

REVISED MOTION BY SUPERVISORS LINDSEY P. HORVATH AND HILDA L. SOLIS June 3, 2025

Equity, Accountability, and the Accelerated Implementation of the Los Angeles County Bicycle Master Plan and Vision Zero Action Plan

In 2012, the Los Angeles County Board of Supervisors adopted an update to the County's 1975 Bicycle Master Plan (BMP), which serves as a guide for the development of bikeways and paths within unincorporated Los Angeles County (LA County). However, implementation of the BMP was slowed due to limited funding and resources available for planning, design, installation, operation, ongoing maintenance, and environmental analyses, as well as encountering physical and right-of-way constraints and challenges in balancing the needs of local stakeholders. To date, only 22 percent of the total miles of bikeways recommended in 2012 BMP have been constructed.

In October 2019, the Board directed the Department of Public Works (Public Works) to update the 2012 BMP, including proposing new bikeways for safer and more accessible travel, revisiting the feasibility of unconstructed bikeways from the 2012 BMP, incorporating new policies to share bikeway facilities with micromobility devices, identifying first/last mile bikeway improvements, and preparing a Programmatic Environmental Impact Report (PEIR). This work involves detailed analysis, defining

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criteria related to the challenges of building the bicycle network, and applying the criteria to establish a network. When this is completed, a draft plan will be produced for public review and input along with the PEIR. Public Works is anticipating that a draft BMP and associated PEIR will be available for the public to view in late 2025.

In September 2024, the Board of Supervisors approved a motion (Horvath-Solis) and amending motion (Mitchell) directing Public Works, in coordination with the Anti-Racism, Diversity, and Inclusion Initiative (ARDI), to report back on: 1) the status of the updated BMP and associated PEIR; 2) the working methodology for prioritizing corridors and treatments in the BMP; 3) a range of costs associated with recommended treatments in the BMP and an unmet funding needs estimate; 4) the development of a program that prioritizes and integrates the treatments identified in the BMP and the Vision Zero program into Public Works' Pavement Preservation Program and other road maintenance work; 5) the feasibility of implementing a program or ordinance similar to that of the City of Los Angeles' Measure HLA; and 6) an evaluation on best practices of jurisdictions nationally that have implemented similar programs.

Public Works has made progress on the development of a methodology to prioritize bicycle facilities, and is considering utilizing weighted factors such as: Vision Zero Concentration Corridors and bicycle crash density to ensure projects are prioritized based on need; the County's Equity Explorer which includes the Healthy Places Index and other equity tools to help add an equity lens to the project prioritization process; and evaluating opportunities for interjurisdictional connectivity to ensure projects are connecting more people to more places. Public Works has made strides in the development of a BMP overlay for its Pavement Preservation Program to better

coordinate the implementation of safety and mobility treatments into road maintenance and repair projects and provide sufficient lead-time for identifying and securing funding for these projects. Public Works has also met with multiple jurisdictions with complete streets ordinances or policies in place to develop a suite of best practices for the coordination and implementation of safety and mobility projects. While tremendous progress has been made, additional work will be required to meet the intent of the County's Mobility Element Goals and Policies and the expectations of Los Angeles County residents to provide for safe and accessible roadways.

Los Angeles County's Mobility Element Goals and Policies "[provides] for the accommodation of all users, including pedestrians, motorists, bicyclists, equestrians, users of public transit, seniors, children, and persons with disabilities when requiring or planning for new, or retrofitting existing, transportation corridors/networks". More specifically, Policy M 2.1 provides that "transportation corridors/networks [shall]...accommodate pedestrians, equestrians and bicyclists, and reduce motor vehicle accidents", and Policy M 2.5 stipulates that the County shall [e]nsure a comfortable bicycling environment by, among other efforts, "design[ing]...features, such as: shoulder bikeways, cycle tracks, contra flow bike lanes, shared use paths, buffered bike lanes, raised bike lanes, and bicycle boulevards."¹

Consistent with General Plan Policy M 1.1, Public Works implements bicycle infrastructure and Vision Zero traffic safety elements in conjunction with pavement projects as opportunities arise or as standalone projects. However, this has not resulted

¹ Los Angeles County General Plan, Chapter 17: Goals and Policies Summary, Mobility Element Goals and Policies, Page 279-282.

in mobility improvements being implemented at a pace necessary to address the safety and mobility needs of Los Angeles' unincorporated communities. Unfortunately, according to Public Works, from September 1, 2024 – shortly before the Board of Supervisors approved the above referenced motions – to December 31, 2024, 15 more pedestrians had been killed on streets in unincorporated LA County and 33 pedestrians and cyclists had been seriously injured.

WE, THEREFORE, MOVE that the Board of Supervisors:

- 1) Instruct the Department of Public Works to provide a verbal presentation to the Board of Supervisors on June 3, 2025, of the Department's report related to the Board Motion of September 24, 2024 (Agenda Item 10), "Re-Imagining and Accelerating Safer Streets Through the Equitable Implementation of the Los Angeles County Bicycle Master Plan".
- 2) Instruct the Department of Public Works, in consultation with County Counsel, to prepare an ordinance, utilizing best practices from partner jurisdictions, including the cities of Los Angeles, Seattle, Cambridge, MA, and Somerville, MA, which requires under specified circumstances, the installation of safety and mobility treatments as described in the Los Angeles County Bicycle Master Plan and/or Vision Zero Action Plan, whenever the County undertakes street improvements such as roadway rehabilitation and reconstruction. It is intended that the proposed ordinance be submitted to the Board for consideration concurrently with the updated Bicycle Master Plan.
- 3) Instruct the Department of Public Works to develop a publicly accessible data portal or website for monitoring the implementation of safety and mobility

treatments, which includes a brief description of each completed, ongoing, or planned project; the location, status, and the distance covered by the project; and a list of all projects on ~~Mobility~~ Bicycle Master Plan streets that the County has determined are not required or should be postponed, and reasons for the determination. The data portal or website shall be developed by the time the updated Bicycle Master Plan is submitted to the Board for consideration.

- 4) Instruct Public Works to provide written quarterly updates on the status of the development of the updated BMP and its associated environmental impact report, including but not limited to, the Programmatic Environmental Impact Report and associated public engagement process; the methodology for prioritizing corridors and treatments identified in the updated LACBMP and Vision Zero Action Plan; a “mobility overlay” to Public Works’ Pavement Preservation Program, and a proposed work plan that identifies Mobility Corridors in need of resurfacing to facilitate project delivery. The first quarterly report shall be submitted by October 30, 2025, and every 3 months thereafter until the updated Bicycle Master Plan is adopted and the data portal or website is made available to the public.

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