policy 1.4 - Support the development of bicycle facilities that encourage new riders.
    - Policy 1.5 - Complete regular updates of the Bicycle Master Plan to be current with policies and requirements for grant funding and to improve the network.
    - Policy 1.6 - Develop a bicycle parking policy.
- Goal 2 - Safety: Increased safety of roadways for all users.
    - Policy 2.1 - Implement projects that improve the safety of bicyclists at key locations.

  - Policy 2.2 - Encourage alternative street standards that improve safety such as lane reconfigurations and traffic calming.
  - Policy 2.3 - Support traffic enforcement activities that increase bicyclists' safety.
  - Policy 2.4 - Evaluate impacts on bicyclists when designing new or reconfiguring streets.
  - Policy 2.5 - Continue to support the County's Suggested Routes to School program.
  - Policy 2.6 - Support Development of a Healthy Design Ordinance.
- Goal 3 - Education: Developed education programs that promote safe bicycling.
  - Policy 3.1 - Provide Bicycle Education.
  - Policy 3.2 - Consider safety education campaigns aimed at bicyclists and motorists (e.g., public service announcements, brochures, etc.).
  - Policy 3.3 - Train County staff working on street design, construction, and maintenance projects to consider the safety of bicyclists in their work.
  - Policy 3.4 - Support training for the California Highway Patrol.
- Goal 4 - Encouragement Programs: County residents that are encouraged to walk or ride a bike for transportation and recreation.
  - Policy 4.1 - Support organized rides or cycling events, including those that may include periodic street closures in the unincorporated areas.
  - Policy 4.2 - Encourage non-automobile commuting.
  - Policy 4.3 - Develop maps and way finding signage and striping to assist navigating the regional bikeways.
- Goal 5 - Community Support: Community supported bicycle network.
  - Policy 5.1 - Establish a community stakeholder group to assist with the implementation of the Bicycle Master Plan.
  - Policy 5.2 - Create an online presence to improve visibility of bicycling issues in unincorporated Los Angeles County.
  - Policy 5.3 - Maintain efforts to gauge community interest and needs on bicycle-related issues.
- Goal 6 - Funding: Funded Bikeway Plan.
  - Policy 6.1 - Identify and secure funding to implement this Bicycle Master Plan.

2.6 Project Characteristics

The preparation and adoption of the Bicycle Master Plan as a sub-element of the Transportation Element of the General Plan is authorized by the State of California (Government Code 65300) to guide the long-range development of the County. The Plan would replace the County *Plan of Bikeways* that was adopted in 1975. The Plan discusses the existing and proposed bicycle network

within County areas. The Plan describes bicycle-related programs that are essential facets of the overall bicycle system envisioned for the County. These include education, encouragement, and enforcement programs. The Plan includes design guidelines for bicycle treatments, funding options, cost estimates for the highest priority projects, and a phased implementation strategy for the proposed bikeway recommendations.

The Bicycle Master Plan is organized as follows:

- Chapter 1, "Introduction"
- Chapter 2, "Goals, Policies, and Implementation Actions"
- Chapter 3, "Existing Conditions and Proposed Network"
- Chapter 4, "Education, Enforcement, and Encouragement Programs"
- Chapter 5, "Funding and Implementation"

2.6.1 Planning Areas

The Plan is organized by planning area boundaries consistent with the Draft 2035 Los Angeles County General Plan Update, with the exception of the Coastal Islands Planning Area, which contains no county-maintained roadways and is not included in the Plan. Figure 2-1 displays an overall map of the County of Los Angeles, providing the location of 10 planning areas within the Plan. The proposed network is displayed on two overview maps: Figure 2-2 displays the western portion of the County, and Figure 2-3 displays the eastern portion.

2.6.2 Proposed Bicycle Network

The County of Los Angeles is proposing the Bicycle Master Plan to create a seamless regional bicycle network and to improve the quality of life throughout the County. The Plan proposes an expanded bikeway network in unincorporated communities and along rivers, creeks, and flood control facilities within County jurisdiction. (Portions of some bikeways in the proposed network traverse incorporated city land. The potentially affected cities are listed in Table 1-1 in Chapter 1, "Introduction.") The Plan outlines a range of recommendations to facilitate accomplishing the regional goals of increasing the number of people who bike and frequency of bicycle trips for all purposes, encouraging the development of Complete Streets[1], improving safety for bicyclists, and increasing public awareness and support for bicycling in the County. The recommendations include bicycle infrastructure improvements, bicycle-related programs, implementation strategies, and policy and design guidelines for the County's unincorporated communities and where the County owns property or has jurisdictional control, such as along flood control facilities.

[1] Complete Streets is both a national movement and a California state law (California Complete Streets Act of 2008, or Assembly Bill 1358). The state law requires cities and counties to include complete streets policies as part of their general plans so that roadways are designed to safely accommodate all users, including bicyclists, pedestrians, transit riders, children, older people, and disabled people, as well as motorists. (Governor's Office of Planning and Research 2010.)

Table 2-1 presents the California Department of Transportation (Caltrans) bikeway classification system, which the Plan follows in classifying all bikeways. The unincorporated County bicycle network consists of a combination of facility types, including Class I bike paths, Class II bike lanes, Class III bike routes, and bicycle boulevards. Note that while the County may impose more stringent facility requirements, the County must follow the state minimum standards for all facilities.

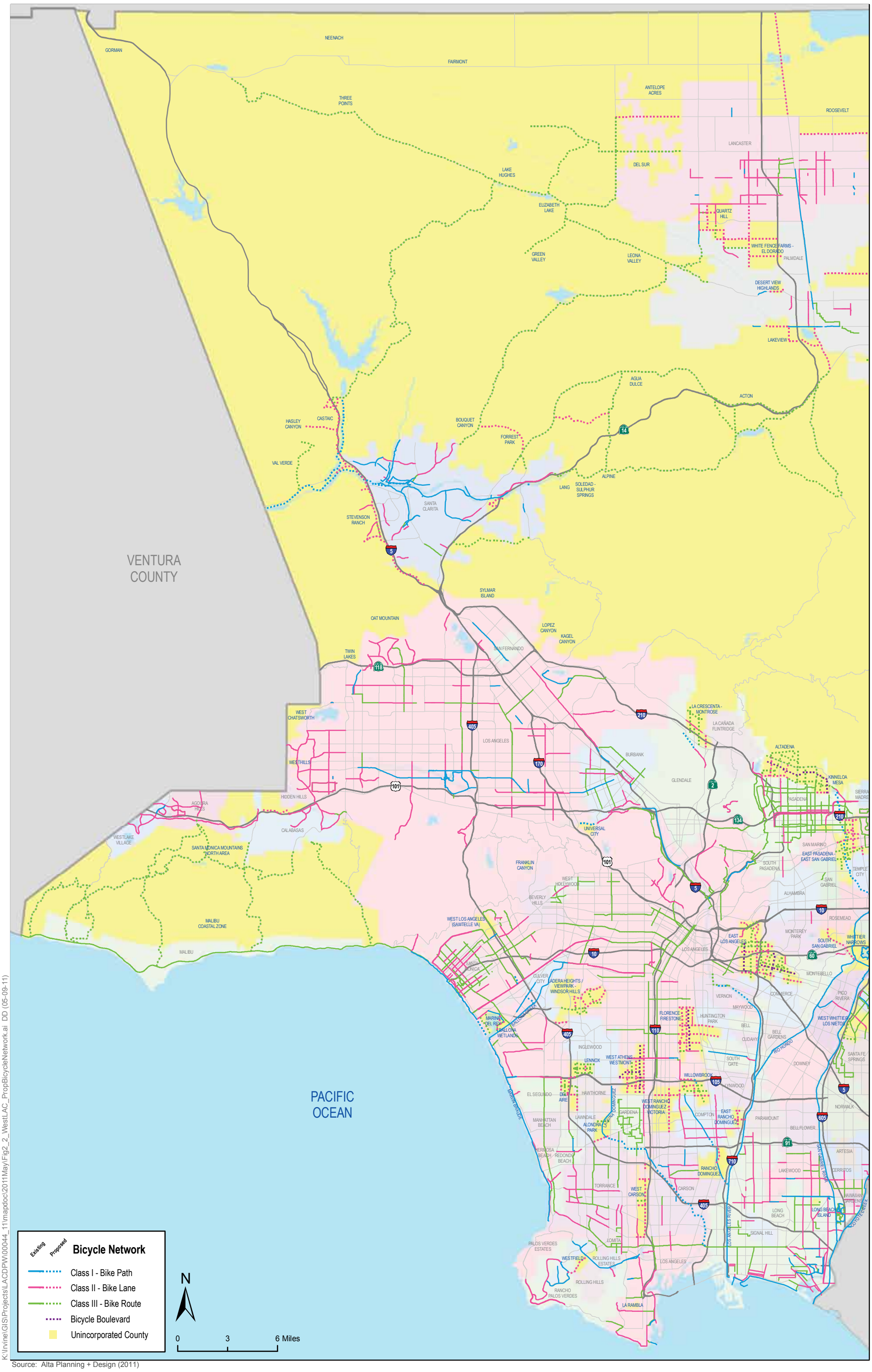
Table 2-1. Bikeway Facility Types

Class Type	Name	Description
Class I	Bike Path	Bike paths, also called shared-use paths or multiuse paths, are paved rights-of-way for exclusive use by bicyclists, pedestrians, and other nonmotorized modes of travel. They are physically separated from vehicular traffic and can be constructed in the roadway right-of-way or an exclusive right-of-way. Most of Los Angeles County bicycle paths are located along the creek and river channels or along the beach. These facilities are often used for recreation but also can provide important transportation connections.
Class II	Bike Lane	Bike lanes are defined by pavement striping and signage used to allocate a portion of a roadway for exclusive bicycle travel. Bike lanes are one-way facilities on either side of a roadway. Bike lanes are located adjacent to a curb where no on-street parking exists. Where on-street parking is present bike lanes are striped to the left side of the parking lane.
Class III	Bike Route	Bike routes provide shared use with motor vehicle traffic within the same travel lane. Designated by signs, bike routes provide continuity to other bike facilities or designate preferred routes through corridors with high demand.
	Bicycle Boulevards	Bicycle boulevards are local roads or residential streets that have been enhanced with traffic-calming signage and other treatments to prioritize bicycle travel. Bicycle boulevards are typically found on low-traffic low-volume streets that can accommodate bicyclists and motorists in the same travel lanes, without specific bicycle lane delineation. The treatments applied to create a bicycle boulevard heighten motorists awareness of bicyclists and slow vehicle traffic, making the boulevard more conducive to safe bicycle (and pedestrian) activity. Bicycle boulevard treatments include signage, pavement markings, intersection treatments, and traffic-calming measures and can include traffic diversions.

Bicycle boulevards are not defined as a specific bikeway type by Caltrans; however, the basic design features of bicycle boulevards comply with Caltrans standards.

Source: Alta Planning Design 2011.

Currently, the County maintains approximately 144 miles of existing Class I, II, and III bikeways. The Plan proposes an interconnected network of bicycle corridors that adds approximately 695 miles of new bikeways throughout the County that would enable residents to bicycle with greater safety, directness, and convenience within and between major regional destinations and activity centers. Table 2-2 summarizes the existing and proposed number of miles for each type of bikeway



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Source: Alta Planning + Design (2011)

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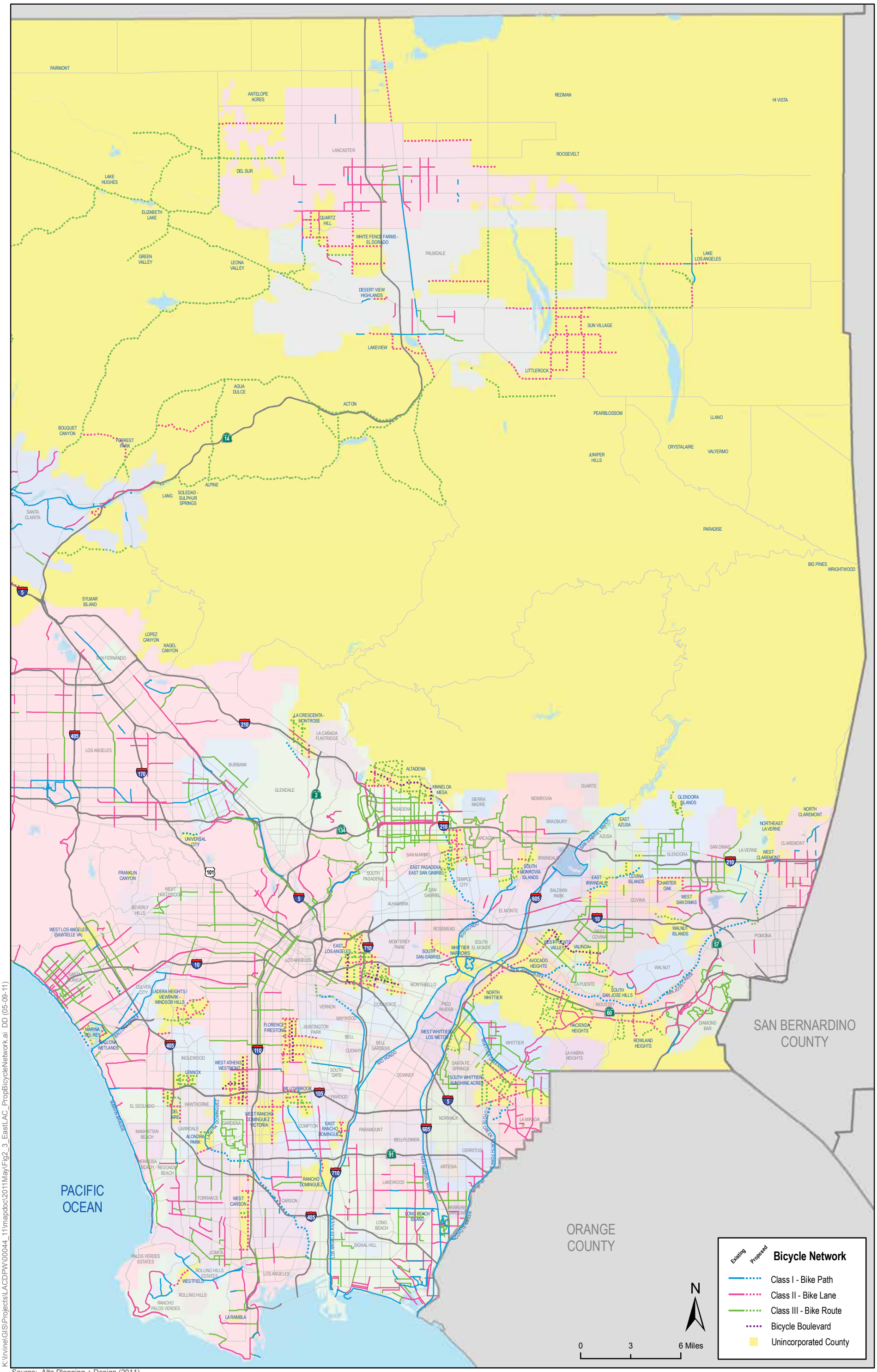
Figure 2-2
Western Los Angeles County Proposed Bicycle Network
Los Angeles County Bicycle Master Plan



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Source: Alta Planning + Design (2011)

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Figure 2-3
Eastern Los Angeles County Proposed Bicycle Network
Los Angeles County Bicycle Master Plan

(previously described in Table 2-1) within each planning area in the County, with planning area boundaries defined in Figure 2-1.

Table 2-2. Summary of Existing and Proposed Bikeways

Planning Areas	Existing Bikeways			Proposed Bikeways			
	Class I	Class II	Class III	Class I	Class II	Class III	Other
Antelope Valley	3.2	3.8	0.2	--	74.2	107.8	--
East San Gabriel Valley	7.5	7.6	9.4	25.1	22.8	25.6	3.0
Gateway	45.9	1.0	9.7	12.1	19.4	10.4	--
Metro	--	2.3	--	0.6	41.4	21.4	12.1
San Fernando Valley	--	1.5	--	2.2	0.9	5.3	--
Santa Clarita Valley	--	2.4	0.9	15.9	29.1	101.4	--
Santa Monica Mountains	--	0.5	--	--	1.8	66.1	--
South Bay	8.9	1.1	--	2.7	12.5	8.3	--
West San Gabriel Valley	23.3	--	2.6	8.0	15.9	28.5	4.9
Westside	11.5	--	0.7	2.5	6.9	5.9	--
Total Mileage	100.3	20.2	23.5	69.1	224.6	380.7	20.0

Source: Alta Planning Design 2011.

2.6.3 Collaboration and Public Participation

The selection process for determining areas of proposed bicycle facility improvements included extensive public outreach and consultation with County staff through meetings with the Technical Advisory Committee (TAC), which consists of the County of Los Angeles Departments of Beaches and Harbors, Parks and Recreation, Public Health, Public Works, and Regional Planning. County staff received monthly consultation with the Bicycle Advisory Committee (BAC), which consists of representatives from each of the five Supervisorial Districts within Los Angeles County, Caltrans, and the Los Angeles County Metropolitan Transportation Authority (LACMTA).

Three rounds of public workshops were held to present the Plan's initial findings and recommendations to the public, and to provide opportunities for public input and feedback. The first round of workshops introduced the Plan to the public and provided opportunities for public input. Ten first-round workshops were held between February and March 2010. The second-round workshops served as a mid-project update for the public in June 2010. These workshops focused on specific study corridors proposed for further evaluation; education, encouragement, and enforcement program recommendations; and project prioritization methodology. A third round of

public workshops was conducted between March and April 2011 to provide an opportunity for the public to review and provide input to the Plan's recommendations for new bikeways.

2.6.4 Project Phasing

The Plan's proposed improvements to the bikeway network will be implemented in three phases.

- Phase 1 will occur during the first 5 years (2012 to 2017).
- Phase 2 will occur during the middle 10 years (2017 to 2027).
- Phase 3 will occur during the last 5 years (2028 to 2032).

Chapter 3 | Environmental Analysis

This chapter examines the environmental setting, evaluates the potential significant environmental impacts, and identifies appropriate mitigation measures for each environmental element discussed in this Draft PEIR.

As discussed in Chapter 1, "Introduction," the scope of this PEIR is based on the Initial Study and NOP, as well as comments received during the scoping process, focusing on environmental issues that could result in potentially significant impacts. This chapter of the PEIR addresses eight environmental resources, which were determined to be potentially significant in the NOP and scoping process. These environmental elements are addressed in the following sections:

- Section 3.1, "Aesthetics/Visual Resources"
- Section 3.2, "Biological Resources"
- Section 3.3, "Hydrology/Water Quality"
- Section 3.4, "Cultural Resources"
- Section 3.5, "Hazards/Hazardous Materials"
- Section 3.6, "Transportation/Traffic"
- Section 3.7, "Air Quality/Greenhouse Gas Emissions"
- Section 3.8, "Mineral Resources"

Sections 3.1 through 3.8 provide a detailed discussion of the environmental setting, impacts associated with the proposed project, and mitigation measures designed to reduce significant impacts where required and when feasible. The residual impacts following the implementation of any mitigation measures also are discussed. Each section is organized as follows:

- **Introduction.** This section introduces the issue area and provides a general approach to the assessment.
- **Regulatory Setting.** This section summarizes the regulations, plans, and standards that apply to the proposed project and relate to the specific issue area in question.
- **Environmental Setting.** This section describes the physical environmental conditions in the project area as they relate to the issue in question. According to the State CEQA Guidelines, the environmental setting normally constitutes the baseline physical conditions by which the lead agency determines whether or not an impact is significant.
- **Project Impacts and Mitigation Measures.** This section discusses the analysis methods, the thresholds of significance, the environmental impact analysis, and mitigation measures that may be necessary to reduce environmental impacts, and the level of significance of impacts following the implementation of recommended mitigation measures.
- **Cumulative.** This section discusses whether the project's impacts would combine with the impacts of other projects to result in a considerable contribution to cumulative impacts.

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Section 3.1 | Aesthetics/Visual Resources

3.1.1 Introduction

This section describes the affected environment for aesthetics and visual resources, the regulatory setting associated with aesthetics and visual resources, the impacts on aesthetics and visual resources that would result from the project, and the mitigation measures that would reduce these impacts.

The following impact determinations were made in the County of Los Angeles Initial Study Checklist for the proposed project.

- The project site would not be located in an undeveloped or undisturbed area that contains unique aesthetic features.
- The project's proposed use would not be out of character in comparison to adjacent uses because of height, bulk, or other features.
- The project would not likely create substantial sun shadow, light, or glare problems.
- The project would not result in other factors related to aesthetics/visual resources (e.g., grading or landform alteration).

These issues are not discussed further in this section.

3.1.2 Regulatory Setting

3.1.2.1 Federal

The U.S. Department of Agriculture Forest Service (USDA Forest Service) will ensure that visual resources within the Los Padres and Angeles National Forests are preserved. USDA Forest Service regulations cannot be altered by the proposed project. A federal agency must comply with the National Environmental Protection Act (NEPA) whenever it proposes an action, grants a permit, or agrees to fund or otherwise authorize any other entity to undertake an action that could possibly affect environmental resources. Compliance with NEPA may involve evaluation of aesthetic and neighborhood character impacts. It is anticipated that NEPA compliance would be required only for the proposed project locations within national forests. This compliance would occur during environmental review for individual projects of the Bicycle Master Plan (project-level analysis).

3.1.2.2 State

California Scenic Highway Program

Caltrans manages the California Scenic Highway Program, which was created in 1963 by the California legislature to preserve and protect scenic highway corridors from changes that would diminish the aesthetic value of lands adjacent to highways. The program includes a list of highways that are eligible for designation as scenic highways or that have been designated as such. A highway

may be designated as scenic based on how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes on the traveler's enjoyment of the view. State laws governing the California Scenic Highway Program are found in the Streets and Highways Code, Sections 260 through 263.

3.1.2.3 Local

Los Angeles County General Plan

General Goals and Policies

This section contains goals and policies from the General Goals and Policies of the *County of Los Angeles General Plan* and subsequent amendments related to aesthetics and visual resources (County of Los Angeles 1980a).

General Goals

- Conserve resources and protect the environment.

Plan Policies

Resource Conservation and Protection of Environmental Quality

- Protect areas that have significant natural resources and scenic values, including significant ecological areas, the coastal zone and prime agricultural lands.

Scenic Highway Element

This section contains goals and policies from the Scenic Highway Element of the *County of Los Angeles General Plan* related to aesthetics and visual resources (County of Los Angeles 1974).

Statement of Goals

The basis ideals and values of the Scenic Highway Element are reflected in goals which link assets, problems, issues, and opportunities with policies and programs. They provide the emphasis for developing policy and implementation programs. Actions affecting the quality of roadside scenic resources should be based on the intent of the Scenic Highway Element's goals which follow:

- A scenic highway system serving the public through a variety of transportation modes.
- Enhanced recreational opportunities served by a system of scenic highways.
- Preservation and enhancement of aesthetic resources within scenic corridors.

Statement of Policies

It shall be the policy of Los Angeles County to:

- Establish a countywide scenic highway system in urban and rural areas.
- Encourage utilization of appropriate existing roads as scenic highways rather than the construction of new routes.

- Protect and enhance aesthetics resources within corridors of designated scenic highways.
- Establish and maintain rural scenic highways to provide access to scenic resources and serve recreational users.
- Establish and maintain urban scenic highways to provide access to interesting and aesthetic manmade features, historical and cultural sites, and urban open space areas.
- Provide a comprehensive scenic highway system which [safely] accommodates various forms of transportation compatible with scenic highway criteria and standards.
- Develop and apply standards to regulate the quality of development within corridors of designated scenic highways.
- Remove visual pollution from designated scenic highway corridors.
- Require the development and use of aesthetic design considerations for road construction, reconstruction or maintenance for all designated scenic highways.
- Increase governmental commitment to the designation of scenic highways and protection of scenic corridors.
- Encourage the fair distribution of social and economic costs and benefits associated with scenic highways.
- Promote the use and awareness of scenic highway amenities for all segments of the population.
- Improve scenic highway coordination and implementation procedures between all levels of government.
- Encourage increased citizen participation in the scenic highway programs at all governmental levels.

3.1.3 Environmental Setting

3.1.3.1 Regional Visual Setting

The unincorporated areas of Los Angeles County encompass 2,656.6 square miles of the County's 4,083.2 square miles, comprising a diverse topography that includes coastline, flatlands, mountains, and deserts. Towering mountain ranges, deep valleys, forests, islands, lakes, rivers, and desert define the visual character of the inland eastern County areas. The waters of the Pacific Ocean and broad sandy beaches define the western margin of the County.

Several waterways, including the Los Angeles River, the Rio Hondo, the San Gabriel River, and the Santa Clara River traverse the County, while the primary mountain ranges are the Santa Monica Mountains and the San Gabriel Mountains. Stands of pine, fir, and other evergreens cover the higher slopes of the San Gabriel Mountains. The San Gabriel Mountains are part of the Transverse Ranges of Southern California, and are contained mostly within the Angeles National Forest. The western extent of the Mojave Desert begins in the Antelope Valley, in the northeastern part of the County. The desert floor of the Antelope Valley is carpeted with wildflowers in the early spring.

The County's urban setting also offers a variety of scenic resources ranging from California bungalows to modern skyscrapers. Many historical sites have been identified by state and local groups. Buildings designed by notable architects and other buildings of special significance offer outstanding examples of many architectural styles. Museums, amphitheaters, schools, and parks display excellence in both landscaping and design. The developing skyline of Downtown Los Angeles is a vivid landscape, and many residential areas in the County such as the Palos Verdes Peninsula, Woodland Hills, West lake Village, and La Cañada Flintridge have developed or retained scenic qualities as urbanization took place.

Many scenic drives connect urban areas with natural regions in other parts of the County. For example, Mulholland Highway in the Santa Monica Mountains offers spectacular views of the urban pattern, steep canyons, bold geologic formations, and significant ecological areas. Other roads pass through areas of diverse scenery such as the Angeles National Forest and the San Andreas fault zone. Designated scenic highways are discussed in Section 3.1.3.2 below.

Many scenic resources have been diminished by urban development. In some areas, insensitive hillside grading has been destructive of the natural character of the land, particularly ridgelines. Roads and freeways have sometimes visually separated communities and caused scars on hillsides (County of Los Angeles 1980b). Most of the County's population is focused in the south and southwest, with major population centers in the Los Angeles Basin, San Fernando Valley, and San Gabriel Valley as well as the Santa Clarita Valley, Crescenta Valley, and Antelope Valley

3.1.3.2 Local Visual Setting

The paragraphs below describe the general visual setting of each of the County's 10 affected planning areas and identify any state- or County-designated scenic highways within them. In addition, existing County-maintained regional Class I bike paths located within each of the planning areas are listed below. Figures 3.1-1 and 3.1-2 show the location of officially designated scenic highways within each planning area.

Antelope Valley Planning Area

The Antelope Valley Planning Area consists of 1,800 square miles of unincorporated territory within the Antelope Valley. The planning area encompasses most of northern Los Angeles County and primarily consists of rural communities and open space, including high desert lands, the Liebre and Sierra Pelona mountain ranges, and the Angeles National Forest.

The northeastern half of this planning area exhibits a generally planar landform with low-density suburban and rural development, while the southwestern half of this planning area exhibits great topographic relief consisting of rolling hills and steep, angular mountains comprising the Transverse Ranges.

Scenic Highways

State Route 2

State Route 2 (SR-2), located in the southern portion of the Antelope Valley Planning Area, is a state- and County-designated scenic highway and USDA Forest Service Scenic Byway (part of the Angeles Crest Scenic Byway) that winds along the spine of the San Gabriel Mountains for a distance of 55 miles from 2.7 miles north of I-210 to the San Bernardino county line. It provides views of the mountain peaks, the Mojave Desert, and the Los Angeles Basin (Caltrans 2007).

East San Gabriel Valley Planning Area

The East San Gabriel Valley Planning Area is the easternmost planning area in the Los Angeles Basin, and it is bordered to the east by the San Bernardino county line. This planning area contains a high number of unincorporated communities, many of which are small, non-contiguous communities that are interspersed with incorporated cities. This planning area is primarily built out with mid- to high-density development composed of single- and multi-family residential, commercial, and industrial uses dotted with supporting infrastructure (i.e., transportation, communication, and electrical). Also, some areas within the planning area are reserved for open space uses; however, it generally exhibits a highly urbanized, utilitarian character. No officially designated scenic highways are located within this planning area.

Existing County-maintained regional Class I bike paths located within this planning area include a portion of the San Gabriel River Bicycle Path and the San Jose Creek Bicycle Path.

Gateway Planning Area

The Gateway Planning Area is located in the southern portion of the County, bordering Orange County, the Metro Planning Area, and the West and East San Gabriel Valley Planning Areas. Several relatively dense unincorporated communities are located within this planning area, most of which are predominately residential interspersed with a mix of educational, commercial, office, facilities, open space, and recreational land uses. Some industrial uses are located on the outskirts of the planning area. North Whittier is primarily open space, and Rancho Dominguez and the Bandini Islands are dominated by industrial land uses. Overall, this planning area generally exhibits a highly urbanized, utilitarian character. No officially designated scenic highways are located within this planning area.

Existing County-maintained regional Class I bike paths located within this planning area include the following: Compton Creek Bicycle Path, Coyote Creek Bicycle Path, Dominguez Channel Bicycle Path, La Cañada Verde Creek Bicycle Path, Los Angeles River Bicycle Path, North Fork Coyote Creek Bicycle Path, Rio Hondo Bicycle Path, and a portion of the San Gabriel River Bicycle Path.

Metro Planning Area

The Metro Planning Area is located in a dense urban area of central Los Angeles County. The planning area supports approximately 21 square miles of densely populated unincorporated communities, including East Los Angeles. It also contains a large portion of the incorporated City of

Los Angeles, including Downtown Los Angeles and South Los Angeles. The communities are transit-rich and are transected by light-rail lines. The planning area contains a mix of primarily commercial, mixed use, industrial, multi-family residential, and single-family residential land uses. Overall, this planning area generally exhibits a highly urbanized, utilitarian character. No officially designated scenic highways are located within this planning area.

San Fernando Valley Planning Area

The San Fernando Valley Planning Area is mostly incorporated with only a few small unincorporated communities scattered along the periphery of the planning area in the foothills of the mountain ranges surrounding San Fernando Valley. The planning area's unincorporated communities include Kagel Canyon, La Crescenta-Montrose, Lopez Canyon, Oat Mountain, Sylmar Island, Twin Lakes, Universal City, West Chatsworth, and West Hills. These communities encircle the incorporated San Fernando Valley, which includes the Cities of Los Angeles (San Fernando Valley portion), Burbank, Glendale, and San Fernando.

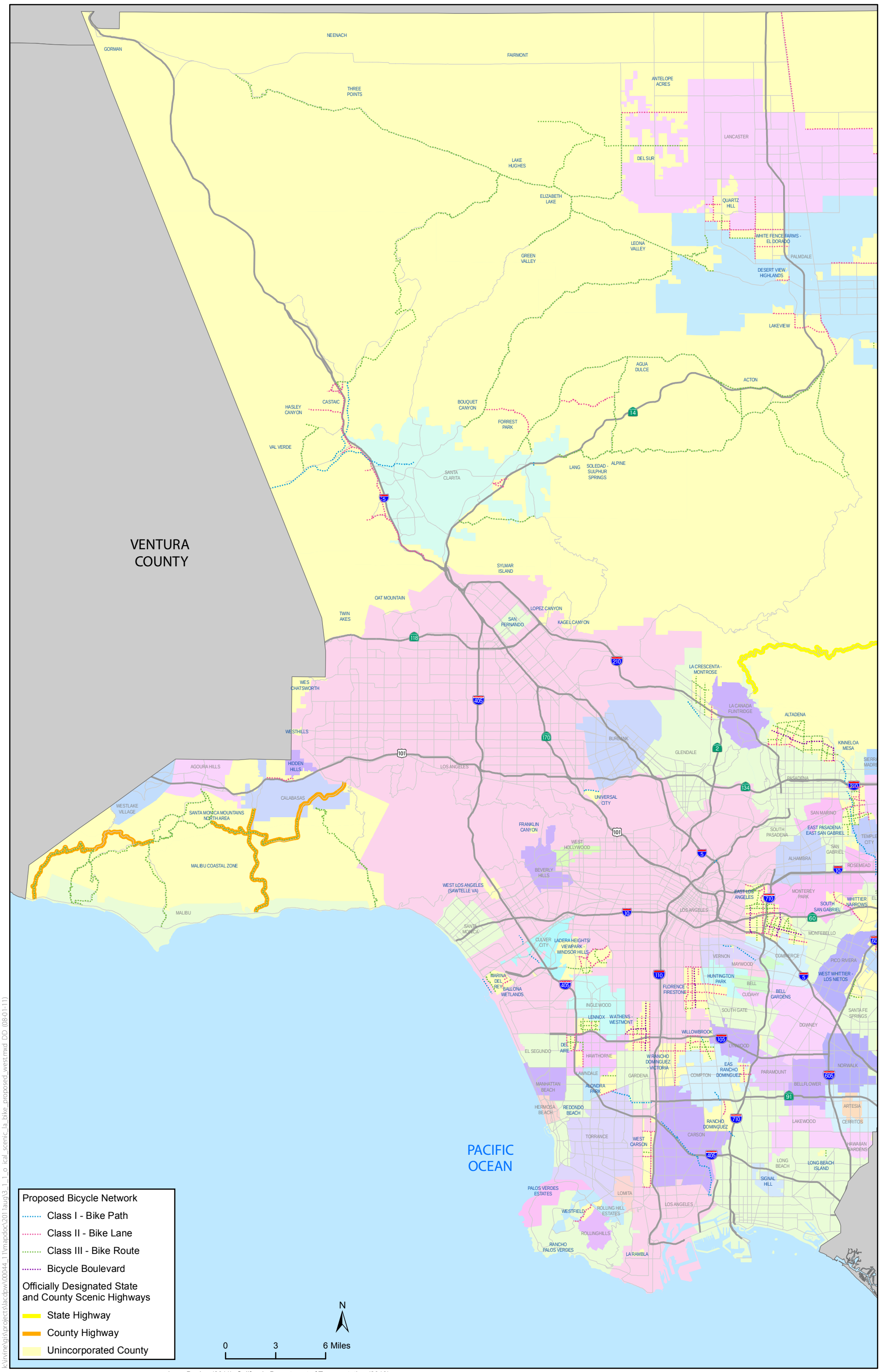
The San Fernando Valley is demarcated by the Santa Susana Mountains to the northwest, San Gabriel Mountains to the northeast, Verdugo Mountains to the east, and the Santa Monica Mountains to the south separating the San Fernando Valley from the Los Angeles Basin. The Chalk Hills to the south and the Simi Hills to the west also define the valley area.

Land uses within the planning area are diverse. The communities of Kagel Canyon, Lopez Canyon, and Sylmar Island are mountainous with predominantly rural residential, open space, and park land uses. Industrial uses occupy the southern portion of Lopez Canyon. La Cresenta-Montrose is primarily low- to medium-density single-family residential with commercial activity concentrated along Foothill Boulevard. Oat Mountain and Twin Lakes have a combined population of 1,358. Whereas Oat Mountain is mainly rural, park, and open space, Twin Lakes is dominated by single-family residential land uses. Universal City is exclusively occupied by Universal Studios property. The unincorporated area has no residences and is designated for commercial and industrial land uses only. Located on the western boundary of the planning area, West Chatsworth and West Hills encompass 2 square miles of rural residential and single-family residential land. West Chatsworth is largely rural residential with a sparsely populated hillside community located in the northern portion of the community. By comparison, the incorporated cities of the San Fernando Valley are mostly built out, with strong patterns of urban and suburban development. No officially designated scenic highways are located within this planning area.

Santa Clarita Valley Planning Area

Unincorporated County land covers approximately 195 square miles of the Santa Clarita Valley Planning Area's total 484 square miles. The planning area is located in the northern County, bounded by Ventura County to the west, the Antelope Valley Planning Area to the north and east, and the San Fernando Valley Planning Area to the south.

The planning area is characterized by several village-like communities with distinct development patterns and histories of development. Many of these communities are isolated from each other by built and natural barriers such as topography, the Santa Clarita River, and Interstate 5. The valley



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Source: ESRI Streetmap USA (2008); Alta Planning □ Design (2011); California Department of Transportation (2010)

Figure 3.1-1
Officially Designated State and County Scenic Highways in Western Los Angeles County
Los Angeles County Bicycle Master Plan

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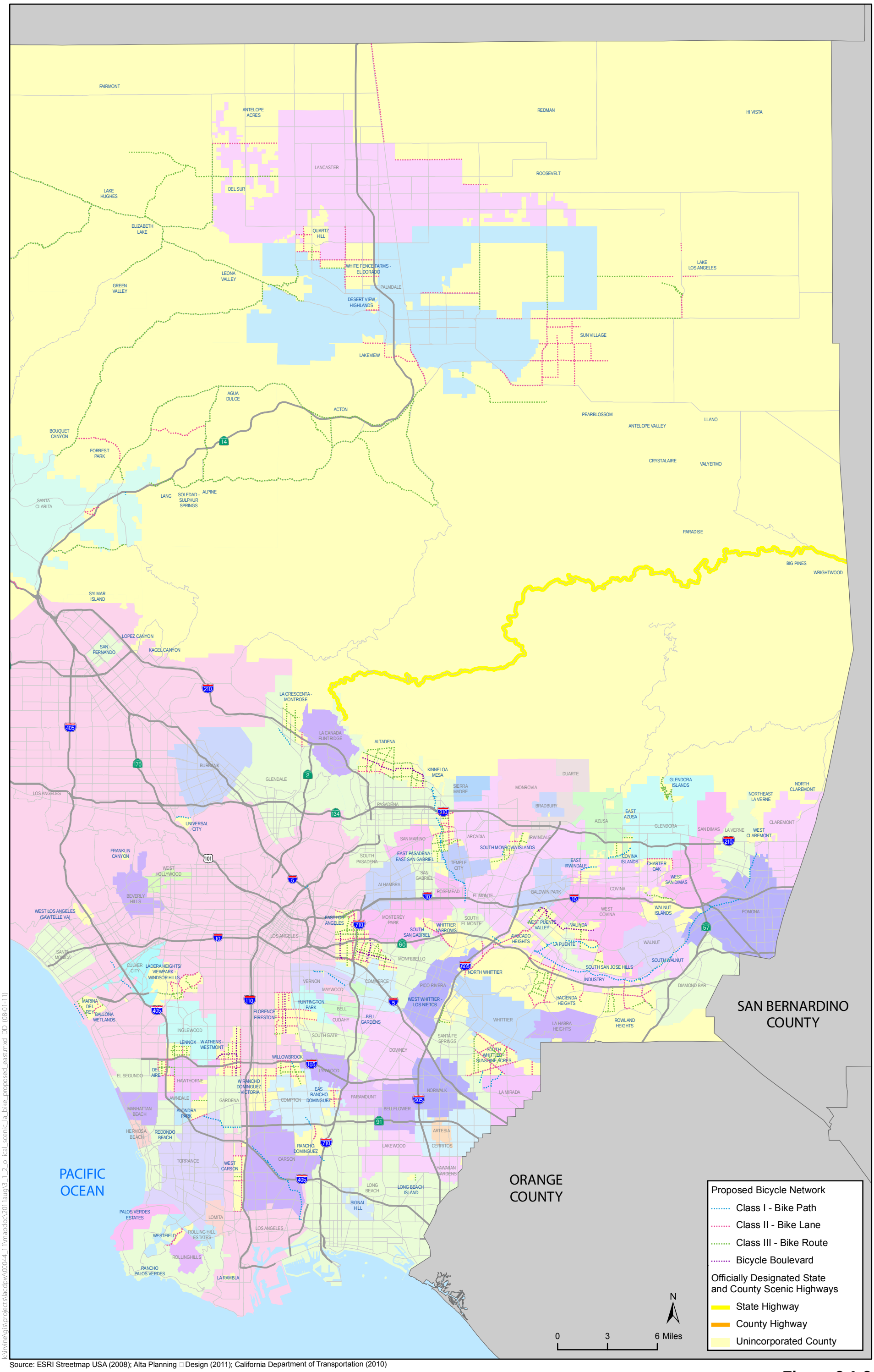

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Source: ESRI Streetmap USA (2008); Alta Planning □ Design (2011); California Department of Transportation (2010)

Figure 3.1-2

Officially Designated State and County Scenic Highways in Eastern Los Angeles County

Los Angeles County Bicycle Master Plan

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features a significant amount of County park and open space. The Los Padres and Angeles National Forests comprise about 235 square miles of the planning area. Urban development is focused within and just outside of the City of Santa Clarita, while the surrounding unincorporated communities are suburban-rural.

There are 10 unincorporated suburban/rural communities within Santa Clarita Valley Planning Area. They include: Agua Dulce, Alpine, Bouquet Canyon, Castaic, Forest Park, Hasley Canyon, Lang, Soledad-Sulphur Springs, Stevenson Ranch, and Val Verde. The following subsections describe current bicycling conditions within the unincorporated Santa Clarita Valley Planning Area.

Due to its diverse topography, including mountain backdrops, hillsides and ridgelines, canyons and streams, and a broad river valley, the planning area contains a wide range of scenic views and resources. Natural areas range from grasslands to forest, contributing to the variety of scenic experiences. Within the built environment, greenbelts and parkways, trail systems, and parks provide scenic amenities.

The mountains surrounding the Santa Clarita Valley provide a sense of form and containment. Well-defined ridgelines, slopes, and canyons provide a visual backdrop to the urban environment, create a sense of place for each neighborhood or district, and provide opportunities for residents throughout the valley to experience the natural environment. Ridgelines project from the lower foothills of the San Gabriel and Sierra Pelona Mountain Ranges to the valley floor. The City of Santa Clarita and the County have designated specific ridgelines and established land use policies designed to preserve the views of these ridgelines, as described in the Land Use Element. Sloping from the ridgelines are numerous canyons that give local identity to neighborhoods within the planning area. These foothill and canyon zones are important scenic resources that, because of inherent slope constraints, have remained undeveloped and support a variety of natural habitats. No officially designated scenic highways are located within this planning area.

Santa Monica Mountains Planning Area

The Santa Monica Mountains Planning Area is located in a biologically diverse and sensitive mountainous area of the western County. The planning area borders Ventura County, the San Fernando Valley Planning Area, and the Westside Planning Area. Along the northern portion of the planning area are several incorporated cities: Westlake Village, Agoura Hills, Calabasas, and Hidden Hills. Along the coastal portion of the planning area to the south is the City of Malibu. The Santa Monica Mountains National Recreational Area encompasses a vast area of the mountain range. The remaining 113 square miles of unincorporated areas are composed of the Santa Monica Mountains Coastal Zone and Santa Monica Mountains North Area.

Multi-agency conservation-based planning efforts have helped maintain a low population density throughout the planning area. The Santa Monica Mountains Planning Area land uses are predominately open space, park, and rural residential. There are also discrete pockets of single-family residential and commercial areas dispersed throughout the planning area.

This planning area exhibits a unique and distinctive visual environment characterized by steep mountains, rolling hills, canyons, streams, and oak woodlands in an equally distinctive group of communities (County of Los Angeles 2000).

Scenic Highways

Mulholland Highway

Mulholland Highway is a County-designated scenic highway that runs east-west, through the Santa Monica Mountains between U.S. Highway 101 and State Route 1 (SR-1). The County has designated the following two segments of Mulholland Highway as scenic: (1) from SR-1 to Kanan Dume Road and (2) from west of Cornell Road to East of Las Virgenes Road. Scenic views of the Santa Monica Mountains are available from these two routes.

Malibu Canyon-Las Virgenes Highway

Malibu Canyon-Las Virgenes Highway is also a County-designated scenic highway. The segment of this highway that runs north-south between SR-1 and Lost Hills Road is considered scenic because it affords scenic views of the Santa Monica Mountains.

South Bay Planning Area

The South Bay Planning Area is located in the southwestern-most portion of the County and is bordered by the Gateway Planning Area to the east, the Metro and Westside Planning Areas to the north, and the Pacific Ocean to the south and west. This planning area exhibits a primarily residential character with mid- to high-density development. Unincorporated communities within this planning area include Alondra Park, Hawthorne Island, Del Aire, Lennox, Westfield, La Rambla, and West Carson. In addition, industrial and commercial uses are common and scattered throughout this entire planning area. This planning area exhibits a highly urbanized, utilitarian character. No officially designated scenic highways are located within this planning area.

Existing County-maintained Class I bike paths located within this planning area include the Laguna Dominguez Bicycle Path and a portion of the Marvin Braude Bicycle Path.

West San Gabriel Valley Planning Area

The West San Gabriel Valley Planning Area consists of a cluster of communities located east of Downtown Los Angeles and intermingled with numerous cities, including Pasadena, South Pasadena, Monterey Park, and El Monte. The planning area communities include Altadena, East Pasadena-East San Gabriel, Kinneloa Mesa, San Pasqual, South Monrovia Islands, South San Gabriel, South El Monte Islands, and Whittier Narrows.

The San Gabriel Valley has undergone dramatic population and demographic shifts over the last 30 years. Previously a primarily residential community, it now hosts employment centers and major regional transit access. Mixed-use infill and transit-oriented development are planned for East Pasadena, and it is envisioned as a model for unincorporated communities in this area. Land uses within this planning area are predominately single-family residential. This planning area exhibits a

highly urbanized, utilitarian character. No officially designated scenic highways are located within this planning area.

Existing County-maintained Class I bike paths located within this planning area include a portion of the San Gabriel River Bicycle Path and the Santa Anita Wash Bicycle Path.

Westside Planning Area

The Westside Planning Area is located in the densely urban western part of the County. It contains four unincorporated areas composed of the following six communities: Franklin Canyon, West Los Angeles (Sawtelle Veterans Affairs), Marina del Rey, Ballona Wetlands, West Fox Hills, and Ladera Heights/Viewpark-Windsor Hills. The unincorporated area is surrounded by incorporated jurisdictions, primarily the City of Los Angeles.

Land uses in West Los Angeles are exclusively open space/park and public use, hosting the Veterans Affairs Administration and Hospital, Barrington Recreation Center, and Los Angeles National Cemetery. The remaining communities consist of predominately residential, commercial, open space, and park land uses. This planning area generally exhibits an urbanized, utilitarian character. No officially designated scenic highways are located within this planning area.

Existing County-maintained Class I bike paths located within this planning area include the Ballona Creek Bicycle Path and a portion of the Marvin Braude Bicycle Path.

3.1.4 Project Impacts and Mitigation Measures

This section describes the impact analysis relating to aesthetics and visual resources for the Bicycle Master Plan at the program level. It describes the methods used to determine the impacts of the project and lists the thresholds used to conclude whether an impact would be significant. Measures to mitigate (i.e., avoid, minimize, rectify, reduce, eliminate, or compensate for) significant impacts accompany each impact discussion, if necessary. Detailed analysis at the project level will determine the significance of impacts for individual Bicycle Master Plan projects and, if necessary, the applicability of mitigation measures.

3.1.4.1 Methods

This section was prepared using a qualitative analysis that included the following steps in order to document existing conditions: (1) reviewing the Bicycle Master Plan and other existing County planning documents to document existing visual conditions of the planning areas; and (2) reviewing state- and County- maintained documents and databases to identify adopted scenic highways. In order to assess potential impacts, the proposed Plan bikeways were reviewed to identify where the ones would intersect with or be within viewing distance of scenic resources.

3.1.4.2 Thresholds of Significance

For this analysis, an impact pertaining to visual resources was considered significant if it would result in a "yes" answer to any of the following questions from the County of Los Angeles Initial Study Checklist.

- Is the project site substantially visible from or will it obstruct views along a scenic highway (as shown on the Scenic Highway Element), or is it located within a scenic corridor or will it otherwise impact the viewshed?
- Is the project substantially visible from or will it obstruct views from a regional riding or hiking trail?

3.1.4.3 Impacts and Mitigation Measures

Impact 3.1-1: Be substantially visible from or obstruct views along a scenic highway, be located within a scenic corridor, or otherwise impact the viewshed.

As discussed under Section 3.1.4.2 above, no state- or County-designated scenic highways currently exist within the East San Gabriel Valley, Gateway, Metro, San Fernando, Santa Clarita Valley, South Bay, West San Gabriel Valley, or Westside Planning Areas (see Figures 3.1-1 and 3.1-2). As such, construction and operation of the Bicycle Master Plan would have no effect on views along a scenic highway or scenic corridor throughout the above-listed planning areas. Construction and operational impacts of the Plan to officially designated state and County scenic highways that traverse the Antelope Valley and the Santa Monica Mountains Planning Areas are discussed below.

Also, scenic viewsheds that contain natural resources such as mountain ranges, ridgelines, undeveloped open space, waterways, or other natural features exist in the less urbanized Antelope, San Fernando, Santa Clarita Valley, and Santa Monica Mountains Planning Areas. Implementation of the Plan and its potential to impact these viewsheds are discussed below.

Construction

No off-road bikeways (Class I bike paths) are proposed within the Antelope Valley Planning Area. Furthermore, no on-road bikeways (i.e., Class II bike lanes, Class III bike routes, or bicycle boulevards) are proposed within viewing distance of SR-2, a state-designated scenic highway (see Figures 3.1-1 and 3.1-2). As such, construction of Bicycle Master Plan projects would not be substantially visible from or obstruct views along a scenic highway or be located within a scenic corridor, and no impact would occur.

The Plan does not propose any off-road bikeways within the Santa Monica Mountains Planning Area. On-road bikeways are proposed within the planning area, including bike routes (Class III) along Mulholland and Malibu Canyon-Las Virgenes Highways, which are County-designated scenic highways (see Figure 3.1-1). Construction of these bikeways would include installation of signage, possible minor roadway widening, and installation of pavement markings. Construction would require the following temporary facilities: assembly areas, parking areas, and staging and laydown

areas. Also, construction may require the use of some heavy equipment such as excavators, pavers, and water trucks. (Construction of the bikeways may be part of larger roadway rehabilitation projects, which are not addressed in this document but would be addressed in their own environmental analyses.) However, construction activities would be temporary and would occupy a small portion of the overall scenic viewing area. As such, construction activities would not permanently alter the existing visual environment or permanently block scenic views available from a scenic highway or be located within a scenic corridor. Impacts would be less than significant.

With regard to scenic viewsheds, the Plan would include off-road and on-road bikeways within the San Fernando and Santa Clarita Valley Planning Areas as well as on-road bikeways within the Antelope and Santa Monica Mountains Planning Areas; construction of these bikeways would likely be visible from various natural areas and viewsheds throughout these planning areas.

Construction of the off-road bikeways may require site preparation (i.e., vegetation removal and moderate to substantial grading), bridge installation, and signage installation that would require the following temporary facilities: assembly areas, parking areas, and staging and laydown areas. Construction activities would require the use of heavy equipment such as water trucks, graders, pavers, rollers, and concrete trucks. Site preparation and grading activities required for the off-road bikeways would be visually apparent because of the removal of vegetation, the creation of graded areas, and the addition of pavement. These bikeways would likely be visible from various viewsheds throughout the more scenic San Fernando and Santa Clarita Valley Planning Areas.

Construction of the on-road bikeways would include installation of signage, minor road widening, installation of pavement markings, and temporary facilities, as described above. These activities and equipment would likely be visible from various viewsheds throughout the more scenic Antelope, San Fernando, Santa Clarita Valley, and Santa Monica Mountains Planning Areas.

Construction would be temporary and would not represent a significant portion of the overall viewshed of each planning area. As such, construction of the Plan would result in less-than-significant impacts to scenic viewsheds within the Antelope, San Fernando, Santa Clarita Valley, and Santa Monica Mountains Planning Areas.

Operation

Operation of the Bicycle Master Plan would have no effect on the views available from scenic highway SR-2 within the Antelope Valley Planning Area. The Plan does not propose any off-road bikeways within this planning area, nor does it propose any on-road bikeways within viewing distance of SR-2 (see Figures 3.1-1 and 3.1-2). As such, the proposed bicycle network would not be substantially visible from or obstruct views along a scenic highway or be located within a scenic corridor. No impact would occur.

Operation of the Plan would result in the addition of several miles of Class III bike routes along Mulholland Highway and Malibu Canyon-Las Virgenes Highway, both of which are County-designated scenic highways. Visible elements of the bicycle routes would be limited to signage installed for identification of routes, pavement markings, and traffic control measures. These elements would be compatible with the existing highways. Otherwise, operation of the Plan would

not involve any changes to aboveground structures that would be substantially visible or obstruct the view along these designated scenic highways. As such, facilities associated with the proposed bicycle network would not be substantially visible from or obstruct views along a scenic highway or be located within a scenic corridor. Impacts would be less than significant.

Although the Plan would not be substantially visible from or obstruct views along any existing adopted scenic highways, there is a potential that existing eligible scenic highways may become officially designated in the future. Numerous eligible scenic highways are located within the County and Plan area, as shown in Figures 3.1-3 and 3.1-4. If any off-road bikeways are established within the viewing area of eligible scenic highways that become adopted/officially designated, they could be substantially visible from or obstruct views along a scenic highway. Mitigation Measure MM 3.1-1 will require the County to implement appropriate design features to avoid visual impacts to designated scenic highways.

With regard to scenic viewsheds, operation of the Plan would establish off-road and on-road bikeways within the San Fernando and Santa Clarita Valley Planning Areas as well as on-road bikeways within the Antelope and Santa Monica Mountains Planning Areas; these bikeways would likely be visible from various natural areas and viewsheds throughout these planning areas.

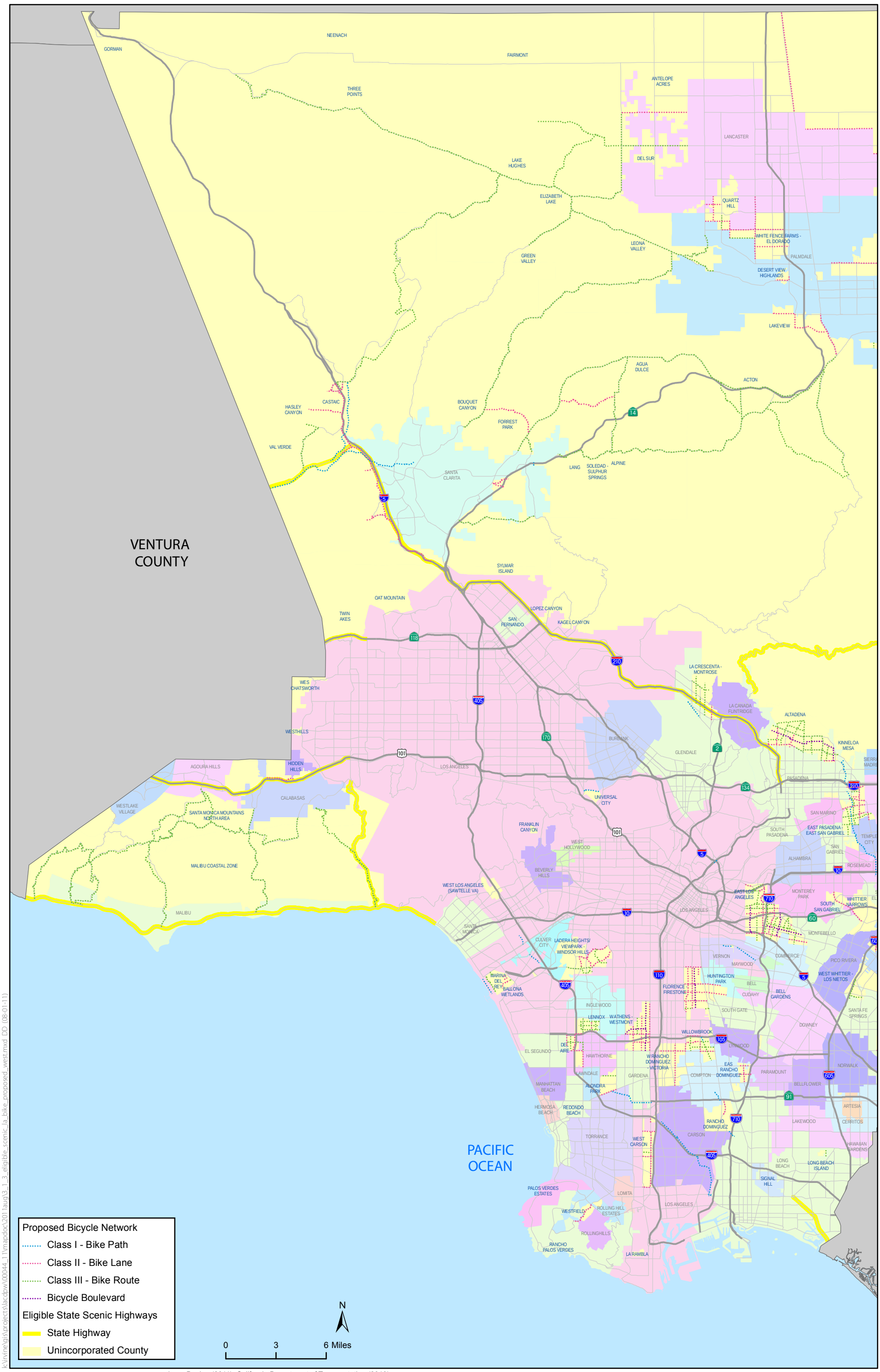
Operation of the Plan would also result in the addition of approximately 18 miles of Class I bike paths within the San Fernando and Santa Clarita Valley Planning Areas. They would likely be located along creek and river channels and along the beach, and visible elements of these bikeways would include additional paving, graded areas, new bridge construction, raised pathways, and signage. If these bikeways are visible from or located within scenic viewsheds throughout the San Fernando and Santa Clarita Valley Planning Areas, adverse effects on the viewshed could occur as a result of the Class I bike paths. Mitigation Measure MM 3.1-2 will require the County to design Class I bike paths in a manner that avoids visual impacts to scenic viewsheds.

Visible elements of the approximately 106 miles of Class II bike lanes and 280 miles of Class III bike routes within these planning areas would include additional pavement (through widening of existing roadways), striped pavement, sharrows, and signage. These bikeways would be installed within existing paved roadways and would be visually compatible with existing transportation infrastructure (i.e., traffic signage, roadway striping), and no substantial changes to the existing visual environment would occur. As such, operation of the on-road bikeways would result in less-than-significant impacts to scenic viewsheds within the Antelope, San Fernando, Santa Clarita Valley, and Santa Monica Mountains Planning Areas.

Mitigation Measures

Detailed analysis of impacts related to scenic highways and scenic viewsheds will be required prior to implementation of individual Bicycle Master Plan projects in either of the following circumstances:

- If the project will be visible from an officially designated or eligible scenic highway.
- If the project will be visible from or within any scenic viewshed, including those designated in applicable general plans or community plans.



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Source: ESRI Streetmap USA (2008); Alta Planning □ Design (2011); California Department of Transportation (2010)

Figure 3.1-3
Eligible State Scenic Highways in Western Los Angeles County
Los Angeles County Bicycle Master Plan

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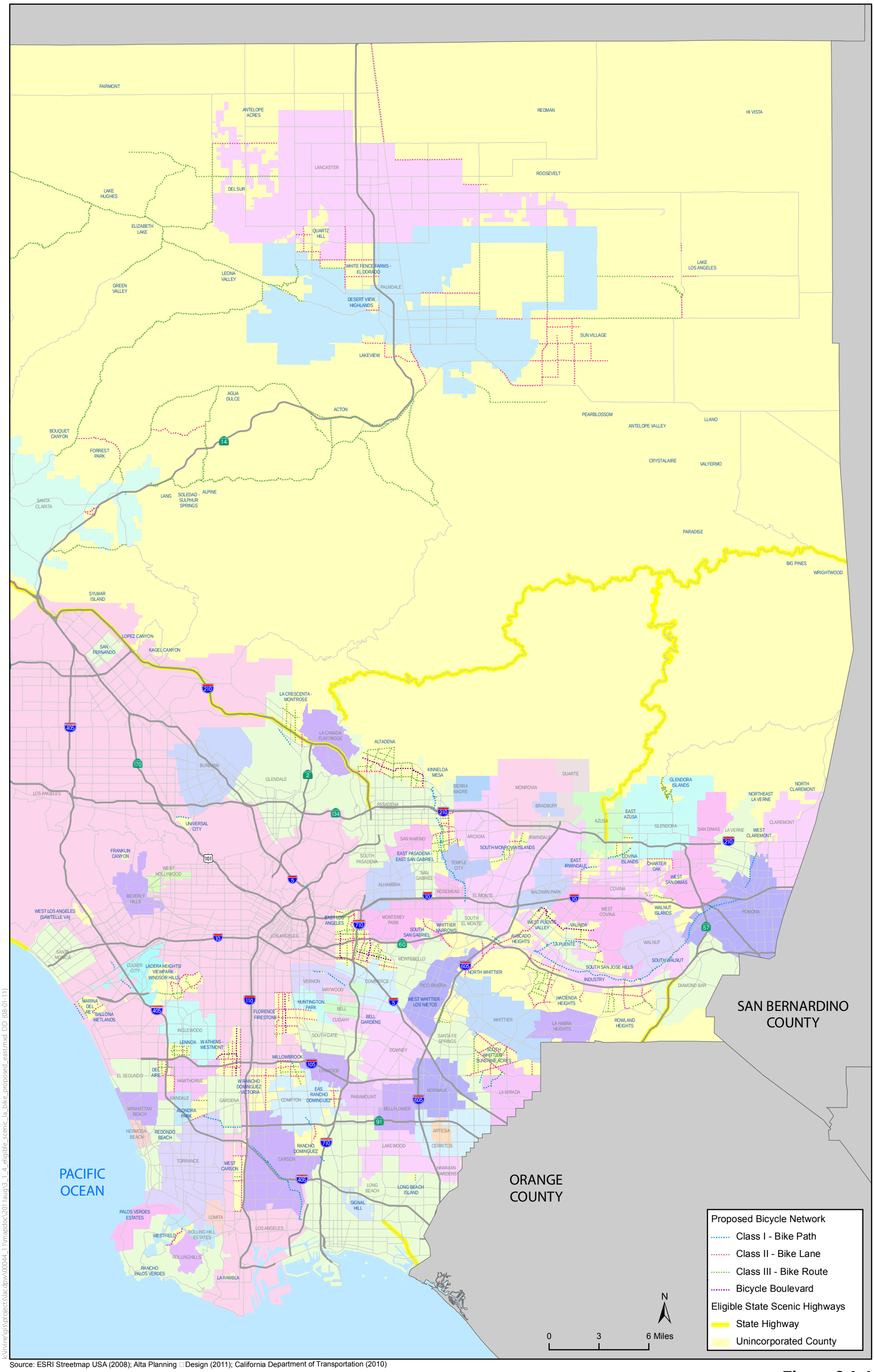

Source: ESRI Streetmap USA (2008); Alta Planning □ Design (2011); California Department of Transportation (2010)

Figure 3.1-4
Eligible State Scenic Highways in Eastern Los Angeles County
Los Angeles County Bicycle Master Plan

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MM 3.1-1: Avoid view obstruction or alteration along scenic highways and corridors.

For projects visible from officially designated or eligible scenic highways and where detailed analysis at the project level identifies significant visual impacts, appropriate mitigation measures—such as vegetative screening, replanting, or context-sensitive design—will be developed and implemented to ensure that scenic views are not obstructed or significantly altered or that the project will be visually compatible with the scenic resource.

MM 3.1-2: Design Class I bike paths to avoid visual impacts to scenic viewsheds.

For projects visible from or within scenic viewsheds identified in general plans or community plans and where detailed analysis at the project level identifies significant visual impacts, appropriate measures—such as vegetative screening, replanting, or context-sensitive design—will be developed and implemented in order to avoid significant visual impacts to scenic viewsheds or to ensure that the project will be visually compatible with the scenic resource.

Level of Significance after Mitigation

With implementation of MM 3.1-1 and MM 3.1-2, impacts would be less than significant.

Impact 3.1-2: Be substantially visible from or obstruct views from a regional riding or hiking trail.

As discussed under Section 3.1.4.2 above, the County maintains several regional Class I bike paths. These paths are located throughout the East San Gabriel Valley, Gateway, West San Gabriel Valley, Westside, and South Bay Planning Areas. Also, due to the natural features present throughout the Antelope Valley, Santa Monica Mountains, Santa Clarita Valley, and San Fernando Valley Planning Areas (e.g., mountains, waterways, etc.), it is likely that numerous recreational trails exist within these planning areas as well. Implementation of the Plan and its potential to be substantially visible from or obstruct from a regional riding or hiking trail are discussed below.

Construction

The Plan proposes a total of 68.5 miles of Class I bike paths, 183.5 miles of Class II bike lanes, 359.3 miles of Class III bike routes, and 7.9 miles of bicycle boulevards throughout the Antelope Valley, East San Gabriel Valley, Gateway, Santa Monica Mountains, Santa Clarita Valley, San Fernando Valley, West San Gabriel Valley, Westside, and South Bay Planning Areas (Note: no off-road bikeways are proposed within the Antelope Valley or Santa Monica Mountains Planning areas, and no bicycle boulevards are proposed within the Antelope Valley, Gateway, San Fernando Valley, Santa Clarita Valley, Santa Monica Mountains, West San Gabriel Valley, or Westside Planning Areas). Construction of on-road bikeways would include minor road widening, pavement striping, painting of sharrows, and signage installation that would require the following temporary facilities: assembly areas, parking areas, and staging and laydown areas. Also, construction may require the use of some heavy equipment such as excavators, pavers, and water trucks. Construction activities and equipment would likely be visible from numerous regional riding and hiking trails throughout the planning areas listed above and would have the potential to obscure or completely block views during the construction period. However, construction would be temporary, would not occur all at

once, and would not represent a significant portion of the overall viewshed of each planning area. As such, construction of the on-road bikeways would only temporarily be visible from or obstruct views from regional riding or hiking trails within the planning areas listed above. Impacts would be less than significant.

Construction of the Class I bike paths may require site preparation (i.e., vegetation removal and moderate to substantial grading), bridge installation, and signage installation that would require the following temporary facilities: assembly areas, parking areas, and staging and laydown areas. Construction activities for the off-road bikeways would require the use of heavy equipment such as water trucks, graders, pavers, rollers, and concrete trucks. Site preparation and grading activities required for the off-road bikeways would be visually apparent because of the removal of vegetation as well as the creation of graded areas and the addition of pavement. These bikeways would likely be visible from numerous regional riding or hiking trails throughout the planning areas identified above and would obscure or completely block views during the construction period. However, construction would be temporary, would not occur all at once, and would not represent a significant portion of the overall viewshed of each planning area. As such, construction of the off-road bikeways would only temporarily be visible from or obstruct views from regional riding or hiking trails within the planning areas listed above. Impacts would be less than significant.

Operation

The Plan would include off-road and on-road bikeways within the San Fernando and Santa Clarita Valley Planning Areas, as well as on-road bikeways within the Antelope and Santa Monica Mountains Planning Areas (Note: no off-road bikeways are proposed within the Antelope or Santa Monica Mountains Planning areas, and no bicycle boulevards are proposed within the Antelope, Gateway, San Fernando Valley, Santa Clarita Valley, Santa Monica Mountains, West San Gabriel Valley, or Westside Planning Areas). Operation of these bikeways would likely be visible from numerous regional riding and hiking trails throughout these planning areas.

Operation of the Plan would also result in the addition of approximately 68.5 miles of Class I bike paths throughout the East San Gabriel Valley, Gateway, Santa Clarita Valley, San Fernando Valley, West San Gabriel Valley, Westside, and South Bay Planning Areas. Some of these Class I bike paths would be located along creek and river channels and along the beach and, in many cases, would be extensions of existing regional bicycle paths. Visible elements of the Class I bike paths would include additional paving, graded areas, new bridge construction, raised pathways, and signage. Adverse effects on existing views could occur where the Plan would create additional Class I bike paths adjacent to or within viewing distance of existing regional bicycle paths or hiking trails throughout the planning areas listed above if these new bikeways obstructed views or were incompatible with the existing views. Mitigation Measure MM 3.1-3 will require the County to design Class I bike paths in a manner that reduces the visibility and avoids obstruction of views available from regional trails.

Visible elements of the 183.5 miles of Class II bike lanes, 359.3 miles of Class III bike routes, and 7.9 miles of bicycle boulevards would include additional pavement (through widening of existing roadways), striped pavement, sharrows, and signage. All of these bikeways would be installed along existing paved roadways and would be visually compatible with existing transportation infrastructure

(i.e., traffic signage, roadway striping). Also, none of the aboveground features would be excessively large, substantially visible, or obstruct existing views available from established regional and hiking trails. Thus, no substantial changes to the existing visual environment would occur. As such, operation of the Class II bike lanes, Class III bike routes, and bicycle boulevards would have less-than-significant impacts on views available from regional riding and hiking trails through the planning areas listed above.

Mitigation Measures

Detailed analysis of impacts related to existing riding and hiking trails will be required prior to implementation of individual Bicycle Master Plan projects that would be visible from the existing trails.

MM 3.1-3: Design Class I bike paths to avoid visual impacts to regional riding or hiking trails.

For projects visible from existing regional riding or hiking trails and where detailed analysis at the project level identifies significant visual impacts, appropriate measures—such as vegetative screening, replanting, or context-sensitive design—will be developed and implemented in order to avoid visual impacts to scenic viewsheds or to ensure that the project will be visually compatible with the scenic resource.

Level of Significance after Mitigation

With implementation of MM 3.1-3, impacts would be less than significant.

3.1.5 Cumulative

The geographic scope for cumulative visual impacts that would occur under the Plan includes those areas within the County where the Plan elements could be visible. Past and present development projects have changed land in and around the County from its original natural setting to low- to high-density automobile-oriented development with some natural areas preserved in open space. Views of the Santa Monica Mountains, Transverse Ranges, and other mountain features have been maintained, although development near the mountains has not always been considerate of the aesthetic value the mountains provide. The primary impetuses of potential future visual changes through the County include County planning and design documents as well as planning and design documents of incorporated cities within the County. Over the years, past, present, and reasonably foreseeable future projects have substantially changed the natural aesthetic of the region into one that exhibits a mostly urbanized character. Therefore, changes from past, present, and reasonably foreseeable future projects have resulted in a cumulatively considerable impact in the project area's vicinity.

The Plan would guide the development of infrastructure, policies, and programs that improve the bicycling environment in Los Angeles County. As discussed above, with implementation of Mitigation Measures MM 3.1-1 through MM 3.1-3, the Plan would result in less-than-significant

impacts on views along scenic highways, scenic corridors, viewsheds, as well as views from a regional riding or hiking trail.

Thus, in consideration of (1) the Plan's limited potential to increase the development footprint outside areas not already developed and (2) the limited above-ground features proposed by the Plan, the Plan's incremental contribution would not be substantial enough to significantly contribute to a cumulatively considerable impact. Therefore, the Plan's incremental contribution to cumulative aesthetic impacts from past, present, and reasonably foreseeable future projects would be less than cumulatively considerable.

Section 3.2 | Biological Resources

3.2.1 Introduction

This section describes the affected environment for biological resources, the regulatory setting associated with biological resources, the impacts on biological resources that would result from the project, and the mitigation measures that would reduce these impacts. The study area for biological resources consists of the entire County of Los Angeles.

Additional information on biological resources is provided in Appendix C.

The key sources of data and information used in the preparation of this section are listed and briefly described below.

- California Department of Fish and Game's (CDFG) California Natural Diversity Database (CNDDB) (CDFG 2010) records.
- California Native Plant Society's (CNPS's) Inventory of Rare and Endangered Vascular Plants of California (CNPS 2010).
- U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory (USFWS 2011).
- USFWS Critical Habitat Portal (USFWS 2010).
- 2011 Google Earth aerial photographs.
- County of Los Angeles Draft General Plan (County of Los Angeles 2008).

The following impact determinations were made in the County of Los Angeles Initial Study Checklist for the proposed project.

- Grading, fire clearance, or flood related improvements would not remove substantial natural habitat areas.
- The project would not result in impacts associated with other factors related to biological resources (e.g., wildlife corridor, adjacent open space linkage).

These issues are not discussed further in this section.

3.2.2 Regulatory Setting

3.2.2.1 Federal

Federal Endangered Species Act

The federal Endangered Species Act (ESA) was enacted in 1973 to provide protection to threatened and endangered species and their associated ecosystems. "Take" of a listed species is prohibited except when specific authorization has been granted through a USFWS permit under Section 4(d), 7,

or 10(a) of the ESA. "Take" is defined as to harass, harm, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any of these activities without a permit.

Federal Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) was enacted in 1918. Its purpose is to prohibit the kill or transport of native migratory birds, or any part, nest, or egg of any such bird unless allowed by another regulation adopted in accordance with the MBTA. A list of migratory bird species that are protected by the MBTA is maintained by the USFWS, which also regulates most aspects of the taking, possession, transportation, sale, purchase, barter, exportation, and importation of migratory birds.

Clean Water Act

In 1948, Congress first passed the Federal Water Pollution Control Act. This act was amended in 1972 and became known as the Clean Water Act (CWA), which regulates the discharge of pollutants into the waters of the United States. Under Section 404, permits need to be obtained from the U.S. Army Corps of Engineers (USACE) for discharge of dredge or fill material into jurisdictional waters of the U.S. USACE-regulated activities under Section 404 involve a discharge of dredged or fill material including, but not limited to, grading, placing of riprap for erosion control, pouring concrete, laying sod, and stockpiling excavated material into waters of the U.S. Activities that generally do not involve a regulated discharge (if performed specifically in a manner to avoid discharges) include driving pilings, some drainage channel maintenance activities, constructing temporary mining and farm/forest roads, and excavating without stockpiling. USACE issues Nationwide Permits for activities that require discretionary authority and do not exceed specific impact requirements (e.g., less than 0.5 acre of impacts, no impacts on special aquatic sites, etc.) and requires individual permits for activities that exceed the requirements of Nationwide Permits.

Under Section 401 of the act, Water Quality Certification from the State Water Resources Control Board (SWRCB)/Regional Water Quality Control Board (RWQCB) needs to be obtained if an action would potentially result in any impacts on jurisdictional waters of the U.S.

3.2.2.2 State

California Endangered Species Act (CESA)

CESA prohibits the take of any species that the California Fish and Game Commission determines to be a threatened or endangered species. The act is administered by CDFG. Incidental take of these listed species can be approved by the CDFG.

California State Fish and Game Code – Streambed Alteration Program

The California Fish and Game Code mandates that "it is unlawful for any person to substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake designated by the department, or use any material from the streambeds, without first notifying the department of such activity." CDFG jurisdiction includes ephemeral, intermittent, and

perennial watercourses (including dry washes) and lakes characterized by the presence of (1) definable bed and banks and (2) existing fish or wildlife resources. Furthermore, CDFG jurisdiction is often extended to habitats adjacent to watercourses, such as oak woodlands in canyon bottoms or willow woodlands that function hydrologically as part of the riparian system. Under the CDFG definition, a watercourse need not exhibit evidence of an Ordinary High Water Mark (OHWM) to be claimed as jurisdiction.

Under current California Fish and Game Code Sections 1600–1616, CDFG has the authority to regulate work that will substantially divert or obstruct the natural flow of, change, or use any material from the bed, channel, or bank of any river, stream, or lake. The CDFG also has authority to regulate work that will deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake. This regulation takes the form of a requirement for a Section 1602 Lake or Streambed Alteration Agreement (SAA) and is applicable to all projects involving state or local government discretionary approvals.

California Coastal Act of 1976

The California Coastal Act (CCA), administered by the California Coastal Commission (CCC), includes policies for development proposed within the coastal zone and recognizes California ports, harbors, and coastline beaches as economic and coastal resources. Decisions to implement specific development, where feasible, are to be based on consideration of alternative locations and designs in order to minimize any adverse environmental impacts. The CCC regulates all jurisdictional wetlands that are under the joint jurisdiction of USACE and RWQCBs, as well as riparian habitat under jurisdiction of CDFG. The CCA also defines "environmentally sensitive area" as "any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments" (Section 30107.5). The CCA requires that such areas be protected and that development project within or adjacent to such areas be planned and sited to prevent degradation of environmentally sensitive areas.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act (Porter-Cologne) is the California equivalent of the CWA. It provides for statewide coordination of water quality regulations through the establishment of the California SWRCB and nine separate RWQCBs that oversee water quality on a day-to-day basis at the regional/local level. The RWQCB regulates actions that would involve "discharging waste, or proposing to discharge waste, with any region that could affect the water of the state" (Water Code 13260(a)), pursuant to provisions of Porter-Cologne. Waters of the State are defined as "any surface water or groundwater, including saline waters, within the boundaries of the state" (Water Code 13050 (e)).

The RWQCB also regulates waters of the U.S. under Section 401 of the CWA. A Water Quality Certification or a waiver must be obtained from the RWQCB if an action would potentially result in any impacts on jurisdictional waters of the U.S.

3.2.2.3 Local

Los Angeles County Significant Ecological Areas

As part of the General Plan Conservation/Open Space and Land Use elements, the County has identified and adopted policies for Significant Ecological Areas (SEAs), which represent a wide variety of biological communities within the County. The SEAs are intended to preserve and protect regional biodiversity; however, SEAs do not preclude limited compatible development.

Los Angeles County Oak Tree Ordinance

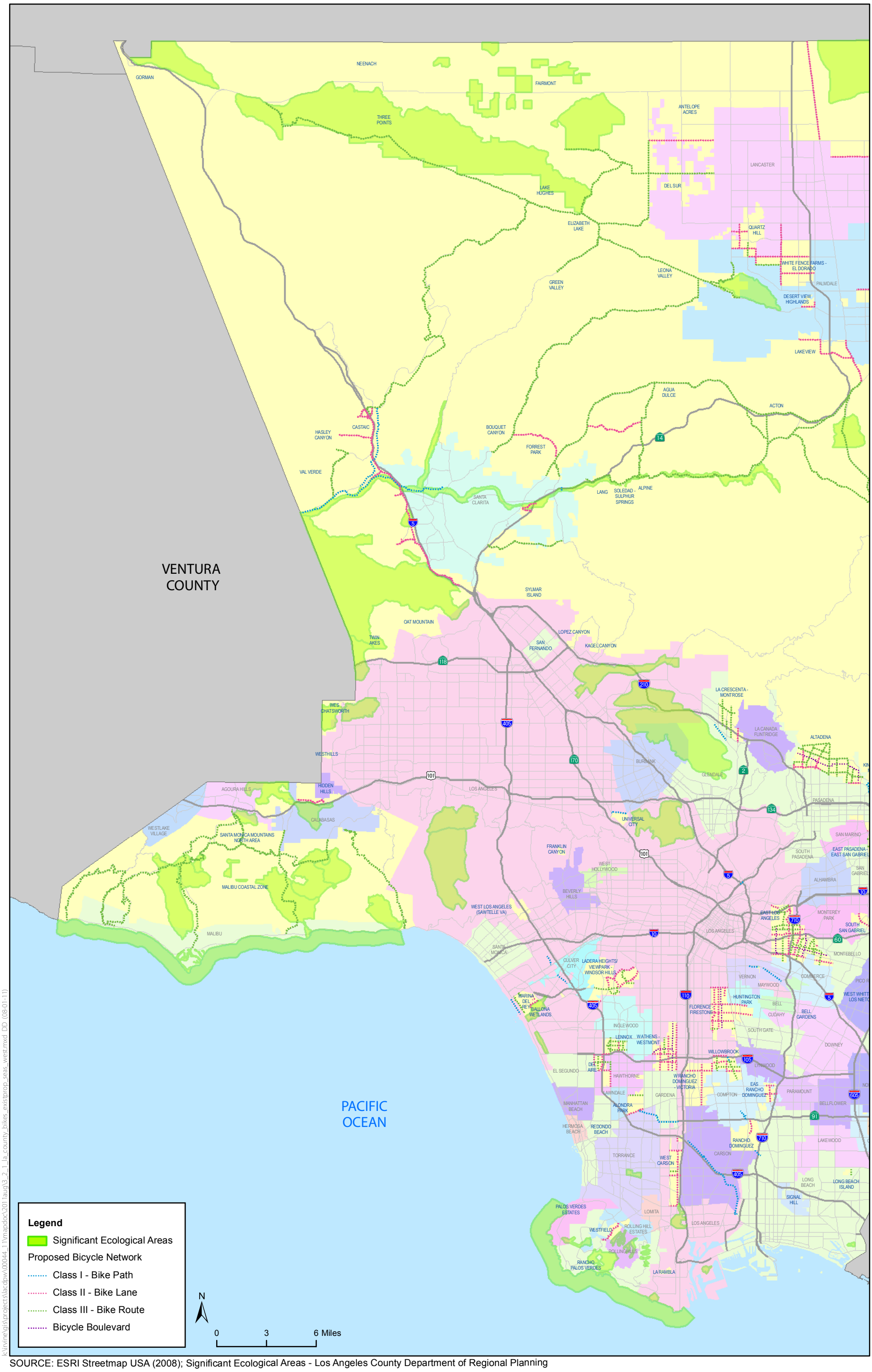
The Los Angeles County Oak Tree Ordinance is intended to preserve and maintain healthy oak trees in the County and places restrictions on development for their preservation. All trees of the oak genus (including Valley Oak and Coast Live Oak) with a trunk measuring 25 inches or more in circumference (8 inches in diameter) and more than 4.5 feet tall are legally protected from being damaged or removed during the course of a development project without first obtaining a permit. Exemptions to this ordinance include trees within existing road rights-of-way where pruning is necessary to maintain line-of-sight or where removal/relocation is necessary to maintain public facilities and infrastructure within existing road rights-of-way.

3.2.3 Environmental Setting

Los Angeles County is heavily urbanized, and most of the undeveloped land that remains is within unincorporated areas. The County is climatically and ecologically diverse and includes coastal, mountain, and desert ecosystems. The regional climate of the County is Mediterranean with most precipitation occurring in the winter months with a slightly increasing trend from south to north. The primary mountain ranges in the County include the Santa Monica Mountains and the San Gabriel Mountains. Surface water originating in the elevated areas of the County formed drainages that traverse the County and eventually flow into the Pacific Ocean, which borders the County along approximately 75 miles of coastline (except in the Antelope Valley, where water drains northward into the California Central Valley). Major drainage features in the County include the Los Angeles River, Rio Hondo, the San Gabriel River, and the Santa Clara River.

The southern portion of the County has been extensively developed and, as a result, undisturbed habitat is generally found in smaller pockets and in areas where steep topography precludes development. The northern portion of the County supports more scattered, rural development and large blocks of undeveloped areas and natural open space, including the Angeles and Los Padres National Forests and the Mohave Desert.

The County's General Plan established SEAs, which represent a wide variety of biological communities within the County. SEAs occur throughout the County and range from areas along the Malibu coastline, areas within the Santa Monica Mountains, and portions of the Angeles National Forest and the Mohave Desert. Figures 3.2-1 and 3.2-2 depict existing SEAs within the County.



SOURCE: ESRI Streetmap USA (2008); Significant Ecological Areas - Los Angeles County Department of Regional Planning

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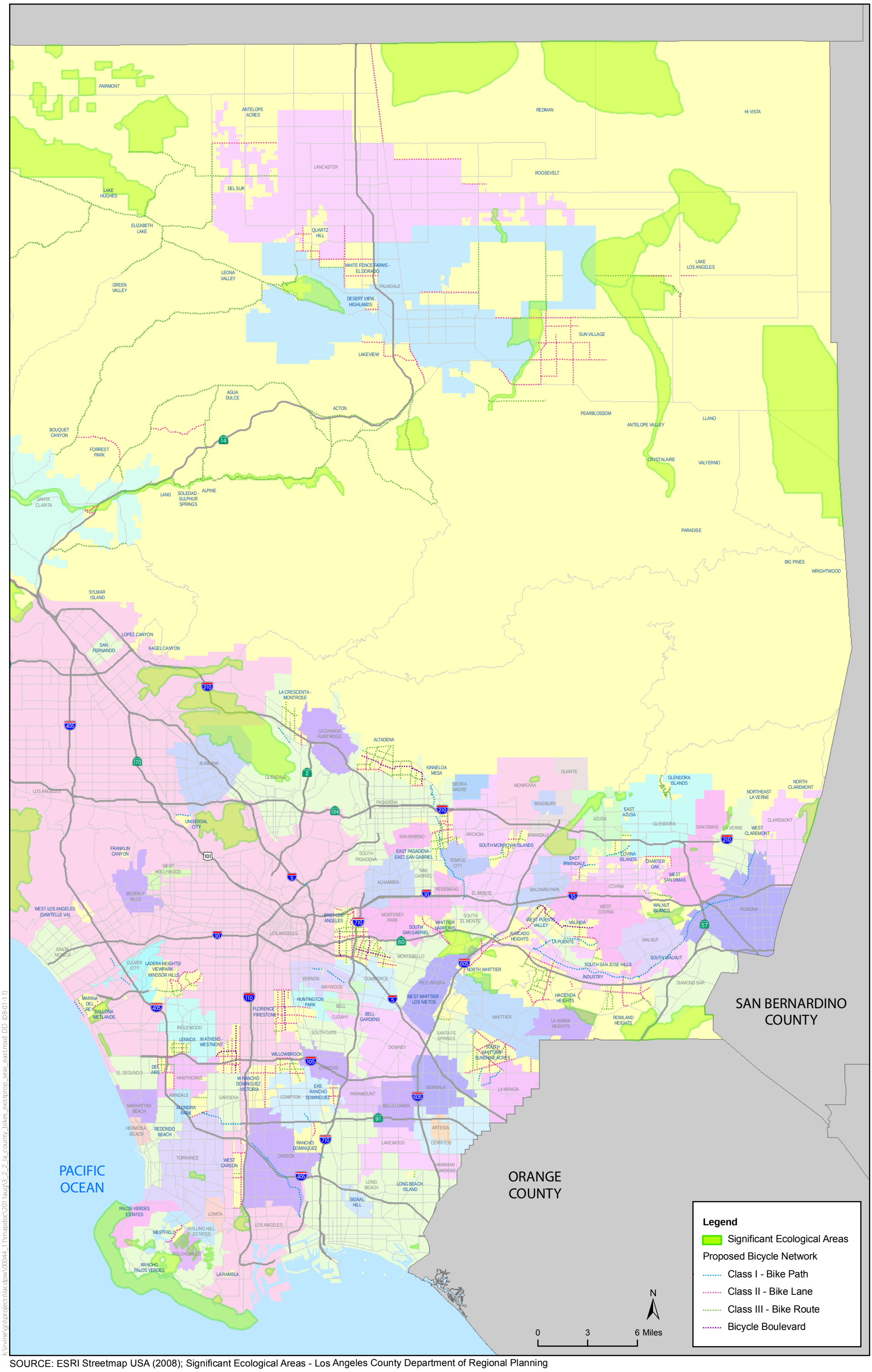
Figure 3.2-1
Western Los Angeles County Areas with Significant Ecological Areas
Los Angeles County Bicycle Master Plan



SOURCE: ESRI Streetmap USA (2008); Significant Ecological Areas - Los Angeles County Department of Regional Planning

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Figure 3.2-2
Eastern Los Angeles County Areas with Significant Ecological Areas
Los Angeles County Bicycle Master Plan

The physical and climatic conditions found in the County of Los Angeles provide for a wide variety of plants, wildlife, and biological communities. Beaches, canyons, mountains, deserts, parks, and even vacant lots surrounded by development can provide habitat for sensitive biological resources; native oak trees and other rare plants, raptors, bats, and songbirds can persist within even highly urbanized areas.

The CNDDB lists over 250 sensitive species that may be found within the County of Los Angeles, including plant species, invertebrates, fish, reptiles, amphibians, birds, and mammals. Federally and state-listed plant and wildlife species identified by the CNDDB search as potentially occurring within the County are provided in Appendix C. The County of Los Angeles also supports critical habitat for several federally listed species, including the following: Braunton's milk-vetch (*Astragalus brauntonii*), thread-leaved brodiaea (*Brodiawa filifolia*), Moran's nosegay (*Navarretia fossalis*), coastal California gnatcatcher (*Polioptila californica californica*), least Bell's vireo (*Vireo bellii pusillus*), Palos Verdes blue butterfly (*Glaucopsyche lygdamus palosverdesensis*), western snowy plover (*Charadrius alexandrines nivosus*), desert tortoise (*Gopherus agassizii*), Santa Ana sucker (*Catostomus santaanae*), tidewater goby (*Eucyclogobius newberryi*), and California red-legged frog (*Rana draytonii*) (USFWS 2010). The CNDDB also lists a total of 28 priority plant communities within the County (Table 3.2-1).

Table 3.2-1. CNDDB List of Priority Plant Communities within the County of Los Angeles

Plant Community	
• Canyon Live Oak Ravine Forest	• California Walnut Woodland
• Mojave Riparian Forest	• Island Cherry Forest
• Southern California Arroyo Chub Santa Ana Sucker Stream	• Island Ironwood Forest
• Southern California Coastal Lagoon	• Mainland Cherry Forest
• Southern California Steelhead Stream	• Maritime Succulent Scrub
• Southern California Threespine Stickleback Stream	• Open Engelmann Oak Woodland
• Southern Coast Live Oak Riparian Forest	• Riversidean Alluvial Fan Sage Scrub
• Southern Coastal Salt Marsh	• Southern Coastal Bluff Scrub
• Southern Cottonwood Willow Riparian Forest	• Southern Dune Scrub
• Southern Mixed Riparian Forest	• Southern Foredunes
• Southern Riparian Forest	• Valley Needlegrass Grassland
• Southern Riparian Scrub	• Valley Oak Woodland
• Southern Sycamore Alder Riparian Woodland	• Walnut Forest
• Southern Willow Scrub	• Wildflower field

3.2.4 Project Impacts and Mitigation Measures

This section describes the impact analysis relating to biological resources for the Bicycle Master Plan at the program level. It describes the methods used to determine the impacts of the project and lists the thresholds used to conclude whether an impact would be significant. Measures to mitigate (i.e., avoid, minimize, rectify, reduce, eliminate, or compensate for) significant impacts accompany each impact discussion, if necessary. Detailed analysis at the project level will determine the significance of impacts for individual Bicycle Master Plan projects and, if necessary, the applicability of mitigation measures.

3.2.4.1 Methods

The impact analysis is a program-level analysis that evaluates development that is reasonably foreseeable if the Bicycle Master Plan is adopted and implemented. Based on the existing conditions described above, the impact analysis programmatically and qualitatively assesses the direct, indirect, and cumulative impacts on biological resources as a consequence of implementing the Bicycle Master Plan.

3.2.4.2 Thresholds of Significance

For this analysis, an impact pertaining to biological resources was considered significant if it would result in a "yes" answer to any of the following questions from the Los Angeles County Initial Study Checklist.

- Is the project site located within a SEA, SEA Buffer, or coastal Sensitive Environmental Resource (Environmentally Sensitive Habitat Area (ESHA), etc.), or is the site relatively undisturbed and natural?
- Is a drainage course located on the project site that is depicted on USGS quad sheets by a dashed blue line or that may contain a bed, channel, or bank of any perennial, intermittent, or ephemeral river, stream, or lake?
- Does the project site contain a major riparian or other sensitive habitat (e.g. coastal sage scrub, oak woodland, sycamore riparian, woodland, wetland, etc.)?
- Does the project site contain oak or other unique native trees (specify kinds of trees)?
- Is the project site habitat for any known sensitive species (federal or state listed endangered, etc.)?

3.2.4.3 Impacts and Mitigation Measures

Impact 3.2-1: Be located within a SEA, SEA Buffer, or coastal ESHA, or is relatively undisturbed and natural.

Construction

The bicycle network's impacts on biological resources would be site-specific. Such impacts would occur primarily through construction of Class I bike paths and on-road bikeways that would require widening within or adjacent to sites that contain sensitive environmental resources, are relatively undisturbed and natural, or are designated SEAs.

As described in Section 3.2.3 above, SEAs have been designated throughout the County, including within areas where the bicycle network is proposed (Figures 3.2-1 and 3.1-2). In addition, large blocks of undisturbed and natural vegetation occur primarily within the northern portion of the County; however, even the most highly urbanized areas of the County support fragments of natural areas that could provide suitable habitat for sensitive species and that would be considered a sensitive environmental resource.

In the event that construction occurs in areas within or adjacent to SEAs, SEA buffers, or areas supporting sensitive environmental resources (including drainage courses, riparian or other sensitive habitats, oaks or other unique native trees, and areas supporting sensitive species) the most common sources of impact would be the following:

- Removal or disturbance of vegetation (including areas that provide suitable foraging, nesting, and burrowing habitat for wildlife species).
- Alteration of surface drainage patterns through grading and installation of hard surfaces that affects vegetation and wildlife.
- Noise and light disturbance and dust deposition.
- Increased human and pet presence.
- Increased potential of exotic species invasion due to soil disturbance.

Operation

As with construction impacts, impacts on sensitive biological resources (including SEAs, SEA buffers, and environmentally sensitive habitat areas) resulting from operation of the bicycle network would be site-specific and would be dependent on several factors. These factors include the specific resources located adjacent to the proposed project site/bicycle network, the existing land uses surrounding the specific project site and associated noise/light levels, and the anticipated level of use of the proposed bicycle network in the project area. Operation of the bicycle network has the potential to result in significant impacts on SEAs, SEA buffers, and environmentally sensitive habitat areas, if present adjacent to proposed project sites.

Mitigation Measures

Detailed analysis will be required prior to implementation of individual Bicycle Master Plan projects located within or adjacent to SEAs, SEA buffers, coastal ESHAs, or other relatively undisturbed or natural areas. This analysis will include a literature search conducted by a biologist with knowledge of the local biological conditions. Where appropriate in the opinion of the qualified biologist, the literature search will be supplemented with a site visit. Resources and information that will be investigated for each site should include, but not be limited to, the following:

- CNDDB
- CNPS Rare Plant Inventory
- National Wetlands Inventory
- USFWS Critical Habitat Portal
- Los Angeles County Department of Regional Planning for information on SEAs

If it is determined by the qualified biologist that potentially significant impacts on sensitive biological resources could occur as a result of construction and/or operation of a specific project proposed under the Bicycle Master Plan, a comprehensive site-specific biological assessment will be conducted and a Biological Resources Technical Report will be prepared to identify potentially significant impacts and appropriate mitigation. The biological assessment will determine whether other site-specific focused surveys are required, such as a wetland delineation, focused rare plant surveys, or focused surveys for sensitive wildlife species. If determined to be necessary, such surveys will be conducted by a qualified biologist in accordance with established protocols or methodologies and during the appropriate time of year.

MM 3.2-1: Obtain agency permits/approvals.

If a project will impact resources under the jurisdiction of the USFWS, CDFG, SWRCB/RWQCB, USACE, and/or the CCC, the project will obtain the necessary permits/approvals from these agencies prior to construction and implement the associated conditions, if any.

MM 3.2-2: Protect sensitive habitat areas from harmful exposure to light.

If a project is within or adjacent to sensitive habitat areas (including SEAs, SEA buffers, habitat for sensitive species, etc.), the project will be designed to protect such areas from harmful exposure to light by shielding light sources, redirecting light sources, or using low intensity lighting.

MM 3.2-3: Avoid impacts on nesting birds and raptors.

If a project is constructed during the nesting season (February 15 – September 15) and tree/vegetation removal is necessary, one of the following will be conducted:

- All tree/vegetation removal will be prohibited during the nesting season to avoid potential impacts on nesting birds/raptors.

- A qualified biologist will be retained to conduct pre-construction nesting bird surveys. If active nests are found, a "no work" buffer around the nest will be delineated by the qualified biologist and tree/vegetation removal will be delayed until the young have fledged or the nest has been abandoned for other reasons.

MM 3.2-4: Conduct biological monitoring.

If a project is within or adjacent to sensitive habitat areas (including SEAs, SEA Buffers, habitat for sensitive species, etc.), a biological monitor will be on site during construction activities within 100 feet of sensitive habitat areas to ensure protection measures (i.e., flagging, fencing, etc. as noted in the mitigation measure below) are in place.

MM 3.2-5: Delineate sensitive habitat areas.

Sensitive habitat areas to be avoided, including appropriate buffers (determined by a qualified biologist), will be flagged by a qualified biologist prior to the onset of construction activities. Where indicated by the biologist, these areas will be fenced or otherwise protected from direct or indirect impacts. All such areas to be avoided will be clearly marked on construction plans and designated as "no construction" zones.

MM 3.2-6: Install signage and fencing, vegetation, or other natural barriers to prevent impacts on adjacent areas during operation.

Fencing, vegetation, or other natural barriers will be constructed to prevent impacts on sensitive habitat areas adjacent to the bicycle network during operation. Signs will be erected in appropriate locations to inform bicycle network users of the need to stay within designated bike paths, lanes, routes, and boulevards.

Level of Significance after Mitigation

With implementation of MM 3.2-1 through MM 3.2-6, impacts would be less than significant.

Impact 3.2-2: Be located within a drainage course that is depicted on USGS quad sheets by a dashed blue line or that may contain a bed, channel, or bank of any perennial, intermittent or ephemeral river, stream, or lake.

Construction

The Bicycle Master Plan includes an expanded bikeway network in unincorporated communities and along rivers, creeks, channels, and flood control facilities. Direct impacts on drainage courses (including rivers, creeks, streams, and lakes) would occur if construction of the bicycle network resulted in the removal, filling, hydrological interruption, or other disturbance to these resources.

Operation

Operation of the bicycle network has the potential to result in significant impacts on drainage courses, if present adjacent to the footprint of a specific project proposed under the Bicycle Master

Plan. Operational impacts could occur as a result of increased human and pet presence and degradation of the functions and values of the drainage course resulting from accumulation of trash and debris.

Mitigation Measures

Detailed analysis will be required prior to implementation of individual Bicycle Master Plan projects located within or adjacent to drainage courses, as described for Impact 3.2-1.

Impact 3.2-2 would be mitigated through implementation of measures MM 3.2-1 (Obtain agency permits/approvals), MM 3.2-4 (Conduct biological monitoring), MM 3.2-5 (Delineate sensitive habitat areas), and MM 3.2-6 (Install signage and fencing, vegetation, or other natural barriers to prevent impacts on adjacent areas during operation).

Level of Significance after Mitigation

With implementation of MM 3.2-1, MM 3.2-4, MM 3.2-5, and MM 3.2-6, impacts would be less than significant.

Impact 3.2-3: Be located in a major riparian or other sensitive habitat.

Construction

Riparian and other sensitive habitats are known to occur within the County of Los Angeles (see Table 3.2-1) and could be impacted if present in or adjacent to the project footprint of a specific project to be implemented under the Bicycle Master Plan. Impacts on riparian or other sensitive habitats could occur through direct removal, potential invasion of exotic species due to soil disturbance, deposition of dust during construction, and increased human and pet presence.

Operation

Operation of the bicycle network has the potential to result in significant impacts on riparian or other sensitive habitat, if present adjacent to the footprint of a specific project proposed under the Bicycle Master Plan. Operational impacts could occur as a result of increased human and pet presence and degradation of habitat resulting from accumulation of trash and debris.

Mitigation Measures

Detailed analysis will be required prior to implementation of individual Bicycle Master Plan projects located within or adjacent to riparian areas and other sensitive habitats, as described for Impact 3.2-1.

Impact 3.2-3 would be mitigated through implementation of measures MM 3.2-1 (Obtain agency permits/approvals), MM 3.2-2 (Protect sensitive habitat areas from harmful exposure to light), MM 3.2-3 (Avoid impacts on nesting birds and raptors), MM 3.2-4 (Conduct biological monitoring), MM 3.2-5 (Delineate sensitive habitat areas), and MM 3.2-6 (Install signage and fencing, vegetation, or other natural barriers to prevent impacts on adjacent areas during operation).

Level of Significance after Mitigation

With implementation of MM 3.2-1 through MM 3.2-6, impacts would be less than significant.

Impact 3.2-4: Be located near oak or other unique native trees.

Construction

Unique native trees (oak trees, western sycamore, California walnut, and Joshua trees) are known to occur within the County. Specific projects proposed under the Bicycle Master Plan could result in the removal of oak or other unique native trees, if present within the site-specific project impact area.

Operation

Operation of the proposed trail network would not result in direct or indirect impacts on oaks or other unique native trees.

Mitigation Measures

Detailed analysis will be required prior to implementation of individual Bicycle Master Plan projects located in areas containing oaks and other unique native trees, as described for Impact 3.2-1.

Impact 3.2-4 would be mitigated through implementation of measures MM 3.2-1 (Obtain agency permits/approvals), MM 3.2-2 (Protect sensitive habitat areas from harmful exposure to light), MM 3.2-3 (Avoid impacts on nesting birds and raptors), MM 3.2-4 (Conduct biological monitoring), MM 3.2-5 (Delineate sensitive habitat areas), and MM 3.2-6 (Install signage and fencing, vegetation, or other natural barriers to prevent impacts on adjacent areas during operation).

MM 3.2-7: Replace native trees.

Individual projects implemented under the Bicycle Master Plan will minimize impacts on oaks and other unique native trees to the extent feasible and will comply with the County's Oak Tree Ordinance. If impacts on oaks (not protected by the ordinance) and/or other unique native trees are unavoidable, the following will be conducted: (1) remove the tree and move it to another location adjacent to the impact area where conditions are favorable for survival of the tree; or (2) provide for in-kind replacement of each tree within an adjacent area outside of the impact footprint at a ratio of 2:1.

Level of Significance after Mitigation

With implementation of MM 3.2-1 through MM 3.2-7, impacts would be less than significant.

Impact 3.2-5: Be located in habitat for any known sensitive species.

Construction

As discussed in Section 3.2.3 above, a search of the CNDDB identified over 250 sensitive species with potential to occur in the County. If present within or adjacent to an identified project footprint

of an individual project to be constructed under the Bicycle Master Plan, potentially significant impacts on sensitive species and suitable habitat could occur. Such impacts could occur through direct removal of suitable/occupied habitat; degradation of suitable/occupied habitat as a result of increased human and pet presence, dust during construction, and potential invasion of exotic species due to soil disturbance; increased noise during construction; and increased light disturbance.

Operation

As with construction impacts, impacts on sensitive species resulting from operation of the bicycle network would be site-specific and would be dependent on several factors, including the specific resources located adjacent to the proposed project site/bicycle network, existing land uses surrounding the specific project site and associated noise levels, and the anticipated level of use of the proposed bicycle network in the project area. Operation of the bicycle network has the potential to result in significant impacts on sensitive species, if present adjacent to proposed project sites.

Mitigation Measures

Detailed analysis will be required prior to implementation of individual Bicycle Master Plan projects located within relatively undisturbed or natural areas where sensitive species may occur, as described for Impact 3.2-1.

Impact 3.2-5 would be mitigated through implementation of measures MM 3.2-1 (Obtain agency permits/approvals), MM 3.2-2 (Protect sensitive habitat areas from harmful exposure to light), MM 3.2-3 (Avoid impacts on nesting birds and raptors), MM 3.2-4 (Conduct biological monitoring), MM 3.2-5 (Delineate sensitive habitat areas), and MM 3.2-6 (Install signage and fencing, vegetation, or other natural barriers to prevent impacts on adjacent areas during operation).

Level of Significance after Mitigation

With implementation of MM 3.2-1 through MM 3.2-6, impacts would be less than significant.

3.2.5 Cumulative

The geographic scope for the cumulative analysis includes the County of Los Angeles. Past and present development projects have changed the overall natural setting of the County to moderate-to-high density, primarily automobile-oriented communities with blocks of natural areas preserved or currently undeveloped. Impacts from past, present, and reasonably foreseeable future projects within the cumulative study area have been cumulatively considerable.

Although past projects have shaped the existing development conditions within portions of the County, there are still sensitive biological resources within the County limits. Future projects implemented under the Bicycle Master Plan could result in significant impacts on sensitive biological resources. In light of these potential biological impacts from foreseeable development, specific mitigation measures are proposed to reduce such potential impacts to below a level of significance. With implementation of these measures and in consideration of the small scale of the proposed development associated with an expanded bicycle network within the County, the Bicycle Master

Plan's contribution to further reducing sensitive biological resources in the cumulative study area would be less than cumulatively considerable. Therefore, the Bicycle Master Plan's incremental contribution to cumulative biological resources impacts from past, present, and reasonably foreseeable future projects would be less than cumulatively considerable.

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3.3.1 Introduction

This section describes the affected environment for hydrology and water quality, the regulatory setting associated with hydrology and water quality, the impacts on hydrology and water quality that would result from the project, and the mitigation measures that would reduce these impacts.

The key sources of data and information used in the preparation of this section are listed and briefly described below.

The following impact determinations were made in the County of Los Angeles Initial Study Checklist for the proposed project.

Hydrology

- The project site is not located in or subject to high mudflow conditions.
- The project would not contribute or be subject to high erosion and debris deposition from runoff.
- The project would not substantially alter the existing drainage pattern of the site or area.
- The project would not result in impacts associated with other hydrologic factors (e.g., dam failure).

Water Quality

- The project site is not located in an area having known water quality problems and proposing the use of individual water wells.
- The project would not require the use of a private sewage disposal system.
- The project site is not located in an area having known septic tank limitations due to high groundwater or other geotechnical limitations, and the project is not proposing onsite systems that would be located close to a drainage course.
- The project's associated construction activities would not result in significant impacts on the quality of groundwater and/or stormwater runoff to the stormwater conveyance system and/or receiving water bodies.
- The project would not result in impacts associated with other water quality factors.

These issues are not discussed further in this section.

3.3.2 Regulatory Setting

3.3.2.1 Federal

Federal Flood Insurance Program

Congress, responding to the increasing costs of disaster relief, passed the National Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973. The intent of these acts is to reduce the need for large, public-funded flood control structures and disaster relief by restricting development on the floodplain.

The Federal Emergency Management Agency (FEMA) administers the National Flood Insurance Program (NFIP) to provide subsidized flood insurance to communities that comply with FEMA regulations, which limit development in floodplains. FEMA issues Flood Insurance Rate Maps (FIRMs) for communities participating in the NFIP. These maps delineate flood hazard zones in the community.

Executive Order 11988

Executive Order 11988 (Floodplain Management) addresses floodplain issues related to public safety, conservation, and economics. It generally requires federal agencies constructing, permitting, or funding projects within floodplains to:

- Avoid incompatible floodplain development.
- Be consistent with the standards and criteria of the NFIP.
- Restore and preserve the natural and beneficial floodplain values.

Clean Water Act

The Clean Water Act (CWA) sets discharge limitations to receiving waters; requires states to establish and enforce water quality standards; initiates the National Pollutant Discharge Elimination System (NPDES) permit program for municipal and industrial point-source discharges; and requires NPDES permits for municipal and industrial discharges, and for stormwater discharges caused by general construction activity.

CWA Section 303(d) requires that the state identify a list of impaired water bodies and develop and implement total maximum daily loads (TMDLs) for these water bodies (33 United States Code (USC) Section 1313(d)(1)). A TMDL specifies the maximum amount of a pollutant that a water body can receive and still meet applicable water quality standards and protect beneficial uses.

CWA Section 402 regulates discharges to surface waters through the NPDES program, which is administered by the U. S. Environmental Protection Agency (EPA). In California, the State Water Resources Control Board (SWRCB) is authorized by the EPA to oversee the NPDES program through the Regional Water Quality Control Boards (RWQCBs) (see related discussion under the Porter-Cologne Water Quality Control Act). The NPDES program provides for both general permits (those that cover a number of similar or related activities) and individual permits.

3.3.2.2 State

California Department of Water Resources

The California Department of Water Resources (DWR) established the Division of Flood Management in November 1977. The Division of Flood Management, among several other divisions, carries out the work of DWR programs creating sustainable, integrated flood management and emergency response systems throughout California.

State Water Resources Control Board

The Porter-Cologne Water Quality Act established the SWRCB and divided the state into nine regional basins, each with its own RWQCB. The SWRCB is the primary state agency responsible for protecting the quality of the state's surface water and groundwater supplies.

The Porter-Cologne Water Quality Act authorizes the SWRCB to draft state policies regarding water quality. It also authorizes the SWRCB to issue waste discharge requirements (WDRs) for discharges to state waters. The SWRCB, or one of the nine RWQCBs under the SWRCB, is required to adopt water quality control plans (basin plans) for the protection of water quality. A basin plan must:

- Identify the beneficial uses of the water to be protected.
- Establish water quality objectives for the reasonable protection of the beneficial uses.
- Establish a program of implementation for achieving the water quality objectives.

Construction General Permit

The basin plans also provide the technical basis for determining WDRs, taking enforcement actions, and evaluating clean water grant proposals. Basin plans are updated and reviewed every 3 years. NPDES permits issued to control pollution must implement requirements of the applicable regional basin plans.

Construction activities are regulated under the latest NPDES General Permit for Discharges of Stormwater Runoff Associated with Construction Activity (Construction General Permit), or CAS000003, provided that the total amount of ground disturbance during construction is 1 acre or more. The Los Angeles RWQCB (LARWQCB) enforces the Construction General Permit for the Los Angeles region, and the Lahontan RWQCB (LRWQCB) enforces the Construction General Permit for the Lahontan region. Coverage under the Construction General Permit requires preparation of a stormwater pollution prevention plan (SWPPP) and notice of intent (NOI). The SWPPP includes pollution-prevention measures (measures to control erosion, sediment, and non-stormwater discharges and hazardous spills); demonstration of compliance with all applicable local and regional erosion and sediment control standards; identification of responsible parties; a detailed construction timeline; and a best management practices (BMPs) monitoring and maintenance schedule. The NOI includes site-specific information and certification of compliance with the terms of the Construction General Permit.

Los Angeles and Lahontan Regional Water Quality Control Boards

The proposed plan is located within the jurisdiction of the LARWQCB and LRWQCB. Both agencies provide for the development and periodic review of basin plans that designate the beneficial uses of California's major rivers and groundwater basins and establish narrative and numerical water quality objectives for those waters. Beneficial uses represent the services and qualities of a water body (i.e., the reasons why the water body is considered valuable), while water quality objectives represent the standards necessary to protect and support those beneficial uses. Basin plans are implemented primarily by using the NPDES permitting system and updated by completing a TMDL analysis to regulate waste discharges so that water quality objectives are met (see discussion of the NPDES system in the CWA section above). Basin plans are updated every 3 years and provide the technical basis for determining WDRs and taking enforcement actions.

One method the agencies use to implement basin plan criteria is through the issuance of WDRs, which are issued to any entity that discharges point-source effluent to a surface water body. The WDR permit also serves as a federally required NPDES permit (under the CWA) and incorporates the requirements of other applicable regulations.

Beneficial Uses

Beneficial uses form the cornerstone of water quality protection under the basin plan. Once beneficial uses are designated for a waterway, appropriate water quality objectives can be established and programs that maintain or enhance water quality can be implemented to ensure the protection of the beneficial uses. The designated beneficial uses, together with water quality objectives, form the water quality standards. Such standards are mandated for all water bodies within the state under the California Water Code.

The LARWQCB has a total of twenty-four beneficial uses that were developed in coordination with the SWRCB. Beneficial uses for water bodies in the Los Angeles region are listed and defined below (LARWQCB 1995):

- **Municipal and Domestic Supply (MUN):** Uses of water for community, military, or individual water supply systems including, but not limited to, drinking water supply.
- **Agricultural Supply (AGR):** Uses of water for farming, horticulture, or ranching including, but not limited to, irrigation, stock watering, or support of vegetation for range grazing.
- **Industrial Process Supply (PROC):** Uses of water for industrial activities that depend primarily on water quality.
- **Industrial Service Supply (IND):** Uses of water for industrial activities that do not depend primarily on water quality including, but not limited to, mining, cooling water supply, hydraulic conveyance, gravel washing, fire protection, or oil well re-pressurization.
- **Groundwater Recharge (GWR):** Uses of water for natural or artificial recharge of groundwater for purposes of future extraction, maintenance of water quality, or halting of saltwater intrusion into the freshwater aquifers.

- **Freshwater Replenishment (FRSH):** Uses of water for natural or artificial maintenance of surface water quantity or quality (e.g., salinity).
- **Navigation (NAV):** Uses of water for shipping, travel, or other transportation by private, military, or commercial vessels.
- **Hydropower Generation (POW):** Uses of water for hydropower generation.
- **Water Contact Recreation (REC-1):** Uses of water for recreational activities involving body contact with water, where ingestion of water is reasonably possible. These uses include, but are not limited to, swimming, wading, water-skiing, skin and scuba diving, surfing, whitewater activities, fishing, or use of natural hot springs.
- **Non-Contact Water Recreation (REC-2):** Uses of water for recreational activities involving proximity to water, but not normally involving body contact with water, where ingestion of water is reasonably possible. These uses include, but are not limited to, picnicking, sunbathing, hiking, beachcombing, camping, boating, tide pool and marine life study, hunting, sightseeing, or aesthetic enjoyment in conjunction with the above activities.
- **Commercial and Sport Fishing (COMM):** Uses of water for commercial or recreational collection of fish, shellfish, or other organisms including, but not limited to, uses involving organisms intended for human consumption or bait purposes.
- **Aquaculture (AQUA):** Uses of water for aquaculture or mariculture operations including, but not limited to, propagation, cultivation, maintenance, or harvesting of aquatic plants and animals for human consumption or bait purposes.
- **Warm Freshwater Habitat (WARM):** Uses of water that support warm water ecosystems including, but not limited to, preservation or enhancement of aquatic habitats, vegetation, fish, or wildlife, including invertebrates.
- **Cold Freshwater Habitat (COLD):** Uses of water that support cold water ecosystems including, but not limited to, preservation or enhancement of aquatic habitats, vegetation, fish, or wildlife, including invertebrates.
- **Inland Saline Water Habitat (SAL):** Uses of water that support inland saline water ecosystems including, but not limited to, preservation or enhancement of aquatic saline habitats, vegetation, fish, or wildlife, including invertebrates.
- **Estuarine Habitat (EST):** Uses of water that support estuarine ecosystems including, but not limited to, preservation or enhancement of estuarine habitats, vegetation, fish, shellfish, or wildlife (e.g., estuarine mammals, waterfowl, shorebirds).
- **Wetland Habitat (WET):** Uses of water that support wetland ecosystems, including, but not limited to, preservation or enhancement of wetland habitats, vegetation, fish, shellfish, or wildlife, and other unique wetland functions that enhance water quality, such as providing flood and erosion control, stream bank stabilization, and filtration and purification of naturally occurring contaminants.

- **Marine Habitat (MAR):** Uses of water that support marine ecosystems including, but not limited to, preservation or enhancement of marine habitats, vegetation such as kelp, fish, shellfish, or wildlife (e.g., marine mammals, shorebirds).
- **Wildlife Habitat (WILD):** Uses of water that support terrestrial ecosystems including, but not limited to, preservation and enhancement of terrestrial habitats, vegetation, wildlife (e.g., mammals, birds, reptiles, amphibians, invertebrates), or wildlife water and food sources.
- **Preservation of Biological Habitats (BIOL):** Uses of water that support designated areas or habitats, such as **Areas of Special Biological Significance (ASBS),** established refuges, parks, sanctuaries, ecological reserves, or other areas where the preservation or enhancement of natural resources requires special protection.

In addition to the above beneficial uses, the following uses apply to certain areas in the LRWQCB (LRWQCB 2005):

- **Flood Peak Attenuation/Flood Water Storage (FLD):** Beneficial uses of riparian wetlands in flood plain areas and other wetlands that receive natural surface drainages and buffer is passage to receiving waters.
- **Spawning, Reproduction, and Development (SPWN):** Beneficial uses of waters that support high quality aquatic habitat necessary for reproduction and early development of fish and wildlife.
- **Industrial Process Supply (PRO):** Beneficial uses of water used for industrial activities that depend primarily on water quality.
- **Rare, Threatened, or Endangered Species (RARE):** Beneficial uses of waters that support habitat necessary for the survival and successful maintenance of plant or animal species established under the state and/or federal laws as rare, threatened or endangered.
- **Water Quality Enhancement (WQE):** Beneficial uses of waters that support natural enhancement or improvement of water quality in or downstream of a water body including, but not limited to, erosion control, filtration and purification or naturally occurring water pollutants, streambank stabilization, maintenance of channel integrity, and siltation control.

Water Quality Objectives—Los Angeles and Lahontan Regional Water Quality Control Boards

The CWA (Section 303) requires states to develop water quality standards for all waters and to submit to the EPA for approval all new or revised water quality standards that are established for inland surface and ocean waters. Water quality standards consist of a combination of beneficial uses and water quality objectives. Both narrative and numerical water quality objectives have been developed for many parameters that apply to all inland surface waters and enclosed bays and estuaries for both the LARWQCB and the LRWQCB. Because the list of parameters and objectives is large, water quality objectives were not included in this report. See the basin plans for the LARWQCB and LRWQCB for specific water quality objectives on the SWRCB website.

3.3.2.3 Local

Los Angeles Flood Control District

The Los Angeles County Flood Control Act was adopted by the state legislature in 1915, after a disastrous regional flood took a heavy economic toll on lives and property in the region. The act established the Los Angeles County Flood Control District (Flood Control District) and empowered it to provide flood protection, water conservation, recreation, and aesthetic enhancement within the Flood Control District's boundaries.

The Flood Control District encompasses more than 3,000 square miles, 85 cities, and approximately 2.1 million land parcels. It includes the vast majority of drainage infrastructure within incorporated and unincorporated areas in every watershed of the County, including 500 miles of open channel, 2,800 miles of underground storm drain, and an estimated 120,000 catch basins.

3.3.3 Environmental Setting

This section discusses the existing conditions related to hydrology and water quality in the study area.

3.3.3.1 Watersheds and Flooding

Los Angeles River Watershed

The Los Angeles River Watershed covers a land area of 834 square miles. The eastern portion extends from the Santa Monica Mountains to the Simi Hills, and the western portion extends from the Santa Susana Mountains to the San Gabriel Mountains (LACDPW 2011). The watershed encompasses and is shaped by the path of the Los Angeles River, which flows from its headwaters in the mountains eastward to the northern corner of Griffith Park. Here the channel turns southward through the Glendale Narrows before it flows across the coastal plain and into San Pedro Bay near the City of Long Beach.

The Los Angeles River has evolved from an uncontrolled, meandering river providing a valuable source of water for early inhabitants to a major flood protection waterway (LACDPW 2011). Today, in addition to protecting the Los Angeles Basin from major flooding, it also offers significant opportunities for recreation, such as bicycling, for the Los Angeles metropolitan area. LACDPW and other entities have joined in an effort to develop and maintain these resources. In 1991, the Los Angeles County Board of Supervisors directed the Departments of Public Works, Parks and Recreation, and Regional Planning to develop the Los Angeles River Master Plan (LARMP). The LARMP, adopted by the Board of Supervisors in 1996, formulated a multi-objective program for the river while recognizing its primary purpose for flood protection (LACDPW 2011).

Sun Valley Watershed

The Sun Valley Watershed is an urban subwatershed tributary to the Los Angeles River. It is bordered by the Tujunga Wash on the west, the Burbank Airport on the east, Hansen Dam on the north, and Burbank Boulevard on the south. It is approximately 2,800 acres (or 4.4 square miles), is located approximately 14 miles northwest of downtown Los Angeles, and encompasses the communities of Sun Valley and portions of North Hollywood (LACDPW 2011).

The watershed is highly developed with industrial, commercial, and residential developments. Active gravel mines, landfills, numerous auto-dismantling operators, and various other industrial and commercial land uses make up more than 60% of the watershed. In the watershed are two neighborhood parks and one public library (LACDPW 2011).

San Gabriel River Watershed

The San Gabriel River Watershed is located in eastern Los Angeles County, and covers 640 square miles including portions of 37 cities. The San Gabriel River flows 58 miles from its headwaters in the San Gabriel Mountains to its confluence with the Pacific Ocean. Major tributaries include Walnut Creek, San Jose Creek, Coyote Creek, and storm drains from the 19 cities through which the San Gabriel River flows (LACDPW 2011). The San Gabriel River has two distinct flow conditions. During wet-weather periods, flow is generated primarily by stormwater runoff. However, during dry-weather periods, flows are less variable and lower, and are mainly derived from water reclamation plant (WRP) discharges, urban runoff, and groundwater-derived base flow. Above Whittier Narrows, water from the San Gabriel River and its tributaries can be diverted to and from the Rio Hondo via the Zone 1 Ditch through Whittier Narrows. Channel flow below Whittier Narrows Dam can be impounded by a series of seven rubber dams in the main channel to allow for diversion into the San Gabriel Coastal Spreading Grounds and to maximize infiltration within the channel (LACDPW 2011). Downstream of the spreading grounds, the channel is lined with concrete for about 10 miles to its mouth, where it flows into the San Gabriel River Estuary.

Ballona Creek Watershed

Ballona Creek is a 9-mile long flood protection channel that drains the Los Angeles Basin, from the Santa Monica Mountains on the north, the Harbor Freeway (I-110) on the east, and the Baldwin Hills on the south. The Ballona Creek Watershed totals about 130 square miles. Land uses within the watershed consist of 64% residential, 8% commercial, 4% industrial, and 17% open space (LACDPW 2011).

The major tributaries to the Ballona Creek include Centinela Creek, Sepulveda Canyon Channel, Benedict Canyon Channel, and numerous storm drains. Ballona Creek is designed to discharge to Santa Monica Bay approximately 71,400 cubic feet per second from a 50-year frequency storm event. The watershed is comprised of all or parts of the Cities of Beverly Hills, Culver City, Inglewood, Los Angeles, Santa Monica, West Hollywood, and unincorporated Los Angeles County (LACDPW 2011).

Santa Monica Bay Watersheds

The Santa Monica Bay Watersheds include the North Santa Monica Bay, South Santa Monica Bay, and Marina del Rey Watersheds. The North Santa Monica Bay includes the Malibu Creek Watershed, Topanga Creek Watershed, and other rural Santa Monica Mountains watersheds. The South Santa Monica Bay Watershed extends from the Castlerock Watershed near Malibu to the Palos Verdes Peninsula Watersheds on the south. The Marina del Rey Watershed encompasses all areas that drain to the Marina. Portions of these watersheds are very rural and undeveloped, and other portions are very urbanized. These watersheds include all or parts of the Cities of Westlake Village, Agoura Hills, Calabasas, Hidden Hills, Malibu, Los Angeles, Santa Monica, Culver City, El Segundo, Manhattan Beach, Hermosa Beach, Redondo Beach, Torrance, Palos Verdes Estates, Rolling Hills Estates, Rolling Hills, and unincorporated Los Angeles County. The Santa Monica Bay Watersheds are managed primarily to enhance water quality in the bay while still providing adequate flood protection (LACDPW 2011).

Dominguez Channel Watershed

The Dominguez Channel Watershed covers 133 square miles in southwestern Los Angeles County and encompasses 19 cities or portions thereof, and a portion of unincorporated Los Angeles County (Dominguez Watershed Advisory Council 2004:1-3). Water bodies within the watershed include the Dominguez Channel, Wilmington Drain, Torrance/Carson Channel (Torrance Lateral), Machado Lake, Los Angeles and Long Beach Harbors, and Cabrillo Beach.

Santa Clara River Watershed

The Santa Clara River Watershed encompasses approximately 1,634 square miles. The Upper Santa Clara River Watershed is approximately 786 square miles within County of Los Angeles limits with approximately 980 square miles within Ventura County. The Santa Clara River is one of the few natural river systems remaining in Southern California (LACDPW 2011).

The Santa Clara River originates in the Angeles National Forest near the community of Acton and flows from the headwaters westward for approximately 84 miles to the Pacific Ocean. Throughout its length, the river crosses cities, farmland, and undeveloped lands within both counties. The upper portion of the watershed is home to a population of approximately 250,000, of which 170,000 reside within the City of Santa Clarita (LACDPW 2011).

Antelope Valley Watershed

The Antelope Valley Watershed is geographically unique since it does not outlet to the Pacific Ocean. The watershed straddles the Los Angeles-Kern County line and encompasses approximately 1,200 square miles within Los Angeles County. Numerous streams originating in the mountains and foothills flow across the valley floor and eventually pond in the dry lakes (Edwards Air Force Base) adjacent to the northern Los Angeles County line. The valley lacks defined natural and improved channels outside of the foothills and is subject to unpredictable sheet flow patterns (LACDPW 2011).

3.3.3.2 Impaired Receiving Waters

As described under the CWA Section, a 303(d) list is developed by the RWQCB and approved by the EPA to identify impairments and potential sources of pollutants. Once a water body is placed on the 303(d) List of Water Quality Limited Segments, it remains on the list until a TMDL is adopted, and the water quality standards are attained, or there are sufficient data to demonstrate that water quality standards have been met and delisting should take place. A TMDL is an allowable discharge target to reduce pollutant loading into receiving waters. A TMDL is supposed to be developed for each impairment listed on the 303(d) list in order for each receiving water to improve water quality; receiving waters may be removed from the 303(d) list once a TMDL has been developed. Note that the small portion of the program area located in the LRWQCB jurisdiction does not have any 303(d) listed impairments.

Table 3.3-1 shows impairments in the LARWQCB area.

Table 3.3-1. Clean Water Act 2006 303(d) List of Impaired Water Bodies and Program Elements in the Los Angeles Regional Water Quality Control Board Area

CalWater Watershed Label	Name and Size	Pollutant/Stressor	Potential Sources	TMDL Compliance Requirement Completion Year	WRPs Upstream of Affected Reach
40531000	San Jose Creek Reach 2	Coliform Bacteria	Nonpoint Point Source	2019	POWRP
40531000	San Jose Creek Reach 1	Ammonia	Nonpoint Point Source	N A	POWRP SJCWRP
		Coliform Bacteria	Nonpoint Point Source	2019	
		Selenium (listing made by EPA for 2006)	Source Unknown	2007	
		Toxicity (listing made by EPA for 2006)	Source Unknown	2007	
40515010	San Gabriel River Reach 2	Coliform Bacteria	Nonpoint Point Source	2019	POWRP SJCWRP WNWRP
40515010	San Gabriel River Reach 1	Coliform Bacteria	Nonpoint Point Source	2019	POWRP SJCWRP LCWRP LBWRP
		pH	Source Unknown	2019	
		Lead	Nonpoint Point Source	2019	
40515010	Coyote Creek (13 miles)	Ammonia	Point Source	N A	LBWRP
		Coliform Bacteria	Nonpoint Point Source	2019	

CalWater Watershed Label	Name and Size	Pollutant/Stressor	Potential Sources	TMDL Compliance Requirement Completion Year	WRPs Upstream of Affected Reach
		Copper, Dissolved	Nonpoint Source	2006	
		Diazinon	Source Unknown	2019	
		Lead (listing made by the EPA in 2006)	Source Unknown	2007	
		pH	Source Unknown	2019	
		Toxicity (listing made by EPA in 2002)	Point Source	2008	
		Zinc (listing made by the EPA in 2006)	Source Unknown	2007	
40516000	San Gabriel River Estuary	Copper (listing made by EPA for 2006)	Source Unknown	2007	SJCWRP LCWRP LBWRP
40515010	Rio Hondo Reach 2	Ammonia (for 2006, this listing added by the EPA because of a completed EPA TMDL)	Source Unknown	2004	WNWRP
		Coliform Bacteria	Nonpoint Point Source	2009	
40515010	Rio Hondo Reach 1	Coliform Bacteria	Nonpoint Point Source	2009	WNWRP
		Copper	Nonpoint Point Source	2005	
		Lead	Nonpoint Point Source	2005	
		pH	Nonpoint Point Source	2004	
		Trash	Nonpoint Point Source	2007	
		Zinc	Nonpoint Point Source	2005	
40515010	Los Angeles River (Carson Street to Figueroa Street; 11 miles)	Ammonia	Nonpoint Point Source	2004	WNWRP[a]

CalWater Watershed Label	Name and Size	Pollutant/Stressor	Potential Sources	TMDL Compliance Requirement Completion Year	WRPs Upstream of Affected Reach
40512000	Los Angeles River (Estuary to Carson Street; 3.4 miles)	Ammonia	Nonpoint Point Source	2004	WNWRP [a]
		Cadmium (for 2006, this listing was added by the EPA because of a completed EPA-approved TMDL)	Source Unknown	2005	
		Coliform Bacteria	Nonpoint Point Source	2009	
		Copper, Dissolved	Nonpoint Point Source	2005	
		Cyanide	Source Unknown	2019	
		Diazinon	Source Unknown	2019	
		Lead	Nonpoint Point Source	2005	
		Nutrients (algae)	Nonpoint Point Source	2004	
		pH	Nonpoint Point Source	2003	
		Trash	Nonpoint Point Source	2007	
		Zinc, Dissolved	Nonpoint Point Source	2005	
		Coliform Bacteria	Nonpoint Point Source	2009	
		Copper	Source Unknown	2005	
		Lead	Nonpoint Point Source	2005	
		Nutrients (algae)	Nonpoint Point Source	2004	
		Trash	Source Unknown	2007	

CalWater Watershed Label	Name and Size	Pollutant/Stressor	Potential Sources	TMDL Compliance Requirement Completion Year	WRPs Upstream of Affected Reach
40512000	Los Angeles River Estuary (207 acres)	Chlordane (sediment)	Nonpoint Source (historical use of pesticides and lubricants)	2019	WNWRP[a]
		DDT (sediment)	Nonpoint Source (historical use of pesticides and lubricants)	2019	
		Lead (sediment)	Nonpoint Source (historical use of pesticides and lubricants)	2019	
		PCBs (polychlorinated biphenyls) (sediment)	Nonpoint Source (historical use of pesticides and lubricants)	2019	
		Sediment Toxicity	Source Unknown	2019	
		Trash	Source Unknown	2007	
		Zinc (sediment)	Nonpoint Source (historical use of pesticides and lubricants)	2019	
40518000	Los Angeles Long Beach Inner Harbor (3003 acres)	Beach Closures	Nonpoint Point Source	2004	WNWRP[a]
		Benthic Community Effects	Nonpoint Source	2019	
		Copper (listing made by EPA for 2006)	Source Unknown	2008	
		DDT	Nonpoint Point Source	2019	
		PCBs (polychorinated biphenyls)	Nonpoint Point Source	2019	
		Sediment Toxicity	Nonpoint Point Source	2019	
		Zinc (listing made by EPA for 2006)	Source Unknown	2008	

CalWater Watershed Label	Name and Size	Pollutant/Stressor	Potential Sources	TMDL Compliance Requirement Completion Year	WRPs Upstream of Affected Reach

WRP water reclamation plant

POWRP Pomona WRP; SJCWRP San Jose Creek WRP; WNWRP Whittier Narrows WRP; LCWRP Los Coyotes WRP; LBWRP Long Beach WRP

[a] WNWRP effluent discharge is normally fully infiltrated at the Rio Hondo Spreading Grounds. Effluent only enters the Los Angeles River during flood events, at which times it represents an immeasurably small fraction of total stream flow.

The LBWRP is located at the mouth of Coyote Creek.

During peak flow events, a portion of San Gabriel River flows can be diverted to the Rio Hondo via the Zone 1 Ditch. At these times, a portion of the diverted flows may contain effluent discharged from the POWRP or the SJCWRP and thus that effluent may enter the Los Angeles River basin via Rio Hondo. However, such effluent represents an immeasurably small portion of the total flood flows.

Source: SWRCB 2006.

Groundwater Resources

San Gabriel Valley Groundwater Basin

This basin is located in eastern Los Angeles County and includes the water-bearing sediments underlying most of the San Gabriel Valley and a portion of the upper Santa Ana Valley that lies in Los Angeles County. Annual precipitation in the San Gabriel Valley Groundwater Basin ranges from 15 to 31 inches, and averages 19 inches. The Raymond Fault and contact between Quaternary sediments and consolidated basement rocks of the San Gabriel Mountains form the northern boundary, the Chino Fault and San Jose Fault form the eastern boundary, and the exposed consolidated rocks of the Repetto, Merced, and Puente Hills bound the basin on the south and west. The headwaters of both the Rio Hondo and San Gabriel River are located in the San Gabriel Mountains. Surface water flows southwest across the San Gabriel Valley and exits through Whittier Narrows, a gap between the Merced and Puente Hills (DWR 2004).

The water-bearing sediments in this basin are dominated by unconsolidated to semi-consolidated alluvium that was deposited by streams flowing out of the San Gabriel Mountains (DWR 2004). Recharge occurs primarily through direct percolation of precipitation and percolation of stream flow. Stream flow includes local mountain runoff, imported water conveyed in the San Gabriel River channel to spreading grounds in the Central Basin, and treated sewage effluent. Subsurface flows enter from the Raymond Basin, Chino Basin, and fracture systems along the San Gabriel Mountain front (DWR 2004).

The groundwater surface generally follows the topographic slope, with groundwater flowing from the edges of the basin toward the center of the basin, then southwestward to exit through the Whittier Narrows, which is a structural and topographical low point.

Coastal Plain of the Los Angeles Groundwater Basin

The Coastal Plain of the Los Angeles Groundwater Basin includes multiple subbasins. Subbasins are described in detail below.

Central Basin (Central Subbasin)

The Central Basin (also known as the Central Subbasin) encompasses a large portion of the southeastern part of the Coastal Plain of Los Angeles Groundwater Basin. The Los Angeles and San Gabriel Rivers flow over the Central Basin on their way to the Pacific Ocean. There are three agencies that oversee the management of the Central Basin:

- The Water Replenishment District of Southern California (Water Replenishment District) is responsible for obtaining sources to recharge.
- The LACDPW operates the spreading grounds.
- The Central Basin Municipal Water District manages groundwater extractions from production wells by purveyors.

The Central Basin is bound to the north by the La Brea high surface divide; on the northeast and east by the less permeable tertiary rocks of the Elysian, Repetto, Merced and Puente Hills; and to the southwest by the Newport Inglewood Fault system. To the southeast, Coyote Creek roughly follows the regional drainage province boundary between the Central Basin and the Coastal Plain of Orange County Groundwater Basin (DWR 2004).

Groundwater enters the Central Basin through surface and subsurface flow and by direct percolation of precipitation, stream flow, and applied water replenishing the aquifers in areas where permeable sediments are exposed at ground surface. Natural replenishment of the groundwater supply is from surface inflow through Whittier Narrows, with some underflow from the San Gabriel Valley. Groundwater occurs throughout the basin in Holocene and Pleistocene Age sediments at relatively shallow depths. The Central Basin pressure area contains many aquifers of permeable sands and gravels separated by semi-permeable to impermeable sandy clay to clay that extend to approximately 2,200 feet below ground surface. Throughout much of the basin, the aquifers are confined by barriers called aquicludes, but areas with semipermeable aquicludes allow some interaction between the aquifers. In much of the basin, local semi-perched groundwater conditions are created by the near surface Bellflower aquiclude that restricts vertical percolation into the Gaspur and other underlying aquifers (DWR 2004).

The Central Basin is traditionally divided between pressure areas and forebays, where forebays have unconfined groundwater conditions and relatively interconnected aquifers that extend up to 1,600 feet deep to provide a direct connection to surface water recharge areas of the basin. There are two forebays in the Central Basin. These are the Los Angeles Forebay and the Montebello Forebay (DWR 2004). The Montebello Forebay extends southward from Whittier Narrows where the San Gabriel River encounters the Central Basin, and is the most important area of recharge in the subbasin.

West Coast Basin (West Coast Subbasin)

The West Coast Basin (also known as the West Coast Subbasin) is a subbasin of the Coastal Plain of Los Angeles Groundwater Basin. The West Coast Basin was adjudicated in 1961. Groundwater levels in the basin have since risen approximately 30 feet (DWR 2004).

The subbasin is bound by the Ballona Escarpment to the north; the Newport-Inglewood Fault zone to the east; and the Pacific Ocean and consolidated rocks of the Palos Verdes Hills to the south and west. Average annual precipitation in the basin is 12 to 14 inches. The surface is crossed in the south by the Los Angeles River through the Dominguez Gap, and the San Gabriel River through the Alamitos Gap, both of which flow into San Pedro Bay. The general groundwater flow pattern is southward and westward from the Central Coastal Plain toward the ocean (DWR 2004).

Seawater intrusion occurs in some aquifers that are exposed to ocean waters. To limit seawater intrusion, gap barriers have been installed where fresh water is pumped into the ground to limit the incursion of seawater into the basin. The Dominguez Gap Barrier Project, located near the community of Wilmington, uses a series of injection wells that create a barrier to protect the Gaspur zone from seawater intrusion (DWR 2004).

3.3.4 Project Impacts and Mitigation Measures

This section describes the impact analysis relating to hydrology and water quality for the Bicycle Master Plan at the program level. It describes the methods used to determine the impacts of the project and lists the thresholds used to conclude whether an impact would be significant. Measures to mitigate (i.e., avoid, minimize, rectify, reduce, eliminate, or compensate for) significant impacts accompany each impact discussion, if necessary. Detailed analysis at the project level will determine the significance of impacts for individual Bicycle Master Plan projects and, if necessary, the applicability of mitigation measures.

3.3.4.1 Methods

The following analysis was qualitative in nature and was based on information prepared for the proposed project along with information from the LARWQCB and the LRWQCB. In addition, professional judgment was used along with the CEQA thresholds of significance (below) in determining if the plan will have an impact on hydrology, flooding, and water quality.

3.3.4.2 Thresholds of Significance

For this analysis, an impact pertaining to hydrology and water quality was considered significant if it would result in a "yes" answer to any of the following questions from the County of Los Angeles Initial Study Checklist.

Hydrology

- Is a major drainage course, as identified on U.S. Geological Survey (USGS) quadrangle sheets by a dashed line, located on the project site?

- Is the project site located within or does it contain a floodway, floodplain, or designated flood hazard zone?

Water Quality

- Could the project's pre-development and post-development activities potentially degrade the quality of stormwater runoff and/or could post-development non-storm water discharges contribute potential pollutants to the storm water conveyance system and/or receiving bodies?

3.3.4.3 Impacts and Mitigation Measures

Impact 3.3-1: Be located within a major drainage course on the project site.

Construction

Construction of bikeways, including staging areas, could occur within major drainage courses. Bikeways may be constructed within drainage channels, and there would be a potential need for bridge construction, which could include in-water construction. Construction may include such methods as sheet-pile coffer dams. In addition, bridge construction may require a river or creek diversion during construction. Under these circumstances, there could be significant impacts to drainage.

Otherwise, it is assumed that a NPDES Construction General Permit and possibly a NPDES Low Threat Discharge and Dewatering Permit would be obtained from the RWQCB, and the contractor would adhere to the requirements of the permit. This would make any impacts on hydrology and water quality less than significant provided the permit is adhered to. (Note: other permits necessary for individual projects—such as CWA Section 404 permits or authorizations, CWA Section 401 Water Quality Certification, and California Streambed/Lake Alteration Agreements—will be determined during project-level evaluations, based on detailed project designs.) It is assumed that compliance with the required permitting would be included in the projects that are part of the Bicycle Master Plan, and that these permits would require measures to ensure impacts would be at less-than-significant levels.

Operation

It may not be possible for all bridges that would be necessary for projects in the Bicycle Master Plan to span drainage courses (i.e., some may require structures within the drainage course). Impacts of new structures within drainage courses may be significant and would require additional analysis during the design stage for individual projects. Otherwise, it is assumed that projects would comply with the requirements of the RWQCB, and operational impacts on major drainage courses would be less than significant.

Mitigation Measures

Detailed analysis of impacts related to drainages will be required prior to implementation of individual Bicycle Master Plan projects that would include any construction within drainage courses.

MM 3.3-1: Design projects to avoid impacts to drainage courses.

If impacts to drainage courses are identified in site-specific drainage studies, the projects will be designed to incorporate appropriate measures to ensure that impacts are less than significant. These measures will be incorporated into the applicable permits and will be approved by the RWQCB.

Level of Significance after Mitigation

With implementation of MM 3.3-1, impacts would be less than significant.

Impact 3.3-2: Be located within a floodway, floodplain, or designated flood hazard zone.

Construction

Construction of the bicycle network would likely involve construction within a 100-year floodplain zone as defined by FEMA. However, it is assumed that construction would occur during the dry season, or that construction equipment would not impede or redirect flows within the floodplain. Therefore, this impact is considered less than significant during construction.

Operation

Operation of the bicycle network would slightly increase the amount of impervious surface resulting in minimal amounts of additional runoff. However, this increase would not substantially increase the size of the floodplain. In addition, any additional facilities such as restrooms would also slightly increase the amount of runoff. If any of these facilities were located in areas that would impede or redirect flood flows, a significant impact could occur. This impact is considered significant.

Mitigation Measures

Detailed analysis of impacts related to floodways, floodplains, or designated flood hazard zones will be required prior to implementation of individual Bicycle Master Plan projects that include any construction within such areas. This analysis will include drainage studies that will calculate the additional flows per County hydrology manual standards.

MM 3.3-2: Design projects to ensure project will not increase the size of the floodplain.

For projects in the Bicycle Master Plan that are located within floodways, floodplains, or designated flood hazard zones or would involve construction within these areas, and for which site-specific drainage studies have determined that significant impacts would occur, appropriate redesign will be required to ensure that impacts will be avoided or reduced to a less-than-significant level.

Level of Significance after Mitigation

With implementation of MM 3.3-2, impacts would be less than significant.

Impact 3.3-3: Degradation of the quality of stormwater runoff from pre-development and post-development activities, and contribution of potential pollutants to the stormwater conveyance system or receiving bodies from post-development non-stormwater discharges.

Construction

Construction activities often expose disturbed and loosened soils to erosion from rainfall, runoff, and wind. Most natural erosion occurs at slow rates; however, the rate increases when the land is cleared or altered and left disturbed. Construction activities remove the protective cover of vegetation and reduce natural soil resistance to rainfall impact erosion. Sheet erosion occurs when slope length and runoff velocity increase on disturbed areas. As runoff accumulates, it concentrates into rivulets that cut grooves (rills) into the soil surface. If the flow is sufficient, these rills may develop into gullies. Excessive stream and channel erosion may occur if runoff volumes and rates increase as a result of construction activities. The proposed project would be constructed on relatively flat terrain, but may vary as topography allows. Any dewatering from excavation for construction will need to be pumped to onsite portable settling basins in order to avoid sediment runoff from having an impact on local rivers or creeks, and may require an NPDES Permit from RWQCB (see Impact 3.3-1).

Sedimentation is the settling out of soil particles transported by water. Sedimentation occurs when the velocity of water in which soil particles are suspended is slowed sufficiently to allow particles to settle out. Larger particles, such as gravel and sand, settle out more rapidly than fine particles, such as silt and clay. The RWQCB considers sediment a pollutant; sediment transports other adsorbed pollutants, such as nutrients, hydrocarbons, metals, and typical hydrophobic contaminants such as organo-chlorine pesticides.

Excessive sediment can cause increased turbidity and reduced light penetration, reducing prey capture for sight-feeding predators, reducing the light available for photosynthesis, clogging the gills and filter mechanisms of fish and aquatic invertebrates, reducing spawning and juvenile fish survival, smothering bottom-dwelling organisms, changing substrate composition, and reducing aesthetic values. Concentrations of nutrients and other pollutants (such as metals and certain pesticides) associated with sediment particles could also increase. Although these effects are usually short term and greatly diminish after revegetation of exposed areas, sediment and sediment-borne pollutants may be remobilized under suitable hydrologic and hydraulic conditions.

Although sediment from erosion is the pollutant most frequently associated with construction activity, other pollutants of concern include toxic chemicals from heavy equipment or construction-related materials. A typical construction site uses many chemicals or compounds that are hazardous to aquatic life if they were to enter a water body; these may include gasoline, oils, grease, solvents, lubricants, and other petroleum products. Many petroleum products contain a variety of toxic compounds and impurities and tend to form oily films on the water surface, altering oxygen diffusion rates. Concrete, soap, trash, and sanitary wastes are other common sources of potentially harmful materials on construction sites.

The closer construction activities are to watercourses, the more potential there is for spilled toxic substances to enter the water. Wash water from equipment and tools and other waste dumped or spilled on the construction site can easily lead to seepage of pollutants into watercourses. Also, construction chemicals may be accidentally spilled into the watercourse. The impact of toxic construction-related materials on water quality varies depending on the duration and time of activities. Because of low precipitation, construction occurring in the dry season is less likely to cause soil and channel erosion and runoff of toxic chemicals into a stream or river.

Under the proposed project, construction of the bicycle network and possibly bridges would disturb relatively small areas of soil. However, some of the paths would follow river/creek corridors and water quality impacts could occur. Construction activities in water channels or close to water channels are more likely to affect erosion, sedimentation, and water quality as described above. Also, dewatering of construction areas near the bridge supports or of shallow-water areas may be required if excavations fill with soil seepage or surface drainage.

It is assumed that the individual projects in the Bicycle Master Plan would include standard BMPs and erosion controls used for all County-approved construction. Appropriate water pollution prevention and erosion control measures to prevent water quality impacts would be implemented during construction. In the final construction plans, the agency or its contractor would identify specifications and BMPs for erosion control that are necessary to prevent water quality impacts (as required by the NPDES Construction General Permit). Standard erosion control measures—such as management, and structural and vegetative controls—would be implemented for all construction activities that expose soil. Examples of erosion control measures may include the following:

- Grading so that direct routes for conveying runoff to drainage channels are eliminated.
- Constructing erosion-control barriers, such as silt fences and mulching.
- Reseeding disturbed areas with grass or other plants.

These standard erosion control measures are expected to reduce the potential for soil erosion and sedimentation of drainage channels.

In accordance with standard County-approved construction requirements, the general contractors and subcontractors conducting the work would be responsible for constructing or implementing, regularly inspecting, and maintaining the erosion control measures in good working order. The construction contractors and subcontractors would also be required to implement appropriate hazardous material management practices to reduce the potential for chemical spills or releases of contaminants, including any non-stormwater discharge to drainage channels. Standard hazardous material management and spill control and response measures would be implemented to minimize the potential for surface and groundwater contamination.

Assuming the implementation of BMPs and standard erosion-control measures, and the compliance with required permits from the RWQCB, impacts would be less than significant.

Operation

The proposed bicycle network is expected to result in additional impervious surface over Los Angeles County. This increase in impervious material would generate a small increase in concentrated runoff that would be dispersed along the network alignment. Increases in the total runoff volume would accelerate soil erosion and increase the transport of pollutants to waterways. However, the use of a bicycle network is not expected to generate substantial amounts of pollutants. The small amount of lubricants, sloughing of tire and brake material, and other contaminants associated with bicycles are not expected to have a significant effect on water quality. In addition, this increase in impervious surface is relatively small and spread out over a large distance. In sensitive areas, however, impacts could be significant.

The proposed network would not significantly alter the existing drainage patterns. Because the increase in impervious surface is small, the loss of groundwater recharge is considered to be very low, and groundwater levels are not expected to be affected by the proposed project.

In addition to construction-related effects, operational use can also cause trash deposition along such a network, which could result in significant impacts on water quality.

Mitigation Measures

Detailed analysis of impacts related to surface water quality will be required prior to implementation of individual Bicycle Master Plan projects that would include any construction near existing surface waters.

MM 3.3-3. Design appropriate drainage features to prevent erosion.

Where bikeways are located adjacent to surface water features, such as creeks, rivers, and channels, measures will be designed into the project to capture, divert, and/or absorb direct runoff. Such methods may include small swales running parallel to each side of the path, permeable pavement, French drains, or similar measures. Drainage facilities will be constructed as part of the individual projects so that runoff will not disturb sediment and cause rills, and in such a way that they will not create hazards for bicyclists.

MM 3.3-4. Design appropriate drainage features to prevent flow into rivers or creeks.

Where bikeways are located adjacent to surface water features, such as creeks, rivers, and channels, the individual bicycle projects will be designed so that the drainage does not flow into any river or creek, but rather into vegetated swales or similar catchment areas. These bikeways will be designed such that they would provide safe areas for collecting runoff, sediments, and trash, while not creating a hazard for bicyclists and other bikeway uses.

MM 3.3-5. Provide appropriate trash management methods.

To control trash along the bikeways, appropriate methods will be included in the individual project designs. For projects that are located adjacent or within existing street rights-of-way, existing trash control methods will be adequate (trash cans, street sweeping, etc.). In areas where there are no

existing controls, such as for new Class I bike paths, other measures will be necessary to control trash. These measures may include:

- "No Littering" signs, curb-painting, etc., directing users to appropriate trash disposal.
- Joint use of trash containers in adjacent public-use areas, such as parks and recreational facilities.
- New trash containers, placed at locations accessible for trash removal.
- Special trash collection materials, such as recyclables receptacles, dog waste bags, etc.
- Adopt-a-path programs for providing regular cleanups.
- Other methods that would result in similar prevention of impacts from trash accumulation.

Level of Significance after Mitigation

With implementation of MM 3.3-3 through MM 3.3-5, impacts would be less than significant.

3.3.5 Cumulative

Combined cumulative construction and operation impacts on hydrology and water quality from the proposed bicycle network depend on individual contractor's ability to adhere to the required permitting and BMPs on a case-by-case basis during a tiered project construction and operational approach. However, point sourcing potential construction and operational impacts from this project compared to other regional projects would prove to be difficult. On a regional scale, provided the proposed bicycle network is sufficiently used, the net decrease in vehicle use compared to the net increase in bicycle use would result in a beneficial water quality impact over time as bicycles do not release as much oil and brake dust as vehicles.

3.4.1 Introduction

This section describes the affected environment for archaeological, historical, and paleontological resources; the regulatory setting associated with these resources; the impacts on archaeological, historical, and paleontological resources that would result from the project; and the mitigation measures that would reduce these impacts.

The key sources of data and information used in the preparation of this section are listed and briefly described below.

The following impact determinations were made in the County of Los Angeles Initial Study Checklist for the proposed project.

- The project site does not contain rock formations indicating potential paleontological resources.
- The project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.
- The project would not result in impacts associated with other factors related to cultural resources (i.e., factors not addressed in the initial study).

These issues are not discussed further in this section.

3.4.2 Regulatory Setting

3.4.2.1 Federal

Section 106 of the National Historic Preservation Act of 1966 and any other federal historic preservation laws do not apply to the project because there is no federal funding involved.

3.4.2.2 State

California Environmental Quality Act

CEQA Public Resources Code (PRC) Section 21084.1 identifies a historical resource as:

> … an historical resource is a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources. Historical resources included in a local register of historical resources, as defined in subdivision (k) of Section 5020.1[1], or deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1[2], are presumed to be historically or culturally significant for purposes of this section, unless the

[1] PRC 5020.1(k) indicates a "local register of historic resources," which means a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution.

[2] Subdivision (g) of Public Resources Code Section 5024.1 states: a resource identified as significant in an historical resource survey may be listed in the California Register if the survey meets all of the following criteria: (1) The

> preponderance of the evidence demonstrates that the resource is not historically or culturally significant. The fact that a resource is not listed in, or determined to be eligible for listing in, the California Register of Historical Resources, not included in a local register of historical resources, or not deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1 shall not preclude a lead agency from determining whether the resource may be an historical resource for purposes of this section.

CEQA uses the term *historical resources* to include buildings, sites, structures, objects, or districts that may have historical, pre-historical, architectural, archaeological, cultural, or scientific importance. The term *unique archaeological resource* refers to an archaeological artifact or site that does not meet the criteria for a historical resource but does meet criteria set forth in PRC Section 21083.2.

CEQA Guidelines Section 15064.5(a)(3) provides protection for paleontologic resources by requiring that they be identified and mitigated as historical resources under CEQA.

California Register of Historical Resources

The California Register of Historical Resources (California Register) was established to be a comprehensive listing of California's historical resources, including those of national, state, and local significance. The California Register was established in 1992 by the state legislature with the passage of Assembly Bill (AB) 2881. Buildings listed in or formally determined eligible for listing in the National Register of Historic Places (National Register) are automatically listed in the California Register. The criteria for listing in the California Register are consistent with those developed for the National Register, but have been modified for state use.

The types of resources that may be eligible for listing include buildings, sites, structures, objects, and historic districts. A resource must be significant at the local, state, or national level under one or more of the following criteria:

- It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States (Criterion 1).
- It is associated with the lives of persons important to local, California, or national history (Criterion 2).
- It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values (Criterion 3).
- It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

Resources eligible for listing in the California Register must retain enough of their historic character or appearance to be recognizable as historic resources and to convey the reasons for their significance. It is possible that resources that may not retain sufficient integrity for listing in the National Register may still be eligible for the California Register. Buildings, structures, or objects that have been moved or reconstructed, and resources that have achieved significance within the

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survey has been or will be included in the State Historic Resources Inventory. (2) The survey and the survey documentation were prepared in accordance with office procedures and requirements.

past 50 years may also be considered for listing in the California Register under specific circumstances.

3.4.2.3 Local

Southern California Association of Governments

The Southern California Association of Governments Growth Management Chapter (SCAGGMC) has instituted policies regarding the protection of cultural resources. SCAGGMC Policy No. 3.21 "encourages the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites"(Sapphos Environmental 2009:3–9).

Los Angeles County Historical Landmarks and Records Commission

The Los Angeles County Historical Landmarks and Records Commission (Commission) considers and recommends to the board of supervisors local historical landmarks defined to be worthy of registration by the State of California, either as California Historical Landmarks or as Points of Historical Interest. The Commission also may comment for the board on applications relating to the National Register. The Commission also is charged with fostering and promoting the preservation of historical records. In its capacity as the memorial plaque review committee of the County of Los Angeles, the Commission screens applications for donations of historical memorial plaques and recommends to the board plaques worthy of installation as County property (Sapphos Environmental 2009:3–9).

Local Preservation Ordinances

The following Cities in Los Angeles County have preservation ordinances to designate historic landmarks or districts (Los Angeles Conservancy 2008:26–31):

- Azusa
- Baldwin Park
- Beverly Hills
- Burbank
- Calabasas
- Commerce
- Covina
- Culver City
- El Segundo
- Glendale
- Glendora
- Hermosa Beach
- Huntington Park
- Long Beach
- Los Angeles
- Manhattan Beach
- Monrovia
- Pasadena
- Pomona
- Redondo Beach
- Rolling Hills Estates
- San Fernando
- San Gabriel
- San Marino
- Santa Monica
- Sierra Madre
- South Gate
- South El Monte
- South Pasadena
- Torrance
- West Covina
- West Hollywood
- Whittier

3.4.3 Environmental Setting

This section discusses the existing conditions related to cultural resources in the study area. Los Angeles County is geographically one of the largest counties in the nation with approximately 4,083.2 square miles. The County stretches along 75 miles of the Pacific Coast of Southern California, and is bordered to the east by Orange and San Bernardino Counties, to the north by Kern County, and to the west by Ventura County. Los Angeles County also includes the offshore islands of Santa Catalina and San Clemente.

The unincorporated areas of the County of Los Angeles comprise 2,656.6 square miles of Los Angeles County's 4,083.2 square miles, equivalent to approximately 65% of the County's total land area. The majority of unincorporated County land is located in the northern part of the County and includes expansive open space within the Antelope and Santa Clarita Valleys. The unincorporated areas of the County consist of 124 separate, non-contiguous land areas. These areas in the northern part of the County are covered by large amounts of sparsely populated land and include the Angeles and Los Padres National Forests and the Mojave Desert. The Antelope Valley is located in the western portion of the Mojave Desert and is approximately 3,000 square miles in area. To the northwest, the Antelope Valley is separated from the San Joaquin Valley by the Tehachapi Mountains. To the south and southwest, it is separated from the Los Angeles Basin by the San Gabriel Mountains. The unincorporated areas of the southern portion of the County consist of 58 communities, located among the other urban incorporated cities in the County, which are often referred to as the County's unincorporated urban islands. The County's southwestern boundary consists of the Pacific Ocean coastline and encompasses two islands, Santa Catalina and San Clemente; however, the two islands are not included in the Plan.

3.4.3.1 Prehistoric Background

The prehistoric occupation of Southern California is divided chronologically into four temporal phases or horizons (Moratto 1984). Horizon I, or the Early Man Horizon, began at the first appearance of people in the region (approximately 12,000 years ago) and continued until about 5000 B.C. Although little is known about these people, it is assumed that they were semi-nomadic and subsisted primarily on game.

Horizon II, also known as the Millingstone Horizon or Encinitas Tradition, began around 5000 B.C. and continued until about 1500 B.C. The Millingstone Horizon is characterized by widespread use of milling stones (manos and metates), core tools, and few projectile points or bone and shell artifacts. This horizon appears to represent a diversification of subsistence activities and a more sedentary settlement pattern. Archaeological evidence suggests that hunting became less important and that reliance on collecting shellfish and vegetal resources increased (Moratto 1984).

Horizon III, the Intermediate Horizon or Campbell Tradition, began around 1500 B.C. and continued until about A.D. 600–800. Horizon III is defined by a shift from the use of milling stones to increased use of mortar and pestle, possibly indicating a greater reliance on acorns as a food

source. Projectile points become more abundant and, together with faunal remains, indicate increased use of both land and sea mammals (Moratto 1984).

Horizon IV, the Late Horizon, which began around A.D. 600–800 and terminated with the arrival of Europeans, is characterized by dense populations; diversified hunting and gathering subsistence strategies, including intensive fishing and sea mammal hunting; extensive trade networks; use of the bow and arrow; and a general cultural elaboration (Moratto 1984).

3.4.3.2 Ethnographic Background

The Los Angeles Basin portion of the project area lies within the territory of the Gabrieleno Native American people (Bean and Smith 1978). The Gabrieleno are characterized as one of the most complex societies in native Southern California, second perhaps only to the Chumash, their coastal neighbors to the northwest. This complexity derives from their overall economic, ritual, and social organization (Bean and Smith 1978:538; Kroeber 1925:621).

The Gabrieleno, a Uto-Aztecan (or Shoshonean) group, may have entered the Los Angeles Basin as recently as 1500 B.P. In early protohistoric times, the Gabrieleno occupied a large territory including the entire San Fernando Valley and Los Angeles Basin. This region encompasses the coast from Malibu to Aliso Creek, parts of the Santa Monica Mountains, the San Fernando Valley, the San Gabriel Valley, the San Bernardino Valley, the northern parts of the Santa Ana Mountains, and much of the middle to the lower Santa Ana River. The Gabrieleno also occupied the islands of Santa Catalina, San Clemente, and San Nicolas. Within this large territory were more than 50 residential communities with populations ranging from 50 to 150 individuals.

Several groups lived in the high desert portion of Los Angeles County, including the Kawaiisu, Chemehuevi, Alliklik (Tataviam), Kitanemuk, Vanyume, and Serrano (Kroeber 1925). The desert and mountain-dwelling peoples originally extended into the eastern areas of Los Angeles County (Fortier 2009). The population at the time of European contact for each of these groups is estimated to have been 500–1,000, residing mainly in the areas of modern Los Angeles County (Blackburn and Bean 1978; Kroeber 1925).

3.4.3.3 Historic Background

Spanish occupation of California began in 1769, at San Diego. Mission San Gabriel was established in the Los Angeles Basin in 1771 and the Los Angeles Pueblo was established as a civilian settlement on September 4, 1781. The City of Los Angeles began as the Los Angeles Pueblo. It was established as a civilian settlement at the behest of the Spanish royal governor of California. Eleven families, a total of 44 people, recruited as colonists from Sinaloa, Mexico, founded the village of *Nuestra Señora de la Reina de Los Angeles de Porciuncula* on September 4, 1781 (Dillon 1994). Mission San Fernando was established in the San Fernando Valley on September 8, 1797, encompassing large portions of the valley, including the project area, for cattle ranching and agricultural activities.

Mexico rebelled against Spain in 1810, and by 1821 Mexico, including California, achieved independence. The Mexican Republic began to grant private land to citizens to encourage

immigration to California. Huge land grant ranchos took up large sections of land in California. In 1833, Mexico declared an end to the missions and secularized the religious order's land holdings.

Cattle ranching came to dominate the agricultural economy in the region during the Mexican Period, and industries and trade grew around this shift. San Pedro, south of Los Angeles, became a major port for export of tallow and hides to Boston and Europe (Dallas 1955). San Gabriel produced more hides than any other mission, making San Pedro one of the most important ports in California. At that time, the pueblo of Los Angeles was also the largest town in California. Shipments to San Pedro from Los Angeles proceeded south across the open plain of the Los Angeles Basin.

The acquisition of California by the United States at the end of the Mexican-American War in 1848, and the discovery of gold in 1850, brought many Euro-Americans into California and promoted further cultural changes. The state developed rapidly, being admitted to statehood in 1850. However, the great influx of population was primarily limited to central California, San Francisco, and the Gold Rush region of the Sierra Nevadas. Southern California grew very slowly during this time. On April 4, 1850, Los Angeles was incorporated as a municipality.

In 1876, the Southern Pacific Railroad completed a rail line from Oakland to Los Angeles, crossing the Antelope Valley by way of Soledad Pass, located just south of present-day Palmdale (Serpico 2002). A devastating drought in the 1890s brought homesteading and agriculture in the Antelope Valley to a halt, and small communities were virtually abandoned. Following the drought, innovations in the delivery of water revived Antelope Valley's agricultural industries.

In 1913, the completion of the Los Angeles Aqueduct from the Owens Valley in the eastern Sierra Nevada to the City of Los Angeles provided impetus for development of the San Fernando Valley, as well as for the rich agricultural lands in the Antelope Valley. After the opening of the aqueduct, irrigated lands in the valley increased from 5,000 acres in 1910 to 11,900 acres in 1919. This boosted agricultural productivity, primarily pears, apples, nuts, alfalfa, and poultry. In addition, the human population increased (Gardiner 2002).

The history of Los Angeles County through most of the 20th Century is one of remarkable urban growth. The urban areas of the County experienced intensive development at the beginning of the 20th Century, resulting in a dense urban landscape. World War II was a turning point in terms of the demography and economy of the high desert portion of the County. The War Department established Edwards Air Force Base as a pilot training facility in 1942, and the resultant temporary population influx brought a welcome boost to the economy; this military installation helped fuel growth in the Palmdale and Lancaster area (Gardiner 2002).

Historical Resources

The California Office of Historic Preservation (OHP) maintains the California Historical Resources Inventory System (CHRIS). CHRIS identifies buildings and historic districts that have been surveyed, determination of eligibility, and the assigned California Historical Resources Status Code (CHRSC).[3] Buildings designated with a CHRSC of 1 through 5 are considered historical resources

[3] CHRSC can be viewed at: http://ohp.parks.ca.gov/pages/1069/files/chrstatus%20codes.pdf.

for the purposes of CEQA because they generally represent the categories of historical resources defined in Section 15064.5 of the CEQA Guidelines.

In the event a building, structure, object, or site is not listed in CHRIS, but listed in a federal, state, or local inventory, as described above, the resource *could* be considered a historical resource for the purposes of CEQA. Therefore, the following inventories should be consulted:

- National Register of Historic Places and updates (http://www.nps.gov/nr/research/nris.htm).
- California Register of Historical Resources.
- California Historical Landmarks.
- City of Los Angeles Historic-Cultural Monument list (http://cityplanning.lacity.org/).
- City of Los Angeles Historic Preservation Overlay Zone surveys (http://cityplanning.lacity.org/).
- Community Redevelopment Agency LA surveys (http://www.crala.net/).

In addition, other sources (human or archival) should be consulted, such as County assessor's records, historical society or museum archives, and oral histories. This information should be presented on the State of California's forms for recording historical resources. The forms are required by the Regulations for California Register of Historical Resources that were formally adopted by the State Historical Resources Commission on January 1, 1998. At a minimum, these regulations require that a qualified architectural historian or archaeologist complete a Primary Record (DPR 523A) and a Building, Structure, and Object Record (DPR 523B).

Archaeological Resources

The CHRIS also includes records of all prehistoric and historical archaeological sites and cultural resources survey reports for each California county, insofar as those documents have been transmitted to the CHRIS. Most archaeological sites have not been evaluated for eligibility and do not appear on the database of CHRSC. Therefore, archaeological resources are not included in Figures 3.4-1 and 3.4-2.

3.4.4 Project Impacts and Mitigation Measures

This section describes the impact analysis relating to archaeological, historical, and paleontological resources for the Bicycle Master Plan at the program level. It describes the methods used to determine the impacts of the project and lists the thresholds used to conclude whether an impact would be significant. Measures to mitigate (i.e., avoid, minimize, rectify, reduce, eliminate, or compensate for) significant impacts accompany each impact discussion, if necessary. Detailed analysis at the project level will determine the significance of impacts for individual Bicycle Master Plan projects and, if necessary, the applicability of mitigation measures.

- Off-road bikeways (Class I bike paths) have the greatest potential to have an impact on historical resources, as a result of construction.

- On-road bikeways (Class II bike lanes, Class III bike routes, and bicycle boulevards) have some potential to have an impact on historical resources, as a result of minor construction and road widening activities.

3.4.4.1 Methods

Historical Resources

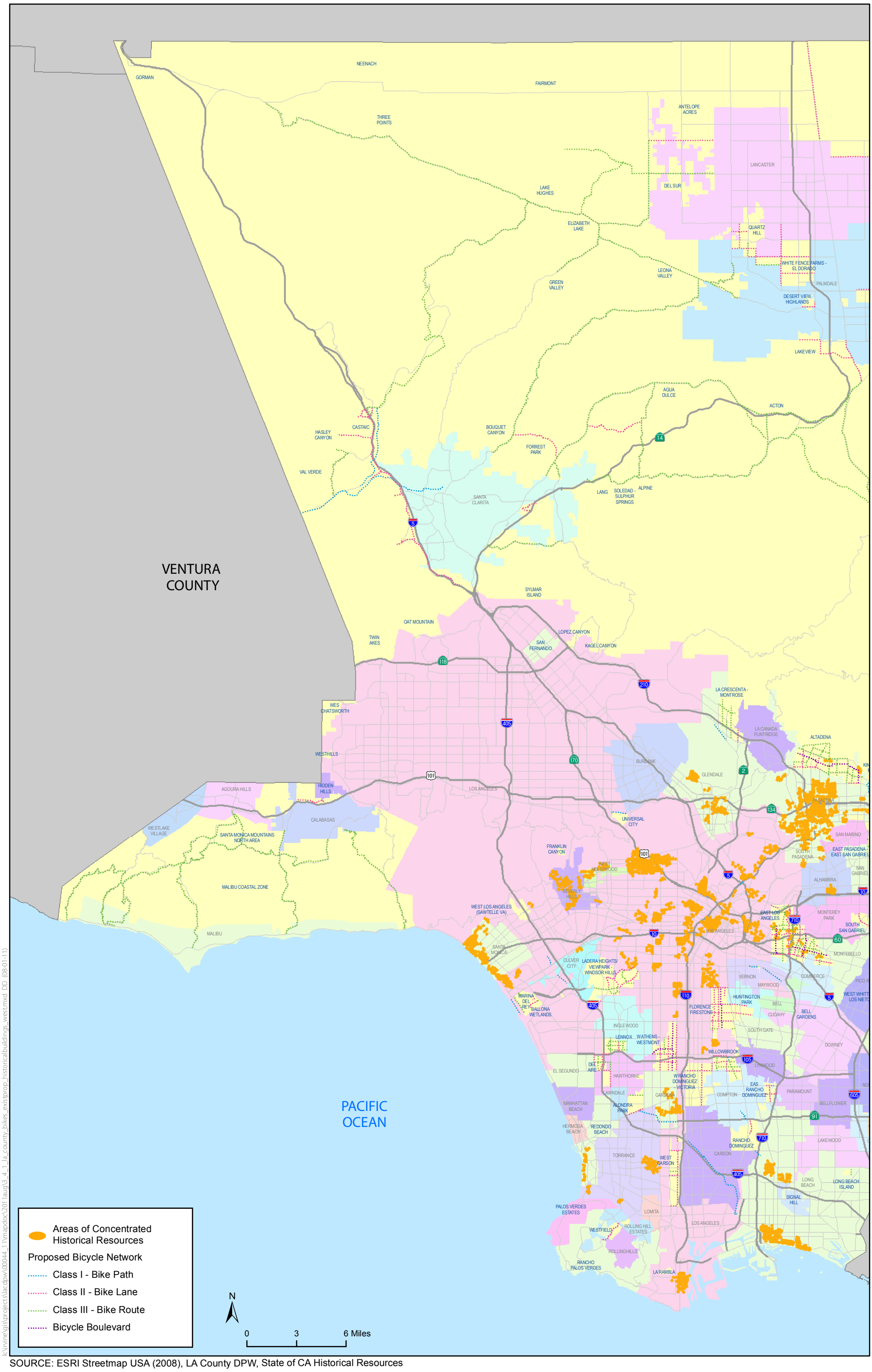
The potential impact on built environment historical resources was estimated by analyzing the two GIS maps, prepared specifically for this document. Figures 3.4-1 and 3.4-2 show the eastern and western areas of Los Angeles County and identify where are located the highest density of built environment historical resources. From the CHRIS database, records located in Los Angeles County with Status Codes 1 through 5 were extracted, which totaled 15,504 sites. These records were geocoded, which is the process of finding and placing geographic coordinate points from a street address. From these 15,504 records, 12,797 came back with a match. For the 12,797 point locations on the map, a 500-foot buffer was created around each one; the buffer circles that were within 100 feet of each other were aggregated or clumped together. Only those aggregated/clumped buffer areas greater than 50 acres are shown on the map. The maps were then analyzed to determine the greatest concentration of historical resources in proximity to off-road and on-road bikeways and the potential for impact (see impacts discussion).

Prehistoric Archaeological Sites

Proximity to resources usually defines the location of significant prehistoric archaeological sites. In Southern California, the most important resource is water. Larger sites are usually found in proximity to drainage courses or springs. Other features that define archaeologically sensitive areas include proximity to the ocean, and the presence of hillsides and knolls, rock outcrops, or oak trees. Each of these areas represents a resource-rich environment that was exploited by prehistoric peoples.

The most archaeologically rich and, therefore, sensitive area of Los Angeles County is along the coastline. Because of readily available fresh water in streams flowing into the Pacific Ocean combined with abundant food resources in the ocean, large village sites were located adjacent to stream mouths near the ocean. In parts of Los Angeles County where marshlands and estuaries mark the shoreline, such as the harbor area, prehistoric sites that were resource procurement-oriented, such as shell middens, were located at water's edge, while village and occupation sites were set back from the water's edge on higher ground.

Mountains, hills, and knolls are also areas that can be sensitive for prehistoric archaeological resources. Mountains and hills are the source of steams, which provide resources for plants, animals, and humans. Additionally, uplift of mountains and ranges of hills commonly is the result of faulting, and these underlying faults along the bases of the slopes often result in springs and spring seeps. Prehistoric peoples often settled around these springs at the base of hillslopes. These locations allowed them to exploit more than one environmental resource area, the slopes and the adjacent plains. Hill and mountain slopes often included rock outcrops and oak groves, while plains areas allowed easy access to low land plant resources and browsing game animals.



SOURCE: ESRI Streetmap USA (2008), LA County DPW, State of CA Historical Resources

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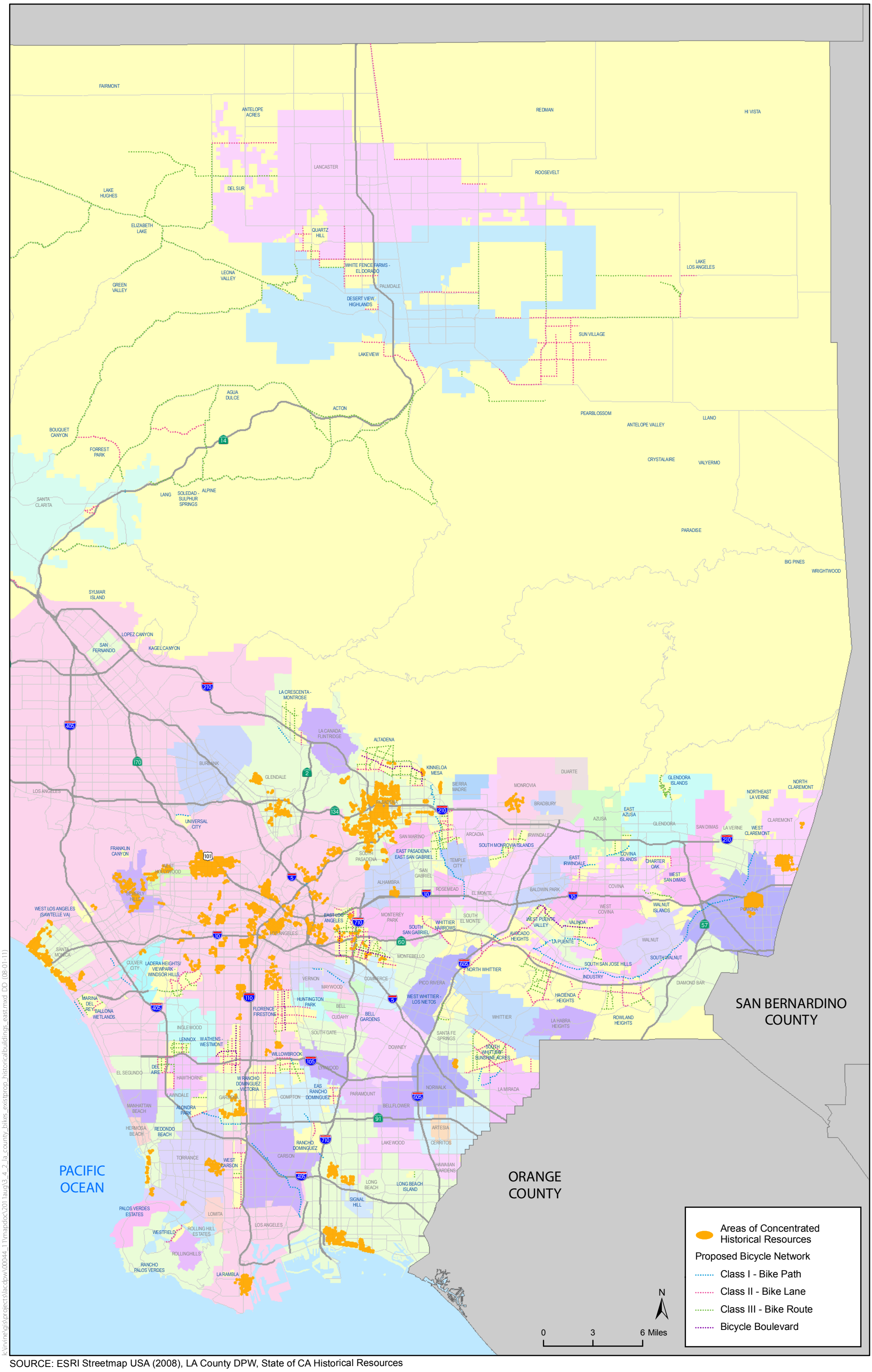
ICF INTERNATIONAL

Figure 3.4-1
Western Los Angeles County Areas with Concentration of California Historical Buildings
Los Angeles County Bicycle Master Plan



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SOURCE: ESRI Streetmap USA (2008), LA County DPW, State of CA Historical Resources

ICF INTERNATIONAL

Figure 3.4-2
Eastern Los Angeles County Areas with Concentration of California Historical Buildings
Los Angeles County Bicycle Master Plan

Rock outcrops were used by prehistoric peoples for grinding nuts and seeds, and also as a source of rock material, used to manufacture projectile points, knives, and other tools. Los Angeles County does not have any outstanding sources of stone tool material. Lithic raw material sources in Los Angeles County tend to be small outcrops of fine grained rocks, such as chert, or alluvial cobbles. Outcrops of granitic bedrock are most commonly used for bedrock milling. This material is not common in Los Angeles County, but does occur in the upland areas of the San Gabriel Mountains.

Oak tree groves were harvested by prehistoric inhabitants, yielding acorns for food. Oak trees occur naturally in Los Angeles County in hill and mountain areas or along steam channels. Oak groves that grow up around granitic outcrops are often archaeological sites, with harvested acorns being processed on the spot.

Historical Archaeological Sites

Historical archaeological sites usually follow areas of Euro-American development of the County. However, they sometimes can be found at seeming unlikely locations, for example, agricultural homesteads in the high desert, since a farm or ranch can be started anywhere an optimistic individual might choose. Historical sites are also much more common and can often yield large amounts of artifacts. These sites are usually much easier to locate, since historical maps and other records can be analyzed to determine where development has occurred. In a general sense, areas sensitive for historical archaeological sites will follow the areas depicted on the maps as sensitive for historical built environment resources, since these are the areas of the County with early development.

3.4.4.2 Thresholds of Significance

For this analysis, an impact pertaining to archaeological, historical, and paleontological resources was considered significant if it would result in a "yes" answer to any of the following questions from the Los Angeles County Initial Study Checklist.

- Is the project site in or near an area containing known archaeological resources or containing features (drainage course, spring, knoll, rock outcroppings, or oak trees) that indicate potential archaeological sensitivity?
- Does the project site contain known historic structures or sites?
- Would the project cause a substantial adverse change in the significance of a historical or archaeological resource as defined in 15064.5?

3.4.4.3 Impacts and Mitigation Measures

Impact 3.4-1: Be in or near an area containing known archaeological resources or containing features that indicate potential archaeological sensitivity.

Construction

Earth moving associated with construction of the bikeways identified in the Bicycle Master Plan could result in destruction of archaeological resources. The level of significance of effects is dependent on the existing integrity of an archaeological resource, which may have been disturbed by previous development in Los Angeles County.

Off-road bikeways are proposed that would traverse areas with features that indicate potential archaeological sensitivity, such as along rivers or the Pacific coast. Off-road bikeways would have the greatest likelihood to affect archaeological resources because of earth moving that would be associated with new construction of this class of bikeways.

On-road bikeways as proposed have less likelihood to affect archaeological resources because only minor construction and road widening are proposed.

If significant archaeological resources were disturbed during construction, impacts on these resources would be significant.

Mitigation Measures

Detailed analysis of impacts related to archaeological resources will be required prior to implementation of individual Bicycle Master Plan projects that would include earthmoving or other ground disturbance. These project-level analyses will require that a qualified archaeologist conduct a literature and record search and a field survey of the project area. If archaeological resources are discovered, they will be evaluated for significance, through testing excavations if necessary.

MM 3.4-1: Implement treatment plan based on site-specific surveys prior to earth-moving activities.

For individual projects that would require earthmoving or other ground disturbance and for which significant impacts to archaeological resources are determined during site-specific analysis, the project will be redesigned to avoid impacts to the site and/or appropriate treatment measures will be completed. Treatment measures typically include development of avoidance strategies, capping with fill material, or mitigation of impacts through data recovery programs such as excavation, detailed documentation, or monitoring.

Level of Significance after Mitigation

With implementation of MM 3.4-1, impacts on significant archaeological resources would be less than significant.

Impact 3.4-2: Contains known historic structures or sites.

Construction

Proposed off-road bikeways that would traverse a cluster of historical resources, as shown on Figures 3.4-1 and 3.4-2, have the greatest likelihood to affect historical resources because of associated new construction. (Note: None of the proposed Class I bike paths pass through the previously identified clusters of historical resources, but they could affect isolated historic resources.) Proposed off-road bikeway construction also has the potential to affect historic sidewalk features like streetlights, terrazzo, and commercial merchant names. Pasadena and Pomona are two communities that exemplify this case.

Proposed on-road bikeways have less likelihood to affect historical resources because only minor construction and road widening are proposed. East Los Angeles, South Los Angeles, Altadena, and Kinneloa Mesa are communities that exemplify this case.

If significant historic architectural resources were disturbed during construction, impacts on these resources would be significant.

Mitigation Measures

Detailed analysis of impacts related to historical resources will be required prior to implementation of individual Bicycle Master Plan projects that would be located near historical resources and where these projects would alter these resources or their context (such as for Class I bike paths, street widening, or removal of manmade structures or landscape features). These project-level analyses will require that a qualified architectural historian conduct a literature and records search, analyze appropriate inventories, and conduct a field survey of the project area to determine if significant historic resources are present. Significance would be determined by applying Section 15064.5(a) of the CEQA Guidelines and the California Register criteria.

MM 3.4-2: Avoid significant historical resources identified in site-specific surveys.

For any individual project that would result in impacts to significant historic resources, the project will be redesigned to avoid disturbing, damaging, altering, or destroying the historical resource, based on site-specific surveys.

Level of Significance after Mitigation

With implementation of MM 3.4-2, including avoidance of any significant historic architectural resources, impacts on historic architectural resources would be less than significant.

Impact 3.4-3: Cause a substantial adverse change in the significance of a historical or archaeological resource.

Construction

Typical project impacts that may cause a substantial adverse change in the significance of an historical resource may result from the following activities: disturbance or property damage as a

result of construction adjacent to an historical resource; disruption of the integrity of a property's setting, where new construction alters the historic setting and creates a visual impact; or long-term loss of access to a property, such as a bridge, as a result of new construction. The level of significance of effects is dependent on the existing integrity and the nature of elements contributing to its historic or cultural significance, and the sensitivity of the current or historic use of the resource. As discussed for Impacts 3.4-1 and 3.4-2, the projects proposed as part of the Bicycle Master Plan have the potential to result in an adverse change to a historical or archaeological resource.

Mitigation Measures

Implement MM 3.4-1 (Implement treatment plan based on site-specific surveys prior to earth-moving activities) and MM 3.4-2 (Avoid significant historical resources identified in site-specific surveys).

Level of Significance after Mitigation

With implementation of MM 3.4-1 and MM 3.4-2, impacts related to adverse change to the significance of historical and archaeological resources would be less than significant.

3.4.5 Cumulative

Cumulative historical resource impacts could occur should the project's proposed construction of bikeways simultaneously affect a single historic site or an historic district. Individual projects that may occur within the area could result in substantial adverse physical impacts associated with the destruction or demolition of historical or archeological resources. Any individual project that would result in a significant impact, either individually or through contribution to a cumulative impact, must be mitigated, including requiring relocation of the bicycle plan project in some cases, so as to avoid a significant impact as part of the project mitigation. With implementation of MM 3.4-1 and MM 3.4-2, the impacts would be less than significant and would not contribute to cumulative effects on historical resources.

Section 3.5 | Hazards/Hazardous Materials

3.5.1 Introduction

This section describes the affected environment for hazards and hazardous materials, the regulatory setting associated with hazards and hazardous materials, the impacts related to hazards and hazardous materials that would result from the project, and the mitigation measures that would reduce these impacts.

The following impact determinations were made in the County of Los Angeles Initial Study Checklist for the proposed project.

- Although the proposed project is located in a seismically active area and would be subject to seismic shaking, landslides, liquefaction, and other seismic related hazards, the construction of the proposed project would not create a substantial risk to life or property because it does not include habitable structures or other sensitive structures.
- Although the proposed project is located in some areas containing steep topography (slopes over 25%), because steep slopes are not compatible with bicycle use, these areas are avoided by the proposed project.
- Although the proposed project is located in some areas with expansive soils, the proposed project does not include habitable structures and, therefore, would not create a substantial risk to life or property from expansive soils.
- Although the proposed project is located in some areas containing Very High Fire Hazard Severity Zones (Fire Zone 4), the proposed project does not include habitable structures and, therefore, would not create a substantial risk to life or property from fire.
- Although in some cases the proposed project is located in areas with high noise levels, use of bikeways is a transitory rather than stationary use; therefore, the proposed project would not result in substantial exposure to high noise hazards. In addition, the proposed project would not cause high noise levels.
- Small amounts of hazardous materials may be used, transported, produced, handled, or stored on the proposed project site during construction of bikeways. However, all materials would be handled in compliance with federal, state, and local regulations. Operation of bikeways would not require use, transport, production, handling, or storage of hazardous materials. In addition, the proposed project would not involve use of pressurized tanks or the storage of hazardous wastes.

These issues are not discussed further in this section. For flood hazards, see Section 3.3, Hydrology/Water Quality. For hazards related to air quality emissions, see Section 3.7, Air Quality/Greenhouse Gas Emissions.

3.5.2 Regulatory Setting

3.5.2.1 Federal

Resource Conservation and Recovery Act

Hazardous waste in California is regulated primarily under the authority of the federal Resource Conservation and Recovery Act (RCRA) (42 U.S. Government Code [USC] 6901 et seq.). RCRA was established in 1976 to protect human health and the environment, reduce waste, conserve energy and natural resources, and eliminate generation of hazardous waste. Under the authority of RCRA, the regulatory framework for managing hazardous waste—including requirements for entities that generate, store, transport, treat, and dispose of hazardous waste—is found in 40 Code of Federal Regulations [CFR] 260–299. Other applicable federal laws and regulations include the following.

- **49 CFR 172 and 173**: These regulations establish standards for the transport of hazardous materials and hazardous wastes. The standards include requirements for labeling, packaging, and shipping hazardous materials and hazardous wastes, as well as training requirements for personnel completing shipping papers and manifests.
- **40 CFR Subchapter I—Solid Wastes:** These regulations implement the provisions of the Solid Waste Act and RCRA. They also establish the criteria for the classification of solid waste disposal facilities (landfills), hazardous waste characteristic criteria and regulatory thresholds, hazardous waste generator requirements, and requirements for management of used oil and universal wastes.

3.5.2.2 State

Hazardous Waste Control Act

The Department of Toxic Substances Control is responsible for the enforcement of the Hazardous Waste Control Act (California Health and Safety Code Section 25100 et seq.), which creates the framework under which hazardous wastes are managed in California. The law provides for the development of a state hazardous waste program that administers and implements the provisions of the federal RCRA cradle-to-grave waste management system in California. It also provides for the designation of California-only hazardous waste and development of standards that are equal to or, in some cases, more stringent than federal requirements.

Environmental Health Standards for the Management of Hazardous Waste

The Environmental Health Standards for the Management of Hazardous Waste (22 California Code of Regulations [CCR] Div. 4.5, Section 66001 et seq.) establish requirements for the management and disposal of hazardous waste in accordance with the provisions of the California Hazardous Waste Control Act and federal RCRA.

3.5.2.3 Local

Los Angeles County General Plan

General Goals and Policies

This section contains goals and policies from the general goals and policies of the *County of Los Angeles General Plan* related to safety and, more specifically, hazardous materials safety (County of Los Angeles 1980a).

General Goals

- Prevent or minimize personal injury, loss of life, and property damage due to natural or man-made disasters.
- Effective County emergency response management capabilities.

Plan Policies

- Enforce stringent site investigations for factors related to hazards.
- Limit development in high hazard areas such as floodplains, high fire hazards areas, and seismic hazard zones.
- Facilitate the safe transportation, use, and storage of hazardous materials in the County.
- Encourage the reduction or elimination of the use of hazardous materials.
- Support comprehensive lead paint abatement efforts.
- Remediate brownfield sites to limit community exposure to potential toxins.
- Prohibit and enforce restrictions on public access to important energy sites.
- Promote safe, biodegradable alternatives to chemical-based products in households.

3.5.3 Environmental Setting

3.5.3.1 Regional Setting

As stated in the project description, Los Angeles County is geographically one of the largest counties in the nation with approximately 4,083 square miles. The County stretches along 75 miles of the Pacific Coast of Southern California and is bordered to the east by Orange and San Bernardino Counties, to the north by Kern County, and to the west by Ventura County. Los Angeles County also includes the offshore islands of Santa Catalina and San Clemente. Los Angeles County is heavily urbanized, and most of the undeveloped land that remains is within unincorporated areas which make up approximately 65% of the County's total land.

Because much of Los Angeles County is heavily urbanized and also contains sparsely populated unincorporated land, it is anticipated that the proposed project will encounter a variety of land uses including industrial, commercial, residential, agricultural, and mixed use areas. This variation in land

uses can potentially lead to both naturally occurring and human-related hazardous materials hazards, which are discussed below.

Naturally Occurring Hazardous Materials

Natural hazards refer to those hazards related to the unique chemical makeup of the earth materials that are present within the project area. In this context, natural hazards does not include physically-induced phenomena such as ground shaking related to earthquakes, landslides, tsunamis, etc. Natural hazards also do not include hazards related to human activities. Three natural hazards are generally considered in construction-related projects: asbestos, radon, and mercury.

Asbestos is a naturally-occurring component of certain geologic formations and is commonly found in serpentine. Prolonged and persistent inhalation of asbestos fibers can cause cancer. According to published maps, no rock formations likely to contain naturally occurring asbestos are present in Southern California (California Department of Conservation, Division of Mines and Geology 2000).

Mercury can occur as a result of both natural processes and human activities. Natural mercury is typically associated with cinnabar, which is a mercury sulfide mineral that is the main ore mercury. In California, mercury was widely used in the gold recovery process. The Coast Ranges in California are the primary source of mercury. The principal route of human exposure is through consumption of mercury-contaminated fish. No mercury mines are mapped in the project area (USGS 2000).

Radon is a naturally occurring, invisible, and odorless radioactive gas. While potentially present in many rock types, certain rocks—like black shales and igneous rocks—often have a higher percentage of uranium and thorium (the source of radon) than is typical of rocks that comprise the earth's crust. Since radon is a gas it can easily move through cracks in slabs and foundations of buildings. Breathing indoor air with high levels of radon gas can result in an increased risk of lung cancer. In the project area, only one area has a potential of indoor radon levels in excess of 4 picocuries per liter; this area lies parallel to Highway 101 extending from the Ventura County line to approximately 7 miles east of Interstate 405 (California Department of Conservation, California Geological Survey 2005). This area corresponds to the San Fernando Valley Planning Area.

Human-Related Hazards and Soil Toxicity

As discussed above, the Los Angeles Basin is heavily urbanized and has been the location of industrial operations for over six decades. Many of these operations were unregulated until the mid to late 1970s when the U.S. Environmental Protection Agency (EPA) and other state and local environmental agencies were formed.

Industrial land use can encompass a wide range of business operations that have the potential to create hazardous materials impacts. Industrial facilities store hazardous materials in underground storage tanks and/or aboveground storage tanks, and in designated storage locations. Age and improper maintenance of storage tanks have been common causes for soil and groundwater contamination. Improper handling and storage of hazardous material containers can lead to hazardous material incidents.

Commercial locations include vehicle repair sites, gasoline fueling stations, and dry cleaning facilities. Like industrial facilities, some commercial sites often store hazardous materials in storage tanks and in designated areas within the facility. Hazardous materials spills and leaks in vehicle repair and fueling locations can lead to hydrocarbon-impacted soil and groundwater. Improper storage and use of hazardous materials in dry cleaning facilities can lead to soil and groundwater being contaminated by volatile organic carbon. Agricultural locations also use and store hazardous materials in the form of pesticides, petroleum fuels, oils, and fertilizers.

Groundwater Contamination

Groundwater contamination in the Los Angeles Basin is ubiquitous due to the highly industrialized nature of its development. Groundwater contamination is generally related to the releases of environmental pollutants from aerospace operations, dry cleaning facilities, chemical plants, gas stations, and landfills.

Several EPA Superfund sites are located in the Los Angeles Basin. These sites are most notable due to extensive groundwater contamination. The principal areas that have significant groundwater contamination are located in the San Fernando and San Gabriel Valleys. Four Superfund sites are located in the San Fernando Valley (Operable Units #1–4), and four Superfund sites are located in the San Gabriel Valley (Operable Units #1–4). Remediation is underway or planned in all of these areas. The principle contaminant is volatile organic compounds. The groundwater contamination is generally found in aquifers that are deeper than 50 feet below ground surface.

Eight major groundwater basins provide about one-third of the County's water. Within these basins are several major watersheds, comprised of many sub-watersheds, in Los Angeles County including:

- Los Angeles River Watershed
  - Dominguez Channel Sub-Watershed
- San Gabriel River Watershed
- Santa Monica Bay Watershed
  - Malibu Creek Sub-Watershed
  - Ballona Creek Sub-Watershed
- Santa Clara River Watershed
- Antelope-Fremont Valleys Watershed

Federal and state agencies such as the EPA and RWQCBs are working to improve the quality of groundwater by identifying contaminates, initiating cleanup efforts, and bringing enforcement actions against polluters. To reduce pollution in the future, each city and the County are implementing water pollution prevention programs appropriate for their jurisdiction (Los Angeles County Department of Regional Planning 2008).

3.5.3.2 Local Setting

The paragraphs below describe the general setting of each of the County's 10 affected planning areas as it relates to potential for hazardous materials and wastes.

Antelope Valley Planning Area

The Antelope Valley Planning Area consists of 1,800 square miles of unincorporated territory within the Antelope Valley. The planning area encompasses most of northern Los Angeles County and primarily consists of rural communities and open space, including high desert lands, the Liebre and Sierra Pelona Mountain Ranges, and the Angeles National Forest. Since most of the planning area is unincorporated vacant land, it is expected that naturally occurring hazards are the most common type of hazard in this area. However, some other land uses in this planning area include commercial, industrial, and agricultural uses, which are expected to generate human-related hazardous materials.

East San Gabriel Valley Planning Area

The East San Gabriel Valley Planning Area is the easternmost planning area in the Los Angeles Basin, and it is bordered to the east by the San Bernardino county line. This planning area contains a high number of unincorporated communities, many of which are small, noncontiguous communities that are interspersed with incorporated cities. This planning area is primarily built out with mid- to high-density development composed of single- and multi-family residential, commercial, and industrial uses dotted with supporting infrastructure (i.e., transportation, communication, and electrical). Also, some areas within the planning area are reserved for open space uses; however, it generally exhibits a highly urbanized, utilitarian character. Given that the planning area is primarily built out with residential, commercial, and industrial uses, it is expected that human-related hazards are the most common type of hazard in this area.

Gateway Planning Area

The Gateway Planning Area is located in the southern portion of the County, bordering Orange County, the Metro Planning Area, and the West and East San Gabriel Valley Planning Areas. Several relatively dense unincorporated communities are located within this planning area, most of which are predominately residential interspersed with a mix of educational, commercial, office, facilities, open space, and recreational land uses. Some industrial uses are located on the outskirts of the planning area. North Whittier is primarily open space, and Rancho Dominguez and the Bandini Islands are dominated by industrial land uses. Given that the planning area is primarily built out with residential, commercial, and industrial uses, it is expected that human-related hazards are the most common type of hazard in this area.

Metro Planning Area

The Metro Planning Area is located in a dense urban area of central Los Angeles County. The planning area supports approximately 21 square miles of densely populated unincorporated communities, including East Los Angeles. It also contains a large portion of the incorporated City of Los Angeles, including Downtown Los Angeles and South Los Angeles. The communities are

transit-rich and are transected by light-rail lines. The planning area contains a mix of primarily commercial, mixed use, industrial, multi-family residential, and single-family residential land uses, which are expected to generate human-related hazards.

San Fernando Valley Planning Area

The San Fernando Valley Planning Area is mostly incorporated with only a few small unincorporated communities scattered along the periphery of the planning area in the foothills of the mountain ranges surrounding San Fernando Valley. The planning area's unincorporated communities include Kagel Canyon, La Crescenta-Montrose, Lopez Canyon, Oat Mountain, Sylmar Island, Twin Lakes, Universal City, West Chatsworth, and West Hills. These communities encircle the incorporated San Fernando Valley, which includes the Cities of Los Angeles (San Fernando Valley portion), Burbank, Glendale, and San Fernando. Land uses within the planning area are diverse. The communities of Kagel Canyon, Lopez Canyon, and Sylmar Island are mountainous with predominantly rural residential, open space, and park land uses. Industrial uses occupy the southern portion of Lopez Canyon. La Cresenta-Montrose is primarily low- to medium-density single-family residential with commercial activity concentrated along Foothill Boulevard. Oat Mountain is mainly rural, park, and open space. Twin Lakes is dominated by single-family residential land uses. Universal City is exclusively occupied by Universal Studios property. The unincorporated area has no residences and is designated for commercial and industrial land uses only. Located on the western boundary of the planning area, West Chatsworth and West Hills encompass 2 square miles of rural residential and single-family residential land. West Chatsworth is largely rural residential with a sparsely populated hillside community located in the northern portion of the community. By comparison, the incorporated cities of the San Fernando Valley are mostly built out, with strong patterns of urban and suburban development. Given that the planning area is primarily built out with residential, commercial, and industrial uses, it is expected that human-related hazards are the most common type of hazard in this area.

Santa Clarita Valley Planning Area

Unincorporated County land covers approximately 195 square miles of the Santa Clarita Valley Planning Area's total 484 square miles. The planning area is located in northern Los Angeles County, bounded by Ventura County to the west, the Antelope Valley Planning Area to the north and east, and the San Fernando Valley Planning Area to the south. The planning area is characterized by several village-like communities with distinct development patterns and histories of development. The valley features a significant amount of County parkland and open space. The Los Padres and Angeles National Forests comprise about 235 square miles of the planning area. Urban development is focused within and just outside of the City of Santa Clarita, while the surrounding unincorporated communities are suburban-rural.

There are 10 unincorporated suburban/rural communities within the Santa Clarita Valley Planning Area. They include: Agua Dulce, Alpine, Bouquet Canyon, Castaic, Forest Park, Hasley Canyon, Lang, Soledad-Sulphur Springs, Stevenson Ranch, and Val Verde. Given that the planning area contains a significant amount of parkland and open space as well as residential and urban

development, it is expected that naturally occurring and human-related hazards have the potential to occur in this area.

Santa Monica Mountains Planning Area

The Santa Monica Mountains Planning Area is located in a biologically diverse and sensitive mountainous area of the western County. The planning area borders Ventura County, the San Fernando Valley Planning Area, and the Westside Planning Area. Along the northern portion of the planning area are several incorporated cities: Westlake Village, Agoura Hills, Calabasas, and Hidden Hills. Along the coastal portion of the planning area to the south is the City of Malibu. The Santa Monica Mountains National Recreational Area encompasses a vast area of the mountain range. The remaining 113 square miles of unincorporated areas are composed of the Santa Monica Mountains Coastal Zone and Santa Monica Mountains North Area. Multi-agency conservation-based planning efforts have helped maintain a low population density throughout the planning area. The Santa Monica Mountains Planning Area land uses are predominately open space, park, and rural residential. There are also discrete pockets of single-family residential and commercial areas dispersed throughout the planning area. Given that the planning area is mainly unincorporated vacant land with dispersed commercial uses, it is expected that naturally occurring hazards are the most common type of hazard in this area.

South Bay Planning Area

The South Bay Planning Area is located in the southwestern-most portion of the County and is bordered by the Gateway Planning Area to the east, the Metro and Westside Planning Areas to the north, and the Pacific Ocean to the south and west. This planning area exhibits a primarily residential character with mid- to high-density development. Unincorporated communities within this planning area include Alondra Park, Hawthorne Island, Del Aire, Lennox, Westfield, La Rambla, and West Carson. In addition, industrial and commercial uses are common and scattered throughout this entire planning area. Given that the planning area is predominantly residential with scattered industrial and commercial uses, it is expected that human-related hazards would be the most common type of hazard in the planning area.

West San Gabriel Valley Planning Area

The West San Gabriel Valley Planning Area consists of a cluster of communities located east of Downtown Los Angeles and intermingled with numerous cities, including Pasadena, South Pasadena, Monterey Park, and El Monte. The planning area communities include Altadena, East Pasadena-East San Gabriel, Kinneloa Mesa, San Pasqual, South Monrovia Islands, South San Gabriel, South El Monte Islands, and Whittier Narrows. The San Gabriel Valley has undergone dramatic population and demographic shifts over the last 30 years. Previously a primarily residential community, it now hosts employment centers and major regional transit access. Mixed-use infill and transit-oriented development are planned for East Pasadena, and it is envisioned as a model for unincorporated communities in this area. Land uses within this planning area are predominately single-family residential, and it is expected that human-related hazards would be the most common type of hazard in the planning area.

Westside Planning Area

The Westside Planning Area is located in the densely urban western part of the County. It contains four unincorporated areas composed of the following six communities: Franklin Canyon, West Los Angeles (Sawtelle Veterans Affairs), Marina del Rey, Ballona Wetlands, West Fox Hills, and Ladera Heights/Viewpark-Windsor Hills. The unincorporated areas are surrounded by incorporated jurisdictions, primarily the City of Los Angeles. Land uses in West Los Angeles are exclusively open space/park and public use, hosting the Veterans Affairs Administration and Hospital, Barrington Recreation Center, and Los Angeles National Cemetery. The remaining communities consist of predominately residential, commercial, open space, and park land uses. It is expected that that human-related hazards would be the most common type of hazard in the planning area.

3.5.4 Project Impacts and Mitigation Measures

This section describes the impact analysis relating to hazardous materials and wastes for the Bicycle Master Plan at the program level. It describes the methods used to determine the impacts of the project and lists the thresholds used to conclude whether an impact would be significant. Measures to mitigate (i.e., avoid, minimize, rectify, reduce, eliminate, or compensate for) significant impacts accompany each impact discussion, if necessary. Detailed analysis at the project level will determine the significance of impacts for individual Bicycle Master Plan projects and, if necessary, the applicability of mitigation measures.

3.5.4.1 Methods

This section was prepared using a qualitative analysis to document existing conditions. This was done by reviewing the Bicycle Master Plan and other existing County planning documents to report possible hazardous material impact conditions in all Los Angeles County planning areas. In order to assess potential impacts, the proposed project bikeways were reviewed along with Los Angeles County land use maps.

3.5.4.2 Thresholds of Significance

An impact related to hazardous materials and wastes was considered significant if it would result in a "yes" answer to any of the following questions from the County of Los Angeles Initial Study Checklist.

1. Have there been previous uses that indicate residual soil toxicity of the site or is the site located within two miles downstream of a known groundwater contamination source within the same watershed?
2. Would the project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or environment?

3.5.4.3 Impacts and Mitigation Measures

Impact 3.5-1: Previous uses that indicated residual soil toxicity of the site and/or the site is located within two miles downstream of a known groundwater contamination source within the same watershed.

Construction

Potential residual toxicity in soil. Los Angeles County regional information indicates that residual soil toxicity may be encountered during construction activities in portions of the proposed project areas. Construction and grading activities in this location would potentially result in a release of hazardous materials. This would be a significant impact.

Also, because of the highly industrialized and commercial nature of the proposed project areas, it is possible that residual soil toxicity exists in various locations throughout the County. As such, construction activities related to the proposed project may encounter toxic soil during grading activities. Therefore, construction activities could result in a potentially significant impact for construction personnel.

Potential groundwater contamination. As mentioned in Section 3.5.3.1, "Regional Setting," groundwater contamination in the Los Angeles Basin is ubiquitous due to the highly industrialized nature of its development. As such, it is likely that construction activities in some portions of the proposed project area will be located within 2 miles downstream of a known groundwater contamination source. Although this is the case, the construction methods that would be generally used would not be likely to encounter contaminated groundwater because this type of groundwater contamination is typically encountered at or below 50 feet below ground surface. Soil disturbance is expected to occur mostly during construction of off-road bikeways or on-road bikeways that would require widening or other types of ground disturbance, and it is expected that only surficial soils will be disturbed (during grading activities). Consequently, there would be no significant hazard to the public, environment, or construction personnel as a result of being located within 2 miles downstream of a known groundwater contamination source. Impacts would generally be less than significant.

Supports for bridges could potentially penetrate into areas with contaminated groundwater and could result in exposure of construction workers and the public to contaminated groundwater. This would be a significant impact and would require analysis at the individual project level during the design phase of those projects.

Operation

Human health impacts resulting from the exposure to hazardous chemicals present in toxic soils and contaminated groundwater typically require repeated and prolonged exposure. Given the transient nature of bicycle path use, prolonged exposure to any toxic soil or groundwater is not anticipated. Therefore operational impacts related to Impact 3.5-1 would be less than significant.

Mitigation Measures

Detailed analysis of impacts related to contaminated groundwater exposure or other hazards will be required prior to implementation of individual Bicycle Master Plan projects that would require excavation, soil removal, or dewatering. This analysis will include a Preliminary Environmental Site Screening (PESS) that characterizes the potential for environmental hazards to exist on the site. If found to be necessary in the PESS, follow-up studies may be required.

MM 3.5-1: Take appropriate action based on a Preliminary Environmental Site Screening and follow-up studies for projects requiring soil disturbance.

Individual Bicycle Master Plan projects that require soil disturbance and are subject to further analysis at the project level will be required to comply with the recommendations of the Preliminary Environmental Site Screening, and follow-up studies if necessary, to avoid or facilitate remediation of significant impacts.

Level of Significance after Mitigation

With implementation of MM 3.5-1, impacts would be less than significant.

Impact 3.5-2: Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or environment.

Under this impact, the analysis considers possible impacts from hazardous materials sites that already appear on lists pursuant to Government Code Section 65962.5, and to other sites, known and unknown at this time, that could result in similar exposure risks from naturally occurring and human-related sources. Table 3.5-1 shows the types of impacts most likely to occur by planning area.

Table 3.5-1. Likely Impacts by Planning Area

Planning Area	Antelope Valley	East San Gabriel Valley	Gateway	Metro	San Fernando Valley	Santa Clarita Valley	Santa Monica Mountains	South Bay	West San Gabriel Valley	Westside
Naturally Occurring Hazards	X						X			
Listed Hazardous Materials Sites		X	X	X	X	X		X	X	X
Lead-Based Paint and Asbestos-Containing Building Materials		X	X	X	X	X		X	X	X
Aerially Deposited Lead		X	X	X	X	X		X	X	X
Agricultural Chemicals	X									
polychlorinated biphenyls (PCBs)		X	X	X	X	X		X	X	X

Construction

Naturally Occurring Hazardous Materials. Because naturally occurring asbestos, mercury, and radon are not found at significant levels within the project area, impacts during construction from these sources would be less than significant. Mercury and asbestos do not represent impacts because mercury and asbestos-containing rocks are not present in the project area. Radon does not represent an impact because construction will not occur in enclosed structures.

Listed Hazardous Materials Sites. Due to the amount of area to be covered by the proposed project, it is very likely that the construction of the proposed bicycle pathways would encounter numerous sites found in various environmental databases. It is expected that most industrial, commercial, and agricultural facilities that deal with storage, use, and disposal of hazardous materials within all County planning areas will comply with all appropriate federal, state, and local regulations—such as the regulations discussed in the regulatory section above—to ensure safety of the surrounding public and environment. However, it is possible that hazardous materials have been released to the soil along the proposed bike path route. Therefore, construction of the proposed project may encounter a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and exposure to hazards associated with these sites could result in significant impacts. (Due to the expected shallow depth of grading and excavation for the project, it is not likely that the project would encounter groundwater that is contaminated with industrial pollutants, except for bridge construction, as discussed in Impact 3.5-1.)

Lead-Based Paint and Asbestos. Construction of the project might encounter features that might contain lead-based paint or asbestos-containing building materials. Older buildings, metal fence posts, signs, railings, bridges, and roadway markings may contain lead-based paint. To the extent that such features are relocated, demolished, or otherwise disturbed during construction activities, lead could be released to the environment. Lead was removed from most paints used in homes in 1978; however, paints used for industrial applications contained lead beyond 1978. Additionally, older buildings may contain asbestos-containing building materials. Loose insulation, ceiling panels, and brittle plaster are potential sources of friable (easily crumbled) asbestos. Since inhalation of airborne asbestos fibers is the primary mode of asbestos entry into the body, friable asbestos presents the greatest health threat. Nonfriable asbestos is generally bound to other materials such that it does not become airborne under normal conditions. Lead-based paint and asbestos-containing building materials are generally not a health hazard unless disturbed. However, if materials having lead-based paint and asbestos-containing building materials are disturbed and not properly controlled during construction, lead-based paint and asbestos-containing building materials could be released to the environment. Therefore, the project could expose the public or the environment to lead-based paint or asbestos-containing building materials and the impacts would be significant.

Aerially Deposited Lead. Construction of project components that are near high traffic areas could encounter aerially deposited lead. Aerially deposited lead is principally derived from the combustion and subsequent dispersion of lead particles associated with leaded gasoline. Aerially deposited lead in soil generally does not present a health hazard during construction; however, there are specific guidelines regarding the reuse of excavated soil.

PCBs. Polychlorinated biphenyls (PCBs) could be encountered during construction and/or demolition of structures and infrastructure along the bike path. PCBs have been widely used in transformer fluids and dielectrics. Due to health impacts, the EPA banned some uses of PCBs in 1977 and most production use in 1979. However, old transformers and other materials (e.g., capacitors and hydraulic fluids) still in use or abandoned in place may contain PCBs. Fluorescent light ballasts manufactured after 1979 should not contain PCBs and are required by law to contain a label that states that no PCBs are present within the units. If older structures (pre-1979) are targeted for demolition, some could contain florescent light ballasts with PCBs. Given the large area included in the project, the environment or public could be exposed to PCBs and the impacts could be significant.

Chemicals Used for Agricultural Land Uses. Portions of the project will traverse or be near land that was previously used for agricultural purposes. It is likely that this land has been subject to historic application of herbicides and pesticides. As a result, there is a potential for residual, low-level concentrations of these substances to be present in soil and/or groundwater. The federal Insecticide, Fungicide, and Rodenticide Act authorizes the legitimate application of herbicides and pesticides used in accordance with manufacturer-prescribed and labeled instructions. Therefore, the potential presence of low concentrations of agricultural chemicals along the bike path alignment is considered a nonhazardous condition. In addition, the project would not contain a residential or commercial component that would expose people to potential pesticides or herbicides. Therefore, impacts related to herbicides and pesticides would be less than significant.

Operation

Bike path use would be limited to pedestrian and bicycle traffic. Hazardous materials, either naturally occurring or manmade, would not be used in conjunction of the bike path operations; therefore, users of the bike would not be exposed to or subject to environmental risks. Due to the low-impact nature of the bike path use, there are no operational impacts associated with Impact 3.5-2.

Mitigation Measures

Detailed analysis of impacts related to listed hazardous materials sites, lead-based paints, asbestos, aerially deposited lead, and PCBs will be required prior to implementation of individual Bicycle Master Plan projects that would include soil disturbance or demolition. This analysis will include the PESS (and follow-up studies, if required), as described for Impact 3.5-1. In addition, for any project that would require the demolition of structures, surveys for lead-based paint and asbestos-containing materials will be required to determine if soil lead or asbestos is present.

Federal and state regulations govern the renovation and demolition of structures where materials containing lead and asbestos are present or suspected. These requirements include: SCAQMD rules and regulations pertaining to asbestos abatement (including Rule 1403), Construction Safety Orders 8 CCR 1529 (pertaining to asbestos) and 8 CCR 1532.1 (pertaining to lead), 40 CFR 61.M (pertaining to asbestos), and lead exposure guidelines provided by the U.S. Department of Housing and Urban Development. Lead and asbestos abatement must be performed and monitored by contractors with appropriate certifications from the California Department of Health Services. In addition, California Division of Occupational Safety and Health (Cal/OSHA) has regulations

concerning the use of hazardous materials, including requirements for safety training, availability of safety equipment, hazardous materials exposure warnings, and emergency action and fire prevention plan preparation. Cal/OSHA enforces the hazard communication program regulations, which include provisions for identifying and labeling hazardous materials, describing the hazards of chemicals, and documenting employee-training programs. A PCB survey will also be required for any project involving the demolition of structures or infrastructure at the project level. The survey will include sampling and identification of suspected PCBs.

MM 3.5-2: Take appropriate actions based on lead-based paint and asbestos-containing building materials surveys for projects requiring demolition of structures.

All demolition that could result in the release of lead and/or asbestos will be conducted according to Cal/OSHA standards and in accordance with the recommendations of the site-specific lead-based paint and asbestos-containing materials surveys.

MM 3.5-3: Take appropriate actions based on PCB survey for projects requiring demolition of structures.

Based on the site-specific PCB surveys, abatement of known or suspected PCBs will occur prior to demolition or construction activities that would disturb those materials. In the event that electrical equipment or other PCB-containing materials are identified prior to demolition activities, they will be removed and will be disposed of by a licensed transportation and disposal contractor at an appropriate hazardous waste facility.

Level of Significance after Mitigation

With implementation of MM 3.5-2 and MM 3.5-3, impacts would be less than significant.

3.5.5 Cumulative

Hazards and hazardous materials impacts related to the Bicycle Master Plan are generally related to construction and are site-specific. They involve exposure of construction workers and the public to existing hazardous materials. Such impacts do not readily combine with impacts from other projects to result in cumulative impacts. Therefore, the Bicycle Master Plan would not contribute to cumulative impacts related to hazards or hazardous materials.

Section 3.6 | Traffic and Transportation

3.6.1 Introduction

This section describes the affected environment for traffic and transportation, the regulatory setting associated with traffic and transportation, the impacts on traffic and transportation that would result from the project, and the mitigation measures that would reduce these impacts.

The following impact determinations were made in the County of Los Angeles Initial Study Checklist for the proposed project.

- The project would not add 25 or more dwelling units to an area with known congestion problems (roadway or intersections).
- Inadequate access during an emergency (other than fire hazards) would not result in problems for emergency vehicles or residents/employees in the area.
- The congestion management program (CMP) Transportation Impact Analysis thresholds of 50 peak hour vehicles added by project traffic to a CMP highway system intersection or 150 peak hour trips added by project traffic to a mainline freeway link would not be exceeded.
- The project would not conflict with adopted policies, plans, or programs supporting alternative transportation facilities (e.g., bus, turnouts, bicycle racks).
- The project would not result in impacts associated with other traffic and transportation factors.

These issues are not discussed further in this section.

3.6.2 Regulatory Setting

3.6.2.1 Federal

No federal regulations directly apply to this project.

3.6.2.2 State

Other than CEQA, no state regulations directly apply to this project.

3.6.2.3 Regional & Local

Regional Transportation Plan

In May 2008, the Regional Council of the Southern California Association of Governments (SCAG) adopted the 2008 Regional Transportation Plan (RTP): Making the Connections. SCAG is the federally designated regional transportation planning agency responsible for the RTP. The 2008 RTP is a $531.5 billion plan (nominal, or year-of-expenditure, dollars) that emphasizes the importance of system management, goods movement, and innovative transportation financing. It strives to provide

a regional investment framework to address the region's transportation and related challenges, and it looks to strategies that preserve and enhance the existing transportation system and integrate land use into transportation planning. (SCAG 2008a.)

In the 2008 RTP, $920 million has been allocated for bicycle- and pedestrian-related projects, compared to $720 million over the period of the 2004 RTP. The 2008 RTP also calls for the regional decision makers to continue to promote the integration of bicycle and walking modes of transportation in the transportation planning process and to take steps toward moving beyond conceptual planning and development to the implementation of plans and strategies. (SCAG 2008a.)

The Non-Motorized Transportation Report of the 2008 RTP emphasized the following policies to promote non-motorized transportation in the region (SCAG 2008a):

- Decrease bicyclists and pedestrian fatalities and injuries.
- Increase accommodation and planning for bicyclists and pedestrians.
- Increase bicycle and pedestrian use in the SCAG region as an alternative to vehicle trips.
- Encourage development of local non-motorized plans.
- Produce a comprehensive regional non-motorized plan.
- Funding.

Long Range Transportation Plan

The Los Angeles County Metropolitan Transportation Authority (Metro) 2009 Long Range Transportation Plan (Metro 2009) takes a three-decade look ahead to identify what transportation options best serve the County's needs and expectations. It also identifies the Metro Board–adopted public transportation and highway projects, funding forecasts over a 30-year timeframe, multimodal funding availability for the Call for Projects, subregional needs, and project performance measures. The 2009 plan also updates the 2001 Long Range Transportation Plan by charting the latest regional population growth patterns and projections, identifying the latest developments in technical expertise, and outlining the impact of Measure R, the half-cent County-wide sales tax increase approved by the voters in 2008 to fund traffic-relief projects. It also identifies other infrastructural projects that could be funded if new revenue sources become available.

The 2009 Long Range Transportation Plan also promotes the development of bicycle facilities and pedestrian improvements throughout the County. The 2009 plan will help implement the 2006 Metro Board–adopted Bicycle Transportation Strategic Plan, which outlines a bicycle infrastructure that improves overall mobility, air quality, and access to opportunities. It also shifts the focus in countywide bicycle planning from long arterial bikeways to improvements for bicycle access to 167 bike-transit hubs throughout the County. (Metro 2006.)

Congestion Management Program

As the Congestion Management Agency for Los Angeles County, Metro is responsible for implementing the CMP. State statute requires that a congestion management program be developed, adopted, and updated biennially (California Government Code Section 65089). Statutory elements of

the CMP include Highway and Roadway System monitoring, multi-modal system performance analysis, the Transportation Demand Management Program, the Land Use Analysis Program, and local conformance for all the County's jurisdictions. On October 28, 2010, the Metro Board adopted the 2010 CMP for Los Angeles County. The 2010 CMP summarizes the results of 18 years of CMP highway and transit monitoring and 15 years of monitoring local growth. CMP implementation guidelines for local jurisdictions are also contained in the 2010 CMP. (Metro 2009.)

General Plan

Each city and county in California is required to prepare and adopt a comprehensive, long-term general plan for the physical development of the community and any land outside the community's boundaries that may have an impact on the community's ability to plan for its future growth (California Government Code Section 65300). A general plan is the essential planning document: the "charter" or "constitution" for all future development within a community. A general plan must contain seven mandatory elements addressing land use, circulation, conservation, open space, noise, safety, and housing.

The State Complete Streets Act of 2008 requires a general plan to demonstrate how the county will provide for the routine accommodation of all users of a road or street, including pedestrians, bicyclists, users of public transit, motorists, children, seniors, and the disabled. The Mobility Element of the Draft 2035 General Plan Update addresses this requirement with policies and programs that consider all modes of travel, with the goal of making streets safer, more accessible, and more convenient for walking, riding a bike, or taking transit.

The Mobility Element of the Draft 2035 General Plan Update provides an overview of the transportation infrastructure and strategies for developing an efficient and multimodal transportation network. The element assesses the challenges and constraints of the County's transportation system and offers policy guidance to reach the County's long-term mobility goals. Two sub-elements—the Highway Plan and Bikeway Plan—supplement the Mobility Element. These plans establish policies for the roadway and bikeway systems in the unincorporated areas, which are coordinated with the networks in the County's 88 incorporated cities. The Draft 2035 General Plan Update also establishes a program to prepare a third sub-element, a Pedestrian Plan, with guidelines and standards to promote walkability and connectivity throughout the unincorporated areas. (Los Angeles County 2011a.)

The Mobility Element includes the following goals and policies that are related to the Bicycle Master Plan (Los Angeles County 2011a):

- Goal M 2: An efficient multimodal transportation system that serves the needs of all County residents.
    - Policy M 2.1: Expand transportation options throughout the County that reduce automobile dependence.
    - Policy M 2.6: Support alternative level of service (LOS) standards that account for a multi-modal transportation system.

- Goal M 3: Interconnected and safe bicycle and pedestrian-friendly streets, sidewalks, paths and trails.
  - Policy M 3.1: Design roads and intersections that protect pedestrians and bicyclists, and reduce motor vehicle accidents.
  - Policy M 3.2: Require sidewalks and bike paths or lanes to accommodate the existing and projected volume of pedestrian and bicycle activity, considering both the paved width and the unobstructed width available for walking.
  - Policy M 3.3: Connect pedestrian and bicycle paths to schools, public transportation, major employment centers, shopping centers, government buildings, residential neighborhoods, and other destinations.

3.6.3 Environmental Setting

This section discusses the existing conditions related to traffic and transportation in the study area (Los Angeles County). The County's transportation system consists of roads and highways, public transportation (bus and rail), nonmotorized facilities, airports, ports, and freight railroads.

3.6.3.1 Regional Freeway and Highway System

The County highway network consists of the State Highway System, which is composed of 915 freeway and highway miles and includes U.S. interstate freeways, state-maintained freeways, and highways, and county and city highways. This network spans the County and provides access to much of the mainland area, connecting all 88 cities and most unincorporated areas. The California Department of Transportation (Caltrans) is the state agency responsible for the maintenance of freeways and highways. Caltrans estimates that on average there are more than 100 million vehicle miles traveled per day in the County via the State Highway System (Los Angeles County 2011a).

3.6.3.2 Arterial Street System

The arterial street system provides access for local businesses and residents. In Los Angeles County, there are 2,206 miles of principal arterials and 2,954 miles of minor arterials (SCAG 2008b).

LACDPW is responsible for the design, construction, operation, maintenance, and repair of roads in the unincorporated areas, as well as in a number of local jurisdictions that contract with the County for these services. LACDPW maintains over 3,100 miles of major roads and local streets in the unincorporated areas and over 1,700 miles in 22 cities. This includes over 1,300 signalized intersections and 6,000 miles of striping. (Los Angeles County 2011a.)

3.6.3.3 Parking System

A limited number of public parking lots are maintained in the unincorporated areas by a variety of agencies, including Metro, the Department of Beaches and Harbors, and LACDPW. Metrolink maintains park-and-ride lots adjacent to commuter rail stops. The County owns and operates the

following four park-and-ride lots: Studio City (Ventura Boulevard), Pomona (Fairplex), San Dimas (Via Verde), and Acton (Acton/Vincent Grade Metrolink Station). (Los Angeles County 2011a.)

The County regulates on-street parking in certain high-traffic areas through restricted parking zones enforced by the Sheriff's Department and the California Highway Patrol. In addition, the Los Angeles Department of Regional Planning regulates parking for new developments by requiring an adequate number of spaces to meet anticipated demand. (Los Angeles County 2011a.)

3.6.3.4 Public Transportation System

The County is served by a large public transit system that includes heavy and light rail and various bus service options, such as dedicated transit-ways and bus rapid transit systems (Los Angeles County 2011a).

Rail

Metro operates the Metro Rail system, which is exclusively within the County. It consists of 17.4 miles of subway and 55.7 miles of light rail. The Metro Rail system consists of the following lines: Red, Purple, Blue, Green, and Gold. The hub of the system is in Downtown Los Angeles at Union Station. The Metro lines that serve the unincorporated areas include the Blue, Green, and Gold Lines. Blue Line stations located in the unincorporated areas are located at the intersections at Slauson Avenue, Florence Avenue, Firestone Boulevard, and Imperial Highway. The Green Line has stations within unincorporated areas at the intersections of Vermont Avenue and Hawthorne Boulevard. The 13.7-mile Gold Line connects Union Station to Pasadena, and the 6-mile Gold Line extension connects Union Station to East Los Angeles. Plans are underway to extend the Gold Line from Pasadena to Claremont by 2015. (Los Angeles County 2011a.)

Two additional rail service operators that provide services in the County are Metrolink and Amtrak. The Southern California Regional Rail Authority operates the 416-mile Metrolink commuter rail system, which has its hub at Union Station in Downtown Los Angeles and extends to Ventura, San Bernardino, Riverside, Orange, and San Diego Counties. Amtrak provides interstate service from points around the country to Union Station, as well as regional service between major cities throughout California. (Los Angeles County 2011a.)

Bus and Shuttle Services

Buses provide most of the public transit service in the County. The Metro bus system is the largest service provider in the country, with more than 2,000 buses operating on 185 routes. Metro operates the Metro Rapid Bus service, which runs on select surface street corridors with fewer stops and electronic signal switching devices to expedite traffic flow, and the Metro Express Bus service, which uses express bus routes for a portion of the route and the local or limited routes in other areas. The Orange Line is a fixed guideway bus rapid transitway and bike path on a 14.5-mile route along an east-west corridor in the southern portion of the San Fernando Valley. (Los Angeles County 2011a.)

In addition, regional and municipal operators provide bus services around the County. Examples of these operators include Foothill Transit, the City of Los Angeles DASH system, the City of Santa Monica's Big Blue Bus, and the Antelope Valley Transit Authority. (Los Angeles County 2011a.)

Furthermore, the County operates fixed route shuttle services in the following unincorporated areas: Hahn's Trolley and Shuttle service in Willowbrook; El Sol Shuttle service in East Los Angeles; Sunshine Shuttle service in South Whittier; Avocado Heights/Bassett/West Valinda Shuttle service in Avocado Heights, Bassett, and West Valinda; East Valinda Shuttle service in East Valinda; Edmund D. Edelman's Children's Court Shuttle service in East Los Angeles; Los Nietos Shuttle service in Los Nietos; and Acton/Agua Dulce Shuttle service in Acton and Agua Dulce. (Los Angeles County 2011a.)

Paratransit is an alternative mode of flexible transportation that does not follow fixed routes or schedules. The County operates several shuttle services in unincorporated areas. Demand-responsive paratransit contractors are used to meet the needs of seniors and mobility-impaired individuals living in the unincorporated areas. (Los Angeles County 2011a.)

3.6.3.5 Bicycle Facilities

All surfaced roadways in the County may be used by the bicycling public even though they are not all identified as bikeways (with the exception of some limited access facilities, such as freeways). The State Vehicle Code allows roadways to be used by bicyclists. However, the lack of public awareness and the safety concerns associated with road sharing create a need for bikeways with a grade separation, lane delineation, or designated trail/path construction for bicycle users throughout the County. The countywide bikeways network is composed of bikeways that are planned and maintained by multiple agencies and local jurisdictions.

Existing bikeways identified in the Draft Bicycle Master Plan include:

- 100.3 miles of Class I bike paths.
- 20.2 miles of Class II bike lanes.
- 23.5 miles of Class III bike routes.
- 7.9 miles of bicycle boulevards.

Bike paths, also called shared-use paths or multiuse paths, are paved rights-of-way for exclusive use by bicyclists, pedestrians, and other nonmotorized modes of travel. They are physically separated from vehicular traffic and can be constructed in roadway right-of-way or exclusive right-of-way. Most County bike paths are located along the creek and river channels, and along the beach. These facilities are often used for recreation but also provide important transportation connections. (Alta Planning + Design 2011.)

Bike lanes are defined by pavement striping and signage used to allocate a portion of a roadway for exclusive bicycle travel. Bike lanes are one-way facilities on either side of a roadway. Bike lanes are located adjacent to a curb where no on-street parking exists. Where on-street parking is present, bike lanes are striped to the left side of the parking lane. (Alta Planning + Design 2011.)

Bike routes provide shared use with motor vehicle traffic within the same travel lane. Designated by signs, bike routes provide continuity to other bike facilities or designate preferred routes through corridors with high demand. (Alta Planning + Design 2011.)

Bike boulevards are local roads or residential streets that have been enhanced with signage, traffic calming, and other treatments to prioritize bicycle travel. (Alta Planning + Design 2011.)

3.6.3.6 Pedestrian Facilities

The diversity of communities in the County creates distinct conditions, opportunities, and challenges for pedestrians. There are a number of trails and paths in the County that are available for use by pedestrians, such as sidewalks, hiking trails, overpasses, and underpasses. Together, these systems constitute a network for accommodating pedestrian travel throughout the County.

The Draft 2035 General Plan Update includes a program to prepare a Pedestrian Plan for the County that will set standards for sidewalks, street crossings, sidewalk continuity, street connectivity, and topography. The Pedestrian Plan will emphasize the connectivity of pedestrian paths to and from public transportation, major employment centers, shopping centers, and government buildings. (Los Angeles County 2011a.)

3.6.4 Project Impacts and Mitigation Measures

This section describes the impact analysis relating to traffic and transportation for the Bicycle Master Plan at the program level. It describes the methods used to determine the impacts of the project and lists the thresholds used to conclude whether an impact would be significant. Measures to mitigate (i.e., avoid, minimize, rectify, reduce, eliminate, or compensate for) significant impacts accompany each impact discussion, if necessary. Detailed analysis at the project level will determine the significance of impacts for individual Bicycle Master Plan projects and, if necessary, the applicability of mitigation measures.

3.6.4.1 Methods for Level-of-Service (LOS) Impact Analysis

LACDPW uses LOS to assess the congestion of roadways in the transportation system (Los Angeles County 2011a.). Based on a roadway's volume-to-capacity (v/c) ratio (the number of vehicles currently using the roadway compared to the ideal maximum number of vehicles that can efficiently use the roadway), a letter designation is assigned that represents the traffic flow conditions, or LOS. Letter designations A through F represent progressively declining traffic flow conditions. LOS designations indicate whether the roadways in the County are operating in excess of their intended capacity.

Table 3.6-1 provides the definitions for LOS A through F, which are based on the definitions in the 2000 Transportation Research Board Highway Capacity Manual.

Table 3.6-1. Department of Public Works Level of Service Definitions

LOS	Type of Flow	Delay	Maneuverability
A	Free flow	Little or no delay	Users are unaffected by other traffic; freedom of speed and movement, level of comfort, convenience and safety are excellent.
B	Stable flow	Short traffic delays	Users begin to notice other traffic; freedom of speed continues, but freedom to maneuver declines slightly.
C	Stable flow	Average traffic delays	Traffic may back up behind turning vehicles. Most drivers feel somewhat restricted. Traffic signals operate at maximum efficiency.
D	Approaching unstable flow	Long traffic delays	Maneuverability is severely limited during short periods when traffic backs up temporarily. Comfort, convenience, and safety are affected. Users wait one signal cycle to pass through a signalized intersection.
E	Unstable flow	Very long traffic delays	Traffic volumes are at or near capacity; users wait several cycles to pass through a signalized intersection.
F	Forced flow	Excessive delay	Traffic volumes exceed the capacity of the street and traffic queues develop. Stop-and-go traffic conditions predominate.

Source: Los Angeles County 2011a.

Acceptable LOS is determined on a case by case basis, but generally Level D is the desired minimum LOS in the County (Los Angeles County 2011a).

3.6.4.2 Thresholds of Significance

County LOS Significance Threshold

The County of Los Angeles has adopted significance criteria for signalized intersections and two-lane roadways. Generally, the County is concerned with adverse LOS impact on traffic if "traffic generated by a project considered alone or cumulatively with other related projects, when added to existing traffic volumes, exceeds certain capacity thresholds of an intersection or roadway, contributes to an unacceptable LOS, or exacerbates an existing congested condition." (Los Angeles County 1997.)

Intersection

The Intersection Capacity Utilization and Critical Movement Analysis are two methods often used to assess existing and future LOS at intersections. The impact is considered significant if the project-related increase in the v/c ratio equals or exceeds the threshold shown in Table 3.6-2 below.

Table 3.6-2. Intersection LOS Significant Impact Threshold

Pre-Project		
LOS	V/C	Project V/C Increase
C	0.71 to 0.80	0.04 or more
D	0.81 to 0.90	0.02 or more
E F	0.91 or more	0.01 or more

Source: Los Angeles County 1997

Two-Lane Roadways

The project's impact on two-lane roadways should be analyzed if those two-lane roadways are used for access. LOS service analysis contained in the Highway Capacity Manual, Chapter 8, Two-Lane Highways (Transportation Research Board 2000), should be used to evaluate the project's impact. The project is deemed to have a significant impact on two-lane roadways when it adds the following percentages based on LOS of the pre-project conditions.

Table 3.6-3. Two-Lane Roadway LOS Significant Impact Threshold

Directional Splits	Total Capacity (PCPH)	Percentages Increase in Passenger Car Per Hour (PCPH) by Project Pre-Project LOS		
		C	D	E/F
50 50	2,800	4	2	1
60 40	2,650	4	2	1
70 30	2,500	4	2	1
80 20	2,300	4	2	1
90 10	2,100	4	2	1
100 0	2,000	4	2	1

Source: Los Angeles County 1997

CMP LOS Significance Threshold

The CMP transportation impact analysis guidelines establish that a significant project impact occurs when a CMP facility would be significantly impacted if the project increases v/c by 0.02 or greater and would cause the facility to operate at LOS F (v/c > 1.00); or if the facility is already at LOS F, a significant impact occurs when the proposed project increases v/c by 0.02 or greater (Metro 2010).

Initial Study Thresholds of Significance

An impact pertaining to traffic and transportation was considered significant if it would result in a "yes" answer to any of the following questions from the County of Los Angeles Initial Study Checklist.

- Will the project result in any hazardous traffic conditions?
- Will the project result in parking problems with a subsequent impact on traffic conditions?[1]

3.6.4.3 Impacts and Mitigation Measures

Impact 3.6-1: Cause an increase in traffic that is substantial in relation to the existing traffic volumes and capacity of the roadway system (e.g., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections) or exceed, either individually or cumulatively, a LOS standard established by the County Congestion Management Agency for designated roadways or highways.

Construction

The construction of the bicycle facility improvements identified in the Bicycle Master Plan could result in a temporary increase in traffic volumes due to construction-generated traffic. In some cases, construction would require temporary road or lane closure, especially for projects requiring roadway widening, removal of parking, restriping, etc., which in turn would result in a decrease in roadway capacity and an increase of traffic on nearby roads. Reduced roadway capacity and an increase in construction-related congestion could result in temporary localized increases in traffic congestion that exceed applicable LOS standards. Therefore, the construction impact on transportation operations is considered significant. (Note: Some projects in the Bicycle Master Plan would be constructed as part of larger roadway rehabilitation and improvement projects, with the traffic impacts accounted for in these larger projects.)

Operation

Overall, the Bicycle Master Plan would encourage the use of bicycles instead of cars; therefore, reducing the number of (automobile) vehicles trips and the total vehicle miles traveled (VMT) in the County. Estimates provided in Appendix B of the Plan and summarized in Table 3.6-4 show that the total 2030 VMT would be reduced by over 155,000 every weekday as a result of the Plan implementation. This would be achieved through travelers changing mode from driving to bicycling.

[1] In 2002, the California Appellate Court found that parking impacts *per se* are social, not environmental, impacts, and thus not subject to CEQA review. However, the court also recognized that secondary impacts that would result from the lack or removal of parking may be subject to CEQA review, such as congestion, air quality, or land use impacts. (*San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* 2002.)

Table 3.6-4. Estimated VMT Reductions per Weekday (2030)

Planning Area	VMT Reduction
Antelope Valley	8,597
East San Gabriel Valley	43,994
Gateway	16,574
Metro	31,660
San Fernando Valley	6,928
Santa Clarita Valley	12,498
Santa Monica Mountains	3,535
South Bay	8,331
West San Gabriel Valley	16,783
Westside	6,473
TOTAL	**155,373**
Source: Bicycle Master Plan Appendix B, Tables B1-10.	

Therefore, in general, the implementation of the Plan would result in reduced vehicular traffic volumes on roadways and improved traffic performances. However, some of the proposed Class II bike lanes would require the removal of one or more travel lanes. According to Table 5-2 of the Plan, 44.3 miles of proposed bikeways may require travel land removals, or "road diets." A list of potential road diet projects is presented in Table 3.6-5. Of these road diet locations, Firestone Boulevard between Central Avenue and Alameda Street is the only proposed bikeway classified as a CMP principal arterial.

These projects would involve vehicular travel lane reduction to add bike lanes and could potentially affect traffic operations and level of service at these locations. Therefore, the traffic operation impacts at these road diet locations are considered significant.

Table 3.6-5. Potential Road Diet Locations

ID	Planning Area – Street Location	From	To	Miles
East San Gabriel Valley				
8	Glendora Ave	Arrow Hwy.	Cienega Ave	0.3
29	Gale Ave	7th Ave.	Stimson Ave	2.0
41	Valley Center Ave	Arrow Hwy.	Badillo St	0.6
Gateway				
1	Mills Ave.	Telegraph Rd.	Lambert Rd.	1.4
2	Compton Blvd.	Harris Ave.	LA River Bike Path	0.8
3	Colima Rd.	Poulter Dr.	Mulberry Ave.	0.3
12	1st Ave.	Lambert Ave.	Imperial Hwy	0.8

ID	Planning Area – Street Location	From	To	Miles
12	Rosecrans Ave.	Butler Ave.	Gibson Ave.	0.5
16	Lambert Rd.	Mills Ave.	Scott Ave.	1.3
Metro				
1	Cesar Chavez Ave	Mednik Ave.	Vancouver Ave	0.4
3	Normandie Ave.	98th St.	El Segundo Blvd.	2.1
4	Florence Ave.	Central Ave.	Mountain View Ave.	2.2
5	Firestone Blvd.	Central Ave.	Alameda St.	1.4
10	El Segundo Blvd.	Figuroa St.	Central Ave.	1.6
15	Holmes Ave.	Slauson Ave.	Gage Ave.	0.5
16	Compton Ave.	Slauson Ave.	92nd St.	2.5
17	Nadeau St. Broadway	Central Ave.	State St.	2.6
20	Hooper Ave.	Slauson Ave.	95th St.	2.7
24	Olympic Blvd	Indiana St.	Concourse Ave	3.3
28	120th St.	Central Ave.	Wilmington Ave.	0.8
29	Eastern Ave	0.1 mile south of Whiteside St.	Olympic Blvd	3.1
30	Imperial Hwy.	Central Ave.	Wilmington.	0.9
35	1st Ave.	Indiana St.	Eastern Ave.	1.8
42	City Terrace Dr	Hazard Ave.	Eastern Ave	0.4
48	120th St.	Western Ave.	Vermont Ave	
San Fernando Valley				
6	Ocean View Blvd.	Foothill Blvd.	Honolulu Ave.	0.9
South Bay				
6	Aviation Blvd	Imperial Hwy.	154th St.	0.6
15	223rd St.	Normandie Ave.	Vermont Ave.	0.5
18	El Segundo Blvd.	Isis Ave.	Inglewood Ave.	0.8
22	Inglewood Ave.	El Segundo Blvd.	Rosecrans Ave.	1.0
West San Gabriel Valley				
38	Washington Blvd.	Bellford Dr.	Altadena Dr.	0.7
39	Temple City Blvd.	Duarte Rd.	Lemon Ave.	0.5
40	California Blvd.	0.1 mile east of Brightside Ln.	Michillinda Ave.	1.0
Westside				
8	Overhill Dr.	Stocker St.	Slauson Ave.	0.7
11	Angeles Vista Blvd.	Slauson Ave.	Vernon Ave.	1.7

Source: Corbett pers. comm.

Mitigation Measures

Detailed analysis of traffic impacts will be required prior to implementation of individual Bicycle Master Plan projects that would require closure of lanes, widening of existing roadways, or other changes to a roadway that would affect traffic. For individual projects, including road diets (removal of vehicular lanes to accommodate bicycle lanes), a detailed traffic study will be conducted during the project-level environmental review. This analysis will determine the exact nature and extent of anticipated traffic impacts based on existing and projected future traffic volumes, speeds, and amount of heavy vehicle traffic.

MM 3.6-1: Implement a Traffic Control Plan.

For projects requiring significant construction within existing streets, lane closures, removal of parking, or similar traffic disruptions, temporary traffic control during construction will meet the requirements of the California Manual on Traffic Control Devices (CA-MUTCD). Daytime closures will be covered by the typical applications shown in Chapter 6 of the manual. Overnight closures, long-term closures, and detours will require a Traffic Control Plan that will be prepared as part of the project design package according to CA-MUTCD requirements. The Traffic Control Plan may include, but is not limited to, the following elements. Note that some of these elements may not be feasible or appropriate in all circumstances. The project-level environmental analysis will identify the appropriate measures for each project.

- Provide a roadway layout showing the location of construction activity and surrounding roadways to be used as detour routes, including special signage.
- Establish detour routes with local jurisdictions so as to minimize disturbance of local traffic conditions; review potential detour routes to make sure adequate capacity is available.
- Avoid creating additional delay at intersections currently operating at congested conditions, either by choosing routes that avoid these locations, or constructing during non-peak times of day.
- Maintain access to existing residences at all times.
- Work with each affected jurisdiction's police and fire departments to coordinate all construction-related plans and minimize disturbance to local emergency service providers; ensure that alternative evacuation and emergency routes are designed to maintain response times during construction.
- Provide adequate off-street parking areas at designated staging areas for construction-related vehicles.
- Work with local and regional transit providers to maintain access and circulation routes to existing stops and stations during construction phases, and to identify appropriate detours to provide traffic rerouting during construction while minimizing disturbance to bus services.
- Work with local and regional agencies to maintain continuity and operation of existing pedestrian and bicycle facilities during construction.

MM 3.6-2: Implement site-specific traffic study recommendations.

For individual Bicycle Master Plan projects that would remove travel lane(s), if the site-specific traffic study concludes that the removal of lane(s) would cause a roadway section or intersection to operate at an unacceptable LOS, one of the following will occur:

- The project will be redesigned to maintain an acceptable LOS.
- Appropriate mitigation measures will be implemented to maintain an acceptable LOS.
- A statement of overriding considerations will be adopted by the County.
- The project will be dropped.

Level of Significance after Mitigation

With implementation of MM 3.6-1 and MM 3.6-2, impacts would be less than significant.

Impact 3.6-2: Result in hazardous traffic conditions.

Construction

The construction of the bicycle facility improvements could result in temporary sidewalk or roadway closures and could create gaps in pedestrian or bicycle routes and interfere with safe travel, but usually only when the bicycle facility improvements are part of a larger road rehabilitation or improvement project. Construction activities would also increase the mix of heavy construction vehicles with general purpose traffic and could result in an increase in safety hazards due to a higher proportion of heavy trucks. Therefore, the impact of construction-generated traffic on safety could be significant for projects that would require roadways restrictions, lane closures, and similar impacts. (The Traffic Control Plan called for in MM 3.6-1 would reduce any safety impacts to less-than-significant levels.)

Operation

All bikeways to be constructed as part of Plan implementation would be required at a minimum to meet the design guidelines outlined in Chapter 1000 of the Highway Design Manual (Caltrans 2009) and in the California Manual on Uniform Traffic Control Devices (Caltrans 2010). One of the key principles for these bicycle guidelines is that the bicycling environment should be safe. On- and off-road bikeways should be designed and built to be free of hazards and to minimize conflicts with external factors such as noise, vehicular traffic, and protruding architectural elements.

Class I Bike Paths

In general, safety is improved with the creation of Class I bike paths due to the effective separation of bicyclists (and pedestrians) from motorized circulation. Other ways to enhance safety through design for Class I bike paths include the following:

- Identify and address potential safety and security issues up front.
- Limit the number of places where bicyclists need to cross streets, railroads, or driveways.

- Whenever possible, and especially where heavy use can be expected, separate bicycle paths and pedestrian walkways should be provided to reduce bicycle/pedestrian conflicts.
- Separate users through one or more of the following: barrier separation (vegetated buffers or barriers, elevation changes, walls, fences, railings, and bollards), distance separation, centerline striping, different surfaces, and user behavior guidance signage.
- Terminate the path where it is easily accessible to and from the street system, preferably at a controlled intersection or at the beginning of a dead-end street. If poorly designed, the point where the path joins the street system can put pedestrians and cyclists in a position where motor vehicle drivers do not expect them, resulting in potential safety issues.

While at-grade crossings create a potential hazard between Class I bike path users and motorists, properly designed crossings can meet traffic and safety standards. Appendix F of the Bicycle Master Plan presents path/roadway at-grade crossing recommendations[2] based on roadway type, average daily traffic volume, and speed limit.

Potential treatments include:

- Type 1: Marked/Unsignalized: Uncontrolled crossings include trail crossings of residential, collector, and sometimes major arterial streets or railroad tracks.
- Type 1+: Marked/Enhanced: Unsignalized intersections can provide additional visibility with flashing beacons and other treatments.
- Type 2: Route Users to Existing Signalized Intersection: Trails that emerge near existing intersections may be routed to these locations, provided that sufficient protection is provided at the existing intersection.
- Type 3: Signalized/Controlled: Trail crossings that require signals or other control measures due to traffic volumes, speeds, and trail usage.

Grade-separated crossings (bridges or undercrossings) provide the maximum level of traffic safety but are more expensive, require maintenance and lighting, and can generate other public safety issues.

Class II Bike Lanes, Class III Bike Routes, and Bicycle Boulevards

Adoption of the Bicycle Master Plan would increase the number of bicyclists using existing roadways within the County, thereby increasing the risk of bicycle/vehicle conflicts or accidents on roadways. However, these potential safety issues would be addressed through proper design, as well as an education, training, and enforcement programs. (Note: Other studies have suggested that newly designated bikeways and bike lanes encourage more bike usage and reduce the potential conflicts between cars and bikes [City of Cambridge Community Development Department 2011], and that the frequency of bicycle collisions has an inverse relationship to bicycling rates, meaning that more bicycles on the road can equate to lower crash rates [Jacobsen 2003]).

[2] This table is based on information contained in the U.S. Department of Transportation Federal Highway Administration Study, "Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations," February 2002.

Following guidelines from the California Manual on Uniform Traffic Control Devices, all these facilities would include signage and striping that would contribute to enhanced traffic safety by providing additional guidance and information to drivers and bicyclists. Signage and striping would improve wayfinding for bicyclists, alert drivers to the potential presence of bicyclists, and help different types of users to better share the available roadway.

Education programs described in Chapter 4.1 of the Bicycle Master Plan contribute to enhancing safety by ensuring that bicyclists, pedestrians, and motorists understand how to travel safely in the roadway environment and are cognizant of the laws that govern these modes of transportation. The programs include: bicycle skills courses for the general public, youth bicycle safety education in classrooms, bicycle rodeos for children, and public service announcement campaigns such as "Share the Path" awareness campaigns for bike path users. Safety is also the main focus of the "suggested biking and walking route to school maps" that are prepared by the County to guide students to walk and bicycle along the safest routes to school.

Enforcement programs are also described in Chapter 4.1 of the Bicycle Master Plan. These programs contribute to enhancing safety by targeting unsafe bicyclist and motorist behaviors and enforcing laws that reduce bicycle/motor vehicle collisions and conflicts.

With the implementation of the measures included in the Plan—following standard design guidelines and conducting education and enforcement programs—this impact is considered less than significant.

Mitigation Measures

MM-3.6-1 (Implement a Traffic Control Plan) will mitigate the construction impact on safety. No mitigation measure is required for the operation impact.

Level of Significance after Mitigation

With implementation of MM 3.6-1, impacts would be less than significant.

Impact 3.6-3: Result in Parking Problems with a Subsequent Impact on Traffic Conditions.

Construction

Construction activities could increase parking demand in the project vicinity and could result in parking demand exceeding the available supply. Therefore, the impact of construction-generated traffic on parking demand is considered significant.

Operation

The Bicycle Master Plan would encourage the use of bicycles instead of cars, thereby reducing the demand for parking. However, the construction of bike lanes proposed in the Plan may result in a permanent loss of on-street parking at specific locations, which may result in shortage of parking supply in these areas. This impact is considered substantial and significant.

Table 3.6-6 below shows potential locations where existing parking may have to be removed for implementation of the proposed Class II bike lanes.

3.6-6. Potential Locations of On-street Parking Removal

ID	Street	From	To	Length (miles)
East San Gabriel Valley				
12	Fairway Dr. Brea Canyon Cut Off Rd.	Walnut Rd.	Bickford Dr.	1.0
22	Halliburton Rd.	Hacienda Blvd.	Stimson Ave.	0.2
27	Cam Del Sur	Vallecito Dr.	Colima Rd.	0.9
42	7th Ave.	Clark Ave.	Beech Hill Dr.	1.3
Gateway				
1	Mills Ave.	Telegraph Rd.	Lambert Rd.	1.4
7	Colima Rd.	Poulter Dr.	Leffingwell Rd.	0.3
13	1st Ave.	Lambert Rd.	Imperial Hwy.	0.8
20	Leffingwell Rd.	Imperial Hwy.	Scott Ave.	3
Metro				
23	Avalon Blvd.	121st St.	E. Alondra Blvd.	2.5
33	El Segundo Blvd.	Wilmington Ave.	Alameda St.	0.9
43	Central Ave.	121st St.	127th St.	1.0
South Bay				
2	Redondo Beach Blvd.	Prairie Ave.	Crenshaw Blvd.	1.2
10	Marine Ave.	Prairie Ave.	Crenshaw Blvd.	0.9
17	Vermont Ave.	190th St.	Lomita Blvd.	3.7
West San Gabriel Valley				
9	Colorado Blvd.	Kinneola Ave.	Michillinda Ave.	1.1
10	Huntington Dr.	San Gabriel Blvd.	Michillinda Ave.	1.4
31	Duarte Rd.	San Gabriel Blvd.	Sultana Ave.	1.0
36	Longden Ave.	San Gabriel Blvd.	Rosemead Blvd.	1.0
Westside				
10	Centinela Ave.	Green Valley Cir.	La Tijera Blvd.	0.9
12	Fairfax Ave.	Stocker St.	W 57th St.	0.6

Source: Corbett pers. comm.

Mitigation Measures

MM-3.6-1 (Implement a Traffic Control Plan) will mitigate the construction impact related to parking.

Detailed analysis of impacts from removal of parking will be required prior to implementation of individual Bicycle Master Plan projects that would require removal of parking lanes. This study will determine the exact number of parking spaces that would be removed based on site conditions. Parking removal is not recommended in locations where land uses generate a high demand for parking that is not adequately served by off-street parking facilities. The parking study findings will inform the decision-making process regarding design and implementation of each proposed project.

MM 3.6-3: Implement site-specific parking study recommendations.

For individual Bicycle Master Plan projects that would require removal of parking lanes, the recommendations of the site-specific parking study will be implemented. In some cases, parking removal could be recommended on only one side of the roadway. On streets where parking is at a premium and the roadway width constrains bicycle lane implementation, a Class III bike route could be considered instead of a Class II bicycle lane.

Level of Significance after Mitigation

With implementation of MM 3.6-1 and MM 3.6-3, impacts would be less than significant.

3.6.5 Cumulative

Construction and operation of the proposed bicycle network has the potential to result in impacts with respect to increasing traffic that is substantial in relation to existing traffic volumes or roadway capacity, increasing hazards in a design feature, adversely affecting emergency access, and resulting in inadequate parking. As discussed above, these impacts would be reduced to less-than-significant levels with implementation of the recommended mitigation measures. The extent to which the Plan would contribute to a cumulatively significant impact depends on how well the impact can be mitigated at a specific project location. On a regional scale, implementation of the plan would result in fewer VMT, which is anticipated to improve traffic and transportation congestion.

Section 3.7 | Air Quality/Greenhouse Gas Emissions

3.7.1 Introduction

This section describes the affected environment for air quality and greenhouse gas (GHG) emissions, the regulatory setting associated with air quality and GHG emissions, the impacts on air quality and GHG emissions that would result from the project, and the mitigation measures that would reduce these impacts.

Additional information on air quality and GHG emissions is available for review at the County of Los Angeles Department of Public Works.[1]

The key sources of data and information used in the preparation of this section are listed and briefly described below.

The following impact determinations were made in the County of Los Angeles Initial Study Checklist for the proposed project.

Air Quality

- The project would not exceed the state's criteria for regional significance (generally [a] 500 dwelling units for residential users or [b] 40 gross acres, 650,000 square feet of floor area, or 1,000 employees for non-residential uses).
- The proposed use is not considered a sensitive use (schools, hospitals, parks) and is not located near a freeway or heavy industrial use.
- The project would not increase local emissions to a significant extent due to increased traffic congestion or use of a parking structure, and it would not exceed Air Quality Management District (AQMD) thresholds of potential significance.
- The project would not generate, and the project site is not close to, sources that create obnoxious odors, dust, and/or hazardous emissions.
- The project would not result in impacts associated with other air quality factors.

Greenhouse Gas Emissions

- The project would not result in impacts associated with other GHG emissions factors.
- These issues are not discussed further in this section.

[1] Contact Ms. Reyna Soriano, County of Los Angeles Department of Public Works, Programs Development Division, 900 South Fremont Avenue, 11th Floor, Alhambra, California 91803; by telephone at (626) 458-5192 or by e-mail at rsoriano@dpw.lacounty.gov

3.7.2 Regulatory Setting

3.7.2.1 Federal

Air Quality

The EPA is responsible for setting and enforcing the National Ambient Air Quality Standards (NAAQS) for certain atmospheric pollutants, known as "criteria pollutants." As part of its enforcement responsibilities, the EPA requires each state with nonattainment areas (i.e., areas that fail to meet one or more NAAQS) to prepare and submit a state implementation plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution, using a combination of performance standards and market-based programs within the timeframe identified in the SIP.

Greenhouse Gas Emissions

The U.S. Supreme Court ruled in *Massachusetts v. Environmental Protection Agency*, 127 S.Ct. 1438 (2007), that carbon dioxide (CO_2) and other GHGs are pollutants under the federal Clean Air Act, which the EPA must regulate if it determines they pose an endangerment to public health or welfare. On April 24, 2009, the EPA issued a proposed finding that GHGs contribute to air pollution that may endanger public health or welfare, which was finalized in December 2009, and became effective on January 14, 2010.

The Clean Energy Act of 2007 created new federal requirements for increased fleet-wide fuel economy for passenger vehicles and light trucks. In addition, on May 19, 2009, President Barack Obama announced a new National Fuel Efficiency Policy aimed at increasing fuel economy and reducing GHG pollution. The new National Fuel Efficiency Policy is expected to increase fuel economy by more than 5% by requiring a fleet-wide average of 35.5 miles per gallon by 2016 starting with model years 2012.

3.7.2.2 State

Air Quality

The California Air Resources Board (CARB), a part of the California Environmental Protection Agency, is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, CARB conducts research, sets California Ambient Air Quality Standards (CAAQS), compiles emission inventories, develops suggested control measures, provides oversight of local programs, and prepares the SIP. CARB establishes emissions standards for motor vehicles sold in California, consumer products, and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions.

Off-road diesel vehicles, which include construction equipment, are also regulated by CARB for both in-use (existing) and new engines. There have been four sets of standards implemented by CARB for new off-road diesel engines, known as tiers. Tier 1 standards began in 1996. Tiers 2 and 3

were adopted in 2000 and were more stringent than the first tier. Tier 2 and 3 standards were completely phased in by 2006 and 2008, respectively. On December 9, 2004, CARB adopted the Tier 4 or fourth phase of emission standards for late model year diesel engines.

Since off-road vehicles that are used in construction and other related industries can last 30 years or longer, most of those that are in service today are still part of an older fleet that do not have emission controls. As such, CARB approved, on July 26, 2007, a regulation to reduce emission from existing (in-use) off-road diesel vehicles that are used in construction and other industries. This regulation includes an anti-idling limit of 5 minutes for all off-road vehicles 25 horsepower and greater. The regulation also establishes emission rate targets for the off-road vehicles that decline over time to accelerate turnover to newer, cleaner engines and require exhaust retrofits to meet these targets.

Greenhouse Gas Emissions

In June 2005, Governor Arnold Schwarzenegger signed Executive Order S-3-05, which established GHG emissions targets for the state. In September 2006, Governor Arnold Schwarzenegger signed into law the California Global Warming Solutions Act of 2006, also known as Assembly Bill (AB) 32. AB 32 commits the state to achieving the following:

- 2000 GHG emission levels by 2010 (which represents an approximately 11% reduction from business as usual).
- 1990 GHG emission levels by 2020 (approximately 30% below business as usual).

To achieve these goals, AB 32 mandates that CARB establish a quantified emissions cap, institute a schedule to meet the cap, implement regulations to reduce statewide GHG emissions from stationary sources, and develop tracking, reporting, and enforcement mechanisms to ensure that reductions are achieved. The following schedule outlines CARB actions mandated by AB 32:

- By January 1, 2008, CARB adopts regulations for mandatory GHG emissions reporting, defines 1990 emissions baseline for California (including emissions from imported power), and adopts it as the 2020 statewide cap.
- By January 1, 2009, CARB adopts plan to effect GHG reductions from significant sources of GHGs via regulations, market mechanisms, and other actions.
- During 2009, CARB drafts rule language to implement its plan and holds a series of public workshops on each measure (including market mechanisms).
- By January 1, 2010, early action measures take effect.
- During 2010, CARB, after workshops and public hearings, conducts series of rulemakings to adopt GHG regulations, including rules governing market mechanisms.
- By January 1, 2011, CARB completes major rulemakings for reducing GHGs, including market mechanisms. CARB may revise and adopt new rules after January 1, 2011 to achieve the 2020 goal.

- By January 1, 2012, GHG rules and market mechanisms adopted by CARB take effect and become legally enforceable.
- December 31, 2020, is the deadline for achieving the 2020 GHG emissions cap.

Executive Order S-01-07 requires a 10% or greater reduction in the average fuel carbon intensity for transportation fuels in California regulated by CARB. CARB identified the Low Carbon Fuel Standard as an early measure listed above.

AB 1493 (Pavley Standard) requires CARB to adopt regulations to reduce GHG emissions for noncommercial passenger vehicles and light-duty trucks of model year 2009 and thereafter. The bill requires the California Climate Action Registry to develop and adopt protocols for the reporting and certification of GHG emissions reductions from mobile sources for use by CARB in granting emission reduction credits. California petitioned the EPA in December 2005 to allow more stringent standards. On July 1, 2009, the EPA granted California a waiver that will enable the state to enforce stricter tailpipe emissions on new motor vehicles.

In 2006, under Senate Bill 107, California's Renewables Portfolio Standard (RPS) requires retail suppliers of electric services to increase procurement from eligible renewable energy resources to 20% by 2010. Pursuant to Executive Order S-21-09, the CARB also is currently preparing regulations to supplement RPS with a Renewable Energy Standard that will result in a total renewable energy requirement for utilities of 33% by 2020.

A companion bill to AB 32, Senate Bill 1368, requires the California Public Utilities Commission and California Energy Commission to establish GHG emission performance standards for the generation of electricity. These standards will also generally apply to power that is generated outside of California and imported into the state. Senate Bill 1368 provides a mechanism for reducing the emissions of electricity providers, thereby assisting CARB to meet its mandate under AB 32. On January 25, 2007, the California Public Utilities Commission adopted an interim GHG Emissions Performance Standard, which is a facility-based emissions standard requiring that all new long-term commitments for baseload generation to serve California consumers be with power plants that have GHG emissions no greater than a combined cycle gas turbine plant. That level is established at 1,100 pounds of CO_2 per megawatt-hour (MW/hr). Further, on May 23, 2007, the California Energy Commission adopted regulations that establish and implement an identical Emission Performance Standard of 1,100 pounds of CO_2 per MW/hr.

California Senate Bill 97, passed in August 2007, is designed to work in conjunction with CEQA and AB 32. Senate Bill 97 required the Office of Planning and Research to prepare and develop guidelines for the mitigation of GHG emissions or the effects thereof including, but not limited to, effects associated with transportation and energy consumption. On December 30, 2009, the Natural Resources Agency adopted the GHG CEQA Guidelines amendments. The Natural Resources Agency transmitted the amendments to the Office of Administrative Law on December 31, 2009.

Senate Bill 375 links regional planning for housing and transportation with the GHG reduction goals outlined in AB 32. Reductions in GHG emissions would be achieved by, for example, locating housing closer to jobs, retail, and transit. Under the bill, each Metropolitan Planning Organization

would be required to adopt a sustainable community strategy to encourage compact development so that the region will meet a target, created by CARB, for reducing GHG emissions.

The California Climate Action Team (CAT), comprised of representatives from various resource agencies in California, is responsible for implementing global warming emissions reduction programs. The 2006 CAT Report identified key measures that will help ensure that California will meet the GHG reduction goals established under the Governor's Executive Order S-3-05 (1990 levels by 2020 and 80% below 1990 levels by 2050).

3.7.2.3 Local

Air Quality

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is a council of governments for Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. It is a regional planning agency and serves as a forum for regional issues relating to transportation, the economy and community development, and the environment.

Although SCAG is not an air quality management agency, it is responsible for developing transportation, land use, and energy conservation measures that affect air quality. SCAG's Regional Comprehensive Plan (RCP) provides growth forecasts that are used in the development of air quality-related land use and transportation control strategies by the South Coast Air Quality Management District (SCAQMD). SCAG's RCP is a framework for decisionmaking for local governments, assisting them in meeting federal and state mandates for growth management, mobility, and environmental standards, while maintaining consistency with regional goals regarding growth and changes through the year 2015, and beyond. Policies within SCAG's RCP include consideration of air quality, land use, transportation, and economic relationships by all levels of government.

South Coast Air Quality Management District

The SCAQMD is the agency principally responsible for comprehensive air pollution control in the South Coast Air Basin (SCAB), which includes the non-desert portion of Los Angeles County. SCAQMD develops rules and regulations, establishes permitting requirements, inspects emissions sources, and provides regulatory enforcement through such measures as educational programs or fines, when necessary.

SCAQMD is directly responsible for reducing emissions to meet federal and state ambient air quality standards, including preparation of Air Quality Management Plans (AQMPs). The 2007 AQMP was prepared to comply with the federal and California clean air acts, to accommodate growth, to reduce the high levels of pollutants in the SCAB, to meet federal and state air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy. The 2007 AQMP identifies the control measures that will be implemented over a 20-year horizon to reduce major sources of pollutants. Implementation of control measures established in the previous

AQMPs has substantially decreased the population's exposure to unhealthful levels of pollutants, even while substantial population growth has occurred within the SCAB.

Although SCAQMD is responsible for regional air quality planning efforts, it does not have the authority to directly regulate the air quality issues associated with new development projects within the SCAB. Instead, SCAQMD published the *California Environmental Quality Act (CEQA) Air Quality Handbook* in November 1993 to assist lead agencies in evaluating potential air quality impacts of projects proposed in the SCAB. SCAQMD's *CEQA Air Quality Handbook* provides standards, methodologies, and procedures for conducting air quality analyses in EIRs and was used extensively in the preparation of this analysis.

SCAQMD adopts rules and regulations to implement portions of the AQMP. Several of these rules may apply to project construction and/or operation. For example, SCAQMD Rule 403 requires the implementation of best available fugitive dust control measures during active construction periods capable of generating fugitive dust emissions from onsite earth-moving activities, construction/demolition activities, and construction equipment travel on paved and unpaved roads.

SCAQMD has developed the mass emission Localized Significance Thresholds (LSTs) to assist with the analysis of local ambient air quality impacts. The mass emission LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of SCAQMD CEQA significance thresholds for carbon monoxide (CO), nitrogen dioxide (NO_2), particulate matter less than 10 microns in diameter (PM10) and particulate matter less than 2.5 microns in diameter (PM2.5) based on ambient concentrations of those pollutants at the nearest sensitive receptors.

Antelope Valley Air Quality Management District

Initially, the desert portion of Los Angeles County, which is located within the Mojave Desert Air Basin (MDAB), was under the jurisdiction of the SCAQMD. However, on July 1, 1997, this area was established as the Antelope Valley Air Pollution Control District (later known as the Antelope Valley Air Quality Management District [AVAQMD]). On January 1, 2002, the AVAQMD became a successor district to the SCAQMD.

The AVAQMD was previously included by the SCAQMD in the *SCAQMD 1994 AQMP*, as well as the 1997 AQMP revision. The AQMP set forth a comprehensive program that would lead the area into compliance with all federal and state air quality standards. The AVAQMD adopted its own *2004 Ozone Attainment Plan* (April 20, 2004); as well as its *Federal 8-Hour Ozone Attainment Plan* on May 20, 2008. In addition, the AVAQMD published the *AVAQMD CEQA and Federal Conformity Guidelines* in December 2008 to assist persons preparing environmental analysis or reviewing documents for any project within the AVAQMD jurisdiction by providing background information and guidance on the preferred analysis approach.

Greenhouse Gas Emissions

To provide guidance to local lead agencies on determining significance for GHG emissions in CEQA documents, SCAQMD staff is convening an ongoing GHG CEQA Significance Threshold Working Group. Members of the working group include government agencies implementing CEQA

and representatives from various stakeholder groups that provide input to the SCAQMD staff on developing the significance thresholds. On October 8, 2008, SCAQMD released the *Draft AQMD Staff CEQA GHG Significance Threshold*. These thresholds have not been finalized and continue to be developed through the working group.

The AVAQMD has provided no specific guidance for assessing GHG emissions within its jurisdiction.

3.7.3 Environmental Setting

This section discusses the existing conditions related to air quality and GHG emissions in the study area.

Air Quality Pollutants and Standards

As discussed above under regulatory setting, the federal and state governments have established ambient air quality standards for certain pollutants referred to as criteria pollutants. A summary of federal and state ambient air quality standards is provided in Table 3.7-1.

Table 3.7-1. State and Federal Ambient Air Quality Standards for Criteria Pollutants

Pollutant	Averaging Time	California Standards[a]		Federal Standards[b]		
		Concentration[c]	Method[d]	Primary[c,e]	Secondary[c,f]	Method[g]
Ozone (O_3)	1 Hour	0.09 ppm (180 g m^3)	Ultraviolet Photometry	--	Same as Primary Standard	Ultraviolet Photometry
	8 Hours	0.07 ppm (137 g m^3)		0.075 ppm (147 g m^3)		
Respirable Particulate Matter (PM10)	24 Hours	50 g m^3	Gravimetric or Beta Attenuation	150 g m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 g m^3		--		
Fine Particulate Matter (PM2.5)	24 Hours	No Separate State Standard		35 g m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 g m^3	Gravimetric or Beta Attenuation	15 g m^3		
Carbon Monoxide (CO)	8 Hours	9 ppm (10 mg m^3)	Nondispersive Infrared Photometry (NDIR)	9 ppm (10 mg m^3)	None	Nondispersive Infrared Photometry (NDIR)
	1 Hour	20 ppm (23 mg m^3)		35 ppm (40 mg m^3)		
	8 Hours (Lake Tahoe)	6 ppm (7 mg m^3)		--	--	--

Pollutant	Averaging Time	California Standards[a]		Federal Standards[b]		
		Concentration[c]	Method[d]	Primary[c,e]	Secondary[c,f]	Method[g]
Nitrogen Dioxide (NO_2)	Annual Arithmetic Mean	0.030 ppm (57 g m^3)	Gas Phase Chemilumin-escence	53 ppb (100 g m^3)	Same as Primary Standard	Gas Phase Chemilumin-escence
	1 Hour	0.18 ppm (339 g m^3)		100 ppb (188 g m^3)	None	
Sulfur Dioxide (SO_2)	24 Hours	0.04 ppm (105 g m^3)	Ultraviolet Fluorescence	--	--	Spectro-photometry (Pararo-saniline Method)
	3 Hours	--		--	0.5 ppm (1300 g m^3)	
	1 Hour	0.25 ppm (655 g m^3)		75 ppb (196 g m^3)	--	
Lead[h]	30-day Average	1.5 g m^3	Atomic Absorption	--	--	--
	Calendar Quarter	--		1.5 g m^3	Same as Primary Standard	High-volume Sampler and Atomic Absorption
	Rolling 3-month Average[i]	--		0.15 g m^3		
Visibility-Reducing Particles	8 Hours	Extinction coefficient of 0.23 per kilometer visibility of 10 miles or more (0.07 30 miles or more for Lake Tahoe) due to particles when relative humidity is less than 70 . Method: Beta attenuation and transmittance through filter tape.		No Federal Standards		
Sulfates	24 Hours	25 g m^3	Ion Chromato-graphy			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 g m^3)	Ultraviolet Fluorescence			
Vinyl Chloride[h]	24 Hours	0.01 ppm (26 g m^3)	Gas Chromato-graphy			

Source: California Air Resources Board 2011b.

[a] California standards for ozone, CO (except Lake Tahoe), SO_2 (1 hour and 24 hours), N_2O, suspended particulate matter (PM10), PM2.5, and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in 17 CCR 70200.

[b] National standards (other than ozone, particulate matter, and those based on annual averages or an annual arithmetic mean) are not be exceeded more than once a year. The ozone standard is attained when the fourth-highest 8-hour concentration in a year, averaged over 3 years, is equal to or less than the standard. For PM10, the 24-hour standard is attained when the expected number of days per calendar with a 24-hour average concentration above 150 g m^3 is equal to or less than one. For PM2.5, the 24-hour standard is attained when 98 of the daily concentrations, averaged over 3 years, are equal to or less than the standard. Contact EPA for further clarification and current federal policies.

Pollutant	Averaging Time	California Standards[a]		Federal Standards[b]		
		Concentration[c]	Method[d]	Primary[c,e]	Secondary[c,f]	Method[g]

[c] Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25 degrees Centigrade (C) and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25 C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume or micromoles of pollutant per mole of gas.

[d] Any equivalent procedure that can be shown to the satisfaction of CARB to give equivalent results at or near the level of the air quality standard may be used.

[e] National Primary Standards: The levels of air quality necessary, with an adequate margin of safety, to protect the public health.

[f] National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

[g] Reference method as described by EPA. An equivalent method of measurement may be used but must have a consistent relationship to the reference method and must be approved by EPA.

[h] CARB has identified lead and vinyl chloride as toxic air contaminants with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

[i] National lead standard, rolling 3-month average: final rule signed October 15, 2008.

Ozone and NO_2 are regional pollutants because these pollutants and their precursors affect air quality on a regional scale. NO_2 reacts photochemically with reactive organic gases (ROG) to form ozone, and this reaction occurs downwind of the source of pollutants. Pollutants such as CO and particulates (PM10 and PM2.5) are considered local pollutants because they tend to disperse rapidly with distance from the source. The health effects of the pollutants of concern are discussed below.

Ozone is a respiratory irritant and an oxidant that increases susceptibility to respiratory infections and can cause substantial damage to vegetation and other materials. Ozone is a severe eye, nose, and throat irritant. Ozone also attacks synthetic rubber, textiles, plants, and other materials. Ozone causes extensive damage to plants, including agricultural crops, by leaf discoloration and cell damage.

Ozone is not emitted directly into the air, but is formed by a photochemical reaction in the atmosphere. Ozone precursors, which include ROG and NO_X, react in the atmosphere in the presence of sunlight to form ozone. Because photochemical reaction rates depend on the intensity of ultraviolet light and air temperature, ozone is primarily a summer air pollution problem. The ozone precursors, ROG and NO_X, are emitted by mobile sources and by stationary combustion equipment.

Nitrogen Oxides (NO_X) are a family of highly reactive gases that are primary precursors to the formation of ground-level ozone, and react in the atmosphere to form acid rain. NO_X is emitted from the use of solvents and combustion processes in which fuel is burned at high temperatures, principally from motor vehicle exhaust and stationary sources such as electric utilities and industrial boilers. NO_2 is a strong oxidizing agent that reacts in the air to form corrosive nitric acid as well as toxic organic nitrates.

NO_X can irritate the lungs, cause lung damage, and lower resistance to respiratory infections such as influenza. The effects of short-term exposure are still unclear, but continued or frequent exposure to concentrations that are typically much higher than those normally found in the ambient air may cause increased incidence of acute respiratory illness, especially in children. Health effects associated with NO_X include an increase in the incidence of chronic bronchitis and lung irritation. Chronic exposure to NO_X may lead to eye and mucus membrane aggravation, along with pulmonary dysfunction. NO_X can cause fading of textile dyes and additives, deterioration of cotton and nylon, and corrosion of metals due to production of particulate nitrates. Airborne NO_X can also impair visibility. NO_X may affect both terrestrial and aquatic ecosystems and is a potentially significant contributor to a number of environmental effects such as acid rain.

Carbon Monoxide is essentially inert to plants and materials but can have significant effects on human health. CO combines readily with hemoglobin and thus reduces the amount of oxygen transported in the bloodstream. Effects on humans range from slight headaches and nausea to death. The health threat from CO is most serious for those who suffer from cardiovascular disease. Healthy individuals also may be affected, but only at higher levels of exposure. Exposure to elevated CO levels can lead to visual impairment, reduced work capacity, reduced manual dexterity, poor learning ability, difficulty performing complex tasks, and death.

Motor vehicles are the dominant source of CO emissions in most areas. High CO levels develop primarily during winter when periods of light winds combine with the formation of ground-level temperature inversions (typically from the evening through early morning). These conditions result in reduced dispersion of vehicle emissions. Motor vehicles also exhibit increased CO emission rates at low air temperatures.

Inhalable Particulate Matter pollution consists of very small liquid or solid particles in the air and may consist of smoke, soot, dust, salt, acids, or metals. Particulate matter also forms when gases emitted from motor vehicles and industrial sources undergo chemical reactions in the atmosphere. PM10 refers to particles less than or equal to 10 microns in aerodynamic diameter and PM2.5, a subset of PM10, refers to particles less than or equal to 2.5 microns in aerodynamic diameter.

Particulate matter is emitted from stationary and mobile sources including diesel trucks and other motor vehicles, power plants, industrial processes, wood burning stoves and fireplaces, wildfires, road dust, construction, landfills, agriculture, and fugitive windblown dust. Because particles originate from a variety of sources, their chemical and physical compositions vary widely.

Human health concerns related to particulate matter pollution focus on PM10 and PM2.5 particles, which are small enough—about 1/7th the thickness of a human hair—to be inhaled and lodged in the deepest parts of the lung. Acute and chronic health effects associated with high particulate levels include aggravation of chronic respiratory diseases, heart and lung disease, and coughing, bronchitis, respiratory illnesses, and cancer. Studies have also shown particulate matter can lead to increased numbers and severity of asthma attacks, reduce the body's ability to fight infections, and even contribute to premature death, particularly for individuals with heart or lung disease. Populations more sensitive to the effects of particulate matter include children, the elderly, and individuals suffering from chronic lung disease (i.e., asthma, bronchitis). In addition, even healthy adults may be more susceptible to health-related effects of these pollutants while exercising.

Other non–health-related effects of particulate matter include reduced visibility, corrosion of human-made and natural materials, and deposition on building exteriors. Particulate matter can also damage plants and affect plant growth.

Sulfur Oxides (SO_X), including sulfur dioxide (SO_2), are colorless, pungent gases formed primarily by combustion of sulfur-containing fossil fuels (mainly coal and oil) and during metal smelting and other industrial processes. SO_X can react to form sulfates, which significantly reduce visibility. In addition, SO_X is a precursor to particulate matter formation.

The major human health concerns associated with exposure to high concentrations of SO_X include effects on breathing, respiratory illness, alterations in pulmonary defenses, and aggravation of existing cardiovascular disease. Emissions of SO_X also can damage foliage of trees and agricultural crops. Together, SO_X and NO_X are the major precursors to acid rain, which is associated with the acidification of lakes, streams, and accelerated corrosion of buildings and monuments.

Vinyl Chloride is a sweet-smelling, colorless gas at ambient temperature. Landfills, sewage treatment plants, and polyvinyl chloride (PVC) production (such as pipes, pipe fittings, and plastics) are the major sources of vinyl chloride emissions in California.

Epidemiological studies of workers exposed to vinyl chloride suggest occupational exposure may be linked to development of a rare cancer, liver angiosarcoma, and these studies also have suggested a relationship between occupational exposure and development of lung and brain cancers.

Lead, is a metal present naturally in air, water, and the biosphere; it is not created or destroyed in the environment, so essentially it persists forever. Lead was used several decades ago to increase the octane rating in automobile fuel. Because gasoline-powered automobile engines were a major source of airborne lead through the use of leaded fuels, the use of leaded fuel has been mostly phased out, and the ambient concentrations of lead have dropped dramatically.

Short-term exposure to high levels of lead can cause vomiting, diarrhea, convulsions, coma, or even death. However, even small amounts of lead can be harmful, especially to infants, young children, and pregnant women.

Hydrogen Sulfide (H_2S) gas is colorless, with a characteristic odor of rotten eggs. Atmospheric H_2S primarily oxidizes to SO_2, which eventually converts into sulfate, then sulfuric acid. When sulfuric acid is transported back to the earth as acid rain, it can damage plant tissue and aquatic ecosystems.

At low levels, H_2S can cause dizziness; irritation to eyes, mucous membranes, and the respiratory tract; nausea; and headaches. Exposure to higher concentrations (above 100 parts per million [ppm]) can cause olfactory fatigue, respiratory paralysis, and death. H_2S can be smelled at concentrations as low as 1/400th the threshold for harmful human health effects.

Climate and Air Quality

Non-Desert Area

The non-desert portion of Los Angeles County is located within the SCAB, which is a coastal plain with connecting broad valleys and low hills. The SCAB lies in the presence of the semi-permanent

high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The extent and severity of the air pollution problem in the SCAB is a function of the area's natural physical characteristics (weather and topography) as well as human-made influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and dispersion of pollutants throughout the SCAB, making it an area of high pollution potential.

The greatest air pollution impacts in the SCAB occur from June through September, and are generally attributed to the large amount of pollutant emissions, light winds, and shallow vertical atmospheric mixing. This condition frequently reduces pollutant dispersion, thus causing elevated air pollution levels. Pollutant concentrations in the SCAB vary with location, season, and time of day. Ozone concentrations, for example, tend to be lower along the coast, higher in the near inland valleys, and lower in the far inland areas of the SCAB and adjacent desert.

The Los Angeles County portion of the SCAB fails to meet national or state standards for ozone, PM10, PM2.5, and lead and, therefore, is considered a nonattainment area for these pollutants. Table 3.7-2 lists each criteria pollutant and its related federal and state attainment status.

Table 3.7-2. Los Angeles County Portion of SCAB Attainment Status

Pollutants	Federal Classification	State Classification
Ozone (1-hour standard)	--	Nonattainment, Extreme
Ozone (8-hour standard)	Nonattainment, Extreme	Nonattainment
Suspended Particulate Matter (PM_{10})	Nonattainment, Serious	Nonattainment
Fine Particulate Matter ($PM_{2.5}$)	Nonattainment	Nonattainment
Carbon Monoxide (CO)	Attainment Maintenance	Attainment
NO_2	Attainment Maintenance	Nonattainment
SO_2	Attainment	Attainment
Lead	Nonattainment	Nonattainment
Source: EPA 2011 and CARB 2011a.		

Desert Area

The Los Angeles County portion of the MDAB is an assemblage of mountain ranges interspersed with long broad valleys that often contain dry lakes. Many of the lower mountains that dot the vast terrain rise from 1,000 to 4,000 feet above the valley floor. Prevailing winds are out of the west and southwest. These prevailing winds are due to the proximity to coastal and central regions and the blocking nature of the Sierra Nevada Mountains to the north. Air masses pushed onshore in Southern California by differential heating are channeled through the area. The MDAB is separated from the southern California coastal and central California Valley regions by mountains (highest

elevation approximately 10,000 feet), whose passes form the main channels for these air masses. The Antelope Valley is bordered in the northwest by the Tehachapi Mountains, separated from the Sierra Nevada Mountains in the north by the Tehachapi Pass (3,800-foot elevation). The Antelope Valley is bordered in the south by the San Gabriel Mountains, bisected by Soledad Canyon (3,300 feet).

During the summer, the MDAB is generally influenced by a Pacific subtropical high cell that sits off the coast, inhibiting cloud formation and encouraging daytime solar heating. The MDAB is rarely influenced by cold air masses moving southward from Canada and Alaska, as these frontal systems diffuse by the time they reach the desert. Most desert moisture arrives from infrequent warm, moist, and unstable air masses from the south. The MDAB averages between 3 and 7 inches of precipitation per year. The area is classified as a dry-hot desert climate, with portions classified as dry-very hot desert, to indicate at least 3 months have maximum average temperatures over 100.4 degrees Fahrenheit.

Area emissions sources include mobile sources and stationary sources. Mobile sources include motor vehicles, trains, and aircraft. Stationary sources include utilities, natural gas consumption, electricity generation, heating/cooling equipment, dry cleaning equipment, gasoline pumps, and restaurant equipment. Emissions are also generated from construction activities, including the transport of workers and equipment to construction sites, the operation of heavy equipment on the site, fugitive dust, and reactive organic compounds.

The Los Angeles County portion of the MDAB fails to meet both national and state standards for ozone, as well as the state standard for PM10 and, therefore, is considered a nonattainment area for these pollutants. Table 3.7-3 lists each criteria pollutant and its related federal and state attainment status.

Table 3.7-3. Los Angeles County Portion of MDAB Attainment Status

Pollutants	Federal Classification	State Classification
Ozone (1-hour standard)	--	Nonattainment, Extreme
Ozone (8-hour standard)	Nonattainment, Moderate	Nonattainment
Suspended Particulate Matter (PM_{10})	Attainment	Nonattainment
Fine Particulate Matter ($PM_{2.5}$)	Attainment	Unclassified
Carbon Monoxide (CO)	Attainment	Attainment
Nitrogen Dioxide (NO_2)	Attainment	Attainment
Sulfur Dioxide (SO_2)	Attainment	Attainment
Lead	Attainment	Attainment
Source: CARB 2011a.		

Sensitive Receptors

Some populations are more susceptible to the effects of air pollution than the general population. These population groups are commonly referred to as sensitive receptors. In general, land uses considered to be sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. Sensitive receptor sites are located throughout the project vicinity, and are too numerous to cite specifically. For this reason, it is assumed that all land uses adjacent to proposed bikeways are sensitive receptor locations for purposes of impact analysis.

Greenhouse Gas Emissions

Worldwide, California is the 12th to 16th largest emitter of CO_2 and is responsible for approximately 2% of the world's CO_2 emissions (CEC 2005).

The transportation sector is responsible for 41% of the state's GHG emissions, followed by the industrial sector (23%), electricity generation (20%), agriculture and forestry (8%), and other sources (8%) (CEC 2005). Emissions of CO_2 and nitrous oxide (N_2O) are byproducts of fossil fuel combustion, among other sources. Methane (CH_4), a highly potent GHG, results from off-gassing associated with agricultural practices and landfills, among other sources. Sinks of CO_2 include uptake by vegetation and dissolution into the ocean. California GHG emissions in 2006 totaled approximately 479.8 million metric tons (MMT) in carbon dioxide equivalents (CO_2e). Greenhouse gas emissions other than CO_2 are commonly converted into CO_2e, which takes into account the differing global warming potential (GWP) of different gases. For example, the Intergovernmental Panel on Climate Change (IPCC) finds that N_2O has a GWP of 310 and CH_4 has a GWP of 21. Thus, emissions of 1 ton of N_2O and 1 ton of CH_4 are represented as the emissions of 310 tons and 21 tons of CO_2e, respectively. This method allows for the summation of different GHG emissions into a single total.

Climate change could impact the natural environment in California in the following ways (among others):

- Rising sea levels along the California coastline, particularly in San Francisco and the San Joaquin Delta due to ocean expansion.
- Extreme-heat conditions, such as heat waves and very high temperatures, which could last longer and become more frequent.
- An increase in heat-related human deaths, infectious diseases, and a higher risk of respiratory problems caused by deteriorating air quality.
- Reduced snow pack and stream flow in the Sierra Nevada Mountains, affecting winter recreation and water supplies.
- Potential increase in the severity of winter storms, affecting peak stream flows and flooding.
- Changes in growing season conditions that could affect California agriculture, causing variations in crop quality and yield.

- Changes in distribution of plant and wildlife species due to changes in temperature, competition from colonizing species, changes in hydrologic cycles, changes in sea levels, and other climate-related effects.

These changes in California's climate and ecosystems are occurring at a time when California's population is expected to increase from 34 million to 59 million by the year 2040 (CEC 2005). As such, the number of people potentially affected by climate change as well as the amount of anthropogenic GHG emissions expected under a business as usual (BAU) scenario are expected to increase. Similar changes as those noted above for California would also occur in other parts of the world with regional variations in resources affected and vulnerability to adverse effects. GHG emissions in California are attributable to human activities associated with industrial/manufacturing, utilities, transportation, residential, and agricultural sectors (CEC 2005) as well as natural processes.

Description of Relevant GHG Pollutants

GHG include CO_2, CH_4, N_2O, and fluorinated gases. Presented below is a description of each GHG and their known sources.

Carbon Dioxide (CO_2) enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees, and wood products; respiration; and also as a result of other chemical reactions (e.g., manufacture of cement). CO_2 is also removed from the atmosphere (or "sequestered") when it is absorbed by plants as part of the biological carbon cycle.

Methane (CH_4) is emitted during the production and transport of coal, natural gas, and oil. CH_4 emissions also result from livestock and other agricultural practices and by the decay of organic waste in municipal solid waste landfills.

Nitrous Oxide (N_2O) is emitted during agricultural and industrial activities, as well as during combustion of fossil fuels and solid waste.

Fluorinated Gases are synthetic, strong GHGs that are emitted from a variety of industrial processes. Fluorinated gases are sometimes used as substitutes for ozone-depleting substances. These gases are typically emitted in smaller quantities, but because they are potent GHGs, they are sometimes referred to as high global warming potential gases.

- Chlorofluorocarbons (CFCs*)* are GHGs covered under the 1987 Montreal Protocol and used for refrigeration, air conditioning, packaging, insulation, solvents, or aerosol propellants. Since they are not destroyed in the lower atmosphere (troposphere, stratosphere), CFCs drift into the upper atmosphere where, given suitable conditions, they break down ozone. These gases are being replaced by other compounds that are GHGs covered under the Kyoto Protocol.
- Perfluorocarbons (PFCs*)* are a group of human-made chemicals composed of carbon and fluorine only. These chemicals (predominantly perfluoromethane [CF_4] and perfluoroethane [C_2F_6]) were introduced as alternatives, along with hydrofluorocarbons (HFCs), to the ozone-depleting substances. In addition, PFCs are emitted as by-products of industrial processes and are also used in manufacturing. PFCs do not harm the stratospheric ozone layer, but they are strong GHGs.

- Sulfur Hexafluoride (SF_6) is a colorless gas soluble in alcohol and ether, slightly soluble in water. SF_6 is a strong GHG used primarily in electrical transmission and distribution systems as a dielectric.[2]
- Hydrochlorofluorocarbons (HCFCs) contain hydrogen, fluorine, chlorine, and carbon atoms. Although ozone-depleting substances, they are less potent than CFCs. They have been introduced as temporary replacements for CFCs and are also GHGs.
- Hydrofluorocarbons (HFCs) contain only hydrogen, fluorine, and carbon atoms. They were introduced as alternatives to ozone-depleting substances in serving many industrial, commercial, and personal needs. HFCs are emitted as by-products of industrial processes and are also used in manufacturing. They do not significantly deplete the stratospheric ozone layer, but they are strong GHGs.

The different GHGs have varying GWP. The GWP is the ability of a gas or aerosol to trap heat in the atmosphere. By convention, CO_2 is assigned a GWP of 1. By comparison, CH_4 has a GWP of 21, which means that it has a global warming effect 21 times greater than CO_2 on an equal-mass basis. N_2O has a GWP of 310, which means that it has a global warming effect 310 times greater than CO_2 on an equal-mass basis. To account for their GWPs, GHG emissions are often reported as a CO_2e. The CO_2e is calculated by multiplying the emission of each GHG by its respective GWP and summing the values.

3.7.4 Project Impacts and Mitigation Measures

This section describes the impact analysis relating to criteria air pollutant and GHG emissions for the Bicycle Master Plan at the program level. It describes the methods used to determine the impacts of the project and lists the thresholds used to conclude whether an impact would be significant. Measures to mitigate (i.e., avoid, minimize, rectify, reduce, eliminate, or compensate for) significant impacts accompany each impact discussion, if necessary. Detailed analysis at the project level will determine the significance of impacts for individual Bicycle Master Plan projects and, if necessary, the applicability of mitigation measures.

3.7.4.1 Methods

Air Quality

Construction-period emissions were estimated for each type of bikeway using the CalEEMod software model. For this programmatic assessment, conservative estimates of daily emissions were calculated based on the assumption that a 100-foot bikeway segment would be constructed per day for each type of bikeway. Total construction emissions for the entire Plan were then estimated by (1) calculating the number of 100-foot segments for each of the bikeway types, and (2) summing the emissions total. The assumptions for calculating the unit construction emissions for three types of bikeways are described below:

2 An electrical insulator that is highly resistant to the flow of an electric current.

- Class I Bike Path – Construct a 100-foot-long and 8-foot-wide bike path in 1 day. The construction would be expected to involve site preparation and grading, using the default CalEEMod construction equipment for these phases. It was conservatively assumed that both construction phases would occur simultaneously within the same segment. The disturbed area was assumed to be twice as wide (16 feet) as the bike path, which would be 0.04 acre of the construction area. It was assumed that 44 cubic yards of materials would be either excavated or filled to construct a bike path segment.
- Class II Bike Lane – Widen existing road to provide a 100-foot-long and 5-foot-wide bike lane in 1 day. The construction would be expected to involve two phases, demolition of existing pavement/structure and paving a new bike lane, using the default CalEEMod construction equipment for these phases. It was conservatively assumed that both construction phases would occur simultaneously within the same segment. It was assumed that an area 100 feet long and 8 feet wide would be demolished to construct a bike lane segment.
- Class III Bike Route[3]– Add pavement marking for a 100-foot-long bike route in 1 day. It was assumed that few pieces of construction equipment would be used to add pavement markings on the existing pavement for a shared bike route segment. The CalEEMod was used to calculate construction emissions using the paving phase.

The project would not result in any criteria pollutant emissions following completion of construction.

Greenhouse Gas Emissions

Construction-period GHG emissions were estimated for each type of bikeway using the CalEEMod software following the same assumptions described above under air quality. Following the methodology prescribed by the SCAQMD CEQA Significance Threshold Working Group, construction emissions were amortized over the life of the project, defined as 30 years, to obtain total annual GHG emissions.

3.7.4.2 Thresholds of Significance

Air Quality

For this analysis, an impact pertaining to air quality was considered significant if it would result in a "yes" answer to any of the following questions from the Los Angeles County Initial Study Checklist.

- Would the project conflict with or obstruct implementation of the applicable air quality plan?
- Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation? The SCAQMD and AVAQMD regional construction emissions thresholds identified in Table 3.7-4 are used for this assessment to evaluate regional impacts.

[3] Bicycle boulevards represent a very small proportion of the Bicycle Master Plan projects and would have variable, but limited, construction impacts. Emissions would be negligible.

- With respect to localized impacts, construction would occur throughout Los Angeles County. The County's most conservative localized significance thresholds (LST) values, identified in Table 3.7-5, are used in this assessment to evaluate localized impacts.
- Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under applicable federal or state ambient air quality standards (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Table 3.7-4. Regional Construction Emissions Thresholds (lbs/day)

Pollutant	SCAQMD	AVAQMD
Nitrogen Oxides (NO_X)	100	137
Reactive Organic Compounds (ROC)	75	137
Suspended Particulate Matter (PM_{10})	150	82
Fine Particulate Matter ($PM_{2.5}$)	55	82
Sulfur Oxides (SO_X)	150	150
Carbon Monoxide (CO)	550	548
Lead [1]	3	3
Hydrogen Sulfide (H_2S)[1]	--	54

[1] The proposed project would have no lead or hydrogen sulfide emissions sources during project construction. As such, these emissions are not evaluated in this report.

Source: SCAQMD 2011a and AVAQMD 2008.

Table 3.7-5. Localized Construction Emissions Thresholds (lbs/day)

Pollutant	Lowest Countywide LST Value
Nitrogen Oxides (NO_X)	46
Suspended Particulate Matter (PM_{10})	4
Fine Particulate Matter ($PM_{2.5}$)	4
Carbon Monoxide (CO)	231

Notes: Localized thresholds are derived from SCAQMD LST tables and are based on the lowest value Los Angeles County source receptor area (SRA) values for a 1-acre project site at a 25-meter receptor distance.

Source: SCAQMD 2008.

Greenhouse Gas Emissions

For this analysis, an impact pertaining to GHG emissions was considered significant if it would result in a "yes" answer to any of the following questions from the Los Angeles County Initial Study Checklist.

- Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment (i.e., on global climate change)?
- Would the project conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs including regulations implementing AB 32 of 2006, general plan policies and implementing actions for GHG emission reduction, and the Los Angeles Regional Climate Action Plan?

Assessing the significance of a project's contribution to cumulative global climate change involves: 1) determining an inventory of project GHG emissions and 2) considering project consistency with applicable emission reduction strategies and goals, such as those set forth by AB 32. Based on the foregoing, a project would have a significant impact if the project:

- Would generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. More specifically, a significant impact would occur if project-wide emissions reductions do not constitute an equivalent or larger reduction from business-as-usual than has been determined by the CARB to be necessary to meet the state AB 32 goals (approximately 28.4%).
- Would conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

3.7.4.3 Impacts and Mitigation Measures

Impact 3.7-1: Conflict with or obstruct implementation of the applicable air quality plan.

The SCAQMD and AVAQMD are required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the air basins are in nonattainment (i.e., ozone, PM_{10}, $PM_{2.5}$, and lead). The project would be subject to both jurisdictions' AQMPs, which contain comprehensive lists of pollution-control strategies directed at reducing emissions and achieving ambient air quality standards. These strategies are developed, in part, based on regional population, housing, and employment projections prepared by SCAG.

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development, and the environment. With regard to air quality planning, SCAG has prepared the *Regional Comprehensive Plan and Guide*, which includes Growth Management and Regional Mobility chapters that form the basis for the land use and transportation control portions of the AQMPs. These documents are utilized in the preparation of the air quality forecasts and consistency

analysis included in the AQMPs. Both the RCPG and AQMPs are based, in part, on projections originating with County and City general plans.[4]

Implementation of the Bicycle Master Plan would facilitate the construction of an expanded bikeway network, including the addition of approximately 695 miles of new bikeways, throughout unincorporated Los Angeles County. Bikeways are used in a transitory manner, similar to a transportation corridor. As such, bikeways typically are not given a general plan or zoning designation. The Plan would not conflict with any zoning regulations because any change to the bicycle network would mostly occur within roadways or existing rights-of-way. Additionally, implementation of the Plan would not conflict with the general plan but would supplement, amend, and implement policies from the Mobility Element of the Draft 2035 Los Angeles County General Plan Update to promote alternative transportation. Therefore, no conflicts are anticipated.

Mitigation Measures

Impacts would be less than significant; therefore, no mitigation is required.

Level of Significance after Mitigation

Impacts would be less than significant.

Impact 3.7-2: Violate any air quality standards or contribute substantially to an existing or projected air quality violation.

Regional Impacts

Project construction has the potential to create air quality impacts through the use of onsite construction equipment emissions, as well as vehicle tailpipe trips generated from construction workers traveling to and from the project site. In addition, fugitive dust emissions would result from site work activities. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and, for dust, the prevailing weather conditions. The assessment of construction air quality impacts considers each of these potential sources.

The total amount of construction, the duration of construction, and the intensity of construction activity would have a substantial effect upon the amount of construction emissions, concentrations, and resulting impacts occurring at any one time. As such, the emission forecasts provided herein reflect a specific set of conservative assumptions based on the expected construction scenario wherein a relatively large amount of construction is occurring in a relatively intensive manner.

As presented in Tables 3.2-6 and 3.2-7, construction-related daily emissions would not exceed the SCAQMD nor AVAQMD regional significance thresholds. In addition, concurrent emissions from three concurrent 100-foot segment construction activities would also remain below regional significance criteria. Impacts would be less than significant, and no mitigation measures are necessary

[4] SCAG serves as the federally designated MPO for the Southern California region.

Table 3.7-6. SCAQMD Regional Emissions (lbs/day)

	ROG	NO_X	CO	SO_2	PM10	PM2.5	CO_2e
	lbs/day						
Class I Bike Path	4	26	18	1	2	2	2,886
Class II Bike Lane	5	31	21	1	3	2	3,230
Class III Bike Route	1	8	6	1	1	1	799
SCAQMD Thresholds	75	100	550	150	150	55	N A

Note:
Fugitive PM10 and PM2.5 emissions estimates take into account compliance with SCAQMD fugitive dust control requirements, which require that no visible dust be present beyond the site boundaries.

Table 3.7-7. AVAQMD Regional Emissions (lbs/day)

	ROG	NO_X	CO	SO_2	PM10	PM2.5	CO_2e
	lbs/day						
Class I Bike Path	4	29	19	1	2	2	3,214
Class II Bike Lane	4	31	20	1	3	2	3,221
Class III Bike Route	1	8	6	1	1	1	851
AVAQMD Thresholds	137	137	547	137	82	82	N A

Note:
Fugitive PM10 and PM2.5 emissions estimates take into account compliance with AVAQMD fugitive dust control requirements, which require that no visible dust be present beyond the site boundaries.

Localized Impacts

SCAQMD has developed a set of mass emissions rate look-up tables that can be used to evaluate localized impacts that may result from construction-period emissions. If the onsite emissions from proposed construction activities are below the LST emission levels found in the LST mass rate look-up tables for the project site's SRA, then project emissions would not have the potential to cause a significant localized air quality impact.

As discussed previously, mass daily emissions during construction were compiled using the CalEEMod emissions inventory model. However, only onsite construction emissions were considered for purposes of comparison with the LST mass rate look-up tables (i.e., consistent with SCAQMD LST Guidelines, offsite delivery/haul truck activity and employee trips were not considered in the evaluation of localized impacts). The conservative estimates of onsite mass emissions are presented in Tables 3.7-8. As shown therein, the localized emissions are not anticipated to exceed the County's most conservative LST emissions value. Impacts would be less than significant, and no mitigation measures are required.

Table 3.7-8. SCAQMD Localized Emissions (lbs/day)

	NO_X	CO	PM10	PM2.5
	lbs/day			
Class I Bike Path	26	18	2	2
Class II Bike Lane	28	19	2	2
Class III Bike Route	8	6	1	1
SCAQMD Thresholds	46	231	4	3

Mitigation Measures

Impacts would be less than significant; therefore, no mitigation is required.

Level of Significance after Mitigation

Impacts would be less than significant.

Impact 3.7-3: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under applicable federal or state ambient air quality standards (including releasing emissions which exceed quantitative thresholds for ozone precursors).

For both air districts, the approach for assessing cumulative impacts is based on the respective AQMP forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and state clean air acts. As previously discussed, the proposed project would be consistent with both AQMPs, which is intended to bring both air basins into attainment for all criteria pollutants.

In addition, the mass regional emissions calculated for the proposed project and presented earlier in Tables 3.7-6 and 3.7-7 would not exceed daily significance thresholds, which are designed to assist each region in attaining the applicable state and national ambient air quality standards.

The proposed project would comply with the each district's fugitive dust control rule during construction, as well as all other adopted AQMP emissions control measures. Per air district rules and mandates, as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, these same requirements (i.e., fugitive dust control compliance, the implementation of all feasible mitigation measures, and compliance with adopted AQMP emissions control measures) would also be imposed on all projects, which would include all related projects. As such, cumulative impacts with respect to construction criteria pollutant emissions would not be considered cumulatively considerable.

Mitigation Measures

Impacts would be less than significant; therefore, no mitigation is required.

Level of Significance after Mitigation

Impacts would be less than significant.

Impact 3.7-4: Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.

Construction of the proposed project would generate GHG emissions through the use of onsite construction equipment and offsite vehicle trips generated from construction workers, as well as haul/delivery trucks that travel to and from the project site. Table 3.7-9 presents an estimate of project-related GHG emissions of CO_2, CH_4, and N_2O, expressed in terms of CO_2e.

Table 3.7-9. Estimate of Project-Related Greenhouse Gas Emissions

Project Emissions	Annual CO_2e (metric tons)
Class I Bike Path Construction	121.6
Class II Bike Lane Construction	395.8
Class III Bike Route Construction	705.2
Total Project GHG Emissions	1,223
Note: Includes total construction period emissions amortized over 30 years.	

The proposed project's annual GHG emissions are estimated to be 1,223 metric tons CO_2e. This estimate reflects emissions from all construction activity amortized over 30 years. To put this number into perspective, statewide CO_2e emissions for year 2006 were estimated to be 479.8 million metric tons.

While the estimate of vehicle miles traveled (VMT) diverted due to bicycle path infrastructure enhancements was not evaluated, development of the proposed project could potentially reduce VMT as some commuters may mode-shift from automobile to bicycle.

As discussed previously, historic and current global GHG emissions are known by the state and the global scientific community to be causing global climate change. Increases in GHG emissions associated with the proposed project could contribute to significant adverse environmental effects. Furthermore, increased GHG emissions associated with the proposed project could potentially impede implementation of the state's mandatory requirement under AB 32 to reduce statewide GHG emissions to 1990 levels by 2020.

The County does not have adopted plans or programs explicitly mandating GHG emission reductions. Though no technical data and methodologies currently exist that would allow the County to determine what level of GHG emissions, on a project-level, would result in a significant cumulative contribution, the County has conservatively concluded that the project's potential GHG emissions contribution would be potentially significant.

Mitigation Measures

Detailed analysis of impacts to GHG emissions will be required prior to implementation of individual Bicycle Master Plan projects that would involve substantial use of onsite construction equipment and generate substantial amounts of construction traffic.

MM 3.7-1: Meet Tier 2 standards for engine/equipment emissions during construction.

For individual projects in the Bicycle Master Plan where substantial numbers of construction vehicles would be required, all internal combustion engines/construction equipment operating on the project site will meet EPA-certified Tier 2 emissions standards, or higher.

MM 3.7-2: Turn off equipment when not in use.

Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, will be turned off when not in use for more than 5 minutes.

MM 3.7-3: Use existing electricity infrastructure.

Construction operations will rely on the electricity infrastructure surrounding the construction site rather than electrical generators powered by internal combustion engines, to the extent feasible.

Level of Significance after Mitigation

With implementation of MM 3.7-1 through MM 3.7-3, impacts would be less than significant.

Impact 3.7-5: Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

AB 32 identified a 2020 target level for GHG emissions in California of 427 MMT of CO_2e, which is approximately 28.5% less than the year 2020 BAU emissions estimate of 596 MMT CO_2e. To achieve these GHG reductions, there will have to be widespread reductions of GHG emissions across California. Some of those reductions will need to come in the form of changes in vehicle emissions and mileage standards, changes in the sources of electricity, and increases in energy efficiency by existing facilities. The remainder will need to come from requiring new facility development to have lower carbon intensity than BAU conditions. Therefore, this analysis uses a threshold of significance that is in conformance with the state's goals.

On December 12, 2008, CARB adopted the AB 32 Scoping Plan, which details specific GHG emission reduction measures that target specific GHG emissions sources. Project-related GHG emissions would be reduced as a result of several AB 32 Scoping Plan measures. The Scoping Plan considers a range of actions that include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market based mechanisms (e.g., cap-and-trade system. Some examples include the following:

- Mobile-source GHG emissions reduction measures
    - Pavley emissions standards (19.8% reduction)

  - Low carbon fuel standard (7.2% reduction)
  - Vehicle efficiency measures (2.8% reduction)
- Energy production related GHG emissions reduction measures
  - Natural gas transmission and distribution efficiency measures (7.4% reduction)
  - Natural gas extraction efficiency measures (1.6% reduction)
  - Renewables (electricity) portfolio standard (33.0% reduction)

These reductions in mobile-source and energy production GHG emissions would occur with or without development of the proposed project. The project-specific mitigation measures prescribed above (MM 3.7-1 through MM 3.7-3) would further reduce GHG emissions.

Overall, the proposed project would be consistent with the AB 32 goal of reducing statewide GHG emissions to 1990 levels by year 2020. Currently, no other GHG reduction plan (i.e., SCAG, SCAQMD, or County) applies to the proposed project. The proposed project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs; therefore, impacts would be less than significant.

Mitigation Measures

Impacts would be less than significant; therefore, no mitigation is required.

Level of Significance after Mitigation

Impacts would be less than significant.

3.7.5 Cumulative

Air Quality

For both air districts, the approach for assessing cumulative impacts is based on the respective AQMP forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and state clean air acts. As previously discussed, the proposed project would be consistent with both AQMPs, which is intended to bring both air basins into attainment for all criteria pollutants.

In addition, the mass regional emissions calculated for the proposed project and presented earlier in Tables 3.7-6 and 3.7-7 would not exceed daily significance thresholds, which are designed to assist each region in attaining the applicable state and national ambient air quality standards.

The proposed project would comply with the each district's fugitive dust control rule during construction, as well as all other adopted AQMP emissions control measures. Per air district rules and mandates, as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, these same requirements (i.e., fugitive dust control compliance, the implementation of all feasible mitigation measures, and compliance with adopted AQMP emissions control measures)

would also be imposed on all projects, which would include all related projects. As such, cumulative impacts with respect to construction criteria pollutant emissions would not be considered cumulatively considerable.

Greenhouse Gas Emissions

With regard to climate change and GHG emissions, there would be no long-term GHG emissions following completion of construction activities, and the amounts of construction-period emissions that would result from development of the proposed project have been shown to be negligible. The proposed project's emissions, alone or in relation to cumulative global emissions, would be insufficient to cause substantial climate change. To the extent that implementation of the Bicycle Master Plan project would reduce emissions by shifting vehicle trips to bicycle trips, there would be beneficial long-term impacts associated with the Plan. In addition, the proposed project has been shown to conform to AB 32 Scoping Plan reduction measures. The proposed project's contribution to worldwide GHG emissions and climate change would not be cumulatively considerable.

3.8.1 Introduction

This section describes the affected environment for mineral resources, the regulatory setting associated with mineral resources, the impacts on mineral resources that would result from the project, and the mitigation measures that would reduce these impacts.

3.8.2 Regulatory Setting

3.8.2.1 Federal

No federal regulations related to mineral resources would be applicable to the proposed project.

3.8.2.2 State

Surface Mining and Reclamation Act of 1975

The State Mining and Reclamation Act of 1975 (SMARA) requires that the State Mining and Geology Board (SMGB) map areas throughout the State of California that contain regionally significant mineral resources. Aggregate mineral resources within the state are classified by the SMGB through application of the Mineral Resource Zone (MRZ) system. The MRZ system is used to map all mineral commodities within identified jurisdictional boundaries. The MRZ system classifies lands that contain mineral deposits and identifies the presence or absence of substantial sand and gravel deposits and crushed rock source areas (i.e., commodities used as, or in the production of, construction materials). The State Geologist classifies MRZs within a region based on the following factors:

- MRZ-1: Areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
- MRZ-2: Areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence.
- MRZ-3: Areas containing mineral deposits for which the significance cannot be determined from available data.
- MRZ-4: Areas where available information is inadequate for assignment of any other MRZ category.

Mining operations and mine reclamation activities are required to be performed in accordance with laws and regulations adopted by the SMGB. The State Department of Conservation's Office of Mine Reclamation (OMR) oversees reclamation requirements.

Division of Oil, Gas, and Geothermal Resources

The California State Department of Conservation maintains the Division of Oil, Gas, and Geothermal Resources (DOGGR). The DOGGR is responsible for monitoring the drilling, operation, maintenance, and abandonment of oil, gas, and geothermal wells with the intention of environmental protection, public health and safety, and general environmental conservation methods. The DOGGR is also responsible for collecting groundwater, oil, gas, and geothermal resource data for maintaining a record of all drilled and abandoned well locations.

Division of Mines and Geology

The California Division of Mines and Geology (DMG) operates within the Department of Conservation. The DMG is responsible for assisting in the utilization of mineral deposits and the identification of geological hazards.

3.8.2.3 Local

Los Angeles County General Plan

General Goals

The*County of Los Angeles General Plan* (County of Los Angeles 1980a) contains several general goals and policies. These general goals express the purpose of all elements of the general plan and are intended to be used as a guide for implementation. One of the general goals applicable to the proposed project and mineral resources is listed below:

- Conserve resources and protect the environment.

Conservation and Open Space Element

The *Conservation and Open Space Element of the County of Los Angeles General Plan* sets policy direction for open space resources in the County. These resources include mineral production. The element's policies are based on the need to conserve natural amenities, protect against natural hazards, and meet the public's desire for open space experiences.

Objectives

The conservation and open space element includes the following objectives to implement its stated policies:

- Support local efforts to improve air quality.
- Conserve energy resources and develop alternative energy sources.
- Conserve water and protect water quality.
- Preserve and protect prime agricultural lands, forests, fisheries, significant ecological areas, and other biotic resources.
- Protect mineral resources.

- Preserve and protect sites of historical, archaeological, scenic, and scientific value.
- Reduce the risk to life and property from seismic occurrences, flooding, erosion, wildland fires, and landslides.
- Improve opportunities for a variety of outdoor recreational experiences.

Needs and Policies

Policy 15 of the conservation and open space element states the following:

- Protect and conserve existing mineral resources, evaluate the extent and value of additional deposits, and require future reclamation of depleted sites.

3.8.3 Environmental Setting

This section discusses the existing conditions related to mineral resources in the study area. According to the *County of Los Angeles General Plan*, major local mineral resources consist of oil, rock deposits, and sand and gravel. California is the largest producer of sand and gravel in the nation and the greater Los Angeles area is the nation's leading producer for its geographical size. The County has high quantities of sand and gravel, which are located close to the market. Major sand and gravel extraction sites are located in the alluvial fans of the Big Tujunga Wash in the San Fernando Valley and in the San Gabriel River near Irwindale. Other extraction areas are located in northern Los Angeles County in other washes. (County of Los Angeles 1980a.)

Several areas identified as MRZ-2 are located in the project vicinity. These areas are located east and north of downtown Los Angeles, near the City of Burbank and in the Santa Clarita Valley and Antelope Valley areas. Other areas within the project area identified as MRZ-2 are near La Canada Flintridge and the City of San Marino. The El Monte, Covina, and Azusa areas also contain areas identified as MRZ-2. There are also several oil fields located within the vicinity of the project (California Department of Conservation 2001, 2003).

3.8.4 Project Impacts and Mitigation Measures

This section describes the impact analysis relating to mineral resources for the Bicycle Master Plan at the program level. It describes the methods used to determine the impacts of the project and lists the thresholds used to conclude whether an impact would be significant. Measures to mitigate (i.e., avoid, minimize, rectify, reduce, eliminate, or compensate for) significant impacts accompany each impact discussion, if necessary. Detailed analysis at the project level will determine the significance of impacts for individual Bicycle Master Plan projects and, if necessary, the applicability of mitigation measures.

3.8.4.1 Methods

This section was prepared using a qualitative analysis that included the following steps in order to document existing conditions: 1) review the Bicycle Master Plan and other existing County planning

documents to document existing mineral resources conditions of the project area; and 2) review state-maintained maps to identify areas containing mineral resources. In order to assess potential impacts of the proposed bikeways, their alignments were reviewed to identify where mineral resources and/or oil drilling occur.

3.8.4.2 Thresholds of Significance

For this analysis, an impact pertaining to mineral resources was considered significant if it would result in a "yes" answer to any of the following questions from the Los Angeles County Initial Study Checklist.

- Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
- Would the project result in the loss of availability of a locally important mineral resource discovery site delineated on a local general plan, specific plan, or other land use plan?

3.8.4.3 Impacts and Mitigation Measures

Impact 3.8-1: Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.

As discussed in Section 3.8.3, the project area contains areas of gas and oil reserves and areas identified as MRZ-2, which are zones that include known mineral deposits or where there is a high likelihood for their presence.

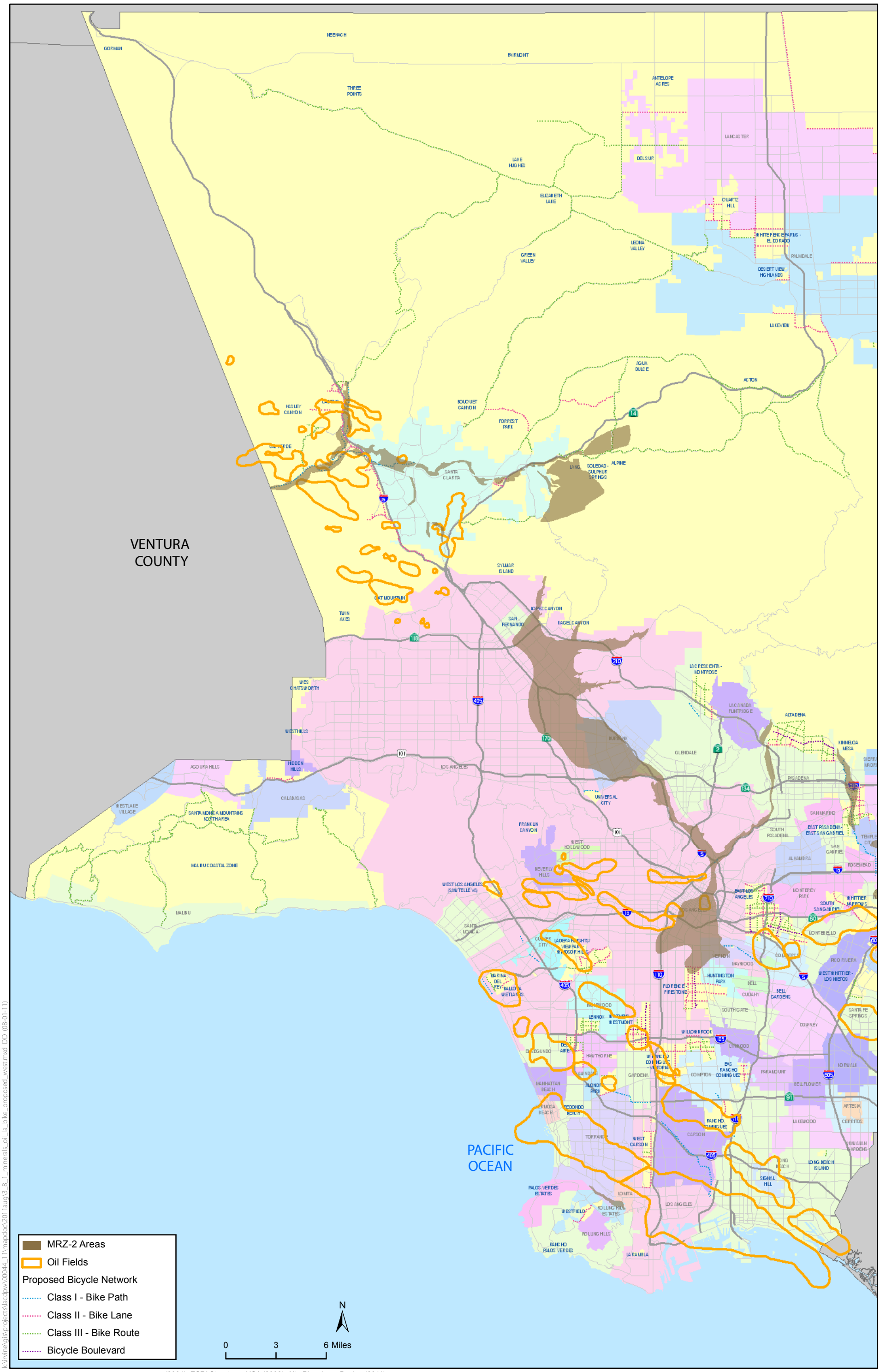
Construction

Impacts related to loss of availability of known mineral resources would be permanent. See discussion under Operation, below.

Operation

Depending on the nature and extent of extraction activity, operation of the bikeways included in the Bicycle Master Plan may result in the disruption or removal of existing extraction operations or may preclude the future extraction of resources due to the location of bikeways on known mineral resource areas. The bikeway network could result in a traffic or access conflicts with extraction of mineral resources of regional or statewide importance. This would be a significant impact.

Under the proposed project, most of the bikeway network would be along or within existing roadways. New Class I bike paths may include new right-of-way. New on-road bikeways may include minor road widening in some locations. The Plan includes bike paths that would go through areas identified as MRZ-2, which are zones that include known mineral deposits as shown in Figures 3.8-1 and 3.8-2. Table 3.8-1 identifies the general area within the County and the type of bikeway proposed for that specific area. Additionally, there are oil fields located along portions of the proposed bikeway network as shown in Figures 3.8-1 and 3.8-2.



Source: California Department of Conservation (2001); ESRI Streetmap USA (2008); Alta Planning + Design (2011)

Figure 3.8-1
Mineral Resources and Oil Fields in West Los Angeles County
Los Angeles County Bicycle Master Plan

ICF INTERNATIONAL

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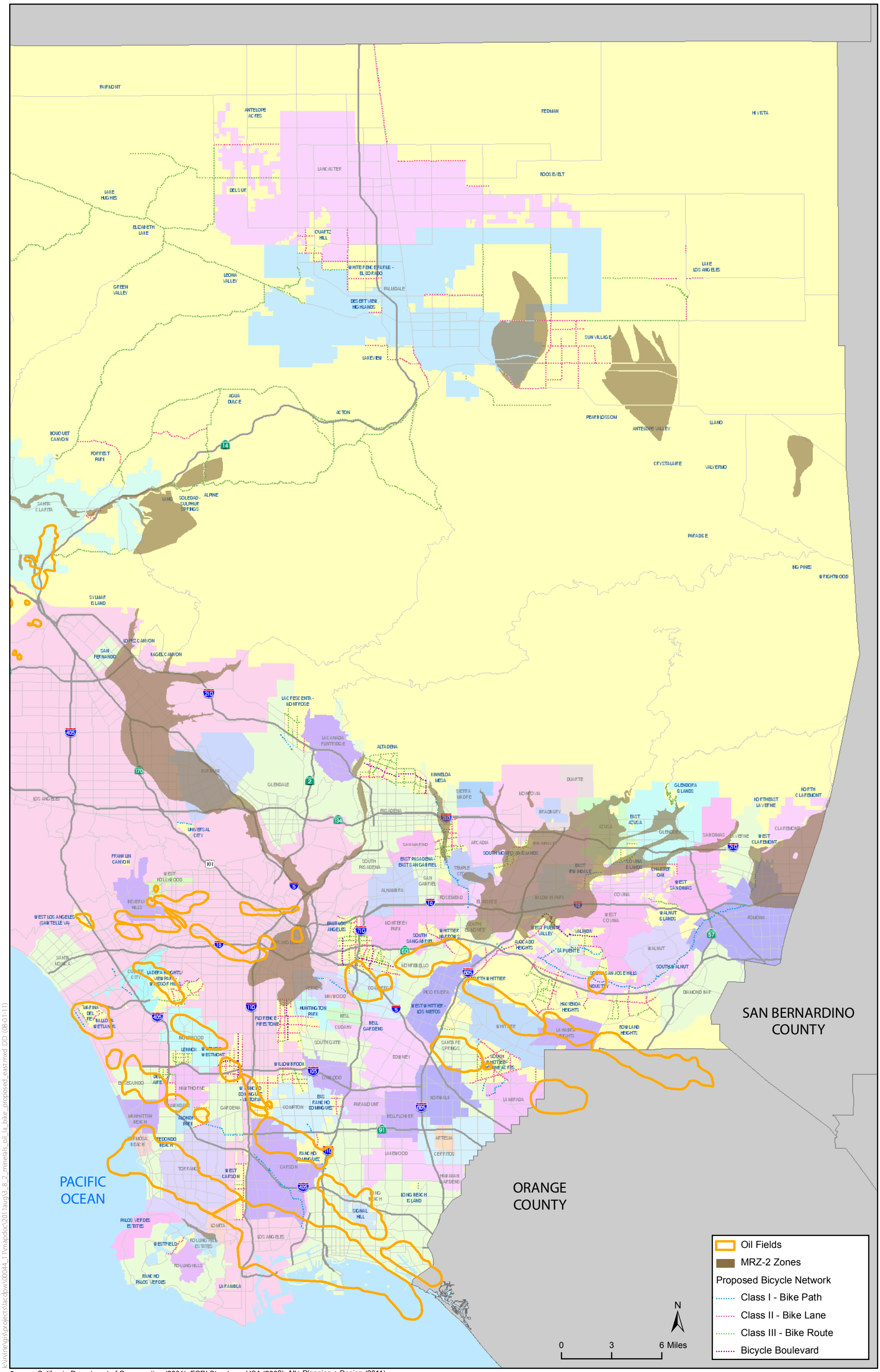

Source: California Department of Conservation (2001); ESRI Streetmap USA (2008); Alta Planning + Design (2011)

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Figure 3.8-2
Mineral Resources and Oil Fields in East Los Angeles County
Los Angeles County Bicycle Master Plan

ICF INTERNATIONAL

Table 3.8-1. MRZ-2 Areas Located Within the Proposed Project Area

General Location of MRZ-2 Area	Type of Bikeway Proposed
South Central Area (near Vernon Huntington Park)	Class II
East of San Marino (along the 210 Freeway)	Class I, II, III
North County (near Castaic, Val Verde, Santa Clarita)	Class I, II
East of Santa Clarita	Class III
East of Palmdale	Class II
West Puente Valley, South Baldwin Park	Class II, III
North Pomona	Class I
Charter Oak	Class II
Covina Islands	Class I, III
East Irwindale	Class I, II
South Monrovia Islands	Class II, III
South of West Claremont	Class I
North of Alpine	Class III

Mitigation Measures

Detailed analysis of impacts related to mineral resources and oil and gas resources will be required prior to implementation of individual Bicycle Master Plan projects to identify any mineral resources and oil and gas resources within the project's vicinity (based on SMGB mapping, DOGGR mapping, and the County of Los Angeles General Plan, including updates). If the proposed bikeways are located in these areas, the analysis will determine whether or not the proposed bicycle facility is compatible with the existing resources and operations. This compatibility analysis will determine whether the proposed bicycle facility would affect extraction, processing, or transportation of the resource, primarily related to safety issues but potentially also including air quality, noise, or visual compatibility.

MM 3.8-1: Implement measures to protect existing mineral resource and oil and gas resource operations in the vicinity of Bicycle Master Plan projects.

If an individual Bicycle Master Plan project is found to be incompatible with the existing mineral resource or oil and gas resource operations in the site-specific analysis, the project will include measures to address safety, air quality, noise, visual, or other impacts, such as incorporation of fencing, barriers screening, etc. If such measures are not feasible or cannot reduce incompatibility impacts to a less-than-significant level, then the bicycle facility will be relocated to an appropriate location that would not result in significant compatibility impacts.

Level of Significance after Mitigation

With implementation of MM 3.8-1, impacts would be less than significant.

Impact 3.8-2: Result in the loss of availability of a locally important mineral resource discovery site delineated on a local general plan, specific plan, or other land use plan.

The County has not identified additional mineral resources or oil fields beyond those identified by SMGB (MRZs) and DOGGR. Therefore, no known locally important mineral resource discovery sites would be affected by the Bicycle Master Plan. The County is currently updating their general plan, and a draft general plan is currently available for public review (Chung 2011). Once adopted, it is possible that the general plan will identify additional mineral or oil resources. If this occurs, the planned bikeways could affect these resources or the ability to access these resources. This would be a significant impact.

Mitigation Measures

Implement MM 3.8-1 (Implement measures to protect existing mineral resource and oil and gas resource operations in the vicinity of Bicycle Master Plan projects).

Level of Significance after Mitigation

With implementation of MM-3.8-1, impacts would be less than significant.

3.8.5 Cumulative

Access to mineral resources and oil and gas reserves is a significant issue in any urban area. Often, urban development is incompatible with existing and potential extraction activities. Because the majority of the bikeways proposed in the Bicycle Master Plan would be located in areas with existing development, these facilities would have limited impacts on these resources. With the implementation of MM 3.8-1, which would ensure that bikeways would be compatible with exploitation of mineral and oil and gas resources, or be relocated to avoid incompatibility, the Bicycle Master Plan elements would not contribute to a significant cumulative impact to mineral resources or oil and gas reserves.

Chapter 4 | Effects Determined Not To Be Significant

This chapter provides a list of impacts that were determined to not be significant in this PEIR.

4.1 Effects Determined Not To Be Significant in the Initial Study

This Initial Study (April 2011) prepared by the County of Los Angeles determined that an EIR would be the required for the Bicycle Master Plan. In that Initial Study, the County determined that the following effects would not be significant and would not be addressed in the PEIR.

- Impacts related to geotechnical, fire, and noise hazards.
- Impacts related to high mudflows, high erosion and debris deposition from run-off, and flood hazard factors such as dam failure. (Note that some flooding issues were carried forward for analysis in the PEIR.)
- Impacts related to use of individual wells with water quality issues, private sewage disposal systems, septic tank limitations, and groundwater quality. (Note that some water resources issues were carried forward for analysis in the PEIR.)
- Impacts related to effects of housing growth on air quality, air quality effects on sensitive uses, air quality impacts from significantly increased traffic congestion, and obnoxious odors or hazardous air emissions. (Note that some air quality issues were carried forward for analysis in the PEIR.)
- Impacts related to grading or clearance of substantial natural habitat areas and wildlife linkages. (Note that some biological resources issues were carried forward for analysis in the PEIR.)
- Impacts related to paleontological resources.
- Impacts related to agricultural or forest resources.
- Impacts related to undeveloped or disturbed areas containing unique aesthetic features, shadows, light, glare, and landform alteration. (Note that some visual resources issues were carried forward for analysis in the PEIR.)
- Impacts related to traffic from new housing, inadequate access during emergencies, congestion management programs, and alternative transportation facilities. (Note that some transportation issues were carried forward for analysis in the PEIR.)
- Impacts related to sewage disposal, education, fire, sheriff, utilities, or other services.
- Impacts related to energy resources.
- Impacts related to major changes in patterns, scale, or character of an area or community.
- Impacts related to significant reductions in the amount of agricultural land.

- Impacts related to transportation, handling, or storage of hazardous materials; use of pressurized tanks; environmental safety issues near residences, schools, or hospitals; and accidental release of hazardous materials. (Note that some hazardous materials issues were carried forward for analysis in the PEIR.)
- Impacts related to airport land use plans or private airstrips.
- Impacts related to emergency response or evacuation plans.
- Impacts related to land use, population, housing, employment, or recreation.

4.2 Effects Determined Not To Be Significant in the Draft PEIR

In this Draft PEIR, the County has determined that the following effects would not be significant and would not require mitigation.

- Conflicts with or obstruction of the implementation of applicable air quality plans.
- Violations of any air quality standards or substantial contributions to an existing or projected air quality violation.
- Cumulatively considerable net increase of any criteria pollutant for which the project regions are in non-attainment under applicable federal or state ambient air quality standards.
- Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emission of greenhouse gases.

Chapter 5 | Alternatives

5.1 Introduction

This section of the PEIR describes alternatives to the proposed Bicycle Master Plan. Alternatives have been analyzed consistent with Section 15126.6 of the State CEQA Guidelines, which requires evaluation of a range of reasonable alternatives to the proposed project that would feasibly attain most of the basic objectives of the project but could potentially avoid or substantially lessen any of the significant impacts of the project.

5.2 Project Objectives

The objective of the Bicycle Master Plan is to provide the following benefits:

- Environmental and Climate Change Benefits: Fewer vehicular trips result in fewer mobile source and greenhouse gas pollutants, thereby improving air quality.
- Public Health Benefits: Bicycling encourages active lifestyles and creates a means for physical activity.
- Economic Benefits: Bicycling involves fewer operating costs and travel expenses than automobile commutes. The cost of bicycle infrastructure is less than automobile infrastructure.
- Community/Quality of Life Benefits: Built environments that promote bicycling are more socially active, civically engaged, and aesthetically pleasing.
- Safety Benefits: Well-designed bicycle facilities improve security for cyclists and encourage more people to bike, which in turn, can further improve bicycling safety.

5.3 Alternatives Considered but Rejected

The selection process for determining areas of proposed bicycle facility improvements included extensive public outreach and consultation with County staff through meetings with the Technical Advisory Committee (TAC)—which consists of the County of Los Angeles Departments of Beaches and Harbors, Parks and Recreation, Public Health, Public Works, and Regional Planning—and monthly meetings with the Bicycle Advisory Committee. Three rounds of public workshops were held to present the Plan's initial findings and recommendations to the public and to provide opportunities for public input and feedback. During this process the Bicycle Master Plan went through many revisions until the current draft Bicycle Master Plan was developed ("the project" for the purposes of this PEIR).

It would be possible to consider any of these previous revisions as alternatives for this alternatives analysis. However, these would be more "variations" of the project than discreet alternatives, especially considering the broad-scale analysis presented in this PEIR. In addition, each version was

previously rejected during the planning process for various reasons. Therefore, these previous versions are rejected as alternatives for this environmental analysis.

5.4 Alternatives Analyzed

A total of three alternatives to the project are considered in this PEIR:

- No Project Alternative.
- Alternative 1: No Class I Bike Paths Plan
- Alternative 2: Reduced Class II Bike Lanes Plan

5.4.1 No Project Alternative

Description of the No Project Alternative

An EIR must always evaluate and analyze the impact of not approving the proposed project, or the No Project Alternative. In this case, the No Project Alternative would be the continued use of the existing *Plan of Bikeways* for the County of Los Angeles that was adopted in 1975 and amended in 1976 (Los Angeles County 1976). No additional goals or policies would be adopted, and no new Class I, II, or III bikeways or bike boulevards would be planned. (Some recommendations for bikeway projects in the *Plan of Bikeways* have not been implemented and are not feasible, are outside the jurisdiction of the County, or do not meet the current needs of the biking public. Therefore, the No Project Alternative assumes the existing bikeway network, without further implementation of projects in the 1975/1976 plan.) The County would continue to maintain the existing bicycle facilities network, including 100.3 miles of Class I bike paths, 20.2 miles of Class II bike lanes, and 23.5 miles of Class III bike routes.

Objectives and Feasibility

The No Project Alternative is based on the existing *Plan of Bikeways*, last amended in 1976. It would not result in any of the Bicycle Master Plan's benefits, which are the objective of the proposed project. It would not result in environmental and climate change benefits because it would not reduce vehicular trips in comparison with existing conditions. It would not provide public health benefits because it would not encourage active lifestyles or create additional means for physical activity. It would not result in economic benefits from reduced automobile expense and infrastructure costs. The No Project Alternative would not result in community or quality of life benefits from increased bicycle use. Finally, it would not provide safety benefits that would be derived from new, well-designed bikeways.

The No Project Alternative would be economically feasible because there would be no additional direct costs associated with not approving the Bicycle Master Plan or implementing bicycle projects. However, the costs associated with additional automobile infrastructure necessitated by the lack of bicycle infrastructure would continue to increase.

The existing *Plan of Bikeways* would not be compatible with the Draft 2035 General Plan Update, which intends to incorporate the Bicycle Master Plan into its Mobility Element when approved.

Comparative Impacts

Aesthetics/Visual Resources

Compared to the Bicycle Master Plan, the No Project Alternative would result in fewer impacts to scenic highways, scenic viewsheds, and regional riding and hiking trails, which are potentially significantly affected by some of the projects in the Bicycle Master Plan, but for which mitigation would reduce the impacts to a less-than-significant level.

Biological Resources

Compared to the Bicycle Master Plan, the No Project Alternative would result in fewer impacts to SEAs, SEA Buffers, coastal ESHAs, and relatively undisturbed and natural areas, which are potentially significantly affected by some of the projects in the Bicycle Master Plan, but for which mitigation would reduce the impacts to a less-than-significant level. The No Project Alternative would also have fewer impacts to drainage courses; riparian and other sensitive habitats; native trees, including oaks; and sensitive species. Again, significant impacts to these resources would potentially occur for some of the projects in the Bicycle Master Plan, but mitigation is available to reduce the impacts of these projects to less-than-significant level.

Hydrology/Water Quality

Compared to the Bicycle Master Plan, the No Project Alternative would result in fewer impacts to major drainages, floodways, floodplains, or designated flood hazard zones, which are potentially significantly affected by some of the projects in the Bicycle Master Plan, but for which mitigation would reduce the impacts to a less-than-significant level. The No Project Alternative would also have fewer impacts to stormwater runoff because it would not introduce new impervious surfaces. Again, though significant impacts to water quality would potentially occur for some of the projects in the Bicycle Master Plan, mitigation is available to reduce the impacts of these projects to a less-than-significant level. Impacts related to trash deposition affecting water quality would be less for the No Project Alternative where there are no existing bikeway facilities. However, mitigation measures to provide appropriate trash management methods would not be implemented, as they would be with the Bicycle Master Plan projects, so in some locations the impacts would be worse with the No Project Alternative (i.e., the Bicycle Master Plan mitigation would result in an improvement when compared to the existing conditions).

Cultural Resources

Compared to the Bicycle Master Plan, the No Project Alternative, which includes no construction, would result in fewer impacts to archaeological and historic resources, which are potentially significantly affected by some of the projects in the Bicycle Master Plan, but for which mitigation would reduce the impacts to a less-than-significant level.

Hazards/Hazardous Materials

Compared to the Bicycle Master Plan, the No Project Alternative, which includes no construction, would result in fewer impacts related to exposure to contaminated groundwater, hazardous materials sites, lead-based paint, asbestos, and PCBs, which would potentially occur with some of the projects in the Bicycle Master Plan, but for which mitigation would reduce the impacts to a less-than-significant level. After mitigation, the remediated sites would be less hazardous than the existing condition, a benefit that would not occur under the No Project Alternative.

Traffic and Transportation

Compared to the Bicycle Master Plan, the No Project Alternative, which includes no construction, would result in fewer impacts related to reduced LOS during construction, which would potentially occur for some of the projects in the Bicycle Master Plan, but for which mitigation would reduce the impacts to a less-than-significant level. The No Project Alternative would not result in a reduction in the number of vehicular travel lanes because no new Class II bike lanes would be constructed. The Bicycle Master Plan projects would reduce vehicular lanes and also reduce LOS in some cases, but mitigation is available to reduce the LOS impact to less than significant. Because the No Project Alternative would not include construction, it would also not create any construction-related traffic safety impacts, which may occur for some projects in the Bicycle Master Plan, but for which mitigation is available to reduce the safety hazard impacts to less than significant. Finally, the No Project Alternative would not remove any parking, which would occur for some project in the Bicycle Master Plan, resulting in significant parking impacts in some cases. However, mitigation is available to reduce the parking impacts of the Bicycle Master Plan to less-than-significant levels.

Air Quality/Greenhouse Gas Emissions

Compared to the Bicycle Master Plan, the No Project Alternative would result in fewer construction-related impacts related to greenhouse gas emissions, which would be significant for the Bicycle Master Plan, but which would be reduced to a less-than-significant level by mitigation. To the extent that fewer bikeways would be available for alternate, no-emissions commuting under the No Project Alternative, air quality and greenhouse gas emissions impacts would be worse than for the Bicycle Master Plan.

Mineral Resources

Compared to the Bicycle Master Plan, the No Project Alternative would result in fewer construction-related impacts to mineral resources, which would be potentially significant for some projects in the Bicycle Master Plan, but which would be reduced to a less-than-significant level by mitigation.

5.4.2 Alternative 1: No Class I Bike Paths Plan

Description of Alternative 1

For the projects in the Bicycle Master Plan, impacts generally fall into two main categories: impacts associated with “off-road” bikeways, primarily Class I bike paths; and impacts associated with “on-

road" bikeways, Class II and III bikeways and bike boulevards. Alternative 1, the No Class I Bike Paths Plan, would include only Class II and III bikeways and bike boulevards, thereby eliminating the impacts associated with Class I bike paths.

The same policies and goals would be included in Alternative 1 as in the Bicycle Master Plan. All of the Class II and III bikeways and bike boulevards that are included in the Bicycle Master Plan would also be included in alternative, but the Class I bike paths would not be included.

Objectives and Feasibility

Alternative 1 would result in some but not all of Bicycle Master Plan's benefits, which are the objective of the proposed project. It would result in reduced environmental and climate change benefits related to reducing vehicular trips because there would be fewer bikeways constructed. Because no Class I bike paths would be constructed, Alternative 1 would not provide as many public health benefits through encouraging active lifestyles or creating additional means for physical activity because the recreational uses are primarily provided by the Class I bike paths. Alternative 1 would result in similar, if slightly reduced, economic benefits from reduced automobile expense and infrastructure costs because the bike lanes and bike routes used mostly by commuters would be also be part of Alternative 1. This alternative would not result in as many community or quality of life benefits from increased bicycle use because the most aesthetically pleasing facilities—the Class I bike paths—would not be part of this alternative. Finally, it would not provide as many safety benefits as the Bicycle Master Plan because the safest bikeways are those that are physically separated from vehicular roadways, and Class I bike paths would not be included.

Alternative 1 would be economically feasible.

Comparative Impacts

Aesthetics/Visual Resources

Compared to the Bicycle Master Plan, Alternative 1 would result in fewer impacts to scenic highways, scenic viewsheds, and regional riding and hiking trails because it would not include the Class I bike paths that would potentially significantly affect these resources under the Bicycle Master Plan. However, mitigation would reduce the impacts to a less-than-significant level.

Biological Resources

Because Alternative 1 would not include Class I bike paths, it would result in fewer impacts to SEAs, SEA Buffers, coastal ESHAs, and relatively undisturbed and natural areas, which are potentially significantly affected by some of the projects in the Bicycle Master Plan, but for which mitigation would reduce the impacts to a less-than-significant level. Alternative 1 would also have fewer impacts to drainage courses; riparian and other sensitive habitats; native trees, including oaks; and sensitive species. Again, significant impacts to these resources would potentially occur for some of the projects in the Bicycle Master Plan, but mitigation is available to reduce the impacts of these projects to a less-than-significant level.

Hydrology/Water Quality

Because Alternative 1 would not include Class I bike paths, it would result in fewer impacts to major drainages, floodways, floodplains, or designated flood hazard zones, which are potentially significantly affected by some of the projects in the Bicycle Master Plan, but for which mitigation would reduce the impacts to a less-than-significant level. Alternative 1 would also have fewer impacts to stormwater runoff because it would introduce fewer new impervious surfaces. Again, though significant impacts to water quality would potentially occur for some of the projects in the Bicycle Master Plan, mitigation is available to reduce the impacts of these projects to less-than-significant level. Impacts related to trash deposition affecting water quality would be less for Alternative 1 without the Class I bike paths.

Cultural Resources

Compared to the Bicycle Master Plan, Alternative 1 would be expected to have slightly fewer impacts to archaeological resources because less ground disturbance would be involved in areas with high sensitivity to archaeological resources (i.e., along water courses). Impacts to historic resources, however, would likely be similar to those for the Bicycle Master Plan because most of these resources are located adjacent to existing roadways where Class II and III bikeways and bike boulevards would be located. The Bicycle Master Plan or Alternative 1 would potentially significantly affect historic architectural resources, but mitigation would reduce the impacts to a less-than-significant level.

Hazards/Hazardous Materials

Compared to the Bicycle Master Plan, Alternative 1 would result in fewer impacts related to exposure to contaminated groundwater, which would be most likely to occur for the construction of new bridges associated with Class I bike paths. However, Alternative 1 impacts related to hazardous materials sites, lead-based paint, asbestos, and PCBs, which are most likely to occur on properties adjacent to existing roadways, would be similar to those for the Bicycle Master Plan and would be potentially significant, but mitigation would reduce the impacts to a less-than-significant level.

Traffic and Transportation

Alternative 1 impacts related to reduced LOS during construction would be similar to the Bicycle Master Plan and would be potentially significant for some of the projects, but mitigation would reduce the impacts to a less-than-significant level. Either Alternative 1 or the Bicycle Master Plan would result in a reduction in the number of vehicular travel lanes due to the construction of Class II bike lanes, with potential reduction in LOS in some cases; mitigation is available to reduce the LOS impact to less than significant. Either Alternative 1 or the Bicycle Master Plan would potentially create construction-related traffic safety impacts, but mitigation is available to reduce the safety hazard impacts to less than significant. Either Alternative 1 or the Bicycle Master Plan would remove some parking, resulting in significant parking impacts in some cases. However, mitigation is available to reduce the parking impacts to less-than-significant levels.

Air Quality/Greenhouse Gas Emissions

Compared to the Bicycle Master Plan, Alternative 1 would result in slightly fewer construction-related impacts related to greenhouse gas emissions because no Class I bike paths would be constructed, which would be significant for the Bicycle Master Plan, but which would be reduced to a less-than-significant level by mitigation. To the extent that fewer bikeways would be available for alternate, no-emissions commuting under Alternative 1, air quality and greenhouse gas emissions impacts would be worse than for the Bicycle Master Plan.

Mineral Resources

Compared to the Bicycle Master Plan, Alternative 1 would result in slightly fewer construction-related impacts to mineral resources, which would be potentially significant for some projects in the Bicycle Master Plan, but which would be reduced to a less-than-significant level by mitigation.

5.4.3 Alternative 2: Reduced Class II Bike Lanes Plan

Description of Alternative 2

As described above, impacts from the projects in the Bicycle Master Plan generally fall into two main categories: impacts associated with off-road bikeways, primarily Class I bike paths; and impacts associated with on-road bikeways—Class II and III bikeways and bike boulevards. Alternative 2, Reduced Class II Bike Lanes Plan, would reduce the number of Class II bike lanes, thereby reducing the impacts associated with on-road bikeways.

The same policies and goals would be included in Alternative 2 as in the Bicycle Master Plan. All of the Class I bike paths, Class III bike routes, and bike boulevards that are included in the Bicycle Master Plan would also be included in this alternative. However, any Class II bike lanes that would require removal of vehicular lanes or parking would not be included in Alternative 2.

Objectives and Feasibility

Alternative 2 would result in some but not all of Bicycle Master Plan's benefits, which are the objective of the proposed project. It would result in reduced environmental and climate change benefits related to reducing vehicular trips because there would be fewer bikeways constructed. Alternative 2 would also reduce the public health benefits by reducing the overall number of bikeways available, compared to the Bicycle Master Plan. Alternative 2 would result in similar, if slightly reduced, economic benefits from reduced automobile expense and infrastructure costs. This alternative would slightly reduce the community or quality of life benefits from increased bicycle use. Finally, it would not provide as many safety benefits as the Bicycle Master Plan because of the reduced number of striped bike lanes provided under this alternative.

Alternative 2 would be economically feasible.

Comparative Impacts

Aesthetics/Visual Resources

Impacts to scenic highways, scenic viewsheds, and regional riding and hiking trails would be similar to those for the Bicycle Master Plan because the significant visual impacts would be associated with Class I bike paths, which are also included in Alternative 2. However, mitigation would reduce the impacts to a less-than-significant level.

Biological Resources

Because Alternative 2 would include the same Class I bike paths as the Bicycle Master Plan, it would result in similar impacts to SEAs, SEA Buffers, coastal ESHAs, and relatively undisturbed and natural areas, which are potentially significantly affected by some of the projects in the Bicycle Master Plan, but for which mitigation would reduce the impacts to a less-than-significant level. Alternative 2 would also have similar impacts to drainage courses; riparian and other sensitive habitats; native trees, including oaks; and sensitive species. Again, significant impacts to these resources would potentially occur for some of the projects in the Bicycle Master Plan, but mitigation is available to reduce the impacts of these projects to less-than-significant level.

Hydrology/Water Quality

Because Alternative 2 would include the same Class I bike paths as the Bicycle Master Plan, it would result in similar impacts to major drainages, floodways, floodplains, or designated flood hazard zones, which are potentially significantly affected by some of the projects in the Bicycle Master Plan, but for which mitigation would reduce the impacts to a less-than-significant level. Alternative 2 would also have similar impacts to stormwater runoff because it would introduce similar amounts of new impervious surfaces. Again, though significant impacts to water quality would potentially occur for some of the projects in the Bicycle Master Plan, mitigation is available to reduce the impacts of these projects to a less-than-significant level. Impacts related to trash deposition affecting water quality for Alternative 2 would be similar to the Bicycle Master Plan.

Cultural Resources

Compared to the Bicycle Master Plan, Alternative 2 would be expected to have similar impacts to archaeological resources because the ground disturbance would be similar in areas with high sensitivity to archaeological resources (i.e., along water courses). Impacts to historic resources, however, would also be similar to those for the Bicycle Master Plan because not eliminating vehicular lanes or parking, as proposed under Alternative 2, would make little difference for these types of resources. Either the Bicycle Master Plan or Alternative 2 would potentially significantly affect historic architectural resources, but mitigation would reduce the impacts to a less-than-significant level.

Hazards/Hazardous Materials

Compared to the Bicycle Master Plan, Alternative 2 would result in similar impacts related to exposure to contaminated groundwater, which would be mostly likely to occur for the construction

of new bridges associated with Class I bike paths. Alternative 2 impacts related to hazardous materials sites, lead-based paint, asbestos, and PCBs, which are most likely to occur on properties adjacent to existing roadways, would be similar to those for the Bicycle Master Plan and would be potentially significant, but mitigation would reduce the impacts to a less-than-significant level.

Traffic and Transportation

Alternative 2 impacts related to reduced LOS during construction would be slightly reduced compared to the Bicycle Master Plan because fewer lane closures would be required. Impacts of either Alternative 2 or the Bicycle Master Plan would be potentially significant for some of the projects, but mitigation would reduce the impacts to a less-than-significant level. Unlike the Bicycle Master Plan, however, Alternative 2 would not result in a reduction in the number of vehicular travel lanes due to the construction of Class II bike lanes, so the potential reduction in LOS would be less; mitigation is available to reduce the LOS impact for the Bicycle Master Plan to less than significant. Alternative 2 would potentially create slightly fewer construction-related traffic safety impacts, but mitigation is available to reduce the safety hazard impacts of the Bicycle Master Plan to less than significant. Unlike the Bicycle Master Plan, however, Alternative 2 would not remove parking, which would result in significant parking impacts in some cases under the Bicycle Master Plan. However, mitigation is available to reduce the parking impacts to less-than-significant levels.

Air Quality/Greenhouse Gas Emissions

Compared to the Bicycle Master Plan, Alternative 2 would result in slightly fewer construction-related impacts related to greenhouse gas emissions because there would be slightly fewer Class II bike lanes constructed. Under either Alternative 2 or the Bicycle Master Plan, impacts would be significant, but would be reduced to a less-than-significant level by mitigation. To the extent that fewer bikeways would be available for alternate, no-emissions commuting under Alternative 2, air quality and greenhouse gas emissions impacts would be worse than for the Bicycle Master Plan.

Mineral Resources

Compared to the Bicycle Master Plan, Alternative 2 would result in slightly fewer construction-related impacts to mineral resources, which would be potentially significant for some projects in the Bicycle Master Plan, but which would be reduced to a less-than-significant level by mitigation.

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Chapter 6 | Growth Inducement

Section 15126.2(d) of the CEQA Guidelines requires that an EIR address the potential growth-inducing impacts of a proposed project. Specifically, the EIR should discuss the ways in which a project could foster economic or population growth, or the construction of additional housing either directly or indirectly. Projects that remove obstacles to population growth may also be considered to have growth-inducing impacts.

Approval of the Bicycle Master Plan would not result in significant inducement of economic or population growth. Construction of additional bikeways may encourage a small number of cyclists to relocate either to homes or jobs that are close to the facilities. To the extent that the Plan would encourage people to commute by bicycle and reduce vehicular traffic, the region would be seen as a more attractive place to live. However, these improvements in traffic, commute patterns, and attractiveness would not be expected to result in local or regional growth that is beyond that already planned for in the County. The project would not remove obstacles to growth because planned growth would occur with or without the planned bikeways. Therefore, the proposed project would not result in significant growth-inducing impacts.

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Chapter 7 | Significant Irreversible Changes

According to Section 15126.2(c) of the CEQA Guidelines, uses of nonrenewable resources during the initial and continued phases of a project may be irreversible because a large commitment of such resources makes removal or irreversible nonuse thereafter unlikely. Projects may commit future generations to similar uses. Also, irreversible damage can result from accidents associated with a project.

Approval of the Bicycle Master Plan would result in very little irreversible or irretrievable commitment of resources. A limited amount of construction would be required, primarily for the off-road Class I bike paths and some of the on-road bikeways. The off-road bikeways would also be able to make greater use of recycled asphalt and concrete products because these facilities do not require the high-strength materials needed for general vehicular traffic, thereby limiting the use of nonrenewable resources. Generally, bikeways in the Plan would be located in areas where the land use is already committed to transportation or other infrastructure uses; therefore, the proposed project would not commit future generations to new or significantly different land uses than what already exist. The project would not result in significant risk of accidents that would result in irreversible damage (see Section 3.5, "Hazards and Hazardous Materials"). Furthermore, to the extent that the project would result in an increased use of bicycles and the associated reduced use of automobiles, there would be a reduction in the use of nonrenewable resources (especially fossil fuels). Therefore, the proposed project would not result in a significant irreversible or irretrievable commitment of resources.

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Chapter 8 | List of Preparers

8.1 County of Los Angeles

8.1.1 Department of Public Works

Abu Yusuf

Mary Reyes

Steve Milewski

Reyna Soriano

Chris Hudson

Kristofor Norberg

8.1.2 Department of Public Health RENEW

Dan Rosenfeld

8.1.3 Department of Regional Planning

Gretchen Siemers

Connie Chung

8.2 ICF

8.2.1 Project Management Team

Project Director	Charles Smith, AICP
Project Manager	Rachel Struglia, Ph.D., AICP
Environmental Manager	Donna McCormick, AICP
Deputy Project Manager	Debra Leight
Project Coordinator	Tanya Jones
Project Coordinator	Laura Haas
Quality Assurance/Quality Control – CEQA/NEPA Compliance	Ken Bogdan, JD

8.2.2 Technical Team

Aesthetics/Visual	Mayra Medel
Air Quality	Keith Cooper
Biological Resources	Korey Klutz
Biological Resources	Erin Schorr
Cultural Resources	Rick Starzak
Cultural Resources	Mark Robinson
Cultural Resources	Katy Lain
Hazards/Hazardous Materials	Gary Clendenin
Hazards/Hazardous Materials	Mario Barrera
Mineral Resources	Tamseel Mir
Transportation/Traffic	Yonnel Gardes
Transportation/Traffic	Kai-Ling Kuo

8.2.3 Production Team

Lead Editor/Document Manager	Elizabeth Irvin
Support Editor	Mindy Farnsworth
Publications Specialist	Jenelle Mountain-Castro
Graphics/GIS	David Duncan

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Appendix A | Notice of Preparation and Initial Study

Notice of Preparation

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS

NOTICE OF PREPARATION AND PUBLIC SCOPING MEETING COUNTY OF LOS ANGELES BICYCLE MASTER PLAN

To: State Clearinghouse, Responsible and Trustee Agencies, and Interested Individuals

Subject: Notice of Preparation of an Environmental Impact Report, Initial Study, and Scoping Meeting for the County of Los Angeles Bicycle Master Plan

Project Title: County of Los Angeles Bicycle Master Plan Environmental Impact Report

Lead Agency: County of Los Angeles, Department of Public Works

The County of Los Angeles Department of Public Works, as the lead agency, has prepared an Initial Study and will be preparing an Environmental Impact Report for the project described below. Public Works is soliciting input from members of the public, organizations, and government agencies on the scope and content of the information to be included and analyzed in the Environmental Impact Report. Agencies should comment on the elements of the environmental information that are relevant to their statutory responsibilities in connection with the project.

The project description, location, and potential environmental effects (to the extent known) are described in this Notice of Preparation. Scoping comments on the Environmental Impact Report should be sent to Public Works ***no later than 30 days*** after the posting of this notice, which will occur on **April 4, 2011**. Accordingly, correspondence should be postmarked by **May 3, 2011**. Please send all written and/or e-mail comments to Ms. Reyna Soriano at the address below. Comments should include the name of a contact person.

A copy of the Initial Study is available for public review at any of the County of Los Angeles Public Library locations. Additional information along with a copy of the Initial Study is also available online at dpw.lacounty.gov/go/bikeplan.

Interested parties may submit their comments to:

County of Los Angeles Department of Public Works
Programs Development Division, 11th Floor
Attention Ms. Reyna Soriano
P.O. Box 1460
Alhambra, CA 91802-1460
E-mail: rsoriano@dpw.lacounty.gov

Questions regarding this notice should be directed to Ms. Soriano at (626) 458-5192 or at the e-mail shown above, Monday through Thursday, between 7:15 a.m. and 6:00 p.m.

Public scoping meetings will be held Tuesday, April 19, 2011, at 2:00 p.m. and at 7:00 p.m., to solicit input from interested parties on the scope and content of the Environmental Impact Report in conformance with Section 21083.9 of the Public Resources Code.

Location: Metro Headquarters Building (corner of Cesar E. Chavez Ave. and Vignes St.)
3rd Floor-Huntington Conference Room (Next to Cafeteria)
One Gateway Plaza
Los Angeles, CA 90012-2952

Parking □ Transit Information:

Bicycle Parking: Bicycle parking is available in Metro's parking garage on the P1 level between the fish tank□customer service center and Metro elevators. From the bike parking, go to the 3rd floor using the Metro elevators.

Transit: Metro Rail Lines: Gold, Purple, and Red; by Metrolink; Metro bus lines: 40, 42, 68, 70, 71, 76, 78, 79, 333,439, 445, 704, 728, 740, 745, 770, and Silver Line; Santa Monica Transit 10; and Amtrak.

Car Parking: Use the Vignes Street entrance to enter Metro parking lot. The parking fee is □6.

Project Location□Description:

The County Bicycle Master Plan (Plan) is a sub-element of the Mobility Element within the County of Los Angeles General Plan. The Plan would replace the County Bikeway Plan that was adopted in 1975. The Plan provides guidance regarding the development of infrastructure, policies, and programs that would improve the bicycling environment in County of Los Angeles. The Plan proposes an expanded bikeway network in unincorporated communities and along rivers, creeks, and flood control facilities within County jurisdiction. However, for the purposes of planning an integrated network, the Plan also includes bikeways in the following cities:

Agoura Hills	Glendale	Long Beach	Rosemead
Arcadia	Glendora	Los Angeles	San Dimas
Azusa	Hawthorne	Malibu	San Gabriel
Calabasas	Huntington Park	Monrovia	Santa Clarita
Carson	Industry	Montebello	Santa Fe Springs
Commerce	Inglewood	Monterey Park	Temple City
Compton	Irwindale	Palmdale	Torrance
Covina	La Canada Flintridge	Paramount	Vernon
Culver City	La Mirada	Pasadena	West Covina
El Monte	La Puente	Pomona	Whittier
El Segundo	La Verne	Rancho Palos Verdes	
Gardena	Lancaster	Rolling Hills Estates	

Currently, the County area includes approximately 66 miles of existing Class I, II, and III bikeway facilities. The Plan proposes an interconnected network of bicycle corridors that adds approximately 700 miles of new bikeways throughout the County that would enable residents to bicycle with greater safety, directness, and convenience within and between major regional destinations and activity centers.

The Initial Study contains a preliminary analysis of the environmental impacts of the Plan in accordance with the State of California Environmental Quality Act Guidelines that identify 16 areas of concern. The County presents a detailed analysis of 10 potentially significant impact areas that will be analyzed in detail in an Environmental Impact Report: Aesthetics, Air Quality□Greenhouse Gas Emissions, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, and Transportation and Traffic.

Si necesita asistencia con la traducci□n a Espa□ol, por favor comuniquese con el representante del departamento de Obras P□blicas del Condado de Los Angeles, Sr. Art Correa al (626) 458-3948.

Upon 72 hours' notice, Public Works can provide program information and publications in alternate formats or make other accommodations for people with disabilities. In addition, program documents are available at our main office in Alhambra (900 S. Fremont Ave.), which is accessible to individuals with disabilities. To request accommodations ONLY or for more Americans with Disabilities Act information, please contact our departmental Americans with Disabilities Act Coordinator at (626) 458-4081 or by TDD (626) 282-7829, Monday through Thursday, from 7:00 a.m. to 5:30 p.m.

P:□pdpub□EP□A□EU□Projects□LA County Bike Plan□Draft□NOP□032311.docx

Initial Study

*** * * * INITIAL STUDY * * * ***

COUNTY OF LOS ANGELES

GENERAL INFORMATION

I.A. Map Date: _____ Staff Member: *Reyna Soriano*

Thomas Guide: _____ USGS Quad: _____

Location: *Los Angeles County*

Description of Project: *County of Los Angeles Bicycle Master Plan. See attached project description.*

Gross Acres: *2,656.6 square miles*

Environmental Setting: *Los Angeles County*

Zoning: *Varied.*

General Plan: *County of Los Angeles, various land use designations.*

Community/Area wide Plan: *All unincorporated areas*

Major projects in area:

PROJECT NUMBER	DESCRIPTION & STATUS

NOTE: For EIRs, above projects are not sufficient for cumulative analysis.

REVIEWING AGENCIES

Responsible Agencies	Special Reviewing Agencies	Regional Significance
☐ None	☐ None	☐ None
☒ Regional Water Quality Control Board	☒ Santa Monica Mountains Conservancy	☒ SCAG Criteria
☒ Los Angeles Region	☐ National Parks	☒ Air Quality
☒ Lahontan Region	☒ National Forest	☒ Water Resources
☒ Coastal Commission	☐ Edwards Air Force Base	☒ Santa Monica Mtns. Area
☒ Army Corps of Engineers	☒ Resource Conservation District of Santa Monica Mtns. Area	☐
☐	☐	☐
☐	☐	☐
☐	☐	☐
☐	☐	☐
☐	☐	☐
	☐	
Trustee Agencies	☐	**County Reviewing Agencies**
☐ None	☐	☒ Interdepartmental Engineering Committee
☒ State Fish and Game	☐	☒ DPW
☐ State Parks	☐	☒ *Regional Planning*
☐	☐	☒ *Public Health*
☐	☐	☐
☐	☐	☐
☐	☐	☐

IMPACT ANALYSIS MATRIX		ANALYSIS SUMMARY (See individual pages for details)				
			Less than Significant Impact/No Impact			
				Less than Significant Impact with Project Mitigation		
					Potentially Significant Impact	
CATEGORY	**FACTOR**	Pg				Potential Concern
HAZARDS	1. Geotechnical	5	☒	☐	☐	
	2. Flood	7	☐	☐	☒	
	3. Fire	9	☒	☐	☐	
	4. Noise	11	☒	☐	☐	
RESOURCES	1. Water Quality	13	☐	☐	☒	
	2. Air Quality	15	☐	☐	☒	
	3. Biota	18	☐	☐	☒	
	4. Cultural Resources	20	☐	☐	☒	
	5. Mineral Resources	22	☐	☐	☒	
	6. Agriculture/Forest	23	☒	☐	☐	
	7. Visual Qualities	25	☐	☐	☒	
	8. Greenhouse Gas Em.	27	☐	☐	☒	
SERVICES	1. Traffic/Access	29	☐	☐	☒	
	2. Sewage Disposal	31	☒	☐	☐	
	3. Education	32	☒	☐	☐	
	4. Fire/Sheriff	34	☒	☐	☐	
	5. Utilities	35	☒	☐	☐	
OTHER	1. General	37	☒	☐	☐	
	2. Environmental Safety	39	☐	☐	☒	
	3. Land Use	42	☐	☐	☒	
	4. Pop/Hous./Emp./Rec.	44	☒	☐	☐	
	5. Mandatory Findings	46	☐	☐	☒	

Environmental Finding:

FINAL DETERMINATION: On the basis of this Initial Study, the County of Los Angeles finds that this project qualifies for the following environmental document:

☐ NEGATIVE DECLARATION, inasmuch as the proposed project will not have a significant effect on the environment.

An Initial Study was prepared on this project in compliance with the State CEQA Guidelines and the environmental reporting procedures of the County of Los Angeles. It was determined that this project will not exceed the established threshold criteria for any environmental/service factor and, as a result, will not have a significant effect on the physical environment.

☐ MITIGATED NEGATIVE DECLARATION, in as much as the changes required for the project will reduce impacts to insignificant levels (see attached discussion and/or conditions).

An Initial Study was prepared on this project in compliance with the State CEQA Guidelines and the environmental reporting procedures of the County of Los Angeles. It was originally determined that the proposed project may exceed established threshold criteria. The applicant has agreed to modification of the project so that it can now be determined that the project will not have a significant effect on the physical environment. The modification to mitigate this impact(s) is identified on the Project Changes/Conditions Form included as part of this Initial Study.

☒ ENVIRONMENTAL IMPACT REPORT*, inasmuch as there is substantial evidence that the project may have a significant impact due to factors listed above as "significant."

☐ At least one factor has been adequately analyzed in an earlier document pursuant to legal standards, and has been addressed by mitigation measures based on the earlier analysis as described on the attached sheets (see attached Form DRP/IA 101). The Addendum EIR is required to analyze only the factors changed or not previously addressed.

Reviewed by: Reyna Fonseca Date: 03/30/11

Approved by: [illegible] Date: 3/30/11

☐ This proposed project is exempt from Fish and Game CEQA filling fees. There is no substantial evidence that the proposed project will have potential for an adverse effect on wildlife or the habitat upon which the wildlife depends. (Fish & Game Code 753.5).

☐ Determination appealed – see attached sheet.

*NOTE: Findings for Environmental Impact Reports will be prepared as a separate document following the public hearing on the project.

HAZARDS - 1. Geotechnical

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☐	☒	☐	Is the project located in an active or potentially active fault zone, Seismic Hazards Zone, or Alquist-Priolo Earthquake Fault Zone? *Los Angeles County (County) is seismically active, with more than 50 active and potentially active faults. There are fault zones running through all of the Planning Areas for the County of Los Angeles Bicycle Master Plan (also referred to as the "Bicycle Master Plan," the "Plan," or "proposed project). Therefore, all proposed bikeways could be subject to seismic shaking in the event of an earthquake on a nearby fault. There are also many landslide and liquefaction zones within the County, including the unincorporated areas. Therefore, there is a risk of seismic impacts throughout the entire bikeway network and of landslide and liquefaction hazards on the portions of the bikeway network located within Seismic Hazard Zones. However, the construction of the bikeways and their use would not create a substantial risk to life or property because they do not involve the construction of habitable structures This topic will not be analyzed further in the EIR.*
b.	☐	☒	☐	Is the project site located in an area containing a major landslide(s)? *More than half of the unincorporated land within the County is hilly or mountainous, making it highly susceptible to landslides. Some of the largest areas at risk of landslides include most of the Santa Monica Mountains Planning Area, portions of the East San Gabriel Valley Planning Area, the western border of the Santa Clarita Planning Area, and the southern border of the Antelope Valley Planning Area. Therefore, bikeways constructed within these areas would be at risk for landslides. However, the construction of the bikeways and their use would not create a substantial risk to life or property because they do not involve the construction of habitable structures. This topic will not be analyzed further in the EIR.*
c.	☐	☒	☐	Is the project site located in an area having high slope instability? *See (b) above. A large portion of the unincorporated County areas is hilly and mountainous, making it highly susceptible to slope instability, including landslides and rock falls. Therefore, bikeways constructed in hilly or mountainous areas would be at risk for slope instability. However, the construction of the bikeways and their use would not create a substantial risk to life or property because they do not involve the construction of habitable structures This topic will not be analyzed further in the EIR.*
d.	☐	☒	☐	Is the project site subject to high subsidence, high groundwater level, liquefaction, or hydrocompaction? *Large areas of the County are at risk of liquefaction. Liquefaction risks span all of the Planning Areas but are primarily concentrated in the following areas: the majority of the Gateway Planning Area, large portions of the East and West San Gabriel Valley Planning Areas, and the southern edge of the San Fernando Valley Planning Area. Therefore, bikeways constructed within Liquefaction Zones would be at risk for liquefaction in the event of seismic activity. However, the construction of the bikeways and their use would not create a substantial risk to life or property because they do not involve the construction of habitable structures. This topic will not be analyzed further in the EIR.*
e.	☐	☒	☐	Is the proposed project considered a sensitive use (school, hospital, public assembly

	Yes	No	Maybe	
				site) located in close proximity to a significant geotechnical hazard? *The Bicycle Master Plan does not facilitate the construction of any sensitive uses. Although the bikeways would be a recreational use that could be considered sensitive, they would be used in a transitory manner as a transportation corridor. Therefore, any environmental impacts to people using the bikeways for recreational purposes would also be transitory and less than significant. No further analysis is warranted.*
f.	☐	☒	☐	Will the project entail substantial grading and/or alteration of topography including slopes of over 25%? *The Bicycle Master Plan facilitates the construction of approximately 715 miles of bikeway throughout the County, including its unincorporated areas. Over half of the land in the unincorporated areas is hilly or mountainous (County of Los Angeles 2008:172). However, because the Plan facilitates the construction of a bicycle network and steep slopes are not conducive to bicycle use, bikeways would not be constructed along routes with slopes of over 25%. Therefore, no further analysis is warranted.*
g.	☐	☒	☐	Would the project be located on expansive soil, as defined in Table 18-1-B of Uniform Building Code (1994), creating substantial risks to life or property? *Expansive soils are soils containing minerals that absorb water when wet, which causes the soil to expand. It is likely that some portions of the bikeway would be constructed on expansive soils. However, the construction of the bikeways and their use would not create a substantial risk to life or property because they do not involve the construction of habitable structures that could be severely damaged by expansive soils and because use of the bikeways would be transitory. Therefore, no further analysis is warranted.*
h.	☐	☒	☐	Other factors? *None.*

STANDARD CODE REQUIREMENTS

☐ Building Ordinance No. 2225 – Sections 110, 111, 112, and 113 and Chapters 29 and 70

☐ **MITIGATION MEASURES**

☐ Lot Size ☐ Project Design

☐ **OTHER CONSIDERATIONS**

☐ Approval of Geotechnical Report by DPW

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be impacted by, **geotechnical** factors?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No impact

HAZARDS - 2. Flood

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☒	☐	☐	Is a major drainage course, as identified on USGS quad sheets by a dashed line, located on the project site? *The Bicycle Master Plan facilitates the construction of an extended bikeway network throughout the County, including its unincorporated areas. There are major drainage courses throughout the Plan area, according to U.S. Geological Survey (USGS) 7.5–minute topographical maps. Therefore, it is possible that certain bikeways would be located near major drainage courses. Additionally, the majority of the Class I bike paths would be located adjacent to water courses such as creeks and rivers. This topic will be analyzed further in the EIR.*
b.	☒	☐	☐	Is the project site located within or does it contain a floodway, floodplain, or designated flood hazard zone? *Various portions of unincorporated Los Angeles County are located within flood zones in 100- and 500-year flood plains. The largest flood zone areas occur in the northern portion of the County, within the Antelope Valley Planning Area. Bikeways constructed within a flood zone would be at risk for flood-related impacts should a flood event occur. This topic will be analyzed further in the EIR.*
c.	☐	☒	☐	Is the project site located in or subject to high mudflow conditions? *The hilly and mountainous nature of unincorporated Los Angeles County coupled with the presence of flood zones and the potential for intense and/or frequent storms means that certain areas covered by the Plan could be subject to high mudflow conditions. However, the bikeways and their use would not be substantially affected by mudflow conditions because the bikeways would not contain structures that could be significantly damaged by mudflows and because use of the bikeways would be transitory and would not put people at risk should a mudflow occur. Therefore, no further analysis is warranted.*
d.	☐	☒	☐	Could the project contribute or be subject to high erosion and debris deposition from run-off? *See (c) above. The construction and operation of individual bikeways could contribute to or be subject to high erosion and debris deposition. However, all construction would follow best management practices (BMPs) to prevent erosion from moving off site, as required under the stormwater pollution prevention plan (SWPPP) for compliance with National Pollutant Discharge Elimination System (NPDES) Construction General Permit 2009-0009 under the State Water Resources Control Board. Therefore, by complying with the NPDES permit, impacts to erosion and debris deposition from run-off would be less than significant. Because the bikeways would be designed and constructed to reduce erosion and debris deposition, impacts during operation would be avoided. Therefore, no further analysis is warranted.*

	Yes	No	Maybe	
e.	☐	☒	☐	Would the project substantially alter the existing drainage pattern of the site or area? *The Plan area spans Los Angeles County, including unincorporated areas. The nature of the physical alterations to the environment that the Bicycle Master Plan would facilitate would not have a substantial effect on the drainage patterns of the area. Additionally, the majority of the bikeways would be constructed within or along existing roadway, which would not affect drainage patterns. Class I bike paths, Class II bike lanes, and Class III bike routes that involve road widening could alter drainage patterns near the bikeways through the addition of new paved, impermeable substrate. However, the addition of impermeable surface would be minimal and would not substantially alter drainage patterns. Therefore, no further analysis is warranted.*
f.	☐	☒	☐	Other factors (e.g., dam failure)? *The County contains 15 major dams, the failure of which could cause severe damage and loss to structures and inhabitants living nearby. The bikeway network facilitated by the Bicycle Master Plan spans a large area of the County, and it is possible that some bikeways could be located in areas that would be affected in the event of failure at a nearby dam. However, the chance of a dam failing is extremely low and even in the event of a failure the nearby bikeways would not be significantly affected because of the physical nature of the bikeways and their use. Therefore, no further analysis is warranted.*

STANDARD CODE REQUIREMENTS

☐ Building Ordinance No. 2225 – Section 308A ☐ Ordinance No. 12,114 (Floodways)

☐ Approval of Drainage Concept by DPW

☐ **MITIGATION MEASURES** ☐ **OTHER CONSIDERATIONS**

☐ Lot Size ☐ Project Design

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be impacted by **flood (hydrological)** factors?

☒ Potentially significant ☐ Less than significant with project mitigation ☐ Less than significant/No impact

HAZARDS - 3. Fire

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☐	☒	☐	Is the project site located in a Very High Fire Hazard Severity Zone (Fire Zone 4)? *Unincorporated Los Angeles County is highly susceptible to wildland fires (County of Los Angeles 2008:54). The expansive Angeles National Forest and surrounding area, within the Antelope Valley Planning Area, is designated as a Very High Fire Hazard Severity Zone. The small portion of the Los Padres National Forest within the Santa Clarita Valley Planning Area as well as the majority of the Santa Monica Mountains Planning Area and the southern edge of the East San Gabriel Valley Planning Area are also Very High Fire Hazard Severity Zones. Therefore, any bikeways constructed within those areas would be located within Very High Fire Hazard Severity Zones. However, potential impacts to bikeways would be minimal because the proposed construction does not include habitable structures and because bikeways are not a land use type that would be adversely impacted by fires. Therefore, no further analysis is warranted.*
b.	☐	☒	☐	Is the project site in a high fire hazard area and served by inadequate access due to lengths, width, surface materials, turnarounds, or grade? *See (a) above. Additionally, the Plan facilitates the construction of some bikeways that would require road widening and the creation of bike paths in areas where roads are currently absent. This would increase access to areas within and surrounding the bikeways; however, because no habitable structures are proposed in high fire hazard areas, this impact is considered less than significant and no further analysis is warranted.*
c.	☐	☒	☐	Does the project site have more than 75 dwelling units on a single access in a high fire hazard area? *The Plan does not include the construction of dwelling units—only bike paths, lanes, routes, and boulevards. No further analysis is warranted.*
d.	☐	☒	☐	Is the project site located in an area having inadequate water and pressure to meet fire flow standards? *Unincorporated Los Angeles County is served by the Los Angeles County Fire Department (LACFD), which maintains fire flow and hydrant requirements for public spaces. These requirements would be followed during construction of all bikeways, and the steps necessary to meet fire flow standards would be taken should they be necessary to comply with the requirements. However, most of the bikeways would be constructed within existing roadways. These areas would already have adequate water pressure to meet fire flow standards. Additionally, bikeways are not a fire-sensitive use and would not require the use of water for firefighting purposes (see [a] above).*
e.	☐	☒	☐	Is the project located in close proximity to potential dangerous fire hazard conditions/uses (such as refineries, flammables, explosives manufacturing)? *There are potential fire hazard conditions and uses throughout the County, as Los Angeles County is highly developed. Therefore, there is a potential for individual bikeways to be constructed close to fire hazards. However, bikeway use would be transitory in nature and would not put people at risk from nearby fire hazard conditions or uses. Therefore, no further analysis is warranted.*

	Yes	No	Maybe	
f.	☐	☒	☐	Does the proposed use constitute a potentially dangerous fire hazard? *The Bicycle Master Plan facilitates the construction of bikeways and bicycle facilities, which are not considered potentially dangerous fire hazards. Therefore, no further analysis is warranted.*
g.	☐	☒	☐	Other factors? *None.*

STANDARD CODE REQUIREMENTS

☐ Water Ordinance No. 7834 ☐ Fire Ordinance No. 2947 ☐ Fire Regulation No. 8

☐ Fuel Modification / Landscape Plan

☐ **MITIGATION MEASURES** ☐ **OTHER CONSIDERATIONS**

☐ Project Design ☐ Compatible Use

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be impacted by **fire hazard** factors?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No impact

HAZARDS - 4. Noise

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☐	☒	☐	Is the project site located near a high noise source (airports, railroads, freeways, industry)? *There are four major airports within Los Angeles County. There are also numerous smaller regional airports, railroads, freeways, and high-noise industries throughout portions of the County, as certain areas of the County are highly developed. There is a potential for individual bikeways to be located near high noise sources, although bikeways are considered a transitory rather than stationary use. As such, this topic will not be analyzed further in the EIR.*
b.	☐	☒	☐	Is the proposed use considered sensitive (school, hospital, senior citizen facility) or are there other sensitive uses in close proximity? *Bikeways are a specific kind of recreational resource that can be considered sensitive. However, bikeways are used in a transitory manner, similar to a transportation corridor and thus, sustained long-term noise impacts to users are not anticipated. While there could be sensitive uses close to proposed bikeway locations, construction noise will be temporary and as discussed under d) below, transportation project construction noise is exempt under the County's noise ordinance. This topic will not be analyzed further in the EIR.*
c.	☐	☒	☐	Could the project substantially increase ambient noise levels including those associated with special equipment (such as amplified sound systems) or parking areas associated with the project? *The use of new bicycle corridors would not result in the use of amplified sound or other noise-generating equipment. The Bicycle Master Plan may involve the future construction of bicycle support facilities, such as bike racks and lockers, near major transit sources within the County. However, once construction of individual bikeways is complete, there would be no substantial increase in ambient noise levels during operation because bicycle riding does not generate operational noise above ambient levels. Therefore, no further analysis is warranted.*
d.	☐	☒	☐	Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels without the project? *Construction and/or the addition of new street treatments for new Class I bike paths, Class II bike lanes, Class III bike routes, and bicycle boulevards may involve the use of noise-generating construction equipment, resulting in a temporary and periodic increase in noise levels at specific locations throughout the County. However, construction noise impacts would be temporary and would cease once construction of new bikeways is complete. Furthermore, construction of transportation, flood control, and utility company maintenance projects on public rights-of-way are exempt from exterior noise standards (Section 12.08.570). Even though this project may result in a substantial temporary increase in ambient noise levels in the project vicinity, this topic will not be analyzed further in the EIR because construction noise is exempt under the County's noise ordinance.*
e.	☐	☒	☐	Other factors? *None.*

STANDARD CODE REQUIREMENTS

☐ Noise Control (Title 12 – Chapter 8) ☐ Uniform Building Code (Title 26 - Chapter 35)

☐ **MITIGATION MEASURES** ☐ **OTHER CONSIDERATIONS**

☐ Lot Size ☐ Project Design ☐ Compatible Use

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be adversely impacted by **noise**?

☐ Potentially significant ☐ Less than significant with project mitigation ☐ Less than significant/No impact

RESOURCES - 1. Water Quality

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☐	☒	☐	Is the project site located in an area having known water quality problems and proposing the use of individual water wells? *The Bicycle Master Plan facilitates the construction of an extended bikeway network and would not involve the use of water wells. Therefore, no further analysis is warranted.*
b.	☐	☒	☐	Will the proposed project require the use of a private sewage disposal system? *The Bicycle Master Plan facilitates the construction of an extended bikeway network and would not require the use of a private sewage disposal system. Therefore, no further analysis is warranted.*
	☐	☒	☐	If the answer is yes, is the project site located in an area having known septic tank limitations due to high groundwater or other geotechnical limitations *or* is the project proposing on-site systems located in close proximity to a drainage course? *N/A, see (b) above. No further analysis is warranted.*
c.	☐	☒	☐	Could the project's associated construction activities significantly impact the quality of groundwater and/or storm water runoff to the storm water conveyance system and/or receiving water bodies? *Implementation of the Bicycle Master Plan would involve the construction of approximately 715 miles of bikeway throughout, the County, including unincorporated areas. However, BMPs would be implemented for all construction activities to prevent erosion from moving off site, as required under the SWPPP for compliance with NPDES Construction General Permit 2009-0009 under the State Water Resources Control Board. Therefore, by complying with the NPDES permit, impacts to the stormwater conveyance system and receiving water bodies would be less than significant, and no further analysis is warranted.*
d.	☒	☐	☐	Could the project's post-development activities potentially degrade the quality of storm water runoff and/or could post-development non-storm water discharges contribute potential pollutants to the storm water conveyance system and/or receiving bodies? *The operational phase of the bikeways facilitated by the Bicycle Master Plan would not involve the use of any water. After bikeway construction there would be no activities that could degrade water quality or any discharges of water to stormwater conveyance systems or receiving water bodies related to the bikeways. However, Class I bike paths, Class II bike lanes, and Class III bike routes involving road widening could increase the amount of paved, impermeable surface within the County's unincorporated areas, which could cause an increase in stormwater runoff. Additionally, most Class I bike paths, which would add the most new pavement, would be located along creeks, rivers, and channels. This topic will be analyzed further in the EIR.*
e.	☐	☒	☐	Other factors? *None.*

STANDARD CODE REQUIREMENTS

☐ Industrial Waste Permit ☐ Health Code – Ordinance No.7583, Chapter 5

☐ Plumbing Code – Ordinance No.2269 ☐ NPDES Permit Compliance (DPW)

☐ **MITIGATION MEASURES** ☐ **OTHER CONSIDERATIONS**

☐ Lot Size ☐ Project Design ☐ Compatible Use

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be adversely impacted by, **water quality** problems?

☒ Potentially significant ☐ Less than significant with project mitigation ☐ Less than significant/No impact

RESOURCES - 2. Air Quality

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☐	☒	☐	Will the proposed project exceed the State's criteria for regional significance (generally (a) 500 dwelling units for residential users or (b) 40 gross acres, 650,000 square feet of floor area or 1,000 employees for non-residential uses)? *The Bicycle Master Plan would facilitate the construction of an expanded bikeway network and does not propose more than 500 dwelling units or 650,000 square feet of floor area of non-residential uses. Therefore, the project would not result in an exceedance of the County's general significance thresholds. No further analysis is warranted.*
b.	☐	☒	☐	Is the proposal considered a sensitive use (schools, hospitals, parks) and located near a freeway or heavy industrial use? *Bikeways might be considered a sensitive recreational use that would make location near freeways or heavy industrial uses generally incompatible from an air quality standpoint, but they are also considered to be transportation corridors and thus, would not be considered sensitive. In general, users of the bikeways would be exposed to infrequent, short-term air quality impacts from freeways or heavy industrial uses, which would not constitute a health risk. Health risk is calculated based on a 70-year lifetime exposure to contaminants from stationary sources. Given the differences between this project and what would normally constitute a project involving health risk (proximity to a stationary source over a long-period of time), this topic will not be analyzed further in the EIR.*
c.	☐	☒	☐	Will the project increase local emissions to a significant extent due to increased traffic congestion or use of a parking structure or exceed AQMD thresholds of potential significance? *The Bicycle Master Plan would facilitate the construction of an expanded bikeway network throughout the County and includes programs that encourage bicycling for transportation and recreational purposes. By improving the bicycle network and encouraging residents to use it, the project would encourage the use of a form of transportation that does not produce emissions, contribute to traffic congestion, or require the use of parking structures. By shifting a portion of motor vehicle trips to bicycle trips, the project would likely result in a net reduction in emissions and, therefore, would not result in an exceedance in Air Quality Management District (AQMD) thresholds. By facilitating the use of bicycles, the Plan would have a positive effect on traffic congestion and air quality emissions. Therefore, no further analysis is warranted.*

	Yes	No	Maybe	
d.	☐	☒	☐	Will the project generate or is the site in close proximity to sources that create obnoxious odors, dust, and/or hazardous emissions? *Dust and odor emissions could be produced during bikeway construction, although these emissions would be temporary and would cease once construction is complete. Additionally, dust generated by construction within the South Coast Air Basin (SCAB), which is managed by the South Coast Air Quality Management District (SCAQMD), would be reduced through implementation of fugitive dust control measures outlined in AQMD Rule 403. Similar measures are required by the Antelope Valley Air Quality Management District (AVAQMD), for which portions of the County are within the Mohave Desert Air Basin (MDAB). Additionally, implementation of new bikeways is not a use that typically creates obnoxious emissions resulting from the release of odors, dust, or hazardous emissions. Therefore, no impacts would result and no further analysis is warranted.*
e.	☒	☐	☐	Would the project conflict with or obstruct implementation of the applicable air quality plan? *As stated previously, Los Angeles County is within the SCAB and MDAB, which are managed by the SCAQMD and AVAQMD, respectively. The proposed expanded bikeway network would be required to comply with all applicable air quality plans during construction. Additionally, during operation, project-related emissions are not expected to conflict with or obstruct the implementation of applicable air quality plans. Instead, project implementation would facilitate the increased use of bicycles and replace mobile transportation sources, which would reduce vehicle miles traveled as well as criteria pollutants released by mobile sources. Although project implementation would result in positive impacts to air quality, this topic will be analyzed further in the EIR.*
f.	☒	☐	☐	Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation? *The State of California has issued air quality standards for ozone, particulate matter smaller than or equal to 2.5 and 10 microns in diameter (PM2.5 and PM10, respectively), carbon monoxide, nitrogen dioxide, sulfur dioxide, lead, visibility reducing particles, sulfates, hydrogen sulfide, and vinyl chloride. The federal government has issued standards for all of the state pollutants except visibility reducing particles, sulfates, hydrogen sulfide, and vinyl chloride. As stated previously, most of the County is within the SCAB, which is in non-attainment for ozone, PM10, and PM2.5, as designated by the Clean Air Act. The Antelope Valley Planning Area within the MDAB is in non-attainment for ozone. Construction of the bikeway network would involve the use of construction equipment that may generate ozone, PM10, and PM2.5 emissions, although these emissions would be temporary and would cease once construction is complete. During project operation, project-related emissions are not expected to result in a cumulatively considerable net increase in criteria pollutants. Implementation of the Plan would facilitate the increased use of bicycles and replace mobile transportation sources, which would reduce vehicle miles traveled as well as emissions of criteria pollutants for which the SCAB and MDAB are in non-attainment. Therefore, the project would not exceed an air quality standard and would not contribute to a cumulatively considerable net increase in criteria pollutants. Even though project implementation would result in positive impacts to air quality, this topic will be analyzed further in the EIR.*

	Yes	No	Maybe	
g.	☒	☐	☐	Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? *See Response 2e. This topic will be analyzed further in the EIR.*
h.	☐	☒	☐	Other factors? *None.*

STANDARD CODE REQUIREMENTS

☐ Health and Safety Code – Section 40506

☐ **MITIGATION MEASURES** ☐ **OTHER CONSIDERATIONS**

☐ Project Design ☐ Air Quality Report

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be adversely impacted by, **air quality**?

☒ Potentially significant ☐ Less than significant with project mitigation ☐ Less than significant/No impact

RESOURCES - 3. Biota

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☒	☐	☐	Is the project site located within a Significant Ecological Area (SEA), SEA Buffer, or coastal Sensitive Environmental Resource (ESHA, etc.), or is the site relatively undisturbed and natural? *There are 64 existing SEAs within the County. According to the General Plan Update currently undergoing environmental review, 31 SEAs are proposed, spanning all Planning Areas except the Gateway Planning Area. (County of Los Angeles 1993, 2008) The project may involve construction of new bicycle corridors within SEAs, SEA buffers, or coastal ESHAs. Therefore, this topic will be analyzed further in the EIR.*
b.	☐	☒	☐	Will grading, fire clearance, or flood related improvements remove substantial natural habitat areas? *Construction of Class I bike paths, Class II bike lanes, and Class III bike routes involving road widening may involve grading, which could result in impacts to natural habitat areas if present at a proposed bicycle corridor location. However, since most proposed bikeways would be constructed along or within existing roadways, grading would not remove substantial amounts of natural habitat areas. Additionally, areas proposed for construction include areas along existing rivers, creeks, and flood control facilities in mostly disturbed locations within the jurisdiction of the County. Most of these areas are developed and would not require substantial amounts of fire clearance or flood related improvements. Therefore, no further analysis is warranted.*
c.	☒	☐	☐	Is a drainage course located on the project site that is depicted on USGS quad sheets by a dashed blue line or that may contain a bed, channel, or bank of any perennial, intermittent or ephemeral river, stream, or lake? *Areas included in the Bicycle Master Plan that are proposed for construction include areas that are along existing rivers, creeks, and flood control facilities and in mostly disturbed locations within County jurisdiction. Most of these areas are developed as existing rights-of-way. Drainage courses and water bodies may be adjacent to proposed bicycle facilities, but the proposed bicycle corridors would not be located directly within an existing drainage course. If a new bike path is proposed over an existing water course, the project may involve installation of a bridge, the construction of which would adhere to existing regulations and NPDES permits, as stated in response 1c, above. This topic will be further analyzed in the EIR.*
d.	☒	☐	☐	Does the project site contain a major riparian or other sensitive habitat (e.g. coastal sage scrub, oak woodland, sycamore riparian, woodland, wetland, etc.)? *Unincorporated Los Angeles County contains areas that have major riparian and other sensitive habitats. Areas included in the Plan that are proposed for construction include areas along existing rivers, creeks, and flood control facilities in mostly disturbed locations within County jurisdiction. Most of these areas are developed as existing rights-of-way; however, areas with major riparian and other sensitive habitats may be adjacent to proposed bicycle facilities. This topic will be further analyzed in the EIR.*

	Yes	No	Maybe	
e.	☒	☐	☐	Does the project site contain oak or other unique native trees (specify kinds of trees)? *The Los Angeles County Oak Tree Ordinance was established to recognize and protect oak trees as significant ecological resources. The Plan may facilitate the construction of new bicycle corridors near native trees and therefore could result in impacts to a unique native or oak tree, but the plan will aim to be in compliance with the ordinance. This topic will be analyzed further in the EIR.*
f.	☒	☐	☐	Is the project site habitat for any known sensitive species (federal or state listed endangered, etc.)? *Many federally endangered and state-listed species are known to be located within unincorporated areas of the County. However, most of the Bikeways Plan is planned in developed urban areas where sensitive species are rare. The Plan would facilitate the construction of new bicycle corridors, potentially near areas that have habitat for sensitive species, and it is possible that significant habitat could be present during construction of potential bikeways throughout the County. Therefore, this topic will be analyzed further in the EIR.*
g.	☐	☒	☐	Other factors (e.g., wildlife corridor, adjacent open space linkage)? *None.*

☐ **MITIGATION MEASURES** ☐ **OTHER CONSIDERATIONS**

☐ Lot Size ☐ Project Design ☐ ERB/SEATAC Review ☐ Oak Tree Permit

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, **biotic** resources?

☒ Potentially significant ☐ Less than significant with project mitigation ☐ Less than significant/No impact

RESOURCES - 4. Archaeological/Historical/Paleontological

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☒	☐	☐	Is the project site in or near an area containing known archaeological resources or containing features (drainage course, spring, knoll, rock outcroppings, or oak trees) that indicate potential archaeological sensitivity? *The Plan may facilitate the construction of bikeways near areas containing known archaeological resources or features that indicate potential archeological sensitivity. Therefore, this topic will be analyzed further in the EIR.*
b.	☐	☒	☐	Does the project site contain rock formations indicating potential paleontological resources? *Proposed bikeways may be located in areas where rock formations may exist; however, rock formations would likely not be affected by bikeway construction. Most of the new bikeways would be constructed along or within existing roadways where rock formations are not located. Additionally, construction of Class I bike paths, Class II bike lanes, and Class III bike routes involving road widening would require shallow grading only, which would not affect significant rock formations or other significant paleontological resources. Therefore, no further analysis is warranted.*
c.	☒	☐	☐	Does the project site contain known historic structures or sites? *Most of the proposed bikeways would be constructed within or along existing roadways in the existing right-of-way, and bikeway construction is not likely to substantially affect or destroy historical structures or sites. However, proposed bicycle corridors could be located near known historical structures and sites. Therefore, this topic will be analyzed further in the EIR.*
d.	☒	☐	☐	Would the project cause a substantial adverse change in the significance of a historical or archaeological resource as defined in 15064.5? *Areas proposed for bikeway construction include areas along existing rivers, creeks, and flood control facilities and in mostly disturbed or developed locations within County jurisdiction. Additionally, bikeway construction would likely involve shallow grading with much of the construction occurring along or within existing roadways or other rights-of-way, which have a low potential for affecting archaeological or historic resources. Therefore, construction would not cause a substantial adverse change in the significance of a historical or archaeological resource where new bikeways are proposed. Although impacts to historical or archaeological resources are not anticipated, this topic will be further analyzed in the EIR.*

	Yes	No	Maybe	
e.	☐	☒	☐	Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? *Most of the proposed bikeways would be located in developed, urban areas that are highly disturbed and are not likely to contain unique geologic features. Some bikeways would be located within national forests that are largely undeveloped and undisturbed and that could contain unique geologic features. However, the bikeways constructed within national forests would not be Class 1 bike paths and would, therefore, be constructed within or along existing roadways in the existing rights-of-way. Therefore, proposed bikeway locations would not have an effect on geologic features. Additionally, it is highly unlikely that the construction of new bicycle corridors and associated facilities would result in the discovery or destruction of a unique paleontological resource since any construction or ground disturbance would be limited to shallow grading at proposed locations of Class I bike paths, Class II bike lanes, and Class III bike routes involving road widening. Therefore, no further analysis is warranted.*
f.	☐	☒	☐	Other factors? *None.*

☐ **MITIGATION MEASURES** ☐ **OTHER CONSIDERATIONS**

☐ Lot Size ☐ Project Design ☐ Phase 1 Archaeology Report

CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on **archaeological, historical**, or **paleontological** resources?

☒ Potentially significant ☐ Less than significant with project mitigation ☐ Less than significant/No impact

RESOURCES - 5. Mineral Resources

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☒	☐	☐	Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? *Most of the bikeway network would be constructed along or within existing roadways and would require shallow grading for construction. The Plan includes Class 1 bike paths that would go through MRZ-2 zones, which are zones that include known mineral deposits. In the area of the proposed bikeways network, there are oil and gas reserves and sand/gravel/aggregate resources. Therefore, the bikeway network could result in a traffic or access conflict associated with extraction of a known mineral resource. This topic will be analyzed further in the EIR.*
b.	☒	☐	☐	Would the project result in the loss of availability of a locally important mineral resource discovery site delineated on a local general plan, specific plan or other land use plan? *See (a) above. The bikeway network could result in a traffic or access conflict associated with extraction of a locally important mineral resource discovery site. This topic will be analyzed further in the EIR.*
c.	☐	☒	☐	Other factors? *None.*

☐ **MITIGATION MEASURES** ☐ **OTHER CONSIDERATIONS**

☐ Lot Size ☐ Project Design

CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on **mineral** resources?

☒ Potentially significant ☐ Less than significant with project mitigation ☐ Less than significant/No impact

RESOURCES - 6. Agriculture/Forest Resources

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☐	☒	☐	Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency to non-agricultural use? *There are areas of Prime Farmland, Unique Farmland, and Farmland of Statewide Importance within unincorporated Los Angeles County. The majority are located in the north/northeastern part of the County within the Antelope Valley Planning Area. There are also small areas within the San Fernando Valley and Santa Monica Mountains Planning Areas (California Department of Conservation, 2009). However, the bikeways would be constructed within existing roadways or other rights-of-way and would not affect farmland. No further analysis is warranted.*
b.	☐	☒	☐	Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract? *The only Williamson Act contract within unincorporated Los Angeles County is for the preservation of open space on Santa Catalina Island, which is not within the area covered under the Plan. Therefore, the Plan does not conflict with a Williamson Act contract and no further analysis is warranted.*
c.	☐	☒	☐	Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code § 12220 (g)) or timberland zoned Timberland Production (as defined in Public Resources Code § 4526)? *Several bikeways would be constructed within the Angeles National Forest. However, none of these bikeways would be Class 1 bike paths, meaning that they would all be constructed along or within existing roadways. Therefore, they would not conflict with the zoning or rezoning of forest or timberland. No further analysis is warranted.*
d.	☐	☒	☐	Would the project result in the loss of forest land or conversion of forest land to non-forest use? *Several bikeways would be constructed within the Angeles National Forest. However, none of these bikeways would be Class 1 bike paths, meaning that they would all be constructed along or within existing roadways. Therefore, they would not result in loss or conversion of forest land. No further analysis is warranted.*
e.	☐	☒	☐	Would the project involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? *The bikeway network facilitated by the Plan would not convert farmland or forest land (see [a] and [d] above).*
f.	☐	☒	☐	Other factors? *None.*

☐ **MITIGATION MEASURES** ☐ **OTHER CONSIDERATIONS**

☐ Lot Size ☐ Project Design

CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on **agriculture** resources?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No impact

RESOURCES - 7. Visual Qualities

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☒	☐	☐	Is the project site substantially visible from or will it obstruct views along a scenic highway (as shown on the Scenic Highway Element), or is it located within a scenic corridor or will it otherwise impact the viewshed? *Eligible state and county scenic highways within unincorporated Los Angeles County may be affected by the placement of a new bicycle corridor. However, the project would not involve any changes to aboveground structures that would be substantially visible or obstruct the view along a scenic highway. In addition, signs installed for identification of routes and traffic control measures would not be excessively large and would likely be similar to those found on many urban streets. New bridge construction may be proposed along rivers, creeks, and other natural features or near scenic corridors. Therefore, the project may have the potential to affect a scenic corridor. This topic will be analyzed further in the EIR.*
b.	☒	☐	☐	Is the project substantially visible from or will it obstruct views from a regional riding or hiking trail? *Numerous recreational trails are located throughout unincorporated Los Angeles County, specifically in the Antelope Valley, Santa Monica Mountains, Santa Clarita Valley, and San Fernando Valley Planning Areas. There is a potential for bikeway features to be proposed in areas that may be visible from trails. These features could include signage, traffic control measures, and new bridges that may be proposed at specific locations near regional riding or hiking trails. In some locations, bikeways and trails may share the same corridor. However, new bikeway features, specifically new structures such as bridges, proposed near trails would be designed to avoid obstructing existing views from trails. This topic will be analyzed further in the EIR.*
c.	☐	☒	☐	Is the project site located in an undeveloped or undisturbed area that contains unique aesthetic features? *Most of the new bikeways are located in developed, urban areas that are highly disturbed and are not likely to contain unique aesthetic features. Some bikeways would be located within national forests that are largely undeveloped and that could contain unique aesthetic features. However, these bikeways would not be Class 1 bike paths and would, therefore, be constructed within or along existing roadways in the existing right-of-way. Therefore, the bikeways would not have an effect on unique features. No further analysis is warranted.*
d.	☐	☒	☐	Is the proposed use out-of-character in comparison to adjacent uses because of height, bulk, or other features? *Bicycle corridors, like other transportation corridors, are mostly at-grade improvements. The only potential bicycle infrastructure improvement that may create shadow or glare could include potential bridges at only a few selected locations within the County. The Plan also proposes signage and bicycle support facilities such as bike racks and lockers, although these structures are not tall or large features that would create an out-of-character effect or result in a sun shadow or glare. Additionally, the project does not involve the installation of light sources. Therefore, the visual character and quality of the project site would not substantially change with implementation of the project, and there would be no significant adverse impacts. No further analysis is warranted.*

	Yes	No	Maybe	
e.	☐	☒	☐	Is the project likely to create substantial sun shadow, light or glare problems? *See response 7(d), above.*
f.	☐	☒	☐	Other factors (e.g., grading or landform alteration)? *Construction may involve shallow grading at proposed locations of Class I bike paths and potentially at locations of proposed Class II bike lanes and Class III bike routes where road widening would be required. No major landform alteration is proposed; most of the bikeways are proposed along existing rivers, creeks, and flood control facilities and in mostly disturbed and developed locations within County jurisdiction. Therefore, construction would not substantially alter existing landforms in areas where bikeways are proposed. Therefore, no further analysis is warranted.*

☐ **MITIGATION MEASURES** ☐ **OTHER CONSIDERATIONS**

☐ Lot Size ☐ Project Design ☐ Visual Report ☐ Compatible Use

CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on **scenic** qualities?

☒ Potentially significant ☐ Less than significant with project mitigation ☐ Less than significant/No impact

RESOURCES - 8. Greenhouse Gas Emissions

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☒	☐	☐	Would the project generate greenhouse gas (GhG) emissions, either directly or indirectly, that may have a significant impact on the environment (i.e., on global climate change)? Normally, the significance of the impacts of a project's GhG emissions should be evaluated as a cumulative impact rather than a project-specific impact. *The project would temporarily emit GhGs during bikeway construction; however, these emissions would quickly dissipate at the completion of the temporary construction period and could be offset should the Plan and its individual projects shift some modes of transportation from vehicles to bicycles.* *Because construction activities would be temporary, the contribution to the cumulative context is expected to be minimal and all of the appropriate and feasible construction-related measures recommended by the SCAQMD would be required to further reduce GhG emissions associated with construction of the expanded bikeway network in the County over a 20-year period. Therefore, the contribution of construction-related GhGs emissions associated with the project would not be cumulatively considerable. Additionally, implementation of the project would facilitate the increase use of bicycles and replace mobile transportation sources, which would have a positive impact by reducing vehicle miles traveled and the release of GhG emissions. Even though project implementation would result in positive impacts to air quality, this topic will be analyzed further in the EIR.*
b.	☒	☐	☐	Would the project conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases including regulations implementing AB 32 of 2006, General Plan policies and implementing actions for GhG emission reduction, and the Los Angeles Regional Climate Action Plan? *The County has enacted a variety of policies and plans, including the Los Angeles Regional Climate Action Plan, to fulfill the objectives outlines in AB 32. Implementation of the project would likely result in a net decrease in GhG emissions because the project is expected to reduce emissions countywide by replacing motor vehicle trips with bicycle trips. The County of Los Angeles General Plan Update also supports the goal of reducing vehicle miles traveled and vehicle trips and promotes bikeway travel and other alternative modes of transportation that reduce GhG emissions. The project would not impede implementation of plans, policies, or regulations that meet either the state or County's GhG reduction goals. In fact, the project would be compatible with these goals by promoting zero emissions alternatives to vehicle travel. Even though project implementation would result in positive impacts to air quality and GhG emissions reduction, this topic will be analyzed further in the EIR.*
c.	☐	☒	☐	Other factors? *None.*

☐ **MITIGATION MEASURES** ☐ **OTHER CONSIDERATIONS**

☐ Lot Size ☐ Project Design

CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on **scenic** qualities?

☒ Potentially significant ☐ Less than significant with project mitigation ☐ Less than significant/No impact

SERVICES - 1. Traffic/Access

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☐	☒	☐	Does the project contain 25 dwelling units or more and is it located in an area with known congestion problems (roadway or intersections)? *The project does not propose any dwelling units. Therefore, the project would not result in an exceedance of the County's general significance threshold for dwelling units in an area of known congestion problems. No further analysis is warranted.*
b.	☒	☐	☐	Will the project result in any hazardous traffic conditions? *The Plan would facilitate the construction of an expanded bikeway network throughout unincorporated Los Angeles County. Implementation of the project would result in the reduction of travel lanes at specific locations which may increase traffic congestion at some intersections within the County. However, adoption of the Plan would encourage bicyclists to use existing roadways within the County and increase the number of bicycles within roadways and traveling through existing intersections, thereby increasing the risk of bicycle/vehicle conflicts or accidents on roadways. Additionally, potential construction of new trail/highway crossings is another potential source of traffic safety hazards. Even though the Plan includes bicycle education goals and policies that outline programs to educate bicyclists and motorists on bicycle safety and enforcement of safety behaviors to reduce traffic accidents between cyclists and motorists, traffic accidents may still occur. Therefore, implementation of the project may result in hazardous traffic conditions. This topic will be analyzed further in the EIR.*
c.	☒	☐	☐	Will the project result in parking problems with a subsequent impact on traffic conditions? *The Plan facilitates the construction of an extended bikeway network, the majority of which may be constructed along or within existing roadways. The construction of Class II bike lanes and Class III bike routes within the County may result in a permanent loss of on-street parking at selected locations, which may result in parking problems where parking spaces are removed. Therefore, this topic will be analyzed further in the EIR.*
d.	☐	☒	☐	Will inadequate access during an emergency (other than fire hazards) result in problems for emergency vehicles or residents/employees in the area? *The proposed expanded bikeway network, including the construction of approximately 715 miles of new bicycle corridors occurring over a 20-year period throughout unincorporated Los Angeles County, may result in inadequate access occurring intermittently during construction in the event of an emergency. However, the construction phases of individual bikeway construction would be minimal and temporary and would not have a significant impact on access. The County will implement traffic control plans in areas where construction is occurring to accommodate first responders and emergency vehicles so that emergency access is not obstructed. Once construction is complete, roadways and bikeways would continue to operate with adequate emergency access. Therefore, no further analysis is warranted.*

	Yes	No	Maybe	
e.	☐	☒	☐	Will the congestion management program (CMP) Transportation Impact Analysis thresholds of 50 peak hour vehicles added by project traffic to a CMP highway system intersection or 150 peak hour trips added by project traffic to a mainline freeway link be exceeded? *The Bicycle Master Plan does not propose a use that would result in the addition of 50 vehicles or 150 peak hour trips and therefore, would not exceed the CMP Transportation Impact Analysis threshold. Additionally, the project would reduce vehicle trips and support the congestion management program by providing new bikeways and encouraging alternative modes of transportation. Therefore, no impacts are anticipated and no further analysis is warranted.*
f.	☐	☒	☐	Would the project conflict with adopted policies, plans, or programs supporting alternative transportation facilities (e.g., bus, turnouts, bicycle racks)? *The Plan would facilitate the construction of an extended bikeway network as well as the promotion of bicycling as an alternative mode of transportation. The Plan proposes bicycle infrastructure improvements, bicycle-related programs, implementation strategies, and policy and design guidelines and proposes bikeway connections throughout the County to other transportation facilities such as bus and train stations. The Plan also facilitates the construction of bicycle support facilities such as bike racks and lockers. Therefore, the Plan would not conflict with policies, plans or programs supporting alternative transportation and supports implementation of alternative transportation facilities. No further analysis is warranted.*
g.	☐	☒	☐	Other factors? *None.*

☐ **MITIGATION MEASURES** ☐ **OTHER CONSIDERATIONS**

☐ Project Design ☐ Traffic Report ☐ Consultation with Traffic & Lighting Division

CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on **traffic/access** factors?

☒ Potentially significant ☐ Less than significant with project mitigation ☐ Less than significant/No impact

SERVICES - 2. Sewage Disposal

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☐	☒	☐	If served by a community sewage system, could the project create capacity problems at the treatment plant? *The Plan involves the construction of an extended bikeway network throughout unincorporated Los Angeles County. It does not require or otherwise involve the use of a sewage system. No further analysis is warranted.*
b.	☐	☒	☐	Could the project create capacity problems in the sewer lines serving the project site? *The construction of the bikeway network facilitated by the Plan would not require discharge into a sewer line. No further analysis is warranted.*
c.	☐	☒	☐	Other factors? *None.*

STANDARD CODE REQUIREMENTS

☐ Sanitary Sewers and Industrial Waste – Ordinance No. 6130

☐ Plumbing Code – Ordinance No. 2269

☐ **MITIGATION MEASURES** ☐ **OTHER CONSIDERATIONS**

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the physical environment due to **sewage disposal** facilities?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No impact

SERVICES - 3. Education

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☐	☒	☐	Could the project create capacity problems at the district level? *The bikeway network facilitated by the Plan would not induce population growth within the communities where the bikeways would be located and would not induce a demand for district capacity. Therefore, the Plan would have no effect on the number of students attending schools within the school districts where the bikeways are located and would not create capacity problems within the districts. No further analysis is warranted.*
b.	☐	☒	☐	Could the project create capacity problems at individual schools that will serve the project site? *See (a) above. No further analysis is warranted.*
c.	☐	☒	☐	Could the project create student transportation problems? *The bikeway network would provide increased access to alternative modes of transportation to school. A policy outlined in the Plan is to provide a bikeway network that connects important activity centers, including schools, and to promote bicycling to those destinations. The Plan would also involve the support of the County's Suggested Routes to School program and provide youth bicycle safety education which would reinforce the use of bicycles as a mode of transportation to school. Therefore, the Plan would not create student transportation problems but would instead expand the alternative transportation opportunities for students and reduce student transportation problems. No further analysis is warranted.*
d.	☐	☒	☐	Could the project create substantial library impacts due to increased population and demand? *The bikeway network would not induce population growth within the communities where the bikeways would be located and would not induce a demand for additional libraries or expanded library services. Because the Bicycle Plan does not propose new housing or uses that would result in a large, new resident population, the project would have no effect on libraries or library services. No further analysis is warranted.*
e.	☐	☒	☐	Other factors? *None.*

☐ **MITIGATION MEASURES** ☐ **OTHER CONSIDERATIONS**

☐ Site Dedication ☐ Government Code Section 65995 ☐ Library Facilities Mitigation Fee

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) relative to **educational** facilities/services?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No impact

SERVICES - 4. Fire/Sheriff Services

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☐	☒	☐	Could the project create staffing or response time problems at the fire station or sheriff's substation serving the project site? *The various individual bikeways would be served by a variety of fire stations and sheriff's substations throughout the County. Construction of the bikeways would be temporary and would not create staffing or response time problems at any of these stations. Operation of the new bikeways identified in the Plan is not anticipated to impact staffing or response times because the Plan does not propose any habitable structures and provides an improved mode of transportation to address areas of known traffic/bicycle accidents. Therefore, by separation of vehicular and bicycle traffic through new Class I trails and through improved signage and improved bicycle lanes in Class II and III trails, the Plan may actually reduce staffing and response time problems at local fire and sheriff stations. Furthermore, the Plan does outline various programs that would involve local fire or police department staff, including Bicycle Rodeos to promote safety and an enforcement component that would involve bicycle police patrols, bike light enforcement and other bicycle-related law enforcement. However, these programs would not utilize a substantial number of staff that would create staffing or response time problems. No further analysis is warranted.*
b.	☐	☒	☐	Are there any special fire or law enforcement problems associated with the project or the general area? *The Plan facilitates a bikeway network spanning all of unincorporated Los Angeles County. The various individual bikeways would be served by a variety of fire stations and sheriff's substations throughout the County. However, the Plan would not involve the use of a substantial number of fire or law enforcement employees, facilities, or equipment that could exacerbate potential existing problems. No further analysis is warranted.*
c.	☐	☒	☐	Other factors? *None.*

☐ **MITIGATION MEASURES**

☐ Fire Mitigation Fee

☐ **OTHER CONSIDERATIONS**

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) relative to **fire/sheriff** services?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No impact

SERVICES - 5. Utilities/Other Services

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☐	☒	☐	Is the project site in an area known to have an inadequate public water supply to meet domestic needs or to have an inadequate ground water supply and proposes water wells? *The Bicycle Master Plan involves the construction of an extended bikeway network and would not involve the construction of water wells or would it impact ground water supply. This issue will not be analyzed further in the EIR.*
b.	☐	☒	☐	Is the project site in an area known to have an inadequate water supply and/or pressure to meet fire fighting needs? *The Bicycle Master Plan involves the construction of a bikeway network throughout the unincorporated portions of the County, which would not involve the use of water supplies. Therefore, it would have no impact on water supplies in general or for firefighting purposes.*
c.	☐	☒	☐	Could the project create problems with providing utility services, such as electricity, gas, or propane? *Construction of the bikeways would not involve activities that would permanently interrupt or otherwise create problems with utility services. Construction would involve shallow grading that would not interfere with utility transmission infrastructure. Additionally, many utility transmission lines are located directly beneath existing roadways, some of which may need to be relocated, but would not be affected by the construction of the bikeways. No further analysis is warranted.*
d.	☐	☒	☐	Are there any other known service problem areas (e.g., solid waste)? *The construction of the bikeway network would not create large amounts of construction and demolition debris and would not generate a substantial amount of solid waste during its operation. Furthermore, compliance with the County of Los Angeles Recycling Ordinance which requires recycling of 50 percent of construction and demolition debris would make impacts to solid waste generation/landfill capacity less than significant. No further analysis is warranted.*
e.	☐	☒	☐	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services or facilities (e.g., fire protection, police protection, schools, parks, roads)? *The bikeway network facilitated by the Plan would not induce population growth which is typically the underlying reason for physical impacts on governmental facilities. Impacts to roadways are considered under the traffic services and access section of this Initial Study and the impact analysis as it relates to roadways will be analyzed further in the EIR.*
f.	☐	☒	☐	Other factors? *None.*

STANDARD CODE REQUIREMENTS

☐ Plumbing Code – Ordinance No. 2269 ☐ Water Code – Ordinance No. 7834

☐ **MITIGATION MEASURES** ☐ **OTHER CONSIDERATIONS**

☐ Lot Size ☐ Project Design

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) relative to **utilities** services?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No impact

OTHER FACTORS - 1. General

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☐	☒	☐	Will the project result in an inefficient use of energy resources? *Construction of the bikeways facilitated by the Plan would require the use of some energy resources to operate construction equipment. However, construction would be temporary. Once construction is complete the bikeways would not require the use of significant energy resources and would promote the use of bicycles for transportation in place of motorized modes of transportation using gasoline, diesel, or natural gas. This would reduce the use of these energy resources. Additionally, by creating and promoting the bikeway, not only would there be fewer vehicles on the road but also reduced congestion, thereby increasing the efficiency of vehicles on the roads. No further analysis is warranted.*
b.	☐	☒	☐	Will the project result in a major change in the patterns, scale, or character of the general area or community? *The Plan facilitates the construction of an extended bikeway network throughout unincorporated Los Angeles County which would supplement the existing transportation network and create connective corridors between existing communities. A majority of the bikeways would be constructed along or within existing roadways. Therefore, the bikeway network would not result in a change in the pattern or scale of the communities where the bikeways would be built. No further analysis is warranted.*
c.	☐	☒	☐	Will the project result in a significant reduction in the amount of agricultural land? *Although there is a small amount of agricultural land within the north and northwestern portions of unincorporated Los Angeles County, a large amount of agricultural land would not be removed by construction of the bikeway network. Most of the bikeways would be constructed within or along existing roadway or other right-of-way. No further analysis is warranted.*
d.	☐	☒	☐	Other factors? *None.*

STANDARD CODE REQUIREMENTS

☐ State Administrative Code, Title 24, Part 5, T-20 (Energy Conservation)

☐ **MITIGATION MEASURES** ☐ **OTHER CONSIDERATIONS**

☐ Lot Size ☐ Project Design ☐ Compatible Use

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the physical environment due to any of the above factors?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No impact

OTHER FACTORS - 2. Environmental Safety

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☐	☒	☐	Are any hazardous materials used, transported, produced, handled, or stored on-site? *The construction of the bikeways may involve the use, transport, production, handling, or storage of small amounts of hazardous materials. However, these materials would be handled in compliance with federal, state, and local regulations. Operation of the bikeways proposed under the Bicycle Master Plan would not require the use, transport, production, handling, or storage of on-site hazardous materials. No further analysis is warranted.*
b.	☐	☒	☐	Are any pressurized tanks to be used or any hazardous wastes stored on-site? *The construction of the bikeway network would not involve the use of pressurized tanks or result in hazardous wastes stored on-site. No further analysis is warranted.*
c.	☐	☒	☐	Are any residential units, schools, or hospitals located within 500 feet and potentially adversely affected? *Because the bikeway network would be located throughout unincorporated Los Angeles County, it is likely that residential units, schools, and/or hospitals could be located within 500 feet of the bikeways. However, construction of the bikeways would not have an adverse effect on the environmental safety of these uses because construction of the bikeways would not involve large amounts of hazardous materials or wastes. No further analysis is warranted.*
d.	☒	☐	☐	Have there been previous uses that indicate residual soil toxicity of the site or is the site located within two miles downstream of a known groundwater contamination source within the same watershed? *It is possible that some bikeways could be in areas with previous uses that indicate residual soil toxicity or within two miles downstream of known groundwater contamination. This topic will be analyzed further in the EIR.*
e.	☐	☒	☐	Would the project create a significant hazard to the public or the environment involving the accidental release of hazardous materials into the environment? *The construction and operation of bikeways facilitated by the Plan would not involve the use of hazardous materials or wastes that would be accidentally released. Any use of hazardous materials would be in small quantities related to construction activities (e.g., diesel trucks or equipment might have small tanks) and these quantities would be governed by compliance with applicable federal, state, and local regulations. No further analysis is warranted.*

	Yes	No	Maybe	
f.		☒	☐	Would the project emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? *Because the Plan facilitates the construction of an extended bikeway network throughout unincorporated Los Angeles County, it is possible that some bikeways could be within one-quarter mile of an existing or proposed school.* *Construction* *The greatest potential for toxic air contaminant (TAC) emissions would be related to diesel particulate emissions associated with heavy equipment operations during site grading activities. The SCAQMD does not consider diesel-related cancer risks from construction equipment to be an issue due to the short-term nature of construction activities. Construction activities associated with the proposed project would be sporadic, transitory, and short term in nature (no more than 3 years). The assessment of cancer risk is typically based on a 70-year exposure period. Because exposure to diesel exhaust would be well below the 70-year exposure period, construction of the proposed project is not anticipated to result in an elevated cancer risk to exposed persons due to the short-term nature of construction. As such, project-related toxic emission impacts during construction would not be significant and will not be analyzed further in the EIR.* *Operation* *SCAQMD recommends that health risk assessments be conducted for substantial sources of diesel particulates (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions. In addition, typical sources of acutely and chronically hazardous toxic air contaminants include industrial manufacturing processes, automotive repair facilities, and dry cleaning facilities. Since the proposed project would not contain such uses, the proposed project does not warrant a health risk assessment. Potential project-generated air toxic impacts to surrounding land would be less than significant and this issue will not be analyzed further in the EIR.*
g.	☒	☐	☐	Would the project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or environment? *There are numerous sites listed pursuant to Government Code Section 65962.5 within Los Angeles County. Therefore, it is possible that bikeways could pass through hazardous materials sites. This topic will be analyzed further in the EIR.*
h.	☐	☒	☐	Would the project result in a safety hazard for people in a project area located within an airport land use plan, within two miles of a public or public use airport, or within the vicinity of a private airstrip? *Some bikeways could be located within an airport land use plan, within two miles of a public use airport or within the vicinity of a private air strip. However, the presence of the bikeways would not affect the airport-related safety of people within those areas since construction of the bikeways would be temporary and no construction equipment that would pose a safety hazard to airplanes (e.g., tall cranes, scaffolding, or other large structures) would be used. No further analysis is warranted.*

	Yes	No	Maybe	
i.	☐	☒	☐	Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? *Construction of the majority of the bikeways would occur within or along existing public roadways, which could potentially interfere with emergency response or evacuation plans. However, construction impacts would be minimal and temporary and would not substantially impair emergency plans. The County will implement traffic control plans in areas where construction is occurring to accommodate first responders and emergency vehicles so that emergency access is not obstructed. After construction, the bikeways would not impact emergency response or evacuation plans. No further analysis is warranted.*
j.	☐	☒	☐	Other factors? *None.*

☐ **MITIGATION MEASURES**

☐ **OTHER CONSIDERATIONS**

☐ Toxic Clean-up Plan

CONCLUSION

Considering the above information, could the project have a significant impact relative to **public safety**?

☒ Potentially significant ☐ Less than significant with project mitigation ☐ Less than significant/No impact

OTHER FACTORS - 3. Land Use

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☐	☒	☐	Can the project be found to be inconsistent with the plan designation(s) of the subject property? *Implementation of the Bicycle Master Plan would facilitate the construction of an expanded bikeway network, including the addition of approximately 700 miles of new bicycle corridors, throughout unincorporated Los Angeles County. Bicycle corridors are used in a transitory manner, similar to a transportation corridor. As such, bikeways typically are not given a General Plan or Zoning designation.* *The Plan would not conflict with any zoning regulations because any change to the bicycle network would mostly occur within roadways or existing right-of-ways. Additionally, implementation of the Plan would not conflict with the General Plan but would supplement, amend and implement policies from the General Plan's Mobility Element to promote alternative transportation. Therefore, no impacts are anticipated and no further analysis is warranted.*
b.	☐	☒	☐	Can the project be found to be inconsistent with the zoning designation of the subject property? *See response 3a, above.*
c.				Can the project be found to be inconsistent with the following applicable land use criteria: Hillside Management Criteria?
	☐	☒	☐	*The Plan does not facilitate construction of new bicycle corridors within overly steep areas. No major hillside alteration is proposed as a majority of bikeways are proposed along existing rivers, creeks, and flood control facilities and in mostly disturbed locations within the jurisdiction of the County. A majority of these areas are developed and mostly within or along roadways and existing right-of-ways. Therefore, implementation of the Plan would not substantially alter existing hillsides in areas where bikeways are proposed. Therefore, no further analysis is warranted.*
				SEA Conformance Criteria?
	☒	☐	☐	*Refer to Resources section, response 3a. Any analysis regarding SEA conformance will be provided in the Biota section of the EIR.*
	☐	☒	☐	Other? *None.*

	Yes	No	Maybe	
d.	☐	☒	☐	Would the project physically divide an established community? *The Plan would facilitate the construction of an expanded bikeway network throughout unincorporated Los Angeles County. The bikeway network facilitated by the Plan would not physically divide an established community. The majority of the bikeways would be constructed along existing roadways and would not affect the connectivity of the communities where they are proposed. While the project may result in physical changes to existing roadways and right-of-ways, there would be no substantial change to the surrounding land uses as a result of implementation of the Plan. Additionally, a goal of the Plan is to provide better connectivity within communities by providing bikeways that connect people to important activity centers such as employment, libraries, and cultural centers by providing an alternative means of transportation that can be utilized by everyone. Therefore, implementation of the Plan would connect communities rather than divide them. No further analysis is warranted.*
e.	☐	☒	☐	Other factors? *None.*

☐ **MITIGATION MEASURES** ☐ **OTHER CONSIDERATIONS**

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the physical environment due to **land use** factors?

☒ Potentially significant ☐ Less than significant with project mitigation ☐ Less than significant/No impact

OTHER FACTORS - 4. Population/Housing/Employment/Recreation

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☐	☒	☐	Could the project cumulatively exceed official regional or local population projections? *The Plan does not contain any elements that would induce population growth if it were implemented. Therefore, it would not affect population projections. No further analysis is warranted.*
b.	☐	☒	☐	Could the project induce substantial direct or indirect growth in an area (e.g., through projects in an undeveloped area or extension of major infrastructure)? *The Plan outlines the construction of an expanded bikeway network throughout unincorporated Los Angeles County, which would not be considered a major growth stimulator. The bikeway network would complement existing infrastructure and would not induce population growth in areas where the bikeways would be located. No further analysis is warranted.*
c.	☐	☒	☐	Could the project displace existing housing, especially affordable housing? *The bikeway network facilitated by the Plan would not displace any existing housing as the bikeways would be located along existing roadways, creeks, rivers, and channels, and the beach. No further analysis is warranted.*
d.	☐	☒	☐	Could the project result in substantial job/housing imbalance or substantial increase in Vehicle Miles Traveled (VMT)? *The bikeway network facilitated by the Plan would not create a substantial number of jobs, create new housing, or otherwise exacerbate a job/housing imbalance.* *One of the major goals of the Plan is to reduce VMT by constructing bikeways that would allow people to use bicycles to commute to key trip attractors within the communities and to increase the number of people who bike and the frequency of bicycle trips in relation to vehicle trips. Therefore, implementation of the Plan would decrease VMT within the communities where bikeways are constructed. VMT within the Plan area is projected to decrease by 155,375 miles on an average weekday with full implementation of the Plan, even with a projected 45% increase in population over the same period (Alta Planning + Design 2011). No further analysis is warranted.*
e.	☐	☒	☐	Could the project require new or expanded recreational facilities for future residents? *One of the goals of the bikeway network facilitated by the Plan is to provide bikeways that connect to recreational facilities such as parks and to promote bicycling to these destinations. The creation of connective corridors to recreational facilities does not require new or expanded recreational facilities for future residents; rather it facilitates access to existing facilities. Additionally, the bikeways themselves would be recreational facilities. This would add recreational facilities to communities and reduce demand on other existing facilities. No further analysis is warranted.*
f.	☐	☒	☐	Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? *The bikeway network facilitated by the Plan would not displace any people and would not necessitate the construction of replacement housing. No further analysis is warranted.*

	Yes	No	Maybe	
g.	☐	☒	☐	Other factors? *None.*

☐ **MITIGATION MEASURES** ☐ **OTHER CONSIDERATIONS**

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the physical environment due to **population, housing, employment,** or **recreational** factors?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No impact

MANDATORY FINDINGS OF SIGNIFICANCE

Based on this Initial Study, the following findings are made:

	Yes	No	Maybe	
a.	☒	☐	☐	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory? *The majority of new bikeways would be constructed along or within existing roadways where environmental resources are not likely to be located. Construction of Class I bike paths and Class II and III bikeways requiring road widening would require shallow grading only.* *Therefore, implementation of the Plan would not likely result in substantial degradation of the quality of the environment and potential impacts associated with an expanded bikeway network would not substantially impact the habitat of a wildlife species, cause a species to drop below self-sustaining levels, threaten to eliminate a plant or animal community, affect a rare or endangered species, or eliminate important examples of history or prehistory. However, due to the potential for environmental impacts to historic or biological resources, this will be analyzed further in the EIR.*
b.	☒	☐	☐	Does the project have possible environmental effects that are individually limited but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. *The bikeway network would be constructed mostly along existing roadways. The bikeways would be primarily constructed within developed urban areas within Los Angeles County. The Plan does not involve the construction of habitable structures or the conversion of large tracts of undisturbed land. Outside of the construction phase, there are minimal operational impacts and there are some positive impacts in the areas of air quality, greenhouse gases, and traffic. However, this topic will be analyzed further in the EIR.*
c.	☒	☐	☐	Will the environmental effects of the project cause substantial adverse effects on human beings, either directly or indirectly? *Implementation of the bicycle network identified in the Bicycle Master Plan would mostly involve construction impacts, which are temporary, resulting in minimal impacts to the environment and human beings. After construction, there would be little to no adverse operational impacts from the bikeway network. The bikeway network would have a positive impact on some aspects of the environment including air quality, greenhouse gas emissions, and traffic. Therefore, the environmental effects of the bikeway network would most likely not have a substantial adverse effect on human beings. However, this topic will be analyzed further in the EIR*

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the environment?

☒ Potentially significant ☐ Less than significant with project mitigation ☐ Less than significant/No impact

REFERENCES

Alta Planning + Design. 2011. County of Los Angeles Bicycle Master Plan. Public Review Draft – February 2011.

County of Los Angeles. 1993. Los Angeles County General Plan.

County of Los Angeles. 2008. Los Angeles County Draft General Plan.

County of Los Angeles. 2005. Zoning Ordinance No. 2005-0004. Chapter 20.87 Construction and Demolition Debris Recycling and Reuse added to Title 20-Utilities of the Los Angeles County Code on January 5, 2005. http://dpw.lacounty.gov/epd/CD/cd_attachments/CD_ordinance.pdf. (Website accessed on February 22, 2011).

California Department of Conservation. 2009. A Guide to the Farmland Mapping and Monitoring Program. 2008 Edition.

Appendix A | Project Description

Overview

The County of Los Angeles Bicycle Master Plan (also referred to as the "Bicycle Master Plan," the "Plan," or "proposed project"), as proposed by the County of Los Angeles (County), is a sub-element of the Mobility Element within the Los Angeles County General Plan. The environmental review process for the proposed project will occur concurrently with the Los Angeles County General Plan Update and the associated environmental impact report (EIR).

Approval of the proposed project would result in the adoption of the Bicycle Master Plan and rescission of the existing Plan of Bikeways. The Plan provides guidance regarding the development of infrastructure, policies, and programs that would improve the bicycling environment in Los Angeles County. The Plan also contains a list of goals, policies, and implementation actions developed to achieve the County's vision for the next 20 years or until 2032. The analysis of the Plan in the EIR will qualitatively address impacts at a programmatic level.

Project Location / Environmental Setting

Los Angeles County is geographically one of the largest counties in the nation with approximately 4,083 square miles. The County stretches along 75 miles of the Pacific Coast of Southern California and is bordered to the east by Orange and San Bernardino Counties, to the north by Kern County, and to the west by Ventura County. Los Angeles County also includes the offshore islands of Santa Catalina and San Clemente. Figure 1 shows the regional location of Los Angeles County.

The unincorporated areas of the County comprise 2,656 square miles of Los Angeles County's 4,083 square miles, equivalent to approximately 65% of the County's total land area. The majority of unincorporated County land is located in the northern part of the county and includes expansive open space within the Antelope and Santa Clarita Valleys. The unincorporated areas of the County consist of 124 separate, non-contiguous land areas. These areas in the northern part of the County are covered by large amounts of sparsely populated land and include the Angeles and Los Padres National Forests and the Mojave Desert. The unincorporated areas of the southern portion of the County consists of 58 communities, located among the other urban incorporated cities in the County, which are often referred to as the County's unincorporated urban islands. The County's southwestern boundary consists of the Pacific Ocean coastline and encompasses the Santa Catalina and San Clemente Islands; however, the two islands are not included in the Plan. The Bicycle Master Plan is organized into 11 planning areas as shown on Figure 1.

Los Angeles County is heavily urbanized, and most of the undeveloped land that remains is within unincorporated areas. Unincorporated areas within the County are climatically and ecologically diverse and include coastal, mountain, forest, and desert ecosystems. There are a number of wildlife corridors in the County that connect the Mojave Desert, San Gabriel Mountains, Santa Susana Mountains, Santa Monica Mountains, and Puente Hills with other core areas of wildlife habitat.

In addition to the unincorporated areas, the County has jurisdictional control over numerous rivers, creeks, and flood control channels and other rights-of-way. The proposed bicycle facilities may travel through various jurisdictions along flood control channels under the jurisdiction of either the County or the U.S. Army Corps of Engineers. Portions of some bikeways in the proposed network traverse incorporated city land. These portions were included in the Plan to present a bikeway network that would most completely serve the intended purposes of expanding local and regional connectivity and connecting gaps within the existing network.

Purpose of the Plan

The purpose of the Bicycle Master Plan is to guide the development of infrastructure, policies, and programs that improve the bicycling environment in Los Angeles County. The Plan focuses on areas under the County's jurisdictional authority; however, it also coordinates with bicycle planning efforts of other agencies.

The plan complies with Streets and Highways Code Section 891.2, making the County eligible for Bicycle Transportation Account (BTA) funds. The BTA is an annual program that provides state funds for city and county projects that improve safety and convenience for bicycle commuters.

The Plan is a supplementary document to the *Los Angeles County General Plan*, providing a more detailed bicycle planning and policy direction than is included in the currently adopted General Plan. The existing County Bikeway Plan was adopted in 1975. The Plan, once adopted, will replace the 1975 Bikeway Plan and will become a sub-element to the Mobility Element of the General Plan Update.

Project Benefits

The project benefits include the Plan's guiding principles, which were developed with community input regarding how and where residents would like to see bicycle corridors in the year 2032. The proposed project's primary objective is to create a more bicycle-friendly environment in Los Angeles County through the implementation of the Bicycle Master Plan, which would benefit County residents and visitors alike. As secondary objectives, the County proposes to contribute to resolving several complex and interrelated issues, including traffic congestion, air quality, climate change, public health, and livability. By guiding unincorporated areas toward bicycle-friendly development, this Plan can affect all of these issue areas, which collectively can have a profound effect on the existing and future quality of life in the County.

Implementation of the proposed project seeks to provide these benefits:

- Environmental and Climate Change Benefits: Fewer vehicular trips result in fewer mobile source and greenhouse gas pollutants, thereby improving air quality.
- Public Health Benefits: Encourages active lifestyles and creates a means for physical activity.

- Economic Benefits: Bicycling involves fewer operating costs and travel expenses than automobile commuters. Cost of bicycle infrastructure is less than automobile infrastructure.
- Community/Quality of Life Benefits: Built environments that promote bicycling are more socially active, civically engaged, and aesthetically pleasing.
- Safety Benefits: Well-designed bicycle facilities improve security for cyclists and encourage more people to bike, which in turn, can further improve bicycling safety (Alta Planning + Design 2011).

Project Characteristics

The Bicycle Master Plan is a sub-element of the Mobility Element of the County of Los Angeles General Plan Update which is required by the State of California (Government Code 65300) to guide the long-range development of the County. The Plan would replace the Plan of Bikeways that was adopted in 1975. The Plan discusses the existing and proposed bicycle network within County areas. The Plan describes bicycle-related programs that are essential facets of the overall bicycle system envisioned for the County. These include education, encouragement, and enforcement programs. The Plan includes design guidelines for bicycle treatments, funding options, cost estimates for the highest priority projects, and a phased implementation strategy for the proposed bikeway recommendations.

Planning Areas

The Plan is organized by 11 planning area boundaries consistent with the County General Plan, with the exception of the Coastal Islands planning area, which contains no county-maintained roadways and is not included in the Plan. Figure 1 displays an overall map of the County of Los Angeles, providing the location of planning areas within the Plan. The proposed network is displayed on three overview maps: Figure 2 displays the northern portion of the County; Figure 3 displays the southwestern portion of the County; and Figure 4 displays the southeastern portion of the County.

Proposed Bicycle Network

The County of Los Angeles is proposing the Bicycle Master Plan to create a seamless regional bicycle network and to improve the quality of life throughout the County. The Plan proposes an expanded bikeway network in unincorporated communities and along rivers, creeks, and flood control facilities within County jurisdiction. However, for the purposes of planning an integrated network, the Plan also includes bikeways in the following 46 cities:

Agoura Hills	Compton	Glendale
Arcadia	Covina	Glendora
Azusa	Culver City	Hawthorne
Calabasas	El Monte	Huntington Park
Carson	El Segundo	Industry
Commerce	Gardena	Inglewood

Irwindale	Montebello	San Gabriel
La Canada Flintridge	Monterey Park	Santa Clarita
La Mirada	Palmdale	Santa Fe Springs
La Puente	Paramount	Temple City
La Verne	Pasadena	Torrance
Lancaster	Pomona	Vernon
Long Beach	Rancho Palos Verdes	West Covina
Los Angeles	Rolling Hills Estates	Whittier
Malibu	Rosemead	
Monrovia	San Dimas	

Because portions of some bicycle facilities may be located within other jurisdictions, these cities, if they choose to participate as responsible agencies, may have discretionary approval authority over a portion of the project. Participation as a responsible agency will allow these cities to use the CEQA documentation prepared by the County to make the required filings and findings to make approval decisions.

The Plan outlines a range of recommendations to facilitate accomplishing the regional goals of increasing the number of people who bike and frequency of bicycle trips for all purposes, encouraging the development of complete streets, improving safety for bicyclists, and increasing public awareness and support for bicycling in the County. The recommendations include bicycle infrastructure improvements, bicycle-related programs, implementation strategies, and policy and design guidelines.

Table 1 presents the California Department of Transportation (Caltrans) bikeway classification system, which the Plan follows in classifying all bikeway facilities. The unincorporated County bicycle network consists of a combination of facility types, including Class I bike paths, Class II bike lanes, Class III bike routes, and bicycle boulevards. Note that while the County may impose more stringent facility requirements, the County must follow the state minimum standards for all facilities.

Table 1. Bikeway Facility Types

Class Type	Name	Description
Class I	Bike Path	Bike paths, also called shared-use paths or multiuse paths, are paved rights-of-way for exclusive use by bicyclists, pedestrians, and other nonmotorized modes of travel. They are physically separated from vehicular traffic and can be constructed in the roadway right-of-way or an exclusive right-of-way. Most of Los Angeles County bicycle paths are located along the creek and river channels or along the beach. These facilities are often used for recreation but also can provide important transportation connections.

Class Type	Name	Description
Class II	Bike Lane	Bike lanes are defined by pavement striping and signage used to allocate a portion of a roadway for exclusive bicycle travel. Bike lanes are one-way facilities on either side of a roadway. Bike lanes are located adjacent to a curb where no on-street parking exists. Where on-street parking is present bike lanes are striped to the left side of the parking lane.
Class III	Bike Route	Bike routes provide shared use with motor vehicle traffic within the same travel lane. Designated by signs, bike routes provide continuity to other bike facilities or designate preferred routes through corridors with high demand.
*	Bicycle Boulevards	Bicycle boulevards are local roads or residential streets that have been enhanced with traffic calming signage and other treatments to prioritize bicycle travel. Bicycle boulevards are typically found on low-traffic/low-volume streets that can accommodate bicyclists and motorists in the same travel lanes, without specific bicycle lane delineation. The treatments applied to create a bicycle boulevard heighten motorists' awareness of bicyclists and slow vehicle traffic, making the boulevard more conducive to safe bicycle (and pedestrian) activity. Bicycle boulevard treatments include signage, pavement markings, intersection treatments, and traffic-calming measures and can include traffic diversions.

* Bicycle boulevards are not defined as a specific bikeway type by Caltrans; however, the basic design features of bicycle boulevards comply with Caltrans standards.

Source: Alta Planning + Design 2011.

Currently, the County area includes approximately 144 miles of existing Class I, II, and III bikeway facilities. The Plan proposes an interconnected network of bicycle corridors that adds approximately 695 miles of new bikeways throughout the County that would enable residents to bicycle with greater safety, directness, and convenience within and between major regional destinations and activity centers. Table 2 summarizes the existing and proposed number of miles for each type of bikeway facility within each Planning Area in the County, with Planning Area boundaries defined in Figure 1. In addition to Class I bike paths, Class II bike lanes, and Class III bike routes, the Plan proposes a network of bicycle boulevards, which are facilities that prioritized bicycle travel on low-traffic, low-volume streets and are intended to provide greater safety and comfort to bicyclists.

Table 2. Summary of Existing and Proposed Bikeway Facilities

	Existing Facilities			Proposed Facilities			
Planning Areas	**Class I**	**Class II**	**Class III**	**Class I**	**Class II**	**Class III**	**Other**
Antelope Valley	3.2	3.8	0.2	0.0	74.2	107.8	--
East San Gabriel Valley	7.5	7.6	9.4	25.1	22.8	25.6	3.0
Gateway	45.9	1.0	9.7	12.1	19.4	10.4	--
Metro	0.0	2.3	0.0	0.6	41.4	21.4	12.1
San Fernando Valley	0.0	1.5	0.0	2.2	0.9	5.3	--
Santa Clarita Valley	0.0	2.4	0.9	15.9	29.1	101.4	--
Santa Monica Mountains	0.0	0.5	0.0	--	1.8	66.1	--
South Bay	8.9	1.1	0.0	2.7	12.5	8.3	--
West San Gabriel Valley	23.3	0.0	2.6	8.0	15.9	28.5	4.9
Westside	11.5	0.0	0.7	2.5	6.9	5.9	--
Total Mileage	**100.3**	**20.2**	**23.5**	**69.1**	**224.9**	**380.7**	**20.0**

Source: Alta Planning Design 2011.

Project Phasing

The Plan's proposed improvements to the bikeway network will be implemented in three phases.

- Phase 1 will occur during the first 5 years (2012 to 2017).
- Phase 2 will occur during the middle 10 years (2018 to 2027).
- Phase 3 will occur during the last 5 years (2028 to 2032).

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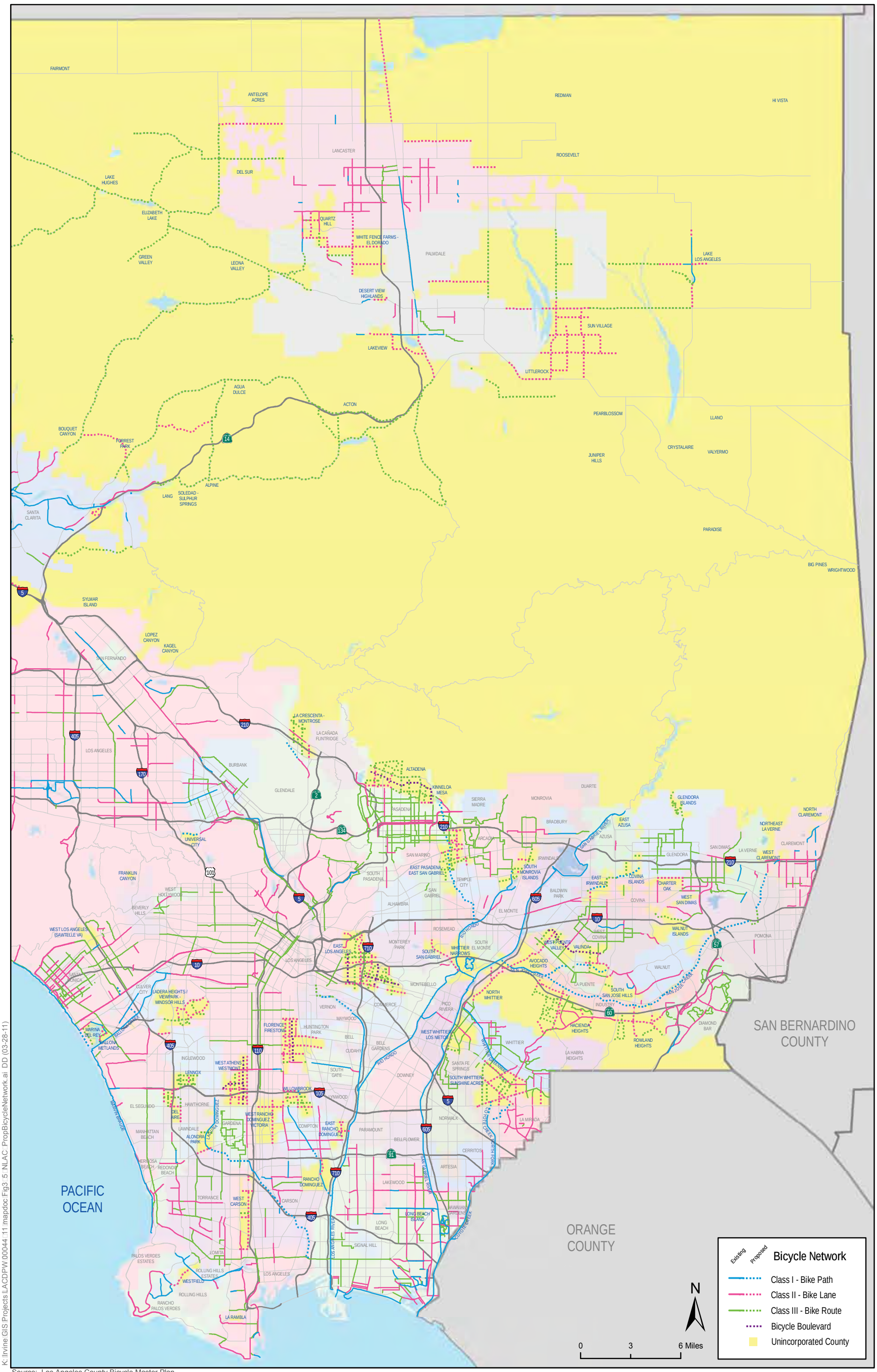
Source: Los Angeles County Bicycle Master Plan (2011)

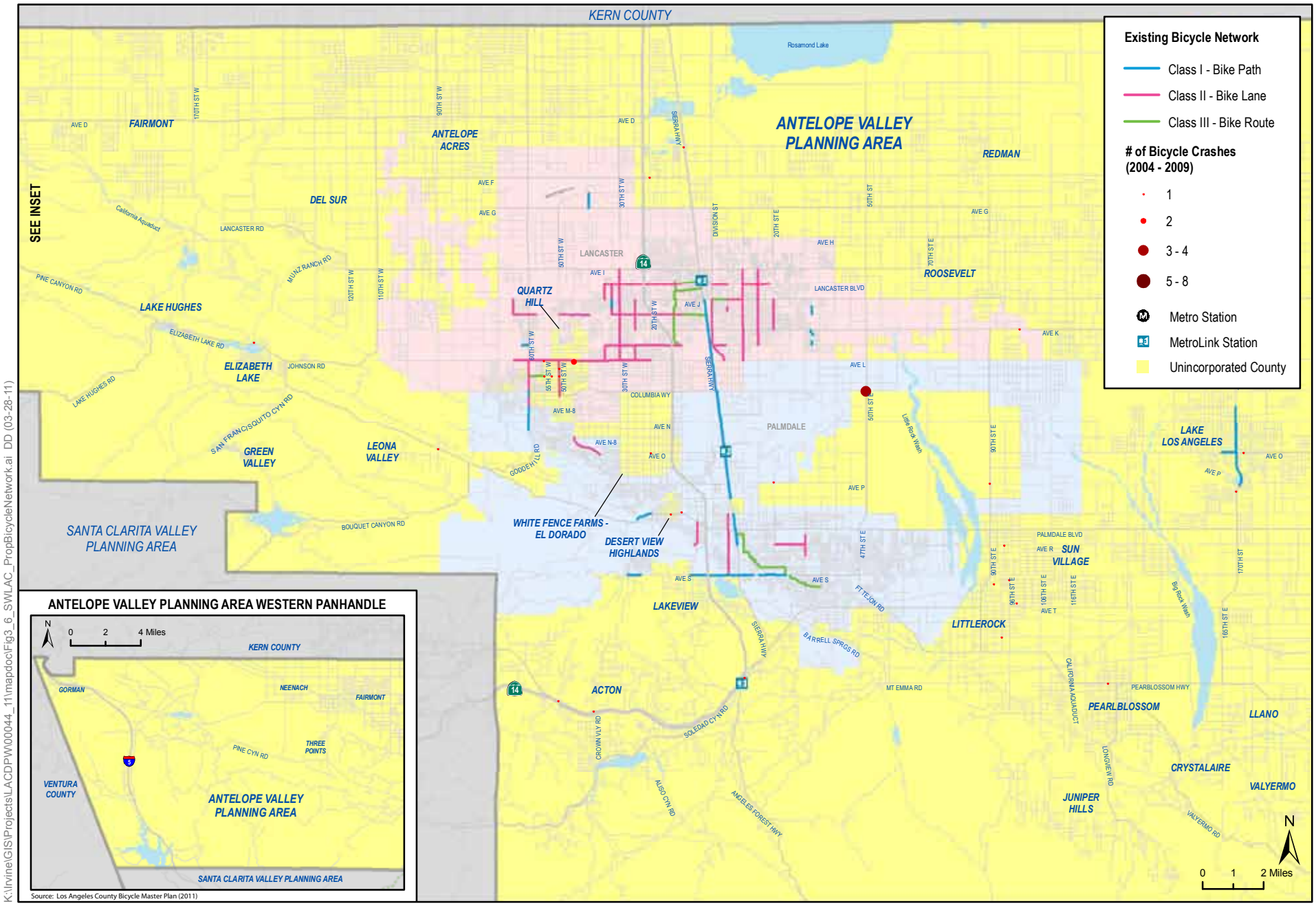
Figure 1
Regional Location
Los Angeles County Bicycle Master Plan



K:\Irvine\GIS\Projects\LACDPW\00044\11\mapdoc\Fig3-5_NLAC_PropBicycleNetwork.ai DD (03-28-11)

Source: Los Angeles County Bicycle Master Plan

Figure 2
Northern Los Angeles County Proposed Bicycle Network
Los Angeles County Bicycle Master Plan



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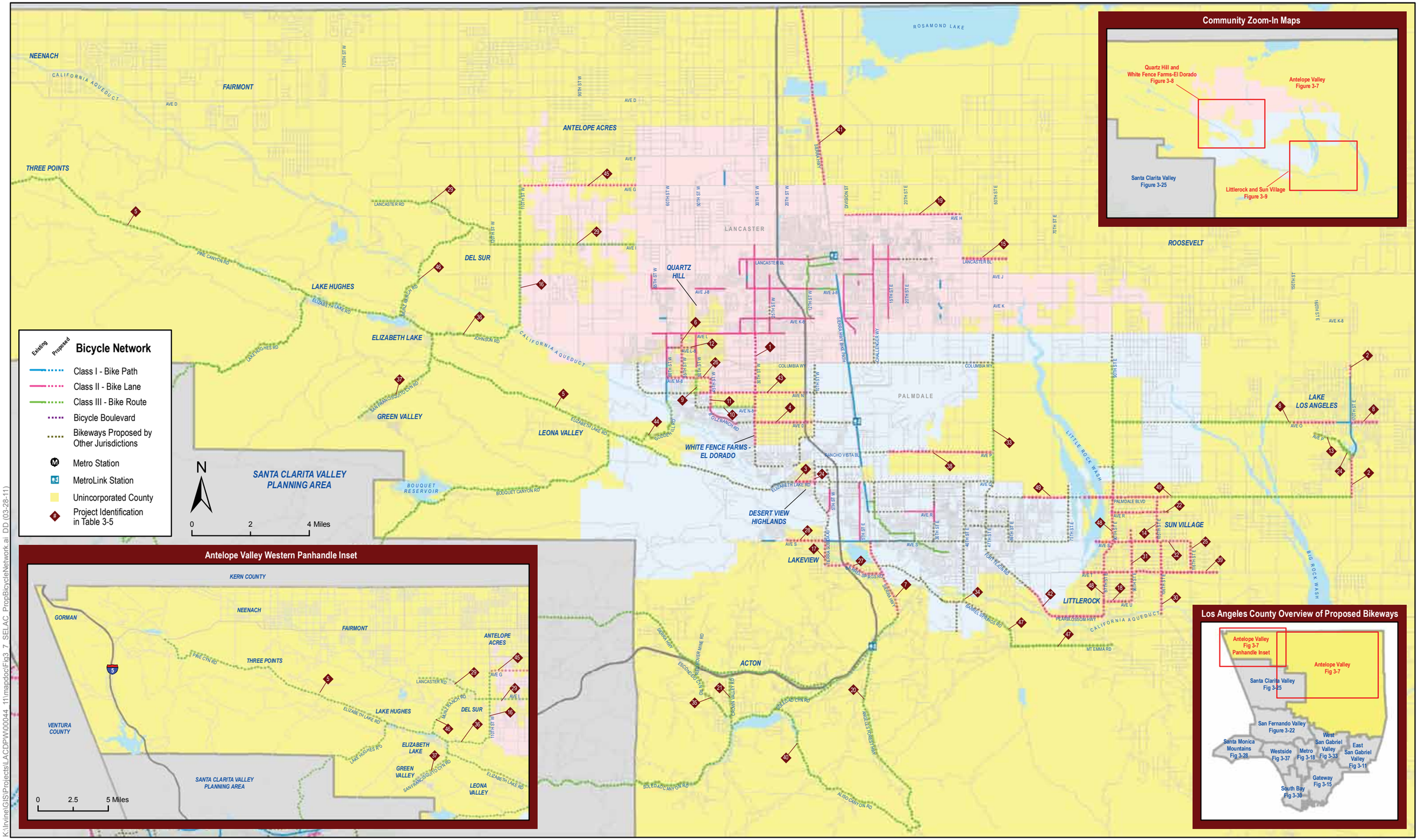
ICF INTERNATIONAL

Figure 3
Southwestern Los Angeles County Proposed Bicycle Network
Los Angeles County Bicycle Master Plan



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Source: Los Angeles County Bicycle Master Plan

ICF INTERNATIONAL

Figure 4
Southeastern Los Angeles County Proposed Bicycle Network
Los Angeles County Bicycle Master Plan

Appendix B | Scoping Report

Scoping Report

This report summarizes the public involvement activities implemented during the scoping phase of the environmental review process of the County of Los Angeles Bicycle Master Plan PEIR.

Public involvement is a major component of the environmental review process. The basic purposes of CEQA are to inform governmental decision-makers and the public about the potential, significant environmental effects of proposed activities and identify the ways to mitigate the environmental impacts. CEQA requires a Notice of Preparation (NOP) to be published that a project is being considered. The County released their NOP and the Initial Study for public review in April 2011 (attached).

Scoping Meeting

The County held two public scoping meetings on Tuesday, April 19, 2011 at 2:00 and 7:00 p.m. in the Huntington Conference Room of Metro Headquarters Building, One Gateway Plaza, Los Angeles, California. This meeting was announced in the NOP and published in newspapers of general circulation throughout the County.

A total of six people attended the two scoping meetings and some of them offered verbal comments at the meetings (attached).

Other Comments Received during Scoping

During the scoping period (April 4 to May 3, 2011), several written comments were received (attached). A summary of these comments is attached. Most comments received related not to potential environmental impacts, but to the design of the various bicycle facilities in the plan itself. The only environmental issue raised in comments was potential visual impacts to existing recreational trails.

Notice of Completion

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: County of Los Angeles Bicycle Master Plan

Lead Agency: County of Los Angeles, Department of Public Works — Contact Person: Reyna Soriano

Mailing Address: 900 S. Freemont Avenue — Phone: (626) 458-5192

City: Alhambra — Zip: 91803 — County: Los Angeles

Project Location: County: Los Angeles — City/Nearest Community: various

Cross Streets: various — Zip Code: various

Longitude/Latitude (degrees, minutes and seconds): 33 ° 58 ' 7.37 " N / 118 ° 13 ' 17.83 " W — Total Acres: 1,699,840

Assessor's Parcel No.: ____ Section: ____ Twp.: ____ Range: ____ Base: ____

Within 2 Miles: State Hwy #: various — Waterways: Los Angeles River, Santa Clara River, San Gabriel River

Airports: LAX, Long Beach, Bob Hope — Railways: multiple — Schools: multiple

Document Type:

CEQA: ☑ NOP ☐ Early Cons ☐ Neg Dec ☐ Mit Neg Dec ☐ Draft EIR ☐ Supplement/Subsequent EIR (Prior SCH No.) ____ Other: ____

NEPA: ☐ NOI ☐ EA ☐ Draft EIS ☐ FONSI

Other: ☐ Joint Document ☐ Final Document ☐ Other: ____

Local Action Type:

☐ General Plan Update ☐ General Plan Amendment ☐ General Plan Element ☐ Community Plan
☐ Specific Plan ☐ Master Plan ☐ Planned Unit Development ☐ Site Plan
☐ Rezone ☐ Prezone ☐ Use Permit ☐ Land Division (Subdivision, etc.)
☐ Annexation ☐ Redevelopment ☐ Coastal Permit ☑ Other: ____

Development Type:

☐ Residential: Units ____ Acres ____
☐ Office: Sq.ft. ____ Acres ____ Employees ____
☐ Commercial: Sq.ft. ____ Acres ____ Employees ____
☐ Industrial: Sq.ft. ____ Acres ____ Employees ____
☐ Educational: ____
☐ Recreational: ____
☐ Water Facilities: Type ____ MGD ____
☑ Transportation: Type bikeways plan
☐ Mining: Mineral ____
☐ Power: Type ____ MW ____
☐ Waste Treatment: Type ____ MGD ____
☐ Hazardous Waste: Type ____
☐ Other: ____

Project Issues Discussed in Document:

☑ Aesthetic/Visual
☐ Agricultural Land
☑ Air Quality
☑ Archeological/Historical
☑ Biological Resources
☑ Coastal Zone
☑ Drainage/Absorption
☐ Economic/Jobs
☐ Fiscal
☑ Flood Plain/Flooding
☑ Forest Land/Fire Hazard
☑ Geologic/Seismic
☑ Minerals
☑ Noise
☑ Population/Housing Balance
☑ Public Services/Facilities
☑ Recreation/Parks
☑ Schools/Universities
☑ Septic Systems
☐ Sewer Capacity
☑ Soil Erosion/Compaction/Grading
☑ Solid Waste
☑ Toxic/Hazardous
☑ Traffic/Circulation
☑ Vegetation
☑ Water Quality
☐ Water Supply/Groundwater
☐ Wetland/Riparian
☐ Growth Inducement
☑ Land Use
☑ Cumulative Effects
☐ Other: ____

Present Land Use/Zoning/General Plan Designation:

varied

Project Description: *(please use a separate page if necessary)*

See attached project description

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Revised 2008

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "X".
If you have already sent your document to the agency please denote that with an "S".

____	Air Resources Board	____	Office of Emergency Services
____	Boating & Waterways, Department of	S	Office of Historic Preservation
____	California Highway Patrol	____	Office of Public School Construction
S	Caltrans District #7	____	Parks & Recreation, Department of
S	Caltrans Division of Aeronautics	____	Pesticide Regulation, Department of
____	Caltrans Planning	____	Public Utilities Commission
____	Central Valley Flood Protection Board	X	Regional WQCB #4
____	Coachella Valley Mtns. Conservancy	____	Resources Agency
S	Coastal Commission	____	S.F. Bay Conservation & Development Comm.
____	Colorado River Board	X	San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
____	Conservation, Department of	____	San Joaquin River Conservancy
____	Corrections, Department of	____	Santa Monica Mtns. Conservancy
____	Delta Protection Commission	____	State Lands Commission
____	Education, Department of	____	SWRCB: Clean Water Grants
____	Energy Commission	____	SWRCB: Water Quality
X	Fish & Game Region #5	____	SWRCB: Water Rights
____	Food & Agriculture, Department of	____	Tahoe Regional Planning Agency
____	Forestry and Fire Protection, Department of	____	Toxic Substances Control, Department of
____	General Services, Department of	____	Water Resources, Department of
X	Health Services, Department of		
____	Housing & Community Development	____	Other: ____
____	Integrated Waste Management Board	____	Other: ____
X	Native American Heritage Commission		

Local Public Review Period (to be filled in by lead agency)

Starting Date April 4, 2011 Ending Date May 3, 2011

Lead Agency (Complete if applicable):

Consulting Firm: ICF International
Address: 1 Ada, Suite 100
City/State/Zip: Irvine, CA 92618
Contact: Donna McCormick
Phone: (949) 333-6611

Applicant: County of Los Angeles, Dept. of Public Works
Address: 900 S. Freemont Avenue
City/State/Zip: Alhambra, CA 91803
Phone: (626) 458-5192

Signature of Lead Agency Representative: ____ **Date:** 3/31/11

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

Responsible Agency Letter

April 4, 2011

COUNTY OF LOS ANGELES BICYCLE MASTER PLAN
NOTICE OF PREPARATION

An identical original of the attached letter was sent to the following:

AGOURA HILLS PLANNING & COMM
DEVELOPMENT DEPT
DIRECTOR OF PLANNING
30001 LADYFACE COURT
AGOURA HILLS, CA 91301

CITY OF ARCADIA
DIRECTOR OF PLANNING
PO BOX 60021
ARCADIA, CA 91066

CITY OF AZUSA
DIRECTOR OF PLANNING
213 E FOOTHILL BLVD
AZUSA, CA 91702

CITY OF CALABASAS
DIRECTOR OF PLANNING
100 CIVIC CENTER WAY
CALABASAS, CA 91302

CITY OF CARSON
DIRECTOR OF PLANNING
701 E CARSON ST
CARSON, CA 90745

CITY OF COMMERCE
DIRECTOR OF PLANNING
2535 COMMERCE WAY
COMMERCE, CA 90040

CITY OF COMPTON
DIRECTOR OF PLANNING
205 S WILLOWBROOK AVE
COMPTON, CA 90220

CITY OF COVINA
DIRECTOR OF PLANNING
125 E COLLEGE ST
COVINA, CA 91723

CITY OF CULVER CITY
DIRECTOR OF PLANNING
9770 CULVER BLVD
CULVER CITY, CA 90232

CITY OF EL MONTE
DIRECTOR OF PLANNING
11333 VALLEY BLVD
EL MONTE, CA 91731

CITY OF EL SEGUNDO
DIRECTOR OF PLANNING
350 MAIN ST
EL SEGUNDO, CA 90245

CITY OF GARDENA
DIRECTOR OF PLANNING
1700 W 162ND ST
GARDENA, CA 90247

CITY OF GLENDALE
DIRECTOR OF PLANNING
633 E BROADWAY ROOM 103
GLENDALE, CA 91206

CITY OF GLENDORA
DIRECTOR OF PLANNING
116 E FOOTHILL BLVD
GLENDORA, CA 91741

CITY OF HAWTHORNE
DIRECTOR OF PLANNING
4455 W 126TH ST
HAWTHORNE, CA 90250

CITY OF HUNTINGTON PARK
DIRECTOR OF PLANNING
6550 MILES AVE
HUNTINGTON PARK, CA 90255

CITY OF INDUSTRY
MIKE KISSELL - PLANNING DIRECTOR
PO BOX 3366
INDUSTRY, CA 91744-0366

CITY OF INGLEWOOD
DIRECTOR OF PLANNING
ONE MANCHESTER BLVD
INGLEWOOD, CA 90301

CITY OF IRWINDALE
DIRECTOR OF PLANNING
5050 N IRWINDALE AVE
IRWINDALE, CA 91706

CITY OF LA CANADA FLINTRIDGE
DIRECTOR OF PLANNING
1327 FOOTHILL BLVD
LA CANADA FLINTRIDGE, CA 91011

CITY OF LA MIRADA
DIRECTOR OF PLANNING
13700 LA MIRADA BLVD
LA MIRADA, CA 90638

CITY OF LANCASTER
DIRECTOR OF PLANNING
44933 N FERN AVE
LANCASTER, CA 93534

CITY OF LA PUENTE
DIRECTOR OF PLANNING
15900 E MAIN ST
LA PUENTE, CA 91744

CITY OF LA VERNE
DIRECTOR OF PLANNING
3660 D ST
LA VERNE, CA 91750

CITY OF LONG BEACH
PLANNING & BUILDING DEPARTMENT
333 W OCEAN BLVD 4TH FLOOR
LONG BEACH, CA 90802

CITY OF LOS ANGELES
DIRECTOR OF PLANNING
200 N SPRING ST
LOS ANGELES, CA 90012

CITY OF MALIBU
DIRECTOR OF PLANNING
23815 STUART RANCH ROAD
MALIBU, CA 90265

MONROVIA PLANNING DIVISION
CRAIG JIMENEZ - MANAGER
415 S IVY AVE
MONROVIA, CA 91016

MONTEBELLO PLANNING DEPARTMENT
DIRECTOR OF PLANNING
1600 W BEVERLY BLVD
MONTEBELLO, CA 90640

CITY OF MONTEREY PARK
DIRECTOR OF PLANNING
320 W NEWMARK AVE
MONTEREY PARK, CA 91754

CITY OF PALMDALE
DIRECTOR OF PLANNING
38250 N SIERRA HWY
PALMDALE, CA 93550

CITY OF PARAMOUNT
DIRECTOR OF PLANNING
16400 COLORADO AVE
PARAMOUNT, CA 90723

CITY OF PASADENA
DIRECTOR OF PLANNING
175 N GARFIELD AVE
PASADENA, CA 91101

CITY OF POMONA
DIRECTOR OF PLANNING
505 S GAREY AVE
POMONA, CA 91766

CITY OF RANCHO PALOS VERDES
DIRECTOR OF PLANNING
30940 HAWTHORNE BLVD
RANCHO PALOS VERDES, CA 90274

CITY OF ROLLING HILLS ESTATES
DIRECTOR OF PLANNING
4045 PALOS VERDES DRIVE NORTH
ROLLING HILLS ESTATES, CA 90274

CITY OF ROSEMEAD
DIRECTOR OF PLANNING
8838 E VALLEY BLVD
ROSEMEAD, CA 91770

CITY OF SAN DIMAS
DIRECTOR OF PLANNING
245 E BONITA AVE
SAN DIMAS, CA 91773

CITY OF SAN GABRIEL
DIRECTOR OF PLANNING
425 S MISSION DRIVE
SAN GABRIEL, CA 91776

CITY OF SANTA CLARITA
DIRECTOR OF PLANNING
23920 VALENCIA BLVD SUITE 300
SANTA CLARITA, CA 91355

CITY OF SANTA FE SPRINGS
DIRECTOR OF PLANNING
11710 TELEGRAPH ROAD
SANTA FE SPRINGS, CA 90670

CITY OF TEMPLE CITY
DIRECTOR OF COMMUNITY DEVELOPMENT
9701 LAS TUNAS DRIVE
TEMPLE CITY, CA 91780-2249

CITY OF TORRANCE
DIRECTOR OF PLANNING
3031 TORRANCE BLVD
TORRANCE, CA 90503

CITY OF VERNON
DIRECTOR OF PLANNING
4305 S SANTA FE AVE
VERNON, CA 90058

CITY OF WEST COVINA
DIRECTOR OF PLANNING
1444 W GARVEY AVE ROOM 208
WEST COVINA, CA 91790

CITY OF WHITTIER
DIRECTOR OF PLANNING
13230 E PENN ST
WHITTIER, CA 90602

RS:re
C110707
P:\PDPUB\EP&A\EU\Projects\LA COUNTY BIKE PLAN\2B-CITIES ADDRESS

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

GAIL FARBER, Director

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
http://dpw.lacounty.gov

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE
REFER TO FILE: PD-3

CERTIFIED MAIL – RETURN RECIEPT REQUESTED

April 4, 2011

COUNTY OF LOS ANGELES BICYCLE MASTER PLAN
NOTICE OF PREPARATION

The County of Los Angeles Department of Public Works, as the lead agency, is requesting your participation as a responsible agency for the County of Los Angeles Bicycle Master Plan Program Environmental Impact Report. According to the California Environmental Quality Act (CEQA) Statutes Section 21069, "Responsible Agency means a public agency, other than the lead agency which has responsibility for carrying out or approving a project." Because portions of some bicycle facilities are located within your jurisdiction, you may have discretionary approval authority over a portion of this project. Participation as a Responsible Agency will allow you to use the CEQA documentation prepared by the County to make the required filings and findings to make your approval decisions.

CEQA Guidelines, Section 15096, defines the process for a Responsible Agency. In particular, "As soon as possible, but not longer than 30 days after receiving a notice of preparation from the lead agency, the responsible agency shall send a written reply by certified mail or any other method which provides the agency with a record showing that the notice was received. The reply shall specify the scope and content of the environmental information which would be germane to the responsible agency's statutory responsibilities in connection with the proposed project. The lead agency shall include this information in the EIR."

The County has prepared an Initial Study and will be preparing an Environmental Impact Report for this project. Enclosed is a copy of the Notice of Preparation and draft Initial Study. These documents were prepared in accordance with CEQA and the County Environmental Document Reporting Procedures and Guidelines.

Please direct your written response to the address above and any questions to Ms. Reyna Soriano of our Environmental Planning and Assessments Section at (626) 458-5192 or rsoriano@dpw.lacounty.gov.

Very truly yours,

GAIL FARBER
Director of Public Works

JOHN T. WALKER
Assistant Deputy Director
Programs Development Division

RS:re
C110707
P:\PDPUB\EP&A\EU\PROJECTS\LA COUNTY BIKE PLAN\2B-CITIES.DOCX

Enc.

Library Distribution Letter

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

GAIL FARBER, Director

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
http://dpw.lacounty.gov

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE
REFER TO FILE: PD-3

April 4, 2011

TO: Margaret Donnellan Todd
County Librarian

Attention Susan Broman

FROM: Gail Farber
Director of Public Works

COUNTY OF LOS ANGELES BICYCLE MASTER PLAN
NOTICE OF PREPARATION AND INITIAL STUDY

We have prepared the attached Notice of Preparation and Initial Study for the proposed County of Los Angeles Bicycle Master Plan. These documents were prepared in accordance with the California Environmental Quality Act and the County of Los Angeles Environmental Document Reporting Procedures and Guidelines. Please assist us in the public review process by keeping the Notice of Preparation and Initial Study available for public review in your libraries.

The documents should be made available to the public at the earliest possible date and left for public review for 30 days from the receipt of this letter. Thank you for your cooperation.

If you have any further questions, please contact Reyna Soriano of our Programs Development Division in writing at the above address, by telephone at (626) 458-5192, or by e-mail at rsoriano@dpw.lacounty.gov.

RS:re
C110700
P:\pdpub\EP&A\EU\Projects\LA County Bike Plan\2a-library distribution.docx

Attach.

Proof of Publication

AAD NEWS
PO BOX 57
ACTON, CA 93510-0057

PROOF OF PUBLICATION
STATE OF CALIFORNIA

COUNTY OF LOS ANGELES } SS

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the assistant principal clerk of the printer of the Acton Agua Dulce Weekly News - Acton Agua Dulce News, a newspaper of general circulation, printed and published weekly in the Community of Acton, county of Los Angeles, and which newspaper has been adjudicated a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under date of February 8, 1989, case Number 9391; that the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

4/4/11

All in the year 2011

M. Gayle Joyce
I certify (or declare) under penalty of perjury that the foregoing is true and correct.

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
NOTICE OF PREPARATION AND
PUBLIC SCOPING MEETING
COUNTY OF LOS ANGELES BICYCLE
MASTER PLAN

To: State Clearinghouse, Responsible and Trustee Agencies, and Interested Individuals
Subject: Notice of Preparation of an Environmental Impact Report, Initial Study, and Scoping Meeting for the County of Los Angeles Bicycle Master Plan
Project Title: County of Los Angeles Bicycle Master Plan Environmental Impact Report
Lead Agency: County of Los Angeles, Department of Public Works

The County of Los Angeles Department of Public Works, as the lead agency, has prepared an Initial Study and will be preparing an Environmental Impact Report for the project described below. Public Works is soliciting input from members of the public, organizations, and government agencies on the scope and content of the information to be included and analyzed in the Environmental Impact Report. Agencies should comment on the elements of the environmental information that are relevant to their statutory responsibilities in connection with the project.

The project description, location, and potential environmental effects (to the extent known) are described in this Notice of Preparation. Scoping comments on the Environmental Impact Report should be sent to Public Works no later than 30 days after the posting of this notice, which will occur on **April 4, 2011**. Accordingly, correspondence should be postmarked by **May 3, 2011**. Please send all written and/or e-mail comments to Ms. Reyna Soriano at the address shown below. Comments should include the name of a contact person.

A copy of the Initial Study is available for public review at any of the County of Los Angeles Public Library locations. Additional information along with a copy of the Initial Study is also available online at dpw.lacounty.gov/go/bikeplan.

Interested parties may submit their comments to:

County of Los Angeles Department of Public Works
Programs Development Division, 11th Floor
Attention Ms. Reyna Soriano
P.O. Box 1460
Alhambra, CA 91802-1460
E-mail: rsoriano@dpw.lacounty.gov

Questions regarding this notice should be directed to Ms. Soriano at (626) 458-5192 or at the e-mail shown above, Monday through Thursday, between 7:15 a.m. and 6:00 p.m.

Public scoping meetings will be held Tuesday, April 19, 2011, at 2:00 p.m. and at 7:00 p.m., to solicit input from interested parties on the scope and content of the Environmental Impact Report in conformance with Section 21083.9 of the Public Resources Code.

Location: Metro Headquarters Building (corner of Cesar E. Chavez Ave. and Vignes St.) 3rd Floor-Huntington Conference Room (Next to Cafeteria) One Gateway Plaza Los Angeles, CA 90012-2952

Parking & Transit Information:

Bicycle Parking: Bicycle parking is available in Metro's parking garage on the P1 level between the fish tank/customer service center and Metro elevators. From the bike parking, go to the 3rd floor using the Metro elevators.

Transit: Metro Rail Lines: Gold, Purple, and Red; by Metrolink; Metro bus lines: 40, 42, 68, 70, 71, 76, 78, 79, 333,439, 445, 704, 728, 740, 745, 770, and Silver Line; Santa Monica Transit 10; and Amtrak.

Car Parking: Use the Vignes Street entrance to enter the Metro parking lot. The parking fee is $6.

Project Location/Description:

The County Bicycle Master Plan (Plan) is a sub-element of the Mobility Element within the County of Los Angeles General Plan. The Plan would replace the County Bikeway Plan that was adopted in 1975. The Plan provides guidance regarding the development of infrastructure, policies, and programs that would improve the bicycling environment in the County of Los Angeles. The Plan proposes an expanded bikeway network in unincorporated communities and along rivers, creeks, and flood control facilities within County jurisdiction. However, for the purposes of planning an integrated network, the plan also includes bikeways in various cities. Currently, the County area includes approximately 66 miles of existing Class I, II, and III bikeway facilities. The Plan proposes an interconnected network of bicycle corridors that adds approximately 715 miles of new bikeways throughout the County that would enable residents to bicycle with greater safety, directness, and convenience within and between major regional destinations and activity centers.

The Initial Study contains a preliminary analysis of the environmental impacts of the Plan in accordance with the State of California Environmental Quality Act Guidelines that identify 16 areas of concern. The County presents a detailed analysis of 10 potentially significant impact areas that will be analyzed in detail in an Environmental Impact Report: Aesthetics, Air Quality/Greenhouse Gas Emissions, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, and Transportation and Traffic.

Si necesita asistencia con la traduccion a Espanol, por favor comuniquese con el representante del departamento de Obras Publicas del Condado de Los Angeles, Sr. Art Correa al (626) 458-3948.

Upon 72 hours' notice, Public Works can provide program information and publications in alternate formats or make other accommodations for people with disabilities. In addition, program documents are available at our main office in Alhambra (900 S. Fremont Ave.), which is accessible to individuals with disabilities. To request accommodations ONLY or for more Americans with Disabilities Act information, please contact our departmental Americans with Disabilities Act Coordinator at (626) 458-4081 or by TDD (626) 282-7829, Monday through Thursday, from 7:00 a.m. to 5:30 p.m.

CN852370 Published in the Acton Agua Dulce News April 4, 2011

PROOF OF PUBLICATION

(2015.5 C.C.P.)

STATE OF CALIFORNIA } ss

County of Los Angeles

CN852371
NOTICE OF PREPARATION AND PUBLIC SCOPING MEETING

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer of the **Antelope Valley Press**, a newspaper of general circulation, printed and published **daily** in the **City of Palmdale**, County of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under date of October 24, 1931, Case Number 328601; Modified Case Number 657770 April 11, 1956; also operating as the Ledger-Gazette, adjudicated a legal newspaper June 15, 1927, by Superior Court decree No. 224545; also operating as the Desert Mailer News, formerly known as the South Antelope Valley Foothill News, adjudicated a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California on May 29, 1967, Case Number NOC564 and adjudicated a newspaper of general circulation for the **City of Lancaster,** State of California on January 26, 1990, Case Number NOC10714, Modified October 22, 1990; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

April 4, 2011

I certify (or declare) under penalty of perjury that the fore-going is true and correct.

Signature

Dated: April 4, 2011
Executed at Palmdale, California

Valley Press
37404 SIERRA HWY., PALMDALE CA 93550
Telephone (661)267-4112/Fax (661)947-4870

The space above for filing stamp only

COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS
NOTICE OF PREPARATION AND PUBLIC SCOPING MEETING
COUNTY OF LOS ANGELES BICYCLE MASTER PLAN

To: State Clearinghouse, Responsible and Trustee Agencies, and Interested Individuals
Subject: Notice of Preparation of an Environmental Impact Report, Initial Study, and Scoping Meeting for the County of Los Angeles Bicycle Master Plan
Project Title: County of Los Angeles Bicycle Master Plan Environmental Impact Report
Lead Agency: County of Los Angeles, Department of Public Works

The County of Los Angeles Department of Public Works, as the lead agency, has prepared an Initial Study and will be preparing an Environmental Impact Report for the project described below. Public Works is soliciting input from members of the public, organizations, and government agencies on the scope and content of the information to be included and analyzed in the Environmental Impact Report. Agencies should comment on the elements of the environmental information that are relevant to their statutory responsibilities in connection with the project.

The project description, location, and potential environmental effects (to the extent known) are described in this Notice of Preparation. Scoping comments on the Environmental Impact Report should be sent to Public Works **no later than 30 days** after the posting of this notice, which will occur on **April 4, 2011.** Accordingly, correspondence should be postmarked by **May 3, 2011.** Please send all written and/or e-mail comments to Ms. Reyna Soriano at the address shown below. Comments should include the name of a contact person.

A copy of the Initial Study is available for public review at any of the County of Los Angeles Public Library locations. Additional information along with a copy of the Initial Study is also available online at dpw.lacounty.gov/go/bikeplan.

Interested parties may submit their comments to:

County of Los Angeles Department of Public Works
Programs Development Division, 11th Floor
Attention Ms. Reyna Soriano
P.O. Box 1460
Alhambra, CA 91802-1460
E-mail:
rsoriano@dpw.lacounty.gov

Questions regarding this notice should be directed to Ms. Soriano at (626) 458-5192 or at the e-mail shown above, Monday through Thursday, between 7:15 a.m. and 6:00 p.m.

Public scoping meetings will be held Tuesday, April 19, 2011, at 2:00 p.m. and at 7:00 p.m., to solicit input from interested parties on the scope and content of the Environmental Impact Report in conformance with Section 21083.9 of the Public Resources Code.

Location: Metro Headquarters Building (corner of Cesar E. Chavez Ave. and Vignes St.) 3rd Floor-Huntington Conference Room (Next to Cafeteria) One Gateway Plaza Los Angeles, CA 90012-2952

Parking & Transit Information:

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Car Parking: Use the Vignes Street entrance to enter the Metro parking lot. The parking fee is $6.

Project Location/Description:

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Si necesita asistencia con la traduccion a Espanol, por favor comuniquese con el representante del departamento de Obras Publicas del Condado de Los Angeles, Sr. Art Correa al (626) 458-3948.

Upon 72 hours' notice, Public Works can provide program information and publications in alternate formats or make other accommodations for people with disabilities. In addition, program documents are available at our main office in Alhambra (900 S. Fremont Ave.), which is accessible to individuals with disabilities. To request accommodations ONLY or for more Americans with Disabilities Act information, please contact our departmental Americans with Disabilities Act Coordinator at (626) 458-4081 or by TDD (626) 282-7829, Monday through Thursday, from 7:00 a.m. to 5:30 p.m.

PROOF OF PUBLICATION
(2015.5 C.C.P.)

STATE OF CALIFORNIA
County of Los Angeles

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of The Argonaut, a newspaper of general circulation, printed and published weekly in the County of Los Angeles, State of California, under the date of March 7, 1973, modified October 5, 1976, Case Number C47170; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

4/7

All in the year of 2011

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles

California, the 7th, April 2011

Signature:

Joy Lesser

The Argonaut

P. O. Box 11209, Marina del Rey, CA 90295-7209
Located at 5355 McConnell Ave., L. A., CA 90066
(310) 822-1629

Proof of Publication of

Miscelaneous Notices

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
NOTICE OF PREPARATION AND
PUBLIC SCOPING MEETING
COUNTY OF LOS ANGELES BICYCLE MASTER PLAN

To: State Clearinghouse, Responsible and Trustee Agencies, and Interested Individuals
Subject: Notice of Preparation of an Environmental Impact Report, Initial Study, and Scoping Meeting for the County of Los Angeles Bicycle Master Plan
Project Title: County of Los Angeles Bicycle Master Plan Environmental Impact Report
Lead Agency: County of Los Angeles, Department of Public Works

The County of Los Angeles Department of Public Works, as the lead agency, has prepared an Initial Study and will be preparing an Environmental Impact Report for the project described below. Public Works is soliciting input from members of the public, organizations, and government agencies on the scope and content of the information to be included and analyzed in the Environmental Impact Report. Agencies should comment on the elements of the environmental information that are relevant to their statutory responsibilities in connection with the project.

The project description, location, and potential environmental effects (to the extent known) are described in this Notice of Preparation. Scoping comments on the Environmental Impact Report should be sent to Public Works **no later than 30 days** after the posting of this notice, which will occur on **April 4, 2011.** Accordingly, correspondence should be postmarked by **May 3, 2011.** Please send all written and/or e-mail comments to Ms. Reyna Soriano at the address shown below. Comments should include the name of a contact person.

A copy of the Initial Study is available for public review at any of the County of Los Angeles Public Library locations. Additional information along with a copy of the Initial Study is also available online at dpw.lacounty.gov/go/bikeplan.

Interested parties may submit their comments to:

County of Los Angeles Department of Public Works
Programs Development Division, 11th Floor
Attention Ms. Reyna Soriano
P.O. Box 1460
Alhambra, CA 91802-1460
E-mail: rsoriano@dpw.lacounty.gov

Questions regarding this notice should be directed to Ms. Soriano at (626) 458-5192 or at the e-mail shown above, Monday through Thursday, between 7:15 a.m. and 6:00 p.m.

Public scoping meetings will be held Tuesday, April 19, 2011, at 2:00 p.m. and at 7:00 p.m., to solicit input from interested parties on the scope and content of the Environmental Impact Report in conformance with Section 21083.9 of the Public Resources Code.

Location: Metro Headquarters Building (corner of Cesar E. Chavez Ave. and Vignes St.) 3rd Floor-Huntington Conference Room (Next to Cafeteria) One Gateway Plaza Los Angeles, CA 90012-2952

Parking & Transit Information:

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Project Location/Description:

852368

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PROOF OF PUBLICATION AFFIDAVIT
(2015.5 C.C.P.)

STATE OF CALIFORNIA,
County of Los Angeles,

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of the

Daily News

a newspaper of general circulation published 7 times weekly in the County of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under the date of May 26, 1983, Case Number Adjudication #C349217; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil) has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, towit: April 4

all in the year 20 11

I certify (or declare) under penalty of perjury that the forgoing is true and correct.

Dated at Woodland Hills,

California, this 4th **day of** April, **20**11

Signature

Proof of Publication of

CN852369

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
NOTICE OF PREPARATION AND
PUBLIC SCOPING MEETING
COUNTY OF LOS ANGELES BICYCLE MASTER PLAN

To: State Clearinghouse, Responsible and Trustee Agencies, and Interested Individuals
Subject: Notice of Preparation of an Environmental Impact Report, Initial Study, and Scoping Meeting for the County of Los Angeles Bicycle Master Plan
Project Title: County of Los Angeles Bicycle Master Plan Environmental Impact Report
Lead Agency: County of Los Angeles, Department of Public Works

The County of Los Angeles Department of Public Works, as the lead agency, has prepared an Initial Study and will be preparing an Environmental Impact Report for the project described below. Public Works is soliciting input from members of the public, organizations, and government agencies on the scope and content of the information to be included and analyzed in the Environmental Impact Report. Agencies should comment on the elements of the environmental information that are relevant to their statutory responsibilities in connection with the project.

The project description, location, and potential environmental effects (to the extent known) are described in this Notice of Preparation. Scoping comments on the Environmental Impact Report should be sent to Public Works **no later than 30 days** after the posting of this notice, which will occur on **April 4, 2011**. Accordingly, correspondence should be postmarked by **May 3, 2011**. Please send all written and/or e-mail comments to Ms. Reyna Soriano at the address shown below. Comments should include the name of a contact person.

A copy of the Initial Study is available for public review at any of the County of Los Angeles Public Library locations. Additional information along with a copy of the Initial Study is also available online at dpw.lacounty.gov/go/bikeplan.

Interested parties may submit their comments to:

County of Los Angeles Department of Public Works
Programs Development Division, 11th Floor
Attention Ms. Reyna Soriano
P.O. Box 1460
Alhambra, CA 91802-1460
E-mail: rsoriano@dpw.lacounty.gov

Questions regarding this notice should be directed to Ms. Soriano at (626) 458-5192 or at the e-mail shown above, Monday through Thursday, between 7:15 a.m. and 6:00 p.m.

Public scoping meetings will be held Tuesday, April 19, 2011, at 2:00 p.m. and at 7:00 p.m., to solicit input from interested parties on the scope and content of the Environmental Impact Report in conformance with Section 21083.9 of the Public Resources Code.

Location: Metro Headquarters Building (corner of Cesar E. Chavez Ave. and Vignes St.) 3rd Floor-Huntington Conference Room (Next to Cafeteria) One Gateway Plaza Los Angeles, CA 90012-2952

Parking & Transit Information:

Bicycle Parking: Bicycle parking is available in Metro's parking garage on the P1 level between the fish tank/customer service center and Metro elevators. From the bike parking, go to the 3rd floor using the Metro elevators.

Transit: Metro Rail Lines: Gold, Purple, and Red; by Metrolink; Metro bus lines: 40, 42, 68, 70, 71, 76, 78, 79, 333,439, 445, 704, 728, 740, 745, 770, and Silver Line; Santa Monica Transit 10; and Amtrak.

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Project Location/Description:

The County Bicycle Master Plan (Plan) is a sub-element of the Mobility Element within the County of Los Angeles General Plan. The Plan would replace the County Bikeway Plan that was adopted in 1975. The Plan provides guidance regarding the development of infrastructure, policies, and programs that would improve the bicycling environment in the County of Los Angeles. The Plan proposes an expanded bikeway network in unincorporated communities and along rivers, creeks, and flood control facilities within County jurisdiction. However, for the purposes of planning an integrated network, the plan also includes bikeways in various cities. Currently, the County area includes approximately 66 miles of existing Class I, II, and III bikeway facilities. The Plan proposes an interconnected network of bicycle corridors that adds approximately 715 miles of new bikeways throughout the County that would enable residents to bicycle with greater safety, directness, and convenience within and between major regional destinations and activity centers.

The Initial Study contains a preliminary analysis of the environmental impacts of the Plan in accordance with the State of California Environmental Quality Act Guidelines that identify 16 areas of concern. The County presents a detailed analysis of 10 potentially significant impact areas that will be analyzed in detail in an Environmental Impact Report: Aesthetics, Air Quality/Greenhouse Gas Emissions, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, and Transportation and Traffic.

Si necesita asistencia con la traduccion a Espanol, por favor comuniquese con el representante del departamento de Obras Publicas del Condado de Los Angeles, Sr. Art Correa al (626) 458-3948.

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EAST L.A. TRIBUNE

This space for filing stamp only

1730 W OLYMPIC BLVD STE 500, LOS ANGELES, CA 90015
Telephone (323) 556-5720 / Fax (323) 556-5705

Veronica Lopez
CAL-NET
P O BOX 60859
LOS ANGELES, CA - 90060

PROOF OF PUBLICATION

(2015.5 C.C.P.)

State of California)
County of LOS ANGELES) ss

Notice Type: GPN - GOVT PUBLIC NOTICE

Ad Description: CN 852372

I am a citizen of the United States and a resident of the State of California; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer and publisher of the EAST L.A. TRIBUNE, a newspaper published in the English language in the city of N/A, and adjudged a newspaper of general circulation as defined by the laws of the State of California by the Superior Court of the County of LOS ANGELES, State of California, under date of 07/27/1931, Case No. 323832. That the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

04/07/2011

Executed on: 04/07/2011
At Los Angeles, California

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Signature

NWA#: 2074755

DEPARTMENT OF PUBLIC WORKS NOTICE OF PREPARATION AND PUBLIC SCOPING MEETING COUNTY OF LOS ANGELES BICYCLE MASTER PLAN

To: State Clearinghouse, Responsible and Trustee Agencies, and Interested Individuals
Subject: Notice of Preparation of an Environmental Impact Report, Initial Study, and Scoping Meeting for the County of Los Angeles Bicycle Master Plan
Project Title: County of Los Angeles Bicycle Master Plan Environmental Impact Report
Lead Agency: County of Los Angeles, Department of Public Works

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Programs Development Division, 11th Floor
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Alhambra, CA 91802-1460.
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4/7/11

NWA-2074755#
EAST L.A. TRIBUNE

* A 0 0 0 0 0 2 1 3 3 7 5 6 *

INLAND VALLEY
DAILY BULLETIN
(formerly the Progress Bulletin)

2041 E. 4th Street
Ontario, CA 91764

(Space below f

PROOF OF PUBLICATION

(2015.5 C.C.P.)

Proof o

STATE OF CALIFORNIA

County of Los Angeles

I am a citizen of the United States, I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of INLAND VALLEY DAILY BULLETIN, a newspaper of general circulation printed and published daily for the City of Pomona, County of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, on the date of June 15, 1945, Decree No. Pomo C-606. The notice, of which the annexed is a true printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

4/4,11/11

I declare under penalty of perjury that the foregoing is true and correct.

Executed at Ontario, San Bernardino Co. California
this 11 day of APRIL, 20 11

signature

CN852373

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
NOTICE OF PREPARATION AND PUBLIC SCOPING MEETING
COUNTY OF LOS ANGELES
BICYCLE MASTER PLAN

To: State Clearing house, Responsible and Trustee Agencies, and Interested Individuals
Subject: Notice of Preparation of an Environmental Impact Report, Initial Study, and Scoping Meeting for the County of Los Angeles Bicycle Master Plan
Project Title: County of Los Angeles Bicycle Master Plan Environmental Impact Report
Lead Agency: County of Los Angeles, Department of Public Works

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Programs Development Division, 11th Floor
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Alhambra, CA 91802-1460
E-mail: rsoriano@dpw.lacounty.gov

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Published: April 4, 11, 2011 #161943

PROOF OF PUBLICATION
(2015.5 C.C.P.)

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES

I am a resident of Los Angeles County, over the age of 18 years of age and not a party to or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the

LA OPINION

on the following dates:

4/8

I certify (or declare) under penalty of perjury that the following is true and correct.

Dated at Los Angeles, California on

04/08/11

Signature

CUSTOMER REF. # PW-11806199

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CN # 00852363 CUST # 014431

Departamento de Obras Públicas del Condado de Los Angeles

AVISO DE PREPARACION Y REUNION PUBLICA
Plan Maestro de la Ruta para Ciclistas en el Condado

Para: La Cámara de Compensación Estatal, Agencias Responsables, Agencias del Fideicomisario, y Individuos Interesados
Tema: Aviso de la Preparación de un Informe de Impacto Medioambiental, Estudio Inicial, y Reunión Publica para el Plan Maestro de la Ruta para Ciclistas en el Condado de Los Angeles
Titulo del Proyecto: Informe de Impacto Medioambiental sobre el Plan Maestro de la Ruta para Ciclistas del Condado de Los Angeles
Agencia Principal: Departamento de Obras Públicas del Condado de Los Angeles

El Departamento de Obras Públicas del Condado de Los Angeles, como la agencia principal, ha preparado un Estudio Inicial y preparara un Informe de Impacto Medioambiental para el proyecto. El Departamento de Obras Públicas está solicitando participación del público, organizaciones, y agencias gubernamentales sobre la magnitud y contenido de la información que será incluida y analizada en el Informe de Impacto Medioambiental. Las agencias deben comentar sobre los elementos de la información medioambiental que es pertinente a sus responsabilidades estatutarias en relación con el proyecto.
La descripción del proyecto, ubicación, y efectos medioambientales potenciales (a la magnitud conocida) se describe en este Aviso de Preparación. Comentarios sobre la magnitud del Informe de Impacto Medioambiental deben enviarse al Departamento de Obras Públicas, **no más tarde de 30 días** después del anuncio de este aviso que ocurrirá el **4 de abril de 2011.** Correspondencia debe ser enviada por correo, no mas tarde del **3 de mayo de 2011**. Por favor envíe sus comentarios a la Señorita Reyna Soriano a la dirección mostrada a continuación de esta página. Los comentarios deben incluir el nombre de una persona de contacto.
Una copia del Estudio Inicial está disponible para revisión en todas la Bibliotecas Públicas del Condado de Los Angeles. Información adicional junto con una copia del Estudio Inicial también están disponibles en la pagina del Internet dpw.lacounty.gov/go/bikeplan.
Por favor envié sus comentarios a:

County of Los Angeles Department of Public Works
Programs Development Division, 11th Floor
Attention Ms. Reyna Soriano
P.O. Box 1460
Alhambra, CA 91802-1460
Correo Electrónico: rsoriano@dpw.lacounty.gov

Si tiene alguna pregunta sobre este anuncio, por favor llame al Sr. Artemio Correa al (626) 458-3948 o envié sus cometarios al buzón electrónico proveído. Nuestras horas de oficina son de lunes a jueves, de 7:15 a.m. a 6:00 p.m.

Las reuniones públicas serán martes, 19 de abril de 2011, a las 2:00 p.m. y a las 7 p.m.. para solicitar comentarios sobre la magnitud y contenido del Informe de Impacto Medioambiental en conformidad con la Sección 21083.9 del Código de Recursos Público.

Lugar: Metro Headquarters Building (esquina de Cesar E. Chavez Ave. y Vignes St.) 3rd Floor - Cuarto de Conferencia Huntington (junto a la Cafetería)
One Gateway Plaza
Los Angeles, CA 90012-2952

Información de Estacionamiento y Transporte Público:

Estacionamiento de Bicicletas: está disponible en el garaje de estacionamiento de Metro, en el nivel P1, entre el acuario/centro de ayuda al cliente y los elevadores de Metro. Desde el estacionamiento de bicicleta, diríjase al tercer piso vía el elevador de Metro.

Transporte Público: Líneas Metro Rail: Gold, Purple, y Red; vía Metrolink; líneas de autobús Metro 40, 42, 68, 70, 71, 76, 78, 79, 333,439, 445, 704, 728, 740, 745, 770, y la línea Silver; línea de autobús de Santa Monica 10 y Amtrak.

Estacionamiento de Automóvil: Use la entrada de estacionamiento de Metro en Vignes Street, pagara $6 por estacionarse.

Ubicación del Proyecto / Descripción:
El Plan Maestro de la Ruta para Ciclistas del Condado (Plan) es parte del Plan General de Movilidad del Condado de Los Agneles. El Plan reemplazaría el plan que se adoptó en 1975. El Plan es un guía con respecto al desarrollo de infraestructura, reglas, y programas que mejoraran el ambiente de andar en bicicleta en el Condado de Los Angeles. El Plan propone una red de rutas para bicicletas en áreas no incorporadas del Condado a lo largo de ríos, calas, áreas administradas por el Condado dentro las facilidades de diluvio. Actualmente, el área del Condado incluye aproximadamente 66 millas de rutas para ciclistas clasificadas comb Clase I, II, o III. El Plan propone una red interconectada de rutas para ciclistas, que agregara aproximadamente 715 millas de nuevas rutas en el Condado. La red proporcionar más seguridad, simplicidad, y conveniencia, a ciclistas dentro de y entre los destinos regionales mayores y centros de actividad.

El Estudio Inicial contiene un análisis preliminar de los impactos medioambientales del Plan de acuerdo con las Reglas del Estado de California sobre el Acto de Calidad Medioambiental que identifican 16 áreas de preocupación. El Condado presenta un análisis detallado de 10 áreas de impacto potencialmente significantes que se analizarán en detalle en un Informe de Impacto Medioambiental: Las Estética, la Calidad del Ambiente/Emisión de Gases Invernaderos, Recursos Biológicos, Recursos Culturales, Geología y Tierras, Riesgos y Materiales Arriesgados, Hidrología y Calidad de Agua, Uso y Plan de Tierras, Recursos Minerales, y Transporte y Tráfico.

Con 72 horas de notificación, el Departamento de Obras Públicas puede proveerle información y publicaciones sobre el programa y formatos alternativos o hacer adaptaciones para personas con incapacidades. Además, documentación sobre el programa está disponible en la *oficina* principal del Departamento de Obras Públicas localizada en Alhambra (900 South Fremont Avenue), la cual es accesible para personas con incapacidades. Solamente si necesita solicitar adaptaciones o para más información del ADA, póngase en contacto con nuestro Coordinador del ADA al (626) 458-4081 o TDD (626) 282-7829, de lunes a jueves de las 7:00 a.m. a 5:30 p.m.

LONG BEACH
PRESS-TELEGRAM

300 Oceangate
Long Beach, CA 90844

PROOF OF PUBLICATION
(2015.5 C.C.P.)

STATE OF CALIFORNIA
County of Los Angeles

I am a citizen of the United States, and a resident of the county aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of the Long Beach Press-Telegram, a newspaper of general circulation printed and published daily in the City of Long Beach, County of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, on the date of March 21, 1934, Case Number 370512. The notice, of which the annexed is a true printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit.

April 4, 2011

The Long Beach Press-Telegram, a newspaper of general circulation, is delivered to and available in, but not limited to the following cities: Long Beach, Lakewood, Bellflower, Cerritos, Downey, Norwalk, Artesia, Paramount, Wilmington, Compton, South Gate, Los Alamitos, Seal Beach, Cypress, La Palma, Lynwood, San Pedro, Hawaiian Gardens, Huntington Park, La Mirada, Santa Fe Springs, Carson.

I declare under penalty of perjury that the foregoing is true and correct.

Executed at Long Beach, LA Co. California
this 4 day of April 2011

signature

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
NOTICE OF PREPARATION AND
PUBLIC SCOPING MEETING
COUNTY OF LOS ANGELES BICYCLE MASTER PLAN

To: State Clearinghouse, Responsible and Trustee Agencies, and Interested Individuals
Subject: Notice of Preparation of an Environmental Impact Report, Initial Study, and Scoping Meeting for the County of Los Angeles Bicycle Master Plan
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Transit: Metro Rail Lines: Gold, Purple, and Red; by Metrolink; Metro bus lines: 40, 42, 68, 70, 71, 76, 78, 79, 333,439, 445, 704, 728, 740, 745, 770, and Silver Line; Santa Monica Transit 10; and Amtrak.

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Project Location/Description:

The County Bicycle Master Plan (Plan) is a sub-element of the Mobility Element within the County of Los Angeles General Plan. The Plan would replace the County Bikeway Plan that was adopted in 1975. The Plan provides guidance regarding the development of infrastructure, policies, and programs that would improve the bicycling environment in the County of Los Angeles. The Plan proposes an expanded bikeway network in unincorporated communities and along rivers, creeks, and flood control facilities within County jurisdiction. However, for the purposes of planning an integrated network, the plan also includes bikeways in various cities. Currently, the County area includes approximately 66 miles of existing Class I, II, and III bikeway facilities. The Plan proposes an interconnected network of bicycle corridors that adds approximately 715 miles of new bikeways throughout the County that would enable residents to bicycle with greater safety, directness, and convenience within and between major regional destinations and activity centers.

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Si necesita asistencia con la traduccion a Espanol, por favor comuniquese con el representante del departamento de Obras Publicas del Condado de Los Angeles, Sr. Art Correa al (626) 458-3948.

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CN852364 – Pub date: April 4, 2011

CL-07-2066 Legal Affadavit

PROOF OF PUBLICATION
(2015.5 C.C.P.)

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES

I am a resident of Los Angeles County, over the age of 18 years of age and not a party to or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the

PASADENA STAR NEWS

on the following dates:

4/4

I certify (or declare) under penalty of perjury that the following is true and correct.

Dated at Los Angeles, California on

04/04/11

Signature

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CN # 00852365 CUST # 014431

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
NOTICE OF PREPARATION AND
PUBLIC SCOPING MEETING
COUNTY OF LOS ANGELES
BICYCLE MAS-TER PLAN

To: State Clearinghouse, Responsible and Trustee Agencies, and Interested IndividualsSubject: Notice of Preparation of an Environ-mental Impact Report, Initial Study, and Scoping Meeting for the County of Los Angeles Bicycle Master Plan
Project Title: County of Los Angeles Bicycle Master Plan Environmental Impact Report
Lead Agency: County of Los Angeles, Depart-ment of Public Works

The County of Los Angeles Department of Public Works, as the lead agency, has prepared an Initial Study and will be preparing an Environ-mental Impact Report for the project described below. Public Works is soliciting input from members of the public, organizations, and gov-ernment agencies on the scope and content of the information to be included and analyzed in the Environmental Impact Report. Agencies should comment on the elements of the environ-mental information that are relevant to their statutory responsibilities in connection with the project.

The project description, location, and potential environmental effects (to the extent known) are described in this Notice of Preparation. Scoping comments on the Environmental Impact Report should be sent to Public Works **no later than 30 days** after the posting of this notice, which will occur on **April 4, 2011**. Accordingly, correspon-dence should be postmarked by **May 3, 2011.** Please send all written and/or e-mail comments to Ms. Reyna Soriano at the address shown below. Comments should include the name of a contact person.

A copy of the Initial Study is available for public review at any of the County of Los Angeles Public Library locations. Additional information along with a copy of the Initial Study is also available online at **dpw.lacounty.gov/go/bikeplan.**

Interested parties may submit their comments to:

County of Los Angeles
Department of Public Works
Programs Development Division, 11th Floor

Attention Ms. Reyna Soriano
P.O. Box 1460
Alhambra, CA 91802-1460
E-mail: **rsoriano@dpw.lacounty.gov**

Questions regarding this notice should be di-rected to Ms. Soriano at (626) 458-5192 or at the e-mail shown above, Monday through Thursday, between 7:15 a.m. and 6:00 p.m.

Public scoping meetings will be held Tuesday, April 19, 2011, at 2:00 p.m. and at 7:00 p.m., to solicit input from interested parties on the scope and content of the Environmental Impact Report in conformance with Section 21083.9 of the Public Resources Code.

Location: Metro Headquarters Building (corner of Cesar E. Chavez Ave. and Vignes St.) 3rd Floor-Huntington Conference Room (Next to Cafeteria) One Gateway Plaza Los Angeles, CA 90012-2952

Parking & Transit Information:

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CN#852365 Published: April 4, 2011
Pasadena Star-News **Ad#127403**

PROOF OF PUBLICATION
(2015.5 C.C.P.)

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES

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SAN GABRIEL VALLEY TRIBUNE

on the following dates:

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I certify (or declare) under penalty of perjury that the following is true and correct.

Dated at Los Angeles, California on

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Signature

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CN # 00852367 CUST # 014431

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
NOTICE OF PREPARATION AND
PUBLIC SCOPING MEETING
COUNTY OF LOS ANGELES
BICYCLE MASTER PLAN

To: State Clearinghouse, Responsible and Trustee Agencies, and Interested Individuals
Subject: Notice of Preparation of an Environmental Impact Report, Initial Study, and Scoping Meeting for the County of Los Angeles Bicycle Master Plan
Project Title: County of Los Angeles Bicycle Master Plan Environmental Impact Report
Lead Agency: County of Los Angeles, Department of Public Works

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Programs Development Division, 11th Floor
Attention Ms. Reyna Soriano
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CN#852367
Published: April 4, 2011
San Gabriel Valley Tribune Ad#126827

THE SIGNAL NEWSPAPER
24000 Creekside Rd
Valencia, Ca 91355

Proof of Publication

(2015.5 C.C.P.)

STATE OF CALIFORNIA,
COUNTY OF LOS ANGELES

I am a citizen of the United States,and a resident of the county aforesaid; I am over the age of eighteen years; and I am not a party to or interestedin the notice published. I am the chief legal advertising clerk of the publisher of the

SIGNAL NEWSPAPER

a newspaper of general circulation, printed and published **Daily** in the city of Santa Clarita County of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles State of California, under the date of **March 25, 1988** Case number **NVC15880**, that the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

4/4

All in the year 20 11

I certify (or declare) under penalty of perjury' that the foregoing is true and correct

Dated at Valencia, California, this 4th day of April, 20 11

Signature

COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS NOTICE OF PREPARATION AND PUBLIC SCOPING MEETING COUNTY OF LOS ANGELES BICYCLE MASTER PLAN

To: State Clearinghouse, Responsible and Trustee Agencies, and Interested Individuals

Subject: Notice of Preparation of an Environmental Impact Report, Initial Study, and Scoping Meeting for the County of Los Angeles Bicycle Master Plan

Project Title: County of Los Angeles Bicycle Master Plan Environmental Impact Report

Lead Agency: County of Los Angeles, Department of Public Works

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Interested parties may submit their comments to:

County of Los Angeles Department of Public Works Programs Development Division, 11th Floor Attention Ms. Reyna Soriano
P.O. Box 1460
Alhambra, CA 91802-1460

E-mail: rsoriano@dpw.lacounty.gov

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CN852375 4/4/11

ficationAffidavit_IH

Daily Breeze

21250 HAWTHORNE BLVE, STE 170 * TORRANCE CALIFORNIA 90503-4077
Direct: (310) 543-6635 Fax: (310) 316-6827

PROOF OF PUBLICATION
(201 5.5 C.C.P.)

STATE OF CALIFORNIA

County of Los Angeles,

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of the **THE DAILY BREEZE**

a newspaper of general circulation, printed and published

in the City of **Torrance***
County of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of County of Los Angeles, State of California, under the date of

June 10, 1974

Case Number **SWC7146**
that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement there of on the following dates, to-wit

April 4,

all in the year 2011

the foregoing is true and correct.
Dated at Torrance

California, this 4 April 2011

*The Daily Breeze circulation includes the following cities: Carson, Compton, Culver City, El Segundo, Gardena, Harbor City, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Lomita, Long Beach, Manhattan Beach, Palos Verdes Peninsula, Palos Verdes, Rancho Palos Verdes, Rancho Palos Verdes Estates, Redondo Beach, San Pedro, Santa Monica, Torrance and Wilmington

This space is for the County Clerk's Filing Stamp

Proof of Publication of

DB

DEPARTMENT OF PUBLIC WORKS
NOTICE OF PREPARATION AND
PUBLIC SCOPING MEETING
COUNTY OF LOS ANGELES BICYCLE MASTER PLAN

To: State Clearinghouse, Responsible and Trustee Agencies, and Interested Individuals
Subject: Notice of Preparation of an Environmental Impact Report, Initial Study, and Scoping Meeting for the County of Los Angeles Bicycle Master Plan
Project Title: County of Los Angeles Bicycle Master Plan Environmental Impact Report
Lead Agency: County of Los Angeles, Department of Public Works

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Alhambra, CA 91802-1460
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852374

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PROOF OF PUBLICATION
(2015.5 C.C.P.)

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WHITTIER DAILY NEWS

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California Network of Community Newspapers

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CN # 00852366 CUST # 014431

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
NOTICE OF PREPARATION AND PUBLIC SCOPING MEETING
COUNTY OF LOS ANGELES BICYCLE MASTER PLAN

To: State Clearinghouse, Responsible and Trustee Agencies, and Interested Individuals
Subject: Notice of Preparation of an Environmental Impact Report, Initial Study, and Scoping Meeting for the County of Los Angeles Bicycle Master Plan
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Location: Metro Headquarters Building (corner of Cesar E. Chavez Ave. and Vignes St.) 3rd Floor-Huntington Conference Room (Next to Cafeteria) One Gateway Plaza Los Angeles, CA 90012-2952

Parking & Transit Information:

Bicycle Parking: Bicycle parking is available in Metro's parking garage on the P1 level between the fish tank/customer service center and Metro elevators. From the bike parking, go to the 3rd floor using the Metro elevators.

Transit: Metro Rail Lines: Gold, Purple, and Red; by Metrolink; Metro bus lines: 40, 42, 68, 70, 71, 76, 78, 79, 333,439, 445, 704, 728, 740, 745, 770, and Silver Line; Santa Monica Transit 10; and Amtrak.

Car Parking: Use the Vignes Street entrance to enter the Metro parking lot. The parking fee is $6.

Project Location/Description:

The County Bicycle Master Plan (Plan) is a sub-element of the Mobility Element within the County of Los Angeles General Plan. The Plan would replace the County Bikeway Plan that was adopted in 1975. The Plan provides guidance regarding the development of infrastructure, policies, and programs that would improve the bicycling environment in the County of Los Angeles. The Plan proposes an expanded bikeway network in unincorporated communities and along rivers, creeks, and flood control facilities within County jurisdiction. However, for the purposes of planning an integrated network, the plan also includes bikeways in various cities. Currently, the County area includes approximately 66 miles of existing Class I, II, and III bikeway facilities. The Plan proposes an interconnected network of bicycle corridors that adds approximately 715 miles of new bikeways throughout the County that would enable residents to bicycle with greater safety, directness, and convenience within and between major regional destinations and activity centers.

The Initial Study contains a preliminary analysis of the environmental impacts of the Plan in accordance with the State of California Environmental Quality Act Guidelines that identify 16 areas of concern. The County presents a detailed analysis of 10 potentially significant impact areas that will be analyzed in detail in an Environmental Impact Report: Aesthetics, Air Quality/Greenhouse Gas Emissions, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources and Transportation and Traffic.

Si necesita asistencia con la traduccion e Espanol, por favor comuniquese con e representante del departamento de Obra Publicas del Condado de Los Angeles, Sr Art Correa al (626) 458-3948.

Upon 72 hours' notice, Public Works ca provide program information an publications in alternate formats or mak other accommodations for people wit disabilities. In addition, program document are available at our main office i Alhambra (900 S. Fremont Ave.), which i accessible to individuals with disabilities To request accommodations ONLY or fo more Americans with Disabilities Ac information, please contact ou departmental Americans with Disabilitie Act Coordinator at (626) 458-4081 or by TD (626) 282-7829, Monday through Thursday from 7:00 a.m. to 5:30 p.m.

CN#852366 Published: April 4, 2011
Whittier Daily News **Ad#1274**

Comments Received at Scoping Meetings

Los Angeles County Bicycle Master Plan EIR

Below is a list of oral comments received at the 2pm scoping meeting on April 19, 2011.

- How is the EIR different from the Bicycle Master Plan?
- Can the findings in the program EIR cause changes in the Bicycle Master Plan?
- Will future EIRs need to be done on each of the projects?
- Would the EIR have alternatives that would change the classes of bike paths?
- What are the anticipated environmental impacts?
- Will new legislation (i.e., complete streets and Caltrans guidance) be incorporated in the EIR?
- Would the air quality and traffic analyses consider that traffic reductions could be a result of greater bicycle usage?
- In the environmental analysis all references to the responsible agency should be "the County".

Below is a list of oral comments received at the 7pm scoping meeting on April 19, 2011.

- What are the plans for the education and outreach effort for the Bike Master Plan?
- Education and outreach efforts are encouraged before the plan moves forward do get the public comfortable with the plan and dissuade rejection.
- What are the anticipated hydrology and water quality environmental impacts?
- What are the anticipated mineral resources environmental impacts?
- Concerns were raised about areas with heavy traffic and their safety and environmental impacts.
- What are the anticipated cultural and agricultural resource environmental impacts?
- Would the EIR consider bikeways crossing watersheds?
- Is there a possibility of identifying in the EIR which impacts would require future analysis?
- Why is an EIR being prepared? Is it a regulatory requirement?
- Impacts to other users needs to be discussed and fully disclosed (i.e., equestrian and pedestrian groups). These are strong organized opponents of bicycle infrastructure.

- Would the EIR consider the possibility of bicycle racks reducing the number of parking spaces and the impacts to business?
- Will the impacts of building and not building Class II bikeways be enumerated?
    - For example, putting a Class II bikeway in an area where one does not currently exist and the impacts of moving bikes off sidewalks?
- How else are comments being actively solicited on the Bicycle Master Plan?
- Meetings should also be held via online or conference call so more people can participate.
- Provide examples of other bicycle master plan EIRs and email to attendees.

Written Comments Received During Scoping

COMMUNITY DEVELOPMENT DEPARTMENT
150 North Third Street • P.O. Box 6459 • Burbank, California • 91510
www.burbankusa.com

April 19, 2011

County of Los Angeles Department of Public Works
Programs Development Division, 11th Floor
P.O. Box 1460
Alhambra, CA 91802-1460
Attn: Ms. Reyna Soriano

VIA Electronic Mail to rsoriano@dpw.lacounty.gov

RE: County of Los Angeles Bicycle Master Plan

Dear Ms. Soriano:

Thank you for the opportunity to provide input on the County of Los Angeles Bicycle Master Plan. The City of Burbank would like to provide the following comments on the plan that directly affect the City.

Implementation Action 1.1.2 Coordinate with adjacent jurisdictions to implement bicycle facilities that promote connectivity.

Los Angeles County Department of Public Works, specifically the Watershed Management Division, holds jurisdiction over the Los Angeles River and its many tributaries. One of these tributaries runs through the City of Burbank, the Burbank Western Channel. These tributaries provide an excellent opportunity for bicycle facilities that connect directly to the Los Angeles River Bikeway, further enhancing the crucial role that it plays within the regional bicycle network.

The City of Burbank appreciates the County's willingness to support local jurisdictions implementing a bicycle network of connected facilities, as described in the Implementation Action above. However, the City of Burbank requests further elaboration regarding the support of facilities specifically utilizing the tributaries currently under the jurisdiction of the Watershed Management Division. Outlining support for projects within the watershed at a policy level in the County's Bicycle Master Plan will be of great assistance to local jurisdictions seeking outside grant sources to fund these types of projects.

Implementation Action 3.1.1 Offer bicycle skills, bicycle safety classes, and bicycle repair workshops.

The City of Burbank recognizes that bicycle safety education is a relatively low cost and highly effective means of promoting healthy and sustainable transportation choices within the community, while ensuring a safe cycling public. The City of Burbank would like to offer support for the County's bicycle education programs as outlined in the above Implementation Action and in Chapter Four of the plan.

As accident and obesity rates continue to rise throughout the region, the City of Burbank believes that the most effective way of tackling these epidemics would be at a county-wide level. The City of Burbank would like to propose that the County expand upon the programs outlined in Chapter Four of the proposed Bicycle Master Plan to include a more comprehensive bicycle education program. This program should reflect a partnership between the County and local interested cities to provide these much needed bicycle education programs. The County would serve as the lead agency for the program with participating cities providing the facilities necessary for the workshops and classes.

This type of county-wide education program would be eligible for funding through Metro Call for Projects, State of California Office of Traffic Safety, and both federal and state Safe Routes to School programs. Further, not only would this type of program be eligible, but it would likely have a competitive edge in these grant processes as partnerships between jurisdictions and broad reaching programs are often seen as favorable.

Thank you again for allowing the City of Burbank to comment on the proposed County of Los Angeles Bicycle Master Plan. The City welcomes any opportunity to partner with the County in providing a more bicycle friendly community, county, and region. If you have any questions regarding our comments, please feel free to contact me at 818.238.5206 or via email at cwilkerson@ci.burbank.ca.us.

Sincerely,

Cory Wilkerson, Assistant Transportation Planner
City of Burbank Community Development Department

CITY OF HAWTHORNE

4455 West 126th Street • Hawthorne, California 90250-4482

Department of Public Works, Engineering Division
Office: (310) 349-2980 / Fax: (310) 978-9862

April 25, 2011

County of Los Angeles Department of Public Works
Programs Development Division, 11th Floor
Attn: Ms. Reyna Soriano
900 South Fremont Ave.
Alhambra, CA 91803-1331

Ms. Soriano,

The City of Hawthorne acknowledges receipt of the Bicycle Master Plan Notice of Preparation. We believe Inglewood Avenue cannot be considered a preferred bike route for the following reasons: a lack of adequate right of way, heavy truck traffic, and numerous driveways.

In lieu of Inglewood Avenue, the City of Hawthorne is planning to accommodate a bike lane on Hawthorne Boulevard, from El Segundo Boulevard to Rosecrans Avenue, as well as a bike path on El Segundo Boulevard from Hawthorne Boulevard to Crenshaw Boulevard.

If you have any questions, please contact me at 310-349-2985.

Sincerely,

Arnold Shadbehr

Arnold Shadbehr
Director of Public Works

PALMDALE

a place to call home

May 2, 2011

JAMES C. LEDFORD, JR.
Mayor

MIKE DISPENZA
Mayor Pro Tem

LAURA BETTENCOURT
Councilmember

STEVEN D. HOFBAUER
Councilmember

TOM LACKEY
Councilmember

38300 Sierra Highway

Palmdale, CA 93550-4798

Tel: 661/267-5100

Fax: 661/267-5122

TDD: 661/267-5167

County of Los Angeles Department of Public Works
Programs Development Division, 11th Floor
Attention: Ms. Reyna Soriano
P.O. Box 1460
Alhambra, CA 91802-1460

RE: Notice of Preparation for an Environmental Impact Report for the County of Los Angeles Bicycle Master Plan

Dear Ms. Soriano:

Thank you for the opportunity to provide input on the above referenced project.

With regards to the Noise analysis located on page 11 of the Initial Study, the City of Palmdale disagrees that potential noise impacts should not be reviewed further simply because construction noise is exempt under the County's Noise Ordinance (Chapter 12.08 Noise Control of the Los Angeles County Code). The relevant section of Code states that "Public Health and Safety Activities" are exempt from the requirements of the code. While the construction of a bicycle network will have a positive impact on public health, the construction of such a network should not be permitted to negatively impact residents within the vicinity of construction if mitigation measures can be applied to ensure noise and vibration impacts are mitigated to a level of less than significant.

We look forward to reviewing the Draft EIR when available. If you have any questions regarding this matter, please contact Susan Koleda or me at (661) 276-5200.

Sincerely

Susan Koleda

Richard Kite
Planning Manager

Auxiliary aids provided for communication accessibility upon 72 hours' notice and request.

www.cityofpalmdale.org

Soriano, Reyna

From: Kevin Burton [kevburto@gmail.com]
Sent: Tuesday, May 03, 2011 10:30 AM
To: Soriano, Reyna
Subject: LA County BMP EIR scoping comments

Hello,

Please find below comments on the scope and content of the information to be included and analyzed in the Environmental Impact Report for the LA County Bicycle Master Plan.

(1) Resources - 7.b., Visual Qualities (p. 25)

In addition to views from riding and hiking trails, an issue which often arises with bicycling is conflicts arising from bikeways and trails sharing the same routes, or separated routes which cross. This topic should be addressed.

(2) Services - 4.a. Fire/Sheriff Services (p. 34)

I think the phrase "Class I/II/III *trails*" is inappropriate since "trail" is used to refer to hiking and riding trails elsewhere in the document. "Bikeway" should instead be used as a generic word (see e.g., p. 46, Mandatory findings, a.).

Kevin Burton

San Gabriel & Lower Los Angeles
RIVERS AND MOUNTAINS CONSERVANCY

California Natural Resources Agency

Governing Board of the Conservancy

Frank Colonna, Chair
Environmental Public Member

Dan Arrighi, Vice Chair
Central Basin Water Association

Linda Adams
California Environmental Protection Agency

Denis Bertone
San Gabriel Valley Council of Governments

Barbara Carrera
San Gabriel Valley Water Association

John Laird, Secretary
California Natural Resources Agency

Ana J. Matosantos
Department of Finance

Troy Edgar
Orange County Division of the League of California Cities

Margaret Clark
San Gabriel Valley Council of Governments

Gloria Molina
Los Angeles County Board of Supervisors

Patrick O'Donnell
City of Long Beach

Vacant
Orange County Division of the League of California Cities

Ed Wilson
Gateway Cities Council of Governments

Ex Officio Members

Ruth Coleman
Department of Parks and Recreation

John Donnelly
Wildlife Conservation Board

Colonel R. Mark Toy
US Army Corps of Engineers

Bryan Speegle
Orange County Executive Office

Thomas M. Stetson
San Gabriel River Water Master

Bernie Weingardt
Angeles National Forest
US Forest Service

Gail Farber
Los Angeles County Department of Public Works

Executive Officer
Belinda Faustinos

May 3, 2011

Reyna Soriano
Los Angeles County Department of Public Works
900 S. Freemont Avenue
Los Angeles, CA 91803

RE: County of Los Angeles Bicycle Master Plan NOP, SCH#2011041004

Dear Ms. Soriano:

Thank you for the opportunity to submit comments on the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the County of Los Angeles Bicycle Master Plan. The San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy, or Rivers and Mountains Conservancy (RMC) was established as an independent State agency within the Resources Agency of the State of California to preserve urban open space and habitats in order to provide for low-impact recreation and educational uses, wildlife and habitat restoration and protection, and watershed improvements.

The goals of the RMC are described in "*Common Ground*", the Conservancy's Watershed and Open Space Plan (found at http://www.rmc.ca.gov/plan/intro.html). The Plan presents a simple vision for the future: ***restore balance between natural and human systems in the watersheds***. The centerpiece of the Plan is a series of Guiding Principles that cities, federal, state and local agencies, communities, groups and individuals can use to plan preservation, restoration and establishment of future open space, water resources, and habitat projects. More than 60 cities in Los Angeles County have adopted this document.

The RMC has reviewed the NOP and accompanying Initial Study for the County of Los Angeles Bicycle Master Plan DEIR. The RMC supports the County's decision to develop the proposed Bicycle Master Plan and the associated project benefits including improved non-vehicular transportation routs between residence and recreational amenities, reduction in motorized vehicular travel and the associated pollutants, and other social and economic benefits to the region. Additionally, the RMC has the following comments on the scope and content of the NOP:

1. Water Quality: The DEIR should include a discussion about the use of structural BMPs to reduce and capture the run-off generated by the impermeable surfaces on Class I bike paths, Class II bike lanes, and Class III bike routes. Opportunities may exist to reduce the impact of increased stormwater generated by the proposed impermeable surfaces. One such example would include incorporating the use of bio-retention swales between Class I bike paths and flood control channels, as is being proposed along Compton Creek. Similar design elements may exist for mitigating impacts along Class II bike lane and Class III bike route. Additionally, permeable pavements products may also have

Rivers and Mountains Conservancy · El Encanto · 100 N. Old San Gabriel Canyon Road · Azusa, CA 91702
Phone: (626) 815-1019 • Fax: (626) 815-1269
www.rmc.ca.gov

potential in theproposed applications. Incorporating the appropriate design elements could mitigate any impacted to regional water quality during the project's post development activities to less than significant.

2. Biota: The DEIR should address impacts to the landscape by habitat fragmentation, and subsequential impacts to the health of habitats for listed species as well as non-listed species. The DEIR should explore any impacts to wildlife movement including the identification of locations were safe passage would be effective by the development of the proposed bicycle facilities. Any impact to aquatic or riparian habitat should be identified and mitigated for accordingly. The DEIR should address using buffer zones, landscaped with plants native to the watershed to mitigate impacts to adjacent habitat areas. The County of Los Angeles Department of Public Works (Public Works) should make every effort to protect the County's oak woodland habitats, and fully comply with the Los Angeles County Oak Tree Ordinance. The RMC encourages Public Works collaboration with the Los Angeles County's Significant Ecological Area Technical Advisory Committee during the CEQA process to further mitigate impacts to any portions of the Significant Ecological Areas within the County.

3. Visual Qualities: Impact to the scenic vistas viewsheds associated with the development of the bicycle facilities proposed in the draft County Bicycle Master Plan must be identified in the DEIR. Additionally, impacts to recreational facilities, including hiking or riding trails must be identified, and mitigated were the proposed facilities would block scenic vistas. The RMC is aware that County Multi-use Trails and other recreational trails parallel Class I bike path is several location; mitigation for visual impact may not be required or appropriate in all of these areas.

4. Greenhouse Gas Emissions: The DEIR should provide adequate information regarding the impacts of greenhouse gas emissions and meeting the regulatory mandates outlines in AB 32, including the extent of which the proposed project may cause a net reduction during the post-development of the proposed bicycle facilitie network.

5. Environmental Safety: The RMC believes that any site identified in the DEIR having residual soil toxicity are appropriate for reuse as bicycle facilities, and should be cleaned and utilized as public right-of-ways within the scope of this project. Cleaning up and reinvesting in these sites protects the environment and reduces blight.

Thank you for your consideration of these comments. If you have any questions please contact me or Rob Romanek, Project Manager with the Watershed Conservation Authority at 626-815-1019 ext. 108 or at rromanek@wca.ca.gov.

Sincerely,

Valorie Shatynski
Acting Executive Officer

VS:rr

K:\Correspondence\Comment Letters\Los Angeles County Bicycle Master Plan NOP.doc

COUNTY OF LOS ANGELES

DEPARTMENT OF PARKS AND RECREATION

"Creating Community Through People, Parks and Programs"

Russ Guiney, Director

May 3, 2011

rsoriano@dpw.lacounty.gov

TO: Reyna Soriano
Department of Public Works

FROM: Joan Rupert, Section Head
Environmental and Regulatory Permitting Section

SUBJECT: **NOTICE OF PREPARATION (NOP) OF AN ENVIRONMENTAL IMPACT REPORT, INITIAL STUDY, AND PUBLIC SCOPING MEETING FOR THE COUNTY OF LOS ANGELES BICYCLE MASTER PLAN**

The NOP for the above project has been reviewed for potential impacts on the facilities of the Department of Parks and Recreation (DPR) and the following comments are submitted.

- Please acknowledge DPR's multi-use trail system and thoroughly integrate connectivity, rest stops/ trail heads, and support amenities (i.e. kiosks, signage, shade trees or structures, drinking fountains, and benches).

- DPR's multi-use trail system parallels DPW's Class 1 bike lanes in specific locations such as the San Gabriel River and Rio Hondo. Efforts should be made to ensure safe passage between different types of users. These efforts should include well defined boundaries, markings, and signage to minimize interface issues.

- DPR's multi-use trails may be considered a mode of transportation and connection, as bicyclists, hikers, walkers, and equestrians may choose to use DPR's multi-use trail system as an alternative to more "traditional" transportation corridors.

- DPR is planning new multi-use trail alignments and connections as special projects with the intention of identifying opportunities to connect to DPW bike lanes where appropriate.

Thank you for including this Department in the review of this notice. If you have any trail related questions, please contact Mr. Francis Yee at (213) 639-6058 or email

fyee@parks.lacounty.gov. For any other inquires, please contact Ms. Julie Yom at (213) 351-5127 or jyom@parks.lacounty.gov.

JY: JR/ Response to DPW_NOP for Bicycle Master Plan

c: Parks and Recreation (N. E. Garcia, F. Moreno, F. Yee, J. Yom)

City of Diamond Bar

21825 Copley Drive • Diamond Bar, CA 91765-4178

(909) 839-7000 • Fax (909) 861-3117

www.CityofDiamondBar.com

May 3, 2011

County of Los Angeles Department of Public Works
Programs Development Division, 11th Floor
Attention: Ms. Reyna Soriano
PO Box 1460
Alhambra, CA 91802-1460

RE: NOTICE OF PREPARATION—COUNTY OF LOS ANGELES BICYCLE MASTER PLAN

Dear Ms. Soriano:

Thank you for the opportunity to review the IS/NOP for the proposed County of Los Angeles Bicycle Master Plan.

Based upon our review of the map of existing bikeway routes shown in the City of Diamond Bar, we determined that there are inaccuracies with respect to existing conditions. Although the map correctly reflects the bikeway layout in our local master plan, they do not reflect "existing conditions" in that not all of the routes have been physically established and designated. Please be sure to revise the map and all references to existing bikeway routes in Diamond Bar with the following:

- Golden Springs Drive (Sylvan Glen Road to Temple Ave) – Class III
- Temple Avenue (Diamond Bar Blvd to Golden Springs Dr) – Not a designated bike route
- Grand Avenue (SR 57/60 Freeway to Easterly City Limit) – Not a designated bike route
- Pathfinder Road (West City Limit to Diamond Bar Blvd) – Not a designated bike route
- Brea Canyon Cutoff (West City Limit to Brea Canyon Road) – Not a designated bike route
- Brea Canyon Road (Golden Springs Dr to North City Limit) – Not a designated bike route
- Lycoming Street (Lemon Avenue to Brea Canyon Road) – Not a designated bike route
- Lemon Avenue (Golden Springs Drive to North City Limit) – Not a designated bike route
- Brea Canyon Road (South City Limit to Copper Canyon) – Not a designated bike route
- Brea Canyon Road (Copper Canyon to Cool Springs Lane) – Class II
- Brea Canyon Road (Cool Springs Lane to Fountain Springs Road) – Class I
- Brea Canyon Road (Fountain Springs Road to Pathfinder Road) – Class III

Steve Tye
Mayor

Ling-Ling Chang
Mayor Pro Tem

Ron Everett
Council Member

Carol Herrera
Council Member

Jack Tanaka
Council Member

O:\Outside Agency Communications\Los Angeles Coungy Bicycle Master Plan\NOP Response 5-2-11.docx

Recycled paper

Should you have any questions, please feel free to contact me at (909) 839-7065 Monday through Thursday between 7:30 am and 5:30 pm, and on Friday between 7:30 am and 4:30 pm.

Sincerely,

Greg Gubman, AICP
Community Development Director

cc: Rick Yee, Senior Civil Engineer

9A

CITY OF CERRITOS

CIVIC CENTER · 18125 BLOOMFIELD AVENUE
P.O. BOX 3130 · CERRITOS, CALIFORNIA 90703-3130
PHONE: (562) 860-0311 · WWW.CERRITOS.US

Cerritos All-America City 2008

AGENDA REPORT

TO: Honorable Mayor and Members of the City Council

FROM: Art Gallucci, City Manager

INITIATED BY: Hal Arbogast, Director of Public Works
Kanna Vancheswaran, Assistant City Engineer
Doug Kellam, Management Analyst

DATE: April 22, 2010

SUBJECT: **RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CERRITOS ADOPTING A REVISED CERRITOS BIKEWAY SYSTEM ROUTE MAP**

BACKGROUND

Prompted by resident interest and City Council direction, staff recently retained the services of a transportation engineering firm, Albert Grover & Associates (AGA) of Fullerton, CA, to conduct a detailed evaluation of existing bikeways throughout the City of Cerritos. The purpose of the evaluation was to review all existing bikeways for any necessary changes, updates and/or improvements and to review all arterial roadways in Cerritos and their capacity to integrate additional bicycle routes, especially in connection with established regional bike paths.

In 1975, in accordance with the Cerritos General Plan, City Council adopted the Cerritos Bikeway System Route Map establishing a system of bikeways to promote bicycling as both a recreational resource and to encourage bicycling as an alternative to automobile use. Since then, bikeways in Cerritos have remained relatively unchanged.

Bikeways are divided into the following classes:

- Class I Bikeways, or "bike paths" provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with minimal cross flows by motorists.

- Class II Bikeways, or "bike lanes" provide a restricted right-of-way designated for the exclusive or semi exclusive use of bicycles, with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and cross flows by pedestrians and motorists permitted.

- Class III Bikeways, or on-street or off-street "bike routes" are designated by signs or permanent markings and are shared with pedestrians or motorists.

JOSEPH CHO, Ph.D. MAYOR | LAURA LEE MAYOR PRO TEM | BRUCE W. BARROWS COUNCILMEMBER | CAROL CHEN COUNCILMEMBER | JIM EDWARDS COUNCILMEMBER

The City of Cerritos is flanked to the east and west by two regional, Class I, Los Angeles County bike paths located within the County Flood Control rights-of-way, in the San Gabriel River and Coyote Creek Channels. In addition, the City maintains several existing Class II and III bike lanes and routes that connect the two regional routes and offer riders in the City several options for bicycle access to residential and commercial areas. The attached Bicycle Map defines all existing and proposed bike routes and lanes in Cerritos. (Attachment 1)

The goal of updating the Cerritos Bikeway Route Map is to further integrate bikeways wherever possible so that all City residents have safe bikeway access to local destinations such as schools, parks and local points of interest, as well as convenient connections to regional routes.

FINDINGS

Staff worked with AGA in thoroughly evaluating all Cerritos arterial streets to determine which roadways could possibly integrate mixed use based upon street width, traffic volume and bikeway connections with adjacent communities. AGA also reviewed arterial streets in adjacent communities to ensure consistency with existing and possible future regional bikeways and used this data along with the County of Los Angeles Bicycle Master Plan to develop an aggressive update to the City's existing Citywide Bikeway Map.

As a result, AGA has offered several suggestions for revisions to increase safety on existing Cerritos bikeways and also provided the City with several proposed bikeway additions based upon current California Street and Highway Code bikeway requirements. (Attachment 2)

The following is a list of proposed revisions made to the existing Citywide Bikeway Route Map:

- Remove all routes through residential neighborhoods
- Remove the proposed Class I bike trail along the Southern California Edison right-of-way
- Remove the proposed bikeway on 183rd Street from the San Gabriel River to Gridley Road
- Remove proposed bikeways on South Street from the San Gabriel River to Bloomfield Avenue
- Remove proposed bikeways on Marquardt Avenue
- Add Class II and III bikeways the entire length of Artesia Boulevard
- Add a Class III bikeway to 195th Street between Pioneer and the San Gabriel River
- Add a Class II bikeway on Studebaker Road from the northerly City Limit to the railroad right-of-way
- Add a Class III bikeway to the entire length of Gridley Road
- Extend the Class II bikeways on Bloomfield Avenue to include the missing sections at the northern and southern City limit
- Extend the Class II bikeways on Carmenita Road and South Street to transition to the Coyote Creek Trail

The additions and removals proposed for the new Citywide Bikeway Map create user friendly routes throughout the City of Cerritos without redundancy while minimizing conflict with other modes of transportation. Over the years, changes in traffic counts and the addition of center medians in many arterial streets have significantly altered available lane width and led to the recommended removals. It is important to note that the removal of any stretch of existing or proposed bikeway designation as part of the proposed revisions to the Bikeway Route Map does not prohibit bicycle use. Once the AGA plan has been fully implemented, the City will have integrated bikeways well within a maximum distance of one-half mile of every residence in Cerritos. In all, the proposed plan includes the addition of approximately 45 lane miles of Class I, II and III bikeways throughout Cerritos.

AGA has also investigated possible impacts regarding bicycle detection and bicycle timing at signalized intersections. Recent changes to the California Manual of Uniform Traffic Control Devices (CA-MUTCD) requires that all new traffic signal installations and modifications to existing signalized intersections on streets incorporating bikeways shall include bicycle detection systems. At this time, no traffic signal modifications are proposed for the completion of the bikeway system. Any new traffic signals in the City will be required to adhere to the directive of the MUTCD.

BIKEWAY ROUTE MAP INPUT

As part of the Bikeway Route Map evaluation process, staff presented the revisions to a group of concerned residents and avid cyclists for comments and suggestions. The individuals suggested that the addition of bikeways wherever possible was an important part of improving the quality and safety of bicycling in Cerritos, but that it is also important to work with adjacent agencies to promote continuity on a regional scale.

Staff also reviewed the Route Map revisions with "Empowered Teens," a group of local high school students who have organized to promote bicycle safety and public education. This group also expressed approval for creating more bikeways, and would also like to see an increase in available facilities such as bike racks at commercial establishments and all places of business to promote ridership among customers and workers.

In order to fully integrate the proposed bikeway plan on a regional scale, it is necessary that all communities work together so that inter-jurisdictional bikeways have seamless transitions across city lines thereby preserving rider safety. Staff has presented the proposed bikeway map to all adjacent city agencies and to the Public Works Departments of Los Angeles and Orange Counties for review and comments. The Cities of Buena Park and La Mirada were the only responding agencies and neither agency had comments regarding the plan.

SOUTHERN PACIFIC RAILROAD TRAIL/MTA RIGHT-OF-WAY

In the City of Cerritos, bicyclists have access to two existing Class I bike paths that are located within the jurisdiction of the Los Angeles County Flood Control District, along the San Gabriel River and the Coyote Creek Channel. Both of these regional bikeways are many miles in length and provide residents with excellent bicycle access to other parts of the County.

On the proposed map, staff has identified a potential third Class I bike path that would traverse the City from the San Gabriel River, near Artesia Boulevard and connect with Coyote Creek near Del Amo Boulevard. This route is located on the abandoned Southern Pacific Railroad property, which is now part of the Metropolitan Transportation Authority (MTA) right-of-way.

While the proposed MTA route could provide bicyclists with an additional Class I bike path and improved access to both of the existing Class I bike paths, there are several obstacles to achieving this goal:

- Possible future use of the right-of-way as a major transportation corridor
- Providing bicyclists with protected mid-block crossings on major arterial streets
- The cost of paving, lighting, landscaping and providing additional security measures
- The lack of regional connectivity for the route

Until such time as there is clear direction on what the future holds for this corridor, staff believes that it would be in the best interest of the City to identify the railroad property as a potential Class I bike path, but hold off on any plans to develop it as such.

IMPLEMENTATION

This Bikeway Route Map is intended to provide the City with an optimized integrated mixed transportation use of the City's arterial roadway based upon street width, traffic volume and bikeway connections with adjacent communities. Once adopted by City Council, the updated plan will replace the existing Cerritos Bikeway Route Map and would be incorporated into the Cerritos General Plan, which was last updated in 2004.

Staff plans to implement the proposed improvements in phases. A majority of the proposed improvements would be incorporated into future pavement rehabilitation capital projects as each roadway segment is identified and prioritized for renovation through the City's ongoing Pavement Management System. In addition, staff has identified State Transportation Development Act (TDA) funds as a source of funding to offset a portion of the costs associated with implementation of the project. TDA eligible expenses may include engineering expenses, construction costs, retrofitting existing bicycle facilities, route improvements such as signal controls for cyclists, bicycle loop detectors, rubberized rail crossings and bicycle-friendly drainage grates.

PARKS & RECREATION COMMISSION

On April 1, 2010, staff presented the proposed Bikeway Route Map to the Parks & Recreation Commission to provide the Commission an opportunity to review and evaluate the proposed revisions and provide comments and direction to staff. Following the presentation by staff, comments were received from two members of the public that were in attendance, followed up by comments from the Commission. The following is a summary of their comments:

- A resident commented that he felt that it is important to increase bikeway coverage and encouraged approval of the plan.

- A resident offered support for the plan and would like to see this plan used to expand Cerritos bikeways to integrate regionally with other cities. He mentioned that the City of Long Beach has garnered large sums of grant funding to improve bikeways and suggested that the City of Long Beach might be a source of information for similar grants that Cerritos could apply for.
- A Commissioner voiced a concern regarding the MTA right-of-way and how to address the issue of bicycles having to cross at mid-block intersections with arterial streets. The Commissioner also noted that while a Class III bikeway is proposed for Artesia Boulevard between Shoemaker Road and Bloomfield Avenue on the north side of the Towne Center, he would rather see a bikeway located on 183rd Street to provide better access to the CCPA.
- A Commissioner suggested that he would prefer to maintain bike paths within our parks and he would like to see a route connecting City parks. He also suggested that the implementation could take some time and that since Class III bikeways only require posting safety warning signs, these items need not wait for street rehabilitation projects for implementation. He also suggested that since Artesia Boulevard and other arterial streets are also within the jurisdiction of the City of Artesia, staff work with Artesia to try to achieve bikeway continuity. He commented that it is very important to provide bikeway access to all parks and schools and to encourage ridership – he mentioned that one city has installed a bicycle parking facility that actually tracks arriving students and alerts parents when a particular student arrives or departs via an automatically generated e-mail.
- A Commissioner had a question concerning the MTA right-of-way and possible conflict with future public transportation projects such as the proposed Mag Lev project. He also had a question about identifying possible funding sources to increase the implementation schedule.
- A resident followed up with an observation that mixed use sidewalks in parks that combine bicycling and walking can be dangerous. He made a comment regarding pavement marking materials, noting that the new plastic coating that is currently being used in Long Beach is highly visible to motorists. He concurred with the recommended removal of proposed bikeways on 183rd Street, indicating that street width and traffic volume create a potential hazard for bicyclists.
- A Commissioner raised a concern over whether or not the City of Artesia would be willing to participate in completing bikeways with shared jurisdiction. Staff indicated that is would work with all adjacent agencies as part of the implementation process.
- A Commissioner raised a question regarding the requirements for Class II and Class III bikeway designations. Staff informed the Commissioner that a Class II designation requires that a minimum of 5 feet of lane width be dedicated to the bicycle lane.
- A Commissioner indicated he is in favor of the plan but suggested that because the installation of Class III signage is relatively inexpensive and would not be part of any pavement rehab project, the implementation schedule could be relatively soon.

Following the comments, the Commission unanimously approved the plan and directed staff to present it to Council for Adoption.

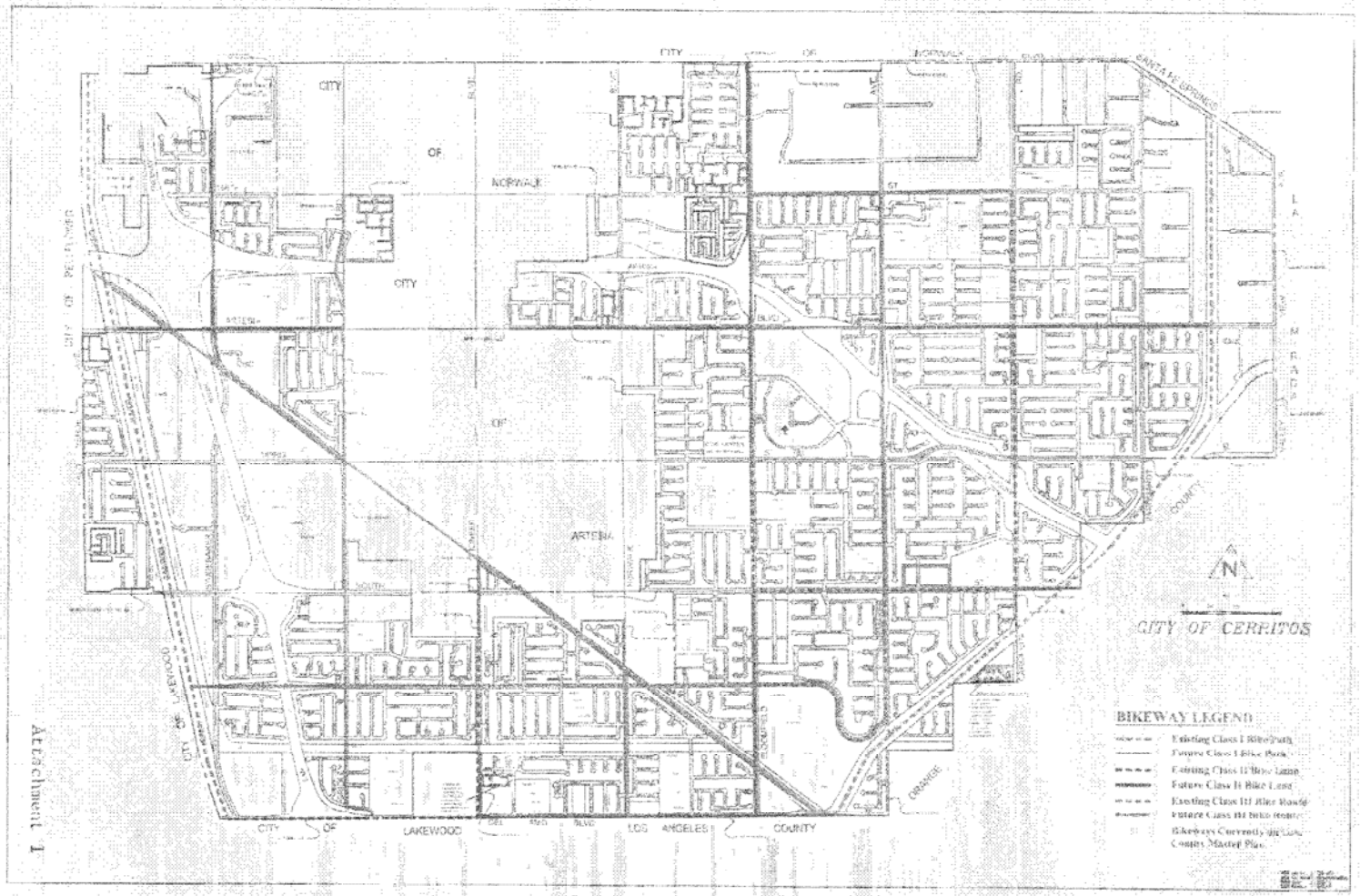
PUBLIC HEARING

This item has been advertised as a public hearing item to provide the public with an additional opportunity to address this issue and discuss the proposed revisions to the Cerritos Bikeway System Route Map.

RECOMMENDATION

Staff recommends that City Council conduct a public hearing, waive further reading and adopt the captioned resolution approving the revisions to the Cerritos Bikeway System Route Map.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CERRITOS ADOPTING THE REVISED CERRITOS BIKEWAY SYSTEM ROUTE MAP



Attachment 1

ALBERT GROVER & ASSOCIATES

February 8, 2010

Mr. Kanna Vancheswaran
Assistant City Engineer
City of Cerritos
Public Works Department
18125 Bloomfield Avenue
Cerritos, California 90703-3130

RE: Citywide Bikeway Map Report

Dear Mr. Vancheswaran:

Albert Grover and & Associates (AGA) is pleased to submit to you this letter report on existing and proposed bikeways in the City of Cerritos. AGA conducted detailed field evaluations of existing bikeways and proposed new bikeways throughout the City. Evaluation included recommending bikeway classes based on street characteristics and determining the appropriateness for Class II or Class III bikeways, as shown on the Citywide Bikeway Map provided by the City. All sections of bikeways shown on the current County of Los Angeles Bikeways Map were retained and verified as existing.

The following is a list of revisions made to the existing Citywide Bikeway Map:

1. All bikeway routes through residential areas and parks were deleted from the map as inappropriate for signage. It was believed that signing these routes through residential neighborhoods would tend to encourage vehicular "cut-through" traffic. In addition, all roadway routes outside of Cerritos' City Limits were also removed from the Map.

2. The Class I bike trail proposed along the Southern California Edison right-of-way was deleted.

3. The bikeway on 183rd Street from the San Gabriel River Trail to Gridley Road was deleted. The route was found to be redundant and 183rd Street was too narrow at the I-605 overcrossing.

4. On Studebaker Road, a section of proposed Class II bikeway was added to complete the connection from Artesia Boulevard to the proposed Southern Pacific Railroad Class I Trail.

TRANSPORTATION CONSULTING ENGINEERS
211 E. Imperial Hwy., Suite 208, Fullerton, CA 92835
(714) 992-2990 FAX (714) 992-2883 E-Mail: aga@albertgrover.com

Attachment 2

5. All proposed bikeways on South Street from the San Gabriel River Trail to Bloomfield Avenue were deleted as redundant and would be dependent on the City of Artesia to be useful.

6. Proposed bikeways on Marquardt Avenue were deleted as being in close proximity to the Coyote Creek Class I trail and being too narrow for anything but a Class III route.

The City of Cerritos also provided AGA with the Bikeways and Trailways Map dated May, 2004, which was included in the Cerritos General Plan. Following is a list of revisions/additions to the previous map proposed for the current Bikeways Map:

1. Proposed Class II and Class III bikeways were added for the entire length of Artesia Boulevard within the City of Cerritos.

2. The Class III bikeway on 195th Street is proposed to be extended from Pioneer Boulevard to the San Gabriel River Trail.

3. A Class II bikeway is proposed for Studebaker Road from the North City Limit to the future Southern Pacific Railroad Trail.

4. A Class III bikeway is proposed for the entire length of Gridley Road within the City of Cerritos.

5. Extensions of the Class II bikeways on Bloomfield Avenue from 166th Street to the North City Limit and from South Street to the South City Limit are proposed.

6. Extensions of the Class II bikeways on both Carmenita Road and South Street to the Coyote Creek Trail are also shown.

The additions and deletions proposed for the new Citywide Bikeway Map create user friendly routes throughout the City of Cerritos without redundancy and with minimum vehicular conflict.

AGA has also investigated possible impacts by Directive 09-06 of the California Manual of Uniform Traffic Control Devices (CA-MUTCD) regarding bicycle detection and bicycle timing at signalized intersections. The Directive states that all new limit line detection installations and modifications of existing limit line detection at signalized intersections shall be able to detect bicyclists. No traffic signal modifications are proposed for the completion of the bikeway system. The Directive also states that new and modified bike path approaches to a signalized intersections shall detect bicyclists. A bike path is defined as a Class I bikeway and there are no Class I bikeway approaches to signalized intersections within the City of Cerritos. It is the opinion of AGA that signing

and striping of bikeways within the City of Cerritos will not be impacted by the Directive. However, the Directive will apply whenever new traffic signals are installed or when at least 50% of the limit line detection at any intersection is replaced regardless of whether it is on a designated bikeway.

A copy of the revised map and Directive 09-06 is attached for your use. If you have any questions or need further clarification, please contact me.

Respectfully submitted,

ALBERT GROVER & ASSOCIATES

Chad A. Veinot
Transportation Engineering Associate

Projects\Cerritos\129-055\Citywide Bikeway Map Report

CITY OF CERRITOS
RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CERRITOS ADOPTING THE REVISED CERRITOS BIKEWAY SYSTEM ROUTE MAP

WHEREAS, on May 3, 1972, the Cerritos City Council adopted a 22-mile "shared route" bicycle trail system, linking shopping centers, schools and parks; and

WHEREAS, on August 21, 1975 the Cerritos City Council adopted Resolution No. 75-49, the Cerritos Bikeway System, incorporating an additional 22.8 miles of bikeway routes, which included the establishment of the Cerritos Regional Bikepath, the Cerritos Community Bikeway, and the Cerritos Neighborhood Bikeway; and

WHEREAS, on February 4, 1976, the Cerritos City Council adopted Resolution No. 76-9 indicating support for the development of the Southern California Edison Company utility easement regional bikeway linking several other regional bike trails including the San Gabriel River Trail and the Coyote Creek Trail; and

WHEREAS, the 2003 California Manual of Uniform Traffic Control Devices and the County of Los Angeles identifies bikeways as a Class I bike path, Class II bike lane or Class III bike route to distinguish the various types of bikeways available to individuals; and

WHEREAS, the Cerritos City Council finds that as a result of changing trends in the use of bicycles and the demand for more bikeways on both a recreational and regional scale, that it would be in the best interest of the community and region to revise the Bikeway System Route Map, by incorporating the following revisions:

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CERRITOS DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. The Cerritos Bikeway System Route Map is hereby amended as follows and as prescribed in the attached Exhibit A:

A. Remove all bikeway routes through residential neighborhoods
B. Remove the proposed Class I bike trail along the Southern California Edison right-of-way
C. Remove the proposed bikeway on 183rd Street between the San Gabriel River and Gridley Road
D. Remove proposed bikeways on South Street from the San Gabriel River to Bloomfield Avenue
E. Remove proposed bikeways on Marquardt Avenue
F. Add Class II and III bikeways the entire length of Artesia Boulevard
G. Add a Class III bikeway to 195th Street between Pioneer and the San Gabriel River
H. Add a Class II bikeway on Studebaker Road from the northerly City Limit to the railroad right-of-way
I. Add a Class III bikeway to the entire length of Gridley Road

J. Extend the Class II bikeways on Bloomfield Avenue to include the missing sections at the northern and southern City limits
K. Extend the Class II bikeways on Carmenita Road and South Street to transition from existing Class II bikeways to the Coyote Creek Trail

SECTION 2. It is hereby found that the hereinabove set forth amendments are consistent with the Cerritos General Plan and will further the public health, safety, interest and general welfare of the community.

PASSED, APPROVED AND ADOPTED this _____ day of April, 2010.

_____
Joseph Cho, Ph.D., Mayor

ATTEST:

_____
Josephine Triggs, City Clerk

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

JERRY BROWN
GOVERNOR

Notice of Preparation

April 1, 2011

To: Reviewing Agencies

Re: County of Los Angeles Bicycle Master Plan
SCH# 2011041004

[illegible] Noti[illegible] [illegible] for the County of Los Angeles [illegible] Master Plan draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Reyna Soriano
Los Angeles County Department of Public Works
900 S. Freemont Avenue
Los Angeles, CA 91803

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Bas

SCH# 2011041004
Project Title County of Los Angeles Bicycle Master Plan
Lead Agency Los Angeles County

Type NOP Notice of Preparation

Description The purpose of the bicycle Master Plan is to guide the development of infrastructure, policies, and programs that improve the bicycling environment in Los Angeles County. The Plan focuses on areas under the County's jurisdictional authority; however, it also coordinates with bicycle planning efforts of other agencies.

The plan complies with Streets and Highways Code Section 891.2, making the County eligible for Bicycle Transportation Account (BTA) funds. The BTA is an annual program that provides state funds for city and county projects that improve safety and convenience for bicycle commuters.

The plan is a supplementary document to the Los Angeles County General Plan, providing a more detailed bicycle planning and policy direction than is included in the currently adopted General Plan.

Lead Agency Contact

Name Reyna Soriano
Agency Los Angeles County Department of Public Works
Phone 626 458-5192 **Fax**
email
Address 900 S. Freemont Avenue
City Los Angeles **State** CA **Zip** 91803

Project Location

County Los Angeles
City
Region
Cross Streets various
Lat / Long
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways various
Airports LAX, Long Beach, Bob Hope
Railways multiple
Waterways Los Angeles river, Santa Clara River, San Gabriel River
Schools various
Land Use varied

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Coastal Zone; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Landuse; Cumulative Effects

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Reviewing Agencies Resources Agency; California Coastal Commission; Department of Conservation; Cal Fire; Central Valley Flood Protection Board; Department of Parks and Recreation; Department of Fish and Game, Region 5; Caltrans, District 7; California Highway Patrol; Caltrans, Division of Transportation Planning; Caltrans, Division of Aeronautics; Public Utilities Commission; Native American Heritage Commission; Air Resources Board, Transportation Projects; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 4; Regional Water Quality Control Bd., Region 6 (Victorville); Other Agency(ies)

Note: Blanks in data fields result from insufficient information provided by lead agency.

Date Received 04/01/2011 ***Start of Review*** 04/01/2011 ***End of Review*** 05/02/2011

Note: Blanks in data fields result from insufficient information provided by lead agency.

NOP Distribution List

County: LOS ANGELES

SCH# 2011041004

Resources Agency

- ■ **Resources Agency**
  Nadell Gayou
- ☐ **Dept. of Boating & Waterways**
  Mike Sotelo
- ■ **California Coastal Commission**
  Elizabeth A. Fuchs
- ☐ **Colorado River Board**
  Gerald R. Zimmerman
- ■ **Dept. of Conservation**
  Rebecca Salazar
- ☐ **'ifornia Energy ·mmission**
  Eric Knight
- ■ **Cal Fire**
  Allen Robertson
- ■ **Central Valley Flood Protection Board**
  James Herota
- ☐ **Office of Historic Preservation**
  Ron Parsons
- ■ **Dept of Parks & Recreation**
  Environmental Stewardship Section
- ☐ **California Department of Resources, Recycling & Recovery**
  Sue O'Leary
- ☐ **. Bay Conservation & Dev't. Comm.**
  Steve McAdam
- ☐ **Dept. of Water Resources**
  Resources Agency
  Nadell Gayou
- ☐ _____
  Conservancy

Fish and Game

- ☐ **Depart. of Fish & Game**
  Scott Flint
  Environmental Services Division
- ☐ **Fish & Game Region 1**
  Donald Koch
- ☐ **Fish & Game Region 1E**
  Laurie Harnsberger
- ☐ **Fish & Game Region 2**
  Jeff Drongesen
- ☐ **Fish & Game Region 3**
  Charles Armor
- ☐ **Fish & Game Region 4**
  Julie Vance
- ■ **Fish & Game Region 5**
  Don Chadwick
  Habitat Conservation Program
- ☐ **Fish & Game Region 6**
  Gabrina Gatchel
  Habitat Conservation Program
- ☐ **Fish & Game Region 6 I/M**
  Brad Henderson
  Inyo/Mono, Habitat Conservation Program
- ☐ **Dept. of Fish & Game M**
  George Isaac
  Marine Region

Other Departments

- ☐ **Food & Agriculture**
  Steve Shaffer
  Dept. of Food and Agriculture
- ☐ **Depart. of General Services**
  Public School Construction
- ☐ **Dept. of General Services**
  Anna Garbeff
  Environmental Services Secti
- ☐ **Dept. of Public Health**
  Bridgette Binning
  Dept. of Health/Drinking Wate.

Independent Commissions,Boards

- ☐ **Delta Protection Commissio**
  Linda Flack
- ☐ **Cal EMA (Emergency Management Agency)**
  Dennis Castrillo
- ☐ **Governor's Office of Plannir & Research**
  State Clearinghouse
- ■ **Native American Heritage Comm.**
  Debbie Treadway
- ■ **Public Utilities Commission**
  Leo Wong
- ☐ **Santa Monica Bay Restoration**
  Guangyu Wang
- ☐ **State Lands Commission**
  Marina Brand
- ☐ **Tahoe Regional Planning Agency (TRPA)**
  Cherry Jacques

Business, Trans & Housing

- ■ **Caltrans - Division of Aeronautics**
  Philip Crimmins
- ■ **Caltrans - Planning**
  Terri Pencovic
- ■ **California Highway Patrol**
  Scott Loetscher
  Office of Special Projects
- ☐ **Housing & Community Development**
  CEQA Coordinator
  Housing Policy Division

Dept. of Transportation

- ☐ **Caltrans, District 1**
  Rex Jackman
- ☐ **Caltrans, District 2**
  Marcelino Gonzalez
- ☐ **Caltrans, District 3**
  Bruce de Terra
- ☐ **Caltrans, District 4**
  Lisa Carboni
- ☐ **Caltrans, District 5**
  David Murray
- ☐ **Caltrans, District 6**
  Michael Navarro
- ■ **Caltrans, District 7**
  Elmer Alvarez
- ☐ **Caltrans, District 8**
  Dan Kopulsky
- ☐ **Caltrans, District 9**
  Gayle Rosander
- ☐ **Caltrans, District 10**
  Tom Dumas
- ☐ **Caltrans, District 11**
  Jacob Armstrong
- ☐ **Caltrans, District 12**
  Chris Herre

Cal EPA

Air Resources Board

- ☐ Airport Projects
  Jim Lerner
- ■ Transportation Projects
  Douglas Ito
- ☐ Industrial Projects
  Mike Tollstrup
- ☐ **State Water Resources Control Board**
  Regional Programs Unit
  Division of Financial Assistance
- ☐ **State Water Resources Control Board**
  Student Intern, 401 Water Quality Certification Unit
  Division of Water Quality
- ☐ **State Water Resouces Control Board**
  Steven Herrera
  Division of Water Rights
- ■ **Dept. of Toxic Substances Control**
  CEQA Tracking Center
- ☐ **Department of Pesticide Regulation**
  CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

- ☐ **RWQCB 1**
  Cathleen Hudson
  North Coast Region (1)
- ☐ **RWQCB 2**
  Environmental Document Coordinator
  San Francisco Bay Region (2)
- ☐ **RWQCB 3**
  Central Coast Region (3)
- ■ **RWQCB 4**
  Teresa Rodgers
  Los Angeles Region (4)
- ☐ **RWQCB 5S**
  Central Valley Region (5)
  - ☐ **RWQCB 5F**
    Central Valley Region (5)
    Fresno Branch Office
  - ☐ **RWQCB 5R**
    Central Valley Region (5)
    Redding Branch Office
- ☐ **RWQCB 6**
  Lahontan Region (6)
  - ■ **RWQCB 6V**
    Lahontan Region (6)
    Victorville Branch Office
- ☐ **RWQCB 7**
  Colorado River Basin Region (7)
- ☐ **RWQCB 8**
  Santa Ana Region (8)
- ☐ **RWQCB 9**
  San Diego Region (9)

■ **Other** San Gabriel & Lower LA River & Mtn. Conservancy

Last Updated on 01/10/11

Appendix B-57

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 · www.aqmd.gov

April 26, 2011

Reyna Soriano
County of Los Angeles Department of Public Works
Programs Development Division, 11th Floor
PO Box 1460
Alhambra, CA 91802

Notice of Preparation of a CEQA Document for the
County of Los Angeles Bicycle Master Plan

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft environmental impact report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to the SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include original emission calculation spreadsheets and modeling files (not Adobe PDF files). Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis
The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. The lead agency may wish to consider using land use emissions estimating software such as URBEMIS 2007 or the recently released CalEEMod. These models are available on the SCAQMD Website at: http://www.aqmd.gov/ceqa/models.html.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has developed a methodology for calculating PM2.5 emissions from construction and operational activities and processes. In connection with developing PM2.5 calculation methodologies, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM2.5 emissions and compare the results to the recommended PM2.5 significance thresholds. Guidance for calculating PM2.5 emissions and PM2.5 significance thresholds can be found at the following internet address: http://www.aqmd.gov/ceqa/handbook/PM2_5/PM2_5.html.

In addition to analyzing regional air quality impacts the SCAQMD recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at http://www.aqmd.gov/ceqa/handbook/LST/LST.html.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA web pages at the following internet address: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additional mitigation measures can be found on the SCAQMD's CEQA web pages at the following internet address: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: http://www.aqmd.gov/prdas/aqguide/aqguide.html. In addition, guidance on siting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: http://www.arb.ca.gov/ch/handbook.pdf. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (http://www.aqmd.gov).

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. If you have any questions regarding this letter, please call Ian MacMillan, Program Supervisor, CEQA Section, at (909) 396-3244.

Sincerely,

Ian V. MacMillan

Ian MacMillan
Program Supervisor, CEQA Inter-Governmental Review
Planning, Rule Development & Area Sources

IM
LAC110405-03
Control Number

City of San Marino

Planning & Building Department

April 28, 2011

County of Los Angeles Department of Public Works
Programs Development Division, 11th Floor
Attn: Ms. Reyna Soriano
P.O. Box 1460
Alhambra, CA 91802-1460

SUBJECT: RESPONSE TO THE COUNTY OF LOS ANGELES BICYCLE MASTER PLAN INITIAL STUDY

Dear Ms. Soriano:

Thank you for the opportunity to review and comment on the County of Los Angeles Bicycle Master Plan Initial Study. The City of San Marino has no comments regarding the project at this time. However, the City would be interested in receiving further information about the potential traffic impacts of the project when such information becomes available.

Please add myself as the contact person for the City of San Marino. My contact information is as follows:

Amanda Thorson, Planning and Building Assistant
City of San Marino
2200 Huntington Drive
San Marino, CA 91108
626-300-0784
athorson@cityofsanmarino.org

Please feel free to contact me should you have any questions or need additional information.

Sincerely,

AMANDA THORSON
Planning and Building Assistant

CITY OF GLENDORA CITY HALL (626) 914-8200
116 East Foothill Blvd., Glendora, California 91741
www.ci.glendora.ca.us

April 28, 2011

County of Los Angeles Department of Public Works
Programs Development Division, 11th Floor
Attention Ms. Reyna Soriano
P.O. Box 1460
Alhambra, CA 91802-1460

RE: Notice of Preparation - LA County Bicycle Master Plan

Dear Ms Soriano,

Thank you for providing the City of Glendora an opportunity to comment on the Los Angeles County Bicycle Master Plan. The City of Glendora is in strong support of upgrading and expanding the bicycle network throughout the San Gabriel Valley and the County as a whole.

We would like to offer the following suggestions for improving the proposed Bicycle Master Plan in the vicinity of Glendora:

1. Provide a connection from the existing Class III Bike Route on Gladstone Street westward to the proposed bike route in Covina.
2. Regarding the proposed route in Covina, it appears to be located along the Dalton Wash which extends through the City of Glendora up into Dalton Canyon. We would like to see the plan provide for the extension of the trail along the Dalton Wash all the way to Dalton Canyon.
3. Extend the proposed westbound route on Mauna Loa Avenue to connect with the proposed north-south street route in Azusa.
4. Connect the existing bike route on South Glendora Avenue to the proposed Class II bike lane along Arrow Highway.
5. Extend the Class III Bike Route eastward on Foothill Boulevard to connect with the existing bike lane on Foothill Boulevard in San Dimas.

One of the Master Plan proposals is to extend the Class III Bike Route on Glendora Mountain Road (GMR) up through the mountains into the National Forest area. You may be aware that Glendora Mountain Road is a very steep, winding road which is popular with advanced cyclists. Indeed, the Tour of California will be including GMR on one of their stages. Unfortunately, the

road is also popular with auto traffic and we have had a number of tragic accidents on GMR in the past few months; one occurred last night. We would like to ask the County to explore the feasibility of creating either a Class I bike path or Class II bike lane on GMR to reduce the danger riders are experiencing. The proposed Class III bike route will not provide enough protection for cyclists.

Please call me at 626-914-8218 or email dwalter@ci.glendora.ca.us if you have any questions.

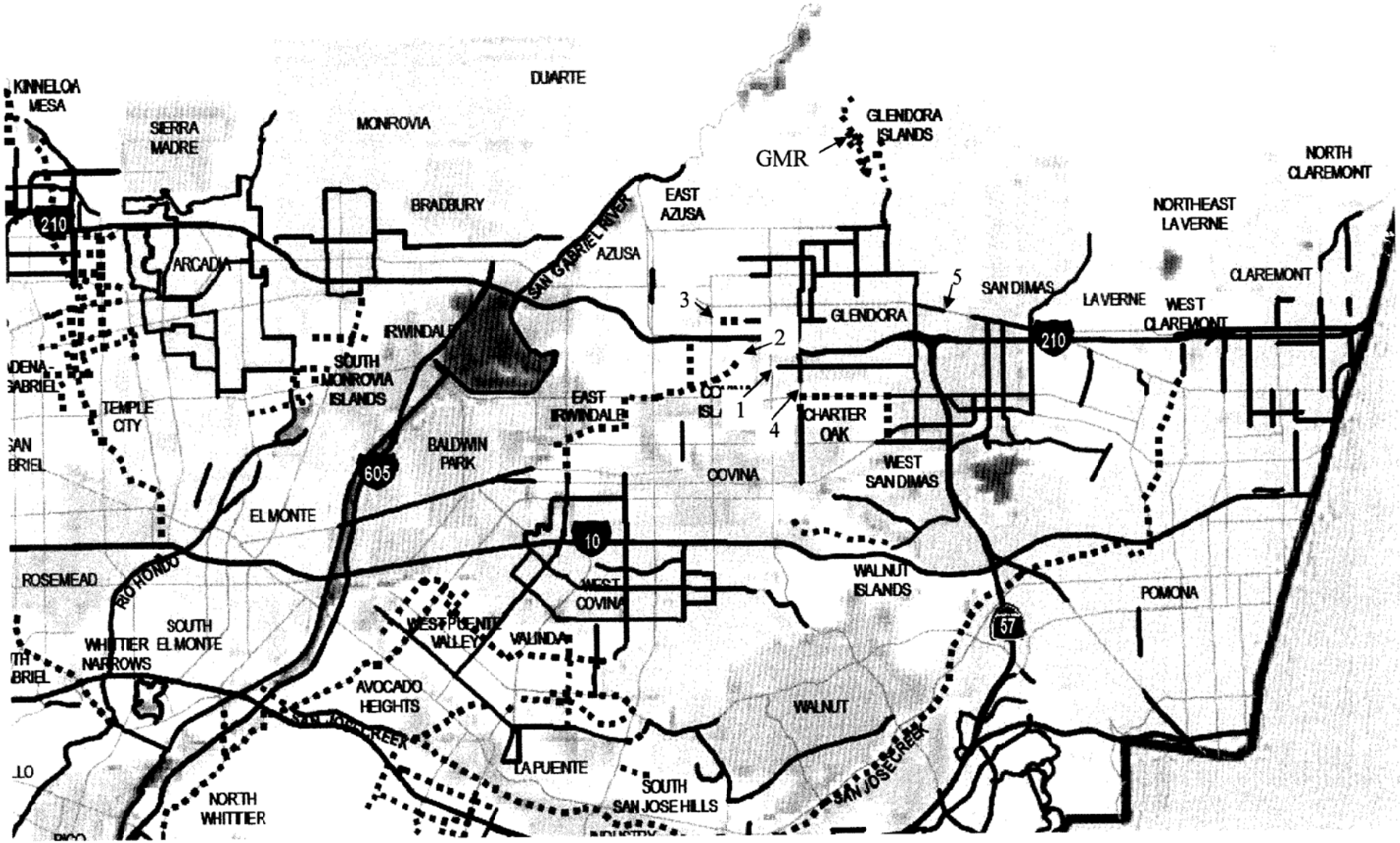
Sincerely,

Dianne Walter

Dianne Walter,
Planning Manager

Attachment: Enlarged Master Plan of Glendora vicinity annotated to correspond to numbered suggestions

Cc: Jerry Burke, City Engineer
Jeff Kugel, Director, Planning and Redevelopment


KINNELOA MESA
SIERRA MADRE
MONROVIA
DUARTE
GLENDORA ISLANDS
GMR
NORTH CLAREMONT
NORTHEAST LA VERNE
BRADBURY
EAST AZUSA
AZUSA
SAN GABRIEL RIVER
ARCADIA
210
3
2
1
4
5
GLENDORA
SAN DIMAS
LA VERNE
WEST CLAREMONT
CLAREMONT
IRWINDALE
SOUTH MONROVIA ISLANDS
TEMPLE CITY
EAST IRWINDALE
CHARTER OAK
BALDWIN PARK
605
COVINA
WEST SAN DIMAS
EL MONTE
10
ROSEMEAD
RIO HONDO
WEST COVINA
WALNUT ISLANDS
POMONA
57
SOUTH EL MONTE
WHITTIER NARROWS
WEST PUENTE VALLEY
VALINDA
AVOCADO HEIGHTS
WALNUT
SAN JOSE CREEK
LA PUENTE
SOUTH SAN JOSE HILLS
NORTH WHITTIER

PRD
605

STATE OF CALIFORNIA Edmund G. Brown Jr., Governor

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
(916) 657-5390 - Fax

April 7, 2011

Reyna Soriano
Los Angeles County Department of Public Works
900 S. Freemont Avenue
Los Angeles, CA 91803

RE: SCH# 2011041004 County of Los Angeles Bicycle Master Plan; Los Angeles County,

Dear Ms. Soriano:

The Native American Heritage Commission (NAHC) has reviewed the Notice of Preparation (NOP) referenced above. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA Guidelines 15064(b)). To comply with this provision the lead agency is required to assess whether the project will have an adverse impact on historical resources within the area of project effect (APE), and if so to mitigate that effect. To adequately assess and mitigate project-related impacts to archaeological resources, the NAHC recommends the following actions:

- ✓ Contact the appropriate regional archaeological Information Center for a record search. The record search will determine:
  - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
  - If any known cultural resources have already been recorded on or adjacent to the APE.
  - If the probability is low, moderate, or high that cultural resources are located in the APE.
  - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
  - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission for:
  - A Sacred Lands File Check. . **USGS 7.5 minute quadrangle name, township, range and section required.**
  - A list of appropriate Native American contacts for consultation concerning the project site and to assist in the mitigation measures. **Native American Contacts List attached.**
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
  - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
  - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
  - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,

Katy Sanchez

Katy Sanchez
Program Analyst
(916) 653-4040

cc: State Clearinghouse

Native American Contact List
Los Angeles County
April 7, 2011

Ti'At Society/Inter-Tribal Council of Pimu
Cindi M. Alvitre, Chairwoman-Manisar
6515 E. Seaside Walk, #C Gabrielino
Long Beach , CA 90803
calvitre@yahoo.com
(714) 504-2468 Cell

Gabrielino Tongva Indians of California Tribal Council
Robert F. Dormae, Tribal Chair/Cultural Resources
P.O. Box 490 Gabrielino Tongva
Bellflower , CA 90707
gtongva@verizon.net
562-761-6417 - voice
562-761-6417- fax

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Admin.
Private Address Gabrielino Tongva
,
tattnlaw@gmail.com
310-570-6567

Gabrielino-Tongva Tribe
Bernie Acuna
1875 Century Pk East #1500 Gabrielino
Los Angeles , CA 90067
(310) 587-2203
(310) 428-7720 - cell
(310) 587-2281 - FAX

Gabrieleno/Tongva San Gabriel Band of Mission
Anthony Morales, Chairperson
PO Box 693 Gabrielino Tongva
San Gabriel , CA 91778
GTTribalcouncil@aol.com
(626) 286-1632
(626) 286-1758 - Home
(626) 286-1262 -FAX

Gabrielino-Tongva Tribe
Linda Candelaria, Chairwoman
1875 Century Park East, Suite 1500
Los Angeles , CA 90067 Gabrielino
lcandelaria1@gabrielinoTribe.org
310-428-5767- cell
(310) 587-2281 - FAX

Gabrielino Tongva Nation
Sam Dunlap, Chairperson
P.O. Box 86908 Gabrielino Tongva
Los Angeles , CA 90086
samdunlap@earthlink.net

(909) 262-9351 - cell

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH# 2011041004 County of Los Angeles Bicycle Master Plan; Los Angeles County.

California Regional Water Quality Control Board
Lahontan Region

Linda S. Adams
Acting Secretary for Environmental Protection

Victorville Office
14440 Civic Drive, Suite 200, Victorville, California 92392
(760) 241-6583 • Fax (760) 241-7308
www.waterboards.ca.gov/lahontan

Edmund G. Brown Jr.
Governor

April 15, 2011

File: Environmental Doc Review
Los Angeles County

County of Los Angeles
Department of Public Works
Programs Development Division, 11th Floor
c/o Reyna Soriano
P.O. Box 1460
Alhambra, CA 91802-1460

rscoriano@dpw.lacounty.gov

COMMENTS ON THE NOTICE OF PREPARATION, BICYCLE MASTER PLAN, LOS ANGELES COUNTY, STATE CLEARINGHOUSE NO. 2011041004

California Regional Water Quality Control Board, Lahontan Region (Water Board) staff received the Notice of Preparation and Initial Study (IS) on April 5, 2011, for the above-referenced project. The IS, dated April 1, 2011, was prepared by Los Angeles County (County) and submitted in compliance with provisions of the California Environmental Quality Act (CEQA). The proposed project consists of the development of approximately 695 miles of new bikeways throughout Los Angeles County, including Class I Bike Paths, Class II Bike Lanes, Class III Bike Routes, and unclassified Bicycles Boulevards. The project will be conducted in three phases over 20 years.

Water Board staff has reviewed the IS for the above-referenced project and has submitted the following comments in compliance with CEQA Guidelines §15096, which requires responsible agencies to specify the scope and content of the environmental information germane to their statutory responsibilities and lead agencies to include that information in their Environmental Impact Report (EIR). Water Board staff requests that the following comments be addressed and incorporated into the final environmental document for the project.

Permits

A number of activities associated with the project may require permits issued by the State Water Resources Control Board (SWRCB) or Lahontan Water Board. The following is a list of discharges and activities and the associated permit(s) that may be required for this project.

- Discharge of dredge and fill materials
  - Clean Water Act (CWA) §401 water quality certification for federal waters; or Waste Discharge Requirements for non-federal waters.
- Land disturbance
  - CWA §402(p) stormwater permit, to include the development of a Stormwater Pollution Prevention Plan and a National Pollutant Discharge Elimination System (NPDES) General Construction Stormwater Permit.

Information regarding these permits, including application forms, can be downloaded from the Water Board's web site (http://www.waterboards.ca.gov/lahontan/). If the project is not subject to federal requirements, activities that involve fill or alteration of surface waters, including drainage channels, may still be subject to state permitting.

Basin Plan

The SWRCB and Water Boards regulate discharges in order to protect water quality and, ultimately, beneficial uses of waters of the State. The Water Quality Control Plan for the Lahontan Region (Basin Plan) provides guidance regarding water quality and how the Water Board may regulate activities that have the potential to affect water quality within the region. The Basin Plan includes prohibitions, water quality standards, and policies for implementation of standards. The current Basin Plan was adopted by the Water Board in 1995 and has since been amended several times; the last amendment was adopted in May 2008. The Basin Plan can be accessed via the Water Board's web site (http://www.waterboards.ca.gov/lahontan/water_issues/programs/basin_plan/references.shtml). Water Board staff requires that the final environmental document cite reference to the current Basin Plan, and that the project complies with all applicable water quality standards, prohibitions, and provisions of this Basin Plan.

Potential Impacts to Waters of the State and Waters of the U.S.

The project area crosses or is adjacent to numerous drainages, streams, washes, lakes, ponds, pools, or wetlands, which may be permanent or intermittent, and may be either waters of the U.S. or waters of the State. Waters of the State may include waters determined to be isolated or otherwise non-jurisdictional by the U.S. Army Corps of Engineers (USACE). The IS does not provide specific information regarding impacts to surface water. The environmental document needs to quantify these impacts and discuss the purpose of the project, need for surface water disturbance, and alternatives (avoidance, minimize disturbances, and mitigation). We request that measures be incorporated into the project to avoid surface waters and provide buffer zones where possible. If the proposed project impacts and alters drainages, then we request that the project be designed such that it would maintain existing hydrologic features and patterns to the extent feasible. The project proponent must consult with the USACE, the Department of Fish and Game, and the Water Board prior to issuing a grading permit.

Best management practices (BMPs) are used to reduce pollutants in runoff to waters of the State. The environmental document must specifically describe BMPs and their role in mitigation of project impacts. Keep in mind that mitigation must protect functions and values, and that measures must be identified and discussed in the environmental document. For more information, see the Basin Plan, which can be accessed via the Water Board's web site (http://www.waterboards.ca.gov/ lahontan/water_issues/programs/basin_plan/references.shtml).

Low Impact Development Strategies and Stormwater Control

The IS does not specifically identify features for the post-construction period that will control stormwater on-site or prevent pollutants from non-point sources from entering and degrading surface or groundwaters. The foremost method of reducing impacts to watersheds from urban development is "Low Impact Development" (LID), the goals of which are to maintain a landscape functionally equivalent to predevelopment hydrologic conditions and to minimize generation of non-point source pollutants. LID results in less surface runoff and potentially less impacts to receiving waters, the principles of which include:

- Maintaining natural drainage paths and landscape features to slow and filter runoff and maximize groundwater recharge;
- Reducing the impervious cover created by development and the associated transportation network; and,
- Managing runoff as close to the source as possible.

We understand that LID development practices that would maintain aquatic values could also reduce local infrastructure requirements and maintenance costs, and could benefit air quality, open space, and habitat. Planning tools to implement the above principles and manuals are available to provide specific guidance regarding LID. We request you require LID principles to be incorporated into the proposed project design. We request natural drainage patterns be maintained to the extent feasible.

Please include both on-site and off-site stormwater management strategies and BMPs as part of the planning process for both pre-and post-construction phases of the project. The project must incorporate measures to ensure that stormwater generated by the project is managed on-site both pre-and post-construction. Please state who will be responsible for ensuring post-construction BMPs and required maintenance.

CLOSING

The proposed project may result in discharges of waste that may need to be regulated by the Regional Board. Please review the general permits and the Basin Plan, which can be accessed via the Regional Board's web site (http://www.waterboards.ca.gov/lahontan/water_issues/programs/basin_plan/references .shtml).

Please note that obtaining a permit and conducting monitoring does not constitute adequate mitigation. Development and implementation of acceptable mitigation is required. The environmental document must specifically describe the BMPs and other mitigation measures used to mitigate project impacts.

Thank you for the opportunity to comment on your project. If you have any questions regarding this letter, please contact me at (760) 241-7305 (bbergen@waterboards.ca.gov) or Patrice Copeland, Senior Engineering Geologist, at (760) 241-7404 (pcopeland@waterboards.ca.gov).

Sincerely,

Brianna L Bergen

Brianna Bergen
Engineering Geologist

cc: State Clearinghouse (2011041004)

BB\rc\comments LACo_BikePlan.doc

City of Malibu

23815 Stuart Ranch Road · Malibu, California · 90265-4861
Phone (310) 456-2489 · Fax (310) 456-7650 · www.ci.malibu.ca.us

May 6, 2011

Ms. Reyna Soriano
County of Los Angeles
Department of Public Works
Programs Development Division, 11th Floor
PO Box 1460
Alhambra, CA 91802-1460

Re: Notice of Preparation of an Environmental Impact Report and Initial Study for the County of Los Angeles Bicycle Master Plan
File PD-3

Dear Ms. Soriano:

On April 4, 2011, the above-referenced document was received by the City of Malibu Planning Division for review and comment. The City of Malibu does not have an adopted Bikeways Plan. There are no official bicycle routes within the City to date along public or private streets. Note that the City's Public Works Department is currently working on a plan to improve a bicycle route along Pacific Coast Highway from the intersection of Trancas Canyon Road westward to City limits / Unincorporated County of Los Angeles for approximately five miles.

If you have any questions, please call (310) 456-2489 x265 or email me at jparker-bozylinski@malibucity.org.

Sincerely,

Joyce Parker-Bozylinski, AICP
Planning Manager

Recycled Paper

STATE OF CALIFORNIA ARNOLD SCHWARZENEGGER, *Governor*

PUBLIC UTILITIES COMMISSION
320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013

May 2, 2011

Reyna Soriano
Los Angeles County Department of Public Works
900 S. Freemont Avenue
Los Angeles, Ca 91803

Dear Reyna Soriano:

Re: SCH# 2011041004; County of Los Angeles Bicycle Master Plan

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings.

The Commission's Rail Crossings Engineering Section (RCES) is in receipt of the *Notice of Preparation – Draft Environmental Impact Report* from the State Clearinghouse for the County of Los Angeles Bicycle Master Plan. The County of Los Angeles bicycle master plan will provide the framework for future development of the county's bicycle network. RCES recommends that the plan include language to consider impacts and mitigation measures addressing safety issues when any bicycle system development proposals are adjacent to, near or over any railroad or rail transit right-of-way.

For example, the creation of a bike path adjacent to or over a highway-rail crossing would greatly change the characteristics of a crossing and the crossing would need to be evaluated to mitigate any possible safety impacts the bike path might have on the crossing.

Please provide RCES staff with any proposed bike paths adjacent to, near or over highway-rail crossings.

If you have any questions in this matter, please contact Jose Pereyra, Utilities Engineer at 213-576-7083, jfp@cpuc.ca.gov, or me at rxm@cpuc.ca.gov, 213-576-7078.

Sincerely,

Rosa Muñoz, PE
Senior Utilities Engineer
Rail Crossings Engineering Section
Consumer Protection & Safety Division

Appendix C | Listed Species in the County of Los Angeles

Appendix C | Listed Species in the County of Los Angeles

LISTED PLANT SPECIES WITH POTENTIAL TO OCCUR IN THE COUNTY OF LOS ANGELES (CDFG 2010)

Scientific Name Common Name	Special Status	Preferred Habitat
Acmispon argophyllus var. adsurgens San Clemente Island bird's-foot trefoil	SE, 1B	Rocky volcanic substrates with coastal scrub and coastal bluff scrub (15–395 meters)
Acmispon dendroideus var. traskiae San Clemente Island lotus	FE, SE, 1B	Coastal scrub, coastal bluff scrub, valley and foothill grassland (15–365 meters)
Arenaria paludicola Marsh sandwort	FE, SE, 1B	Marshes and swamps (10–170 meters)
Astragalus brauntonii Braunton's milk-vetch	FE, 1B	Gravelly clay soils in closed-cone coniferous forest, chaparral, coastal scrub, valley and foothill grasslands (4–640 meters)
Astragalus pycnostachyus var. lanosissimus Ventura Marsh milk-vetch	FE, SE, 1B	Coastal salt marsh (1–35 meters)
Astragalus tener var. titi Coastal dunes milk-vetch	FE, SE, 1B	Moist, sandy depressions in coastal bluff scrub, coastal dunes (1–50 meters)
Berberis nevinii Nevin's barberry	FE, SE, 1B	Chaparral, cismontane woodland, coastal scrub, riparian scrub (290–1,575 meters)
Brodiaea filifolia Thread-leaved brodiaea	FT, SE, 1B	Cismontane woodland, coastal scrub, playas, valley and foothill grassland, vernal pools (25–860 meters)
Castilleja gleasoni Mt. Gleason paintbrush	1B	Lower mountain coniferous forest (2,650–1,830 meters); restricted to the San Gabriel Mountains
Castilleja grisea San Clemente Island paintbrush	FE, SE, 1B	Coastal scrub, coastal bluff scrub (5–535 meters)
Cercocarpus traskiae Catalina Island mountain-mahogany	FE, SE, 1B	Chaparral, coastal scrub (100–250 meters)
Chloropyron maritimum ssp. maritimum Salt marsh bird's-beak	FE, SE, 1B	Coastal salt marsh, coastal dunes (0–30 meters)
Chorizanthe parryi var. fernandia San Fernando Valley spineflower	FC, SE, 1B	Sandy soils in coastal scrub (3–1,035 meters)
Deinandra minthornii Santa Susana tarplant	1B	Sandstone outcrops and crevices in chaparral and coastal scrub (280–760 meters)
Delphinium variegatum ssp. kinkiense San Clemente Island larkspur	FE, SE, 1B	Valley and foothill grassland (75–500 meters)
Dithyrea maritime Beach spectaclepod	ST, 1B	Coastal dunes, coastal scrub (3–50 meters)

Scientific Name Common Name	Special Status	Preferred Habitat
Dodecahema leptoceras Slender-horned spineflower	FE, SE, 1B	Chaparral, coastal scrub (200 760 meters)
Dudleya cymosa ssp. agourensis Agoura Hills dudleya	FT, 1B	Chaparral and cismontane woodland (200 500 meters)
Dudleya cymosa ssp. marcescens Marcescent dudleya	FT, 1B	Sheer rock faces and rocky cliffs in chaparral (180 520 meters)
Dudleya cymosa ssp. ovatifolia Santa Monica dudleya	FT, 1B	Primarily north-facing slopes with chaparral and coastal scrub (210 500 meters)
Galium catalinense ssp. acrispum San Clemente Island bedstraw	SE, 1B	Steep cliffs and canyons supporting valley and foothill grasslands (20 425 meters)
Helianthemum greenei Island rush-rose	FT, 1B	Chaparral, coastal scrub, closed-cone coniferous forest (15 48 0 meters)
Lithophragma maximum San Clemente Island woodland star	FE, SE, 1B	Moist areas in coastal bluff scrub and coastal scrub (120 400 meters)
Malacothamnus clementinus San Clemente Island bush-mallow	FE, SE, 1B	Valley and foothill grassland (5 275 meters)
Nasturtium gambelii Gambel s water cress	FE, ST, 1B	Marshes and swamps (5 1,305 meters)
Navarretia fossalis Moran s nosegay	FT, 1B	Vernal pools, chenopod scrub, marshes and swamps, playas (30 1,300 meters)
Orcuttia californica California Orcutt grass	FE, SE, 1B	Vernal pools (15 660 meters)
Pentachaeta lyonii Lyon s pantachaeta	FE, SE, 1B	Chaparral and valley and foothill grassland (30 630 meters)
Sibara filifolia Santa Cruz Island rock cress	FE, 1B	Coastal scrub (15 600 meters)

Status Definitions:

USFWS

FE: Species designated as endangered under the federal ESA

FT: Species designated as threatened under the federal ESA

FP: Species designated as protected under the federal ESA

FC: Species is a candidate for listing under the federal ESA

CDFG

SE: Species designated as endangered under the California ESA

ST: Species designated as threatened under the California ESA

SC: Species of Special Concern

CNPS

1B: Plants rare, threatened, or endangered in California and elsewhere

2: Plants rare, threatened, or endangered in California but more common elsewhere

4: Plants of limited distribution

LISTED WILDLIFE SPECIES WITH POTENTIAL TO OCCUR IN THE COUNTY OF LOS ANGELES (CDFG 2010)

Scientific Name Common Name	Special Status[1]	Preferred Habitat
Ammospermophilus nelson Nelson s antelope squirrel	ST	Western San Joaquin Valley from 200 1,200 feet above mean sea level on dry, sparsely vegetated loam soils
Anaxyrus californicus Arroyo toad	FE, SC	Semi-arid regions near washes or intermittent streams
Buteo swainsoni Swainson s hawk	ST	Breeds in grasslands with scattered trees; riparian areas, grasslands, and agricultural areas
Catostomus santaanae Santa Ana sucker	FT, SC	Coastal streams
Charadrius alexandrines nivosus Western snowy plover	FT, SC	Sandy beaches; nests in sandy, gravelly or friable soils
Chelonia mydas Green turtle	FT	Marine environments with adequate supplies of seagrasses and algae
Coccyzus americanus occidentalis Western yellow-billed cuckoo	FC, SE	Nests in riparian forests
Dipodomys merriami parvus San Bernardino kangaroo rat	FE, SC	Sandy loam substrates with alluvial scrub vegetation
Empidonax traillii extimus Southwestern willow flycatcher	FE, SE	Riparian woodlands in southern California
Eucyclogibius newberryi Tidewater goby	FE, SC	Brackish water habitats along the California coast (San Diego County north to the Smith River)
Euphilotes battoides allyni El Segundo blue butterfly	FE	Restricted to remnant coastal dune habitat in southern California
Gasterosteus aculeatus williamsoni Unarmored threespine stickleback	FE, SE (FP)	Small southern California streams with cool, clear water and abundant vegetation
Glaucopsyche lygdamus palosverdesensis Palos Verdes blue butterfly	FE	Palos Verdes Hills in Los Angeles County that support *Astragalus tricopodus* var. *lonchus*, its host plant
Gopherus agassizii Desert tortoise	FT, ST	Desert scrub, desert wash, and Joshua tree habitats with friable soils for burrowing and nesting
Gymnogyps californianus California condor	FE, SE	Large areas of grasslands and foothill chaparral in moderate altitude mountain ranges; deep canyons with clefts in rock walls for nesting
Haliaeetus leucocephalus Bald eagle	SE, (FP)	Ocean shore, lake margins, and rivers for nesting and wintering
Laterallus jamaicensis coturniculus California black rail	SE, FP	Freshwater marsh, wet meadows, and shallow margins of saltwater marshes adjacent to larger bays

Scientific Name Common Name	Special Status[1]	Preferred Habitat
Oncorhynchus mykiss irideus Southern steelhead southern California DPS	FE, SC	Found from Santa Maria River south to the southern extent of its range in San Diego County
Passerculus sandwicensis beldingi Belding s savannah sparrow	SE	Coastal salt marshes from San Diego County north to Santa Barbara
Perognathus longimembris pacificus Pacific pocket mouse	FE, SC	Narrow coastal plans from the Mexican border north to Los Angeles County; prefers fine alluvial sands
Polioptila californica californica Coastal California gnatcatcher	FT, SC	Coastal sage scrub
Rana draytonii California red-legged frog	FT, SC	Permanent sources of deep water with dense or emergent riparian vegetation
Rana muscosa Sierra Madre yellow-legged frog	FE, SC	Very near to water in the San Gabriel, San Jacinto, and San Bernardino Mountains
Siphateles bicolor mohavensis Mohave tui chub	FE, SE, FP	Endemic to Mojave River basin; deep pools, ponds, or slough-like areas
Sternula antillarum browni California least tern	FE, SE, FP	Nesting occurs along the coast from the San Francisco Bay south to Northern Baja California
Vireo bellii pusillus Least Bell s vireo	FE, SE	Riparian areas in the vicinity of water or in dry river bottoms below 2,000 feet AMSL
Xerospermophilus mohavensis Mohave ground squirrel	ST	Open desert scrub, alkali scrub, and Joshua tree woodland