



Community Services Cluster Meeting

April 30, 2025

Bicycle Master Plan and Associated Board Motions

Mar 2012

2012 LA County Bicycle Master Plan Adopted

Oct 2019

Board Motion to update the LA County
Bicycle Master Plan

Sept 2024

Board Motion to Re-imagine and accelerate safer
streets through the equitable implementation of the LA
County Bicycle Master Plan





Los Angeles County **Bicycle Master Plan**



Bicycle Master Plan Update

Vision & Goals

Vision:

Make bicycling **safe, convenient**, and **accessible** for all ages and abilities in LA County.

Goals:



Safety. Prioritize bicycle projects that improve safety of our streets.



Equity. Invest in underserved , pollution-burdened communities that are most dependent on active transportation.



Mobility. Increase the number of biking and multimodal trips.



Accountability. Be responsive, transparent, and accountable to our communities and regional partners.

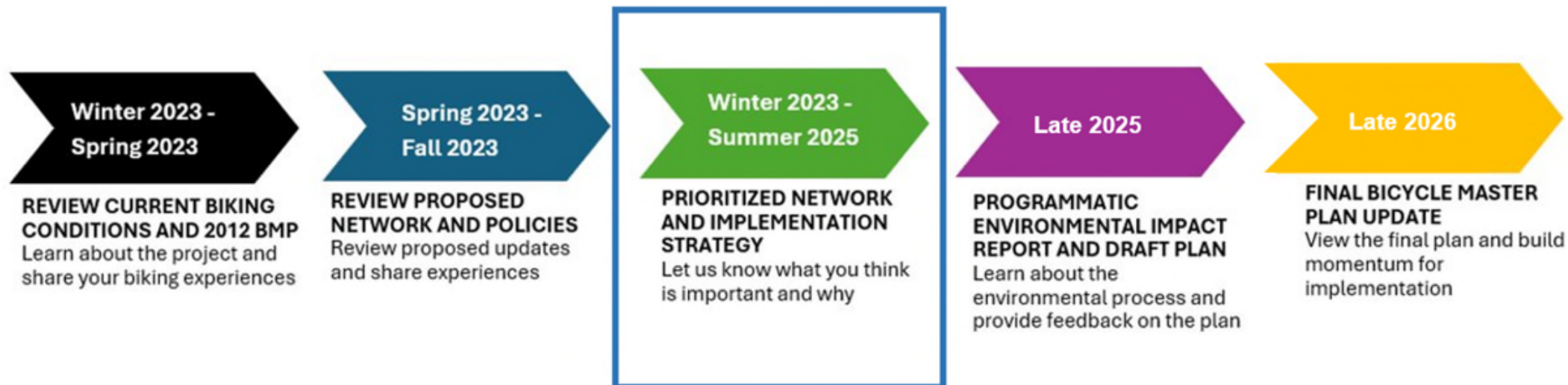
Bike Master Plan Update



The Bicycle Master Plan update will:

- Evaluate unconstructed bikeways identified in the 2012 Bicycle Master Plan to assess connectivity while focusing on first/last mile connections.
- Propose bicycle facilities that are feasible from a planning level, including Class IV bikeways.
- Be accompanied by a Programmatic Environmental Impact Report.

Bike Master Plan Update Timeline



Prioritization Methodology

- Public Works will use a priority score for corridors identified in the Bicycle Master Plan update as a guide during the project planning.
- Considerations:
 - Safety
 - Equity
 - Connectivity



*Other factors, such as community support, pavement condition, and funding availability will need to be considered during the design and construction phases.



Bike Infrastructure Implementation

Bicycle Infrastructure Implementation Throughout Unincorporated Los Angeles County*

Existing and Planned Bikeways	
Existing built bikeways (prior to 2012 BMP update)	139 miles
Proposed bikeways in 2012 BMP	831 miles
Bikeways proposed after the 2012 BMP update	17 miles
Total projects	987 miles
Bikeways Constructed	
Bikeways constructed since 2012	82 miles
Total Miles (existing + constructed)	221 miles
Total bikeways in planning and/or design phase	38 miles
Percent of total bikeways constructed	22 percent
Percent of total bikeways not constructed	78 percent

*Data is based on adopted 2012 BMP. Exact mileage of the current BMP update recommended network is underway and is unknown at this time.

Best Practice Research

Jurisdiction	Population	Centerline Road Miles	Ordinance or Policy	Flexibility in Implementation
Los Angeles, CA	3,820,914	7,400	Ordinance	Limited
San Diego, CA	1,388,320	3,000	Policy	Yes
Seattle, WA	755,078	1,176	Ordinance	Yes
Somerville, MA	80,407	106	Ordinance	Yes
Cambridge, MA	118,214	142	Ordinance	No
County of Los Angeles	1,012,265	3,170	Policy	Yes

Public Works Mobility Implementation

Los Angeles County General Plan - Complete Street Policy M 1.1

Goal M 1: Street designs that incorporate the needs of all users	
Topic	Policy
Complete Streets	Policy M 1.1: Provide 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 whenever appropriate and feasible.

- Public Works
 - Implements standalone projects with a specific purpose as well as multi-benefit projects.
 - Leverages existing programs to implement multi-benefit projects that include mobility elements.
 - Considers impacts to schedule, budget, and equity priority.

Recommendations

- Public Works recommends the design and construction of multi-benefit projects when the following conditions are met:
 1. The proposed pavement project is within the rehabilitation or reconstruction pavement categories.
 2. The proposed pavement project is along a corridor that has higher priority rankings within the Bicycle Master Plan or Vision Zero Action Plan.
 3. The project does not result in impacts to funding streams that will negatively affect equity efforts.



Recommendations

- Public Works also recommends to:

- Continue to require traffic safety and mobility elements to be combined with pavement projects where opportunities arise and whenever appropriate and feasible.
- Continue to implement traffic safety and mobility elements independent of pavement projects in accordance with their respective prioritization factors, equity efforts, and available funding.
- Allow for flexibility for infeasible mobility elements with documentation.



Thank you

Matthew Dubiel, PE
Principal Engineer
Los Angeles County Public Works
(626) 701-7940
mdubiel@pw.lacounty.gov





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

PUBLIC WORKS DRAFT REPORT BACK

April 30, 2025

RE-IMAGINING AND ACCELERATING SAFER STREETS THROUGH THE EQUITABLE IMPLEMENTATION OF THE LOS ANGELES COUNTY BICYCLE MASTER PLAN REPORT

INTRODUCTION

The Board directed Public Works in collaboration with the Anti-Racism, Diversity, and Inclusion Initiative, to report back in 120 days with (1) the status of the development of an updated Los Angeles County Bicycle Master Plan (BMP) and associated environmental impact report; (2) the working methodology for prioritizing corridors and treatments in the BMP; (3) a range of costs associated with recommended treatments in the BMP, an unmet funding needs estimate, and a list of projects and funding requests that were submitted by the County through the California Active Transportation Program, Cycle 7 Call for Projects; (4) the development of a program that prioritizes and integrates the treatments identified in the BMP and the Vision Zero Action Plan (VZAP) into the 5-year Pavement Preservation Program and other road maintenance work; (5) the feasibility, including potential cost savings for a program or ordinance similar to that of the City of Los Angeles' Measure HLA in which every time a street is repaved or repaired, any corresponding improvements must also be implemented; and (6) an evaluation on best practices of jurisdictions nationally that have implemented similar programs.

Public Works is committed to enhancing the safety of the County's roadways and expanding transportation choices equitably throughout the unincorporated County communities. The goal of Public Works' Transportation Business Area is for County residents to have access to state-of-the-art transportation infrastructure that is safe, resilient, sustainable, and equitable. Public Works strives to meet this goal through implementation of various plans and programs, including but not limited to the BMP, VZAP, and Pavement Preservation Program. In alignment with Complete Street Policy M 1.1 in the County's General Plan, Mobility Element, bicycle infrastructure and Vision Zero traffic safety improvements are completed with pavement projects as opportunities arise or as standalone projects.

Public Works understands the desire to strengthen the current policy as it relates to incorporating complete street elements into road work whenever appropriate and feasible. In doing so, the County should continue to use the prioritization methods identified in the BMP, VZAP, and Pavement Preservation Program because they ensure an equitable deployment of safety, bicycle, and paved infrastructure. Furthermore, Public Works includes a list of recommendations for the Board's consideration as well as best practice research from similar jurisdictions in the report.

DIRECTIVE 1: THE LOS ANGELES COUNTY BICYCLE MASTER PLAN AND PROGRAMMATIC ENVIRONMENTAL IMPACT REPORT STATUS

In October 2019 the Board directed Public Works to update the 2012 BMP. The updated BMP will serve as a guide for the development of safe and accessible bikeways and paths within the unincorporated County and along the Los Angeles County Flood Control District channels. The BMP update process includes 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 to further connect to transit stations and bus stops, and preparing a Programmatic Environmental Impact Report (PEIR).

The goals of the update are as follows:

- Goal 1: Safety – Prioritize bicycle projects that improve the safety of our streets.
- Goal 2: Equity – Invest in underserved, pollution burdened communities that are most dependent on active transportation.
- Goal 3: Mobility – Increase the number of biking and multimodal trips.
- Goal 4: Accountability – Be responsive, transparent, and accountable to our communities and regional partners.

In addition, two Advisory Committees have been established to support these goals and development of the updated BMP. See Exhibit 1.

Public Works conducted preliminary data analysis and mapping efforts that included a review of the 2012 BMP recommendations and the status of proposed facilities. Efforts toward development of an updated network included documenting the physical characteristics of all primary roadways in the County, reviewing network completeness and connectivity, and reviewing the overall potential for new facilities to close gaps and expand the network. Based on these efforts an initial preliminary bicycle network was produced in fall 2023. Adjustments to the initial network occurred in spring 2024.

As the project progressed, Public Works identified a need to inform the community about the challenges of building a bicycle network. In May 2024, Public Works paused community outreach to reevaluate the method for which a proposed bicycle network should be established. This work involves completing detailed data analysis, defining criteria related to the challenges of building the bicycle network, and applying the criteria to establish the network. When this work is completed, a draft plan will be produced for public review and input along with the PEIR. A draft BMP and associated PEIR is anticipated to be available for the public to view in late 2025 depending on the complexity

of the data analysis and the time, it takes to verify the data. Public Works values public input and is committed to resuming robust community outreach once additional data analysis has been completed and a more refined map has been developed.

DIRECTIVE 2: METHOD OF PROJECT PRIORITIZATION

The purpose of prioritization is to align projects with plan goals and needed funding. Various factors must be considered in the working methodology for a project prioritization analysis in the BMP update, including:

- **Safety:** Utilizing the list of Vision Zero collision concentration corridors along with bicycle crash density and roadway levels of traffic stress could help with ensuring projects are prioritized based on need.

Uplifting the areas where greater bicycle and pedestrian fatalities have occurred, especially in historically divested communities will contribute toward the equitable implementation of the BMP. Black and Latinx riders face disproportional risks with, respectively, 450 percent and 70 percent higher death rates per biking miles than whites nationally.¹ Raising awareness of amendments to County Ordinance Title 15 that allow bicycle riding on unincorporated County sidewalks will be especially important in communities that face disproportional risks, such as these.

- **Equity:** Reducing disparities in infrastructure can create a more just and inclusive County and drive positive outcomes for all residents. Using the Los Angeles County Equity Explorer which includes the Healthy Places Index and other relevant equity tools, along with the inclusion for community feedback will help add an equity lens to the project prioritization process.

This process will also require a review of existing bike infrastructure to identify gaps that may exist. Public Works will consult with the Anti-Racism, Diversity, and Inclusion Initiative on the development of methodologies and analysis of bike lane maps to assess areas with greatest needs.

- **Connectivity:** Analyzing the regional and interjurisdictional connectivity of bicycle infrastructure and including it in the project prioritization formula could help ensure projects are connecting people to places.

Public Works will use a priority score for corridors identified in the BMP update as a guide during the project planning phase process. Other factors, such as community support, pavement condition, and funding availability will need to be considered during the design and construction phases.

¹ Raifman, Matthew A., and Ernani F. Choma. "Disparities in Activity and Traffic Fatalities by Race/Ethnicity - American Journal of Preventive Medicine" 63.2 (2022): 160-167.

DIRECTIVE 3: BICYCLE FACILITY LIST, TYPES, AND COST ANALYSIS

Exhibit 2 shows an excerpt of the proposed list of bicycle corridors from the Board adopted 2012 BMP. This list can also be viewed on Public Works' website by accessing the following link: <https://pw.lacounty.gov/core-service-areas/uploads/2023/12/Proposed-Bikeways-Tables.pdf>. Public Works will develop a new list of corridors through the BMP update currently underway.

The Caltrans Highway Design Manual identifies four main classes of bicycle facilities. The cost to construct each of the different classes varies greatly depending on project size, location, and site-specific nuances. Exhibit 3 provides a description of each of the bicycle facility classes and estimated costs.

UNMET FUNDING NEEDS AND ACTIVE TRANSPORTATION PROGRAM CYCLE 6 AND 7 PROJECT SUBMISSIONS

Table 1 below summarizes the Bicycle Infrastructure Implementation throughout unincorporated County. The total miles of bikeways that have been constructed is 22 percent of the total 2012 BMP recommended facilities. Seventy-eight percent of all recommended facilities have yet to be constructed.

Table 1 – Bicycle Infrastructure Implementation Throughout Unincorporated Los Angeles County*

Existing and Planned Bikeways	
Existing built bikeways (prior to 2012 BMP update)	139 miles
Proposed bikeways in 2012 BMP	831 miles
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Total projects	987 miles
Bikeways Constructed	
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Percent of total bikeways constructed	22 percent
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*Data is based on adopted 2012 BMP. Exact mileage of the current BMP update recommended network is underway and is unknown at this time.

Utilizing costs within the 2012 BMP it is estimated that the unfunded value of unconstructed bicycle facilities is \$1,500,000,000. This rough estimate accounts for inflation increases, planning, engineering design, and construction of Class I, II, III, and IV bicycle facilities. The cost to build these facilities is approximately \$1,000,000 per mile depending on the type, location, and environmental determination of the projects.

In 2020, the County adopted a VZAP to eliminate traffic deaths on County-maintained roadways in the unincorporated County communities. Bicyclists represent approximately 8 percent of victims in fatal and severe injury collisions in the unincorporated communities. As part of the VZAP, protected bikeways are recognized as an industry best practice to create safer and more appealing on-road bike facilities. These bike facilities, formally referred to as Class IV bikeways, were not included in the 2012 BMP and will be included in the update.

Class IV bikeways provide bicyclists greater separation from vehicular traffic through installation of vertical elements, such as bollards, delineators, curb, planters, grade changes, or parking and make cycling more accessible for all ages and abilities.

Active Transportation Program Grant Funding

Public Works applies for and is awarded several Federal, State, and local grants to help offset funding for active transportation, mobility, and safety projects. In recent years, Public Works has been successfully awarded funding through the California Active Transportation Program (ATP). Through ATP Cycle 6, Public Works was awarded \$32,129,800 across 7 projects. Nearly \$17,000,000 in funding for three projects has been recommended for approval through ATP Cycle 7 and is expected to be approved by the California Transportation Commission in June 2025.

The *West Rancho Dominguez Walks: Providing Safer Access to Schools and Parks* project is recommended to be awarded \$7,990,000 through the ATP Cycle 7 Statewide component. According to the California Transportation Commission the 2025 ATP cycle received a total of 277 project applications requesting \$2,500,000,000 in funds, and the West Rancho Dominguez Walks project was one of nine projects recommended for funding.

The Willowbrook Walk and Roll Pedestrian Safety Enhancements project is recommended to be awarded \$7,990,000 through the ATP Cycle 7 Metropolitan Planning Organization component. Furthermore, the Norwalk Boulevard Vision Zero Quick-Build Pedestrian Safety project was included in the Southern California Association of Governments' 2024 Sustainable Communities Program Active Transportation and Safety recommended project list with another two projects placed on the quick-build contingency award list.

Exhibit 4 provides an individualized breakdown of each of the projects applied for under ATP Cycles 6 and 7.

DIRECTIVES 4 AND 5: IMPLEMENTATION OF BMP AND VISION ZERO TRAFFIC SAFETY TREATMENTS IN PUBLIC WORKS' PAVEMENT PROGRAM

The goal of Public Works' Transportation Business Area is for Los Angeles County residents to have access to state-of-the-art transportation infrastructure that is safe, resilient, sustainable, and equitable. Public Works strives to meet this goal by implementing various plans and programs, such as the BMP, VZAP, and Pavement

Program. The project implementation is consistent with the goals and policies that are outlined in the County's General Plan.

Plan and Program Descriptions

The VZAP was adopted by the Board on August 4, 2020, and includes over 60 actions aimed at eliminating traffic fatalities on County maintained roadways. The VZAP does not identify specific treatments or projects for unincorporated roadways but rather provides a toolbox of various roadway safety enhancements that could be applied to corridors that experience three or more fatal or severe-injury collisions, which are then mapped in the VZAP. The 2012 BMP includes maps of proposed bikeways within these VZAP corridors.

Public Works utilizes Pavement Management System software to manage and maintain approximately 3,170 centerline miles of paved roads. Through the software a Pavement Condition Index score is assigned to each road segment based on field surveys of pavement quality. Performance prediction curves and a pavement life cycle curve is generated for each County Road segment that allows for a prediction of pavement condition at any time in the future. Using these curves, Public Works sets a Pavement Condition Index thresholds consistent with the Department's treatment strategies for preservation and rehabilitation.

Preservation, resurfacing, rehabilitation, and reconstruction are the four main pavement categories that describe pavement projects. Preservation techniques, such as slurry seal are typically the cheapest and quickest projects that can be delivered while full road reconstruction projects are typically the most expensive and take the longest amount of time to complete.

Los Angeles County General Plan Mobility Element

The California Complete Streets Act of 2008 requires the 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 addresses this requirement with policies and programs that consider all modes of travel with the goal of making streets safer, accessible, and more convenient to walk, ride a bicycle, or take transit². The County's General Plan Policy M1.1 pertaining to complete streets is shown in Table 3 on page 7.

² Los Angeles County General Plan, Chapter 7: Mobility Element, Section I. Introduction, page 94. https://planning.lacounty.gov/wp-content/uploads/2022/11/7.0_gp_final-general-plan-ch7.pdf (Accessed December 11, 2024)

Table 3 – Complete Street Policy M 1.1³

Goal M 1: Street designs that incorporate the needs of all users	
Topic	Policy
Complete Streets	Policy M 1.1: Provide 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 existing retrofitting, transportation corridors/networks whenever appropriate and feasible.

Current Public Works Process for Project Coordination

Aligned with the County's General Plan Policy M 1.1, Public Works currently implements bicycle infrastructure and Vision Zero traffic safety improvements with pavement projects as opportunities arise or as standalone projects. Public Works evaluates several factors when assessing the feasibility of a standalone project or a multi-benefit project that bundles pavement, traffic safety, and mobility improvements. These factors include funding availability and type (Federal, State, or local funds either issued to the County through formula or awarded as grants), project timeframes and delivery methods, cost, and community needs and desires. For example, a standalone project may be scoped if the corridor prioritizations within each plan or program (i.e., 2012 BMP, VZAP, Pavement Program) do not align. A corridor may rank high in the VZAP because of the amount and type of crashes that occurred on that roadway, but based on the Pavement Program's prediction curves, the pavement might not be recommended for treatment. Under this scenario, a standalone Vision Zero project would be developed.

Whether it is determined that a multi-benefit project or a standalone project should be developed, a planning process must include feasibility analyses, public outreach and input, and funding source identification for design and construction. When developing a project, Public Works references the 2012 BMP, VZAP, pavement project list, other planning documents, customer requests, and field investigations. Additionally, community input is considered.

Exhibit 5 provides potential benefits and challenges of developing a multi-benefit project that includes pavement, traffic safety, and mobility elements.

Considerations for a County program and ordinance similar to that of the City of Los Angeles' Measure HLA

Measure HLA was a local measure in the City of Los Angeles approved by the voters in a March 2024 Special Election. Under the program, roadway resurfacing and sidewalk projects of 1/8 of a mile or greater must include implementation of any planned roadway pedestrian, bicycle, or transit improvements identified in adopted city plans.

³ Los Angeles County General Plan, Chapter 7: Mobility Element, Section IV. Goals and Policies, page 107. https://planning.lacounty.gov/wp-content/uploads/2022/11/7.0_gp_final-general-plan-ch7.pdf (accessed December 11, 2024)

Measure HLA requires that project coordination and consolidation of projects occurs under one schedule with near-term implementation triggered by pavement rehabilitation projects. As a result, pedestrian, bicycle, or transit improvements identified in adopted city plans must be included during construction of a major pavement project regardless of feasibility or funding.

A mandated inclusion of all planned projects could create budgetary and resource pressures and alternate funding sources may need to be included that could affect other Public Works functions. Pavement projects may need to be delayed if the consolidated project budget creates a funding shortfall that cannot be remedied. Limited resources may be exhausted by adding safety and mobility improvements to pavement projects on corridors that are considered lower priorities based on their respective plan's prioritization methodology. Equity impacts could occur if more extensive and expensive projects are created causing a reduction in the number of projects to be funded.

Costs for traffic safety and bicycle improvements are not easily identifiable on project estimates. Therefore, Public Works does not have data available to easily identify specific cost savings when traffic safety and mobility elements are implemented with pavement projects. The limited data on this topic was a consistent theme in our discussions with other agencies.

Recommendations

Public Works recognizes there may be a desire to strengthen the current policy set forth in the County's adopted General Plan as it relates to incorporating complete street elements into road work whenever appropriate and feasible.

As such, Public Works recommends the design and construction of multi-benefit transportation projects when the following conditions are met:

- a. The proposed pavement project is within the rehabilitation or reconstruction pavement categories.
- b. The proposed pavement project is along a corridor that have higher priority rankings (e.g., ranked within the top 30 of the VZAP) within the 2012 BMP or VZAP.
- c. The project does not result in impacts to funding streams that will negatively affect equity efforts.

Allowing for the preservation of prioritization methods identified in the 2012 BMP, VZAP, and the Pavement Program is paramount to ensure an equitable deployment of safety, bicycle, and paved infrastructure. Current prioritization could be affected by the proposed multi-benefit project policy.

Additionally, by specifically excluding the preservation and resurfacing pavement categories from any mandate to include traffic safety and mobility elements will

allow for the relatively lower cost projects to proceed without having budget increases and time delays due to additional scope being added. Avoiding time delays on these lower cost projects will also help prevent the pavement from deteriorating further and potentially requiring a more expensive paving treatment. If a traffic safety or mobility element is proposed within the 2012 BMP or VZAP that is deemed infeasible upon further evaluation during the project development process, any policy or ordinance should allow for pavement projects to be implemented without the infeasible component as long as the reasons are documented.

Public Works further recommends to:

- Continue to require traffic safety and mobility elements from the 2012 BMP and VZAP to be combined with pavement projects where opportunities arise and whenever appropriate and feasible.
- Continue to implement traffic safety and mobility elements independent of pavement projects in accordance with their respective prioritization factors, equity efforts, and available funding.

These recommendations were informed by best practice research conducted with jurisdictions nationally. See Directive 6.

DIRECTIVE 6: EVALUATION ON BEST PRACTICES OF OTHER JURISDICTIONS

Public Works contacted and scheduled meetings with five cities that have complete streets ordinances or policies or other methods to coordinate projects and/or accelerate implementation of safety and mobility projects. Goals of the outreach were:

- To understand the jurisdictions complete street policies or ordinances.
- To understand the jurisdictions project development, prioritization, and implementation processes.
- To identify common elements or approaches of the jurisdictions contacted.
- To identify program elements most applicable to County implementation.

The following table provides a high-level comparison of the local programs of the jurisdictions that were contacted to the County.

Table 2 – Policies and Ordinances Summary

Jurisdiction	Population *	Centerline Road Miles	Ordinance or Policy	Flexibility in Implementation?
Los Angeles, CA	3,820,914	7,400	Ordinance**	Limited
San Diego, CA	1,388,320	3,000	Policy	Yes
Seattle, WA	755,078	1,176	Ordinance	Yes
Somerville, MA	80,407	106	Ordinance	Yes
Cambridge, MA	118,214	142	Ordinance	No
County of Los Angeles ***	1,012,265	3,170	Policy	Yes

* Population source: United States Census Bureau, Annual Estimates of the Resident Population for Incorporated Places, 2023 data.

** Section 85.11 of Los Angeles City Code establishes the requirements voted on through measure HLA which has limited flexibility. An Ordinance is pending City Council approval that further specifies the terms of implementation.

*** County population source is California Department of Finance E-5 Population and Housing Unit Estimate, 2020 data.

While all of the jurisdictions contacted have a Complete Streets policy or an ordinance, there are differences that exist among them. The Cities of San Diego, Seattle, and Somerville have policies or ordinances that require that complete street elements be considered in pavement projects. However, staff from these jurisdictions noted that although the intent is to combine mobility and pavement projects, if feasibility or funding challenges exist, the mobility project is not required to be implemented with the pavement project.

The Cities of Cambridge and Los Angeles have ordinances or approved ballot measures that require projects to be implemented. Staff from Cambridge noted that feasibility challenges cannot override implementation. For example, projects must remove on-street parking if additional street width is needed to accommodate bicycle facilities. Voters in the City of Los Angeles passed Measure HLA in March 2024 that requires planned bicycle and transit projects be implemented with street resurfacing. The City of Los Angeles is currently working on defining exceptions so that implementation logistics can be finalized.

Exhibit 6 is a detailed summary of each of the local programs of the jurisdictions Public Works contacted.

LOS ANGELES COUNTY BICYCLE MASTER PLAN UPDATE GOALS, ADVISORY COMMITTEES, AND COMMUNITY OUTREACH EFFORTS

The goals of the 2012 Los Angeles County Bicycle Master Plan (BMP) update are as follows:

- Goal No. 1: Safety – Prioritize bicycle projects that improve the safety of our streets.
- Goal No. 2: Equity – Invest in underserved, pollution burdened communities that are most dependent on active transportation.
- Goal No. 3: Mobility – Increase the number of biking and multimodal trips.
- Goal No. 4: Accountability – Be responsive, transparent, and accountable to our communities and regional partners.

Advisory Committees

To support development of the 2012 BMP update, two advisory committees were formed and meet periodically.

The Technical Advisory Committee provides input and plan review at key points in the planning process to ensure that project deliverables are based on best practices and in consideration of County operations and work plans.

The Bicycle Advisory Committee has an advisory role with focus on shaping vision and regional goals of the 2012 BMP update and facilitating public participation.

Each committee will meet approximately 10 times over the course of the plan development.

BMP Community Outreach Efforts

In 2023 and 2024 the BMP update team conducted outreach throughout the County and gathered input. Once the draft BMP is published, the updated network will include a final public review. The outreach efforts to-date were conducted in three phases:

- Phase 1 was conducted to receive general input on bicycling needs, in advance of development of a proposed network. This outreach in spring of 2023 included 12 events and pop-ups, three community open houses, and a virtual community meeting. The total number of people engaged was 798.

Exhibit 1

- Phase 2 outreach was conducted to receive input on the desired elements of the bicycle network. This outreach in late 2023 included four in-person outreach meetings and events, and a virtual community meeting. The total number of people engaged was 757.
- Phase 3 outreach was conducted to receive input on and validate the preliminary draft bicycle network. This outreach in spring/summer of 2024 included 11 in-person meetings and one virtual outreach meeting, and pop-ups. The total number of people engaged was 423 persons.

The feedback received was focused in the following areas:

- Providing additional separation for bicyclists from vehicles.
- Improving connections to and creating additional river paths.
- Providing safe places for youth and families to ride.
- General excitement for safer bicycling and an interest to help raise project awareness.
- A request to understand how funding works.
- Concerns over implementation being slow with understanding of the need to provide feasible projects.
- The importance of connectivity to existing bikeways and coordination with other cities and projects to increase effectiveness.
- Concerns with lack of enforcement of bike lanes resulting in cyclists feeling unsafe using them.

This input was incorporated into the 2012 BMP update planning process to help define ways forward on facility analysis and mapping tasks. This input was also used to prioritize types of routes and completion of network gaps.

Chapter 3: Existing Conditions and Proposed Network

Table 3-5: Antelope Valley Planning Area Proposed Bicycle Facilities

Project ID	Segment	From	To	Community	Class	Mileage	Supervisory District	Priority Score
1	30 th Street West	Avenue M	Avenue O-12	White Fence Farms-El Dorado, Cities of Lancaster ^A and Palmdale ^A	2	2.8	5	120
2	Elizabeth Lake Road	Dianron Road	10th Street West	Desert View Highlands	2	0.8	5	110
3	170th Street East	Avenue M	Avenue M-8	Lake Los Angeles	2	0.5	5	110
	170th Street East	Avenue P	Palmdale Boulevard		2	1.5		
4	Elizabeth Lake Road	Lake Hughes Road	Munz Ranch Road	Elizabeth Lake	2	3.4	5	110
5	Sierra Highway	Avenue S	Pearblossom Highway	Lakeview and City of Palmdale ^A	2	2.7	5	105
6	Avenue L-8	65 th Street West	60 th Street West	City of Lancaster ^A	2	0.5	5	100
7	50 th Street West	Avenue M-2	Avenue N	Quartz Hill	3	0.9	5	95
8	55th Street West	Avenue L	Avenue M-8	Quartz Hill and City of Lancaster ^A	2	1.5	5	95
9	Ridge Route Road/ Pine Canyon Road/ Elizabeth Lake Road	Lancaster Road	0.3 miles east of Cherry Tree Lane (Palmdale city limit)	Three Points, Lake Hughes, Elizabeth Lake, Leona Valley	3	30.8	5	95
10	40 th Street East	Avenue H	Lancaster Blvd	Roosevelt, and City of Lancaster ^A	3	1.5	5	90
11	40 th Street West	Avenue K-4	Avenue M	Quartz Hill, and City of Lancaster ^A	2	1.7	5	90
12	Avenue O	90th Street East	150th Street East	Lake Los Angeles	3	4.0	5	90
		150th Street East	165th Street East		2	1.5		
		170th Street East	180th Street East		2	1.0		
13	Angeles Forest Highway	Sierra Highway	Aliso Canyon Road	Acton	3	7.1	5	90
14	Avenue N-8	Bolz Ranch Road	30th Street West	White Fence Farms-El Dorado and City of Palmdale ^A	3	1.5	5	85
15	45th Street West	Avenue M-8	Avenue N-8	Quartz Hill, White Fence Farms-El Dorado and Cities of Lancaster ^A and Palmdale ^A	2	1.0	5	85
16	Avenue P	160th Street East	170th Street East	Lake Los Angeles	3	1.6	5	85

Table 3-5: Antelope Valley Planning Area Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisory District	Priority Score
17	Avenue O	30th Street West	10th Street West	White Fence Farms-El Dorado	2	2.0	5	85
18	110th Street West	Avenue G	Johnson Road	Del Sur and City of Lancaster ^A	3	4.5	5	80
19	10th Street West	Auto Center Drive	Elizabeth Lake Road	Desert View Highlands and City of Palmdale ^A	2	0.3	5	80
20	105th Street East	Palmdale Boulevard	Avenue S	Sun Village	2	1.5	5	80
21	Lancaster Boulevard	40 th Street East	55 th Street East	Roosevelt and City of Lancaster ^A	2	1.5	5	80
22	Barrell Springs Road	Tierra Subida Avenue	Sierra Highway	Lakeview	2	2.0	5	80
23	Tierra Subida Avenue	Avenue S	Barrell Springs Road	Lakeview	2	0.8	5	80
24	Avenue U	87 th Street East	96 th Street East	Little Rock, Sun Village	2	1.0	5	80
25	Avenue M	30 th Street West	State Route 14	Quartz Hill	2	1.7	5	80
26	20 th Street West	Avenue O-12	West Avenue M	Quartz Hill	2	2.8	5	80
27	Avenue H	Division Street	40 th Street East	Roosevelt and City of Lancaster ^A	2	4.1	5	80
28	Avenue T	80th Street East	126th Street East	Littlerock	2	4.6	5	75
29	30 th Street East	East Avenue Q	East Avenue P	Antelope Valley	3	1.0	5	75
30	Avenue K	52 nd Street West	40 th Street West	Quartz Hill and City of Lancaster ^A	2	1.2	5	75
31	Avenue S	0.3 miles east of The Groves (Palmdale city limit)	Tierra Subida Avenue	Lakeview	2	1.3	5	75
32	Crown Valley Road	Sierra Highway	Soledad Canyon Road	Acton	3	1.9	5	75
33	Avenue R	90th Street East	110th Street East	Sun Village	2	2.0	5	75
34	Division Street	Avenue H	Avenue E	Roosevelt	2	3.0	5	75
35	Sierra Highway	Avenue P-8	East Avenue Q	Antelope Valley	2	0.5	5	75
36	90 th Street West	Avenue G	Avenue G-8	Fairmount, Del Sur, and City of Lancaster ^A	3	0.5	5	75
37	Avenue L-8	60th Street West	50th Street West	Quartz Hill and City of Lancaster ^A	2	1.0	5	75
38	Mackennas Gold Avenue/ Rawhide Avenue	Avenue P	170th Street East	Lake Los Angeles	3	0.9	5	70
39	116th Street East	Avenue S	Avenue T	Sun Village	2	1.0	5	70
40	Avenue M-8	60th Street West	45th Street West	Quartz Hill and City of Palmdale ^A	2	1.5	5	70

Chapter 3: Existing Conditions and Proposed Network

Table 3-5: Antelope Valley Planning Area Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisory District	Priority Score
41	45 th Street West	Avenue K-4	Avenue L	Quartz Hill	2	1.0	5	70
42	San Francisquito Canyon Road	Calle Siemerio	Elizabeth Lake Road	Green Valley, Elizabeth Lake	3	3.5	5	70
43	90 th Street West	Avenue H-8	Avenue K	Fairmount, Del Sur, and City of Lancaster ^A	3	2.5	5	70
44	106 th Street East	Avenue S	Pearblossom Highway	Sun Village	2	2.5	5	65
45	Sierra Highway	Avenue A	Avenue G	Roosevelt	2	6.1	5	65
46	Red Rover Mine Road/ Escondido Canyon Road	Sierra Highway	Crown Valley Road	Acton	3	2.4	5	65
47	96 th Street East	Avenue R-8	Avenue U	Littlerock, Sun Village	2	2.5	5	65
48	Pearblossom Highway	62 nd Street East	87 th Street East	Littlerock and City of Palmdale ^A	2	3.0	5	65
49	Avenue S	0.5 miles west of 90 th Street East	116 th Street	Littlerock, Sunvillage	2	3.2	5	65
50	Johnson Road	Elizabeth Lake Road	110 th Street West	Elizabeth Lake, Del Sur	3	3.4	5	65
51	East Avenue P	15 th Street East	50 th Street East	Antelope Valley Planning Area and City of Palmdale ^A	2	3.6	5	65
52	Avenue K	85 th Street West	90 th Street West	Fairmount, Del Sur, and City of Lancaster ^A	3	0.5	5	65
53	Avenue H	80 th Street West	70 th Street West	Fairmount, Del Sur, and City of Lancaster ^A	3	1.0	5	65
54	Avenue G	Lancaster City Limits	Division Street	Roosevelt	2	2.5	5	65
55	Godde Hill Road	Avenida Entrada	Elizabeth Lake Road	Quartz Hill, Leona Valley and City of Palmdale ^A	3	2.9	5	65
56	40 th Street East	0.3 miles north of Barrell Springs Road	Barrell Springs Road	Antelope Valley Planning Area	3	0.3	5	60
57	50 th Street East	Avenue M	Avenue Q	Antelope Valley Planning Area	3	4.0	5	60
58	Barrell Springs Road/ Cheseboro Road/ Mount Emma Road	47 th Street East	Fort Tejon Road	Antelope Valley Planning Area	3	5.0	5	60

Table 3-5: Antelope Valley Planning Area Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisory District	Priority Score
59	Aliso Canyon Road	Soledad Canyon Road	Angeles Forest Highway	Acton	3	7.4	5	60
60	90th Street East	Avenue M	Avenue Q	Sun Village, Little Rock, City of Palmdale ^A	3	2.0	5	60
	90th Street East/ 87th Street East	Avenue Q	Pearblossom Highway		2	6.7		
61	Palmdale Boulevard	60th Street East	110th Street East	Sun Village, Lake Los Angeles, and City of Palmdale ^A	2	4.5	5	60
	Palmdale Boulevard	110 th Street East	170 th Street East		3	6.2		
62	San Francisquito Canyon Road	Calle Siemerino	Santa Clarita River Trail	Green Valley	3	14.8	5	60
63	Avenue G West	110th Street West	70th Street West	Del Sur and City of Lancaster ^A	2	4.0	5	60
64	Avenue N	50th Street West	State Route 14	Quartz Hill, White Fence-El Dorado, and Cities of Lancaster and Palmdale ^A	2	3.6	5	55
65	Avenue J	110th Street West	70th Street West		3	4.0	5	55
66	70th Street West	Avenue F	Avenue J		3	4.5	5	55
67	Lancaster Road/ Fairmont Neenach Road/ 120th Street West / Avenue I	160th Street West	70th Street West	Fairmont, Del Sur and City of Lancaster ^A	3	9.8	5	55
68	Munz Ranch Road	Fairmont Neenach Road	Elizabeth Lake Road	Del Sur, Elizabeth Lake	3	4.4	5	50
Total Miles						230.7		

^A Part of project traverses through or along boundary of incorporated city

Chapter 3: Existing Conditions and Proposed Network

Table 3-9: East San Gabriel Valley Planning Area Proposed Bicycle Facilities

Project ID	Segment	From	To	Community	Class	Mileage	Supervisory District	Priority Score
1	North Sunset Avenue	Amar Road	Temple Avenue	West Puente Valley, Valinda	2	0.4	1	145
2	San Jose Creek Proposed Bicycle Path	7 th Avenue	Murchison Avenue	Cities of Industry and Pomona; Hacienda Heights, Rowland Heights, South Walnut and Walnut Islands	1	15.7	1, 4	140

Table 3-9: East San Gabriel Valley Planning Area Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisory District	Priority Score
3	Vineland Avenue	0.3 miles north of Rath Street (Walnut Creek)	Nelson Avenue	West Puente Valley and City of Industry ^A	3	1.3	1	125
4	Killian Avenue	Paso Real Avenue	Otterbien Avenue	Rowland Heights	3	0.4	4	125
5	Paso Real Avenue	Colima Road	Pathfinder Road	Rowland Heights	3	0.9	4	125
6	Pathfinder Road ^B	Paso Real Avenue	Alexdale Lane	Rowland Heights	2	0.4	4	125
7	Jellick Drive/ Los Padres Drive	Greenbay Drive	Aguero Street	Rowland Heights	3	1.5	4	120
8	Amar Road	Vineland Avenue	North Puente Avenue	West Puente Valley	2	0.4	1	120
9	West Gladstone Street	Blender Street	Big Dalton Wash	East Irwindale and City of Glendora ^A	3	0.8	1,5	120
10	Balan Road/ Annendale Avenue	Brea Canyon Cut Off Road	Pathfinder Road	Rowland Heights	3	1.0	4	115
11	Batson Avenue	Colima Road	Aguero Street	Rowland Heights	3	1.1	4	115
12	Nogales Street	La Puente Road	Hollingworth Street	West Covina	2	0.4	1	115
13	Pathfinder Road	Fullerton Road	Paso Real Avenue	Rowland Heights	2	1.6	4	115
14	Fullerton Road	Colima Road	Pathfinder Road	Rowland Heights	2	1.6	4	115
15	Nogales Street	Arenth Avenue	Pathfinder Road	Rowland Heights and City of Industry ^A	2	1.8	4,1	110
16	Pathfinder Road	Alexdale Lane	Canyon Ridge Road	Rowland Heights	2	1.9	4	110
17	Mauna Loa Avenue	Citrus Avenue	La Serena Drive	East Irwindale and City of Azusa ^A	3	0.6	1, 5	105
18	Willow Avenue	Francisquito Avenue	Amar Road	West Puente Valley and City of La Puente ^A	3	0.8	1	100
19	Las Lomas Drive/ Newton Street	Vallecito Drive	Hacienda Boulevard	Hacienda Heights	3	1.1	4	100
20	Los Robles Avenue	7th Avenue	Kwis Avenue	Hacienda Heights	3	1.3	4	100
21	Fairway Drive/ Brea Canyon Cut Off Road	Walnut Drive	Bickford Drive	Rowland Heights	2	1.0	4	100
22	Glendora Avenue	Arrow Highway	La Cienega Avenue	Charter Oak	2	0.3	5	100
23	Thompson Creek Proposed Bicycle Path ^E	Lockhaven Way White Avenue	White Avenue Murchison Avenue	City of Pomona	1 3	2.3 1.4	1	100
24	Kwis Avenue	Three Palms Avenue	Newton Street	Hacienda Heights	3	0.6	4	95

Chapter 3: Existing Conditions and Proposed Network

Table 3-9: East San Gabriel Valley Planning Area Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisory District	Priority Score
25	Walnut Avenue/ Echelon Avenue/ Ranlett Avenue	Francisquito Avenue	Temple Avenue	Valinda and City of Industry A	3	1.6	1	95
26	La Monde Street	Hacienda Boulevard	Stimson Avenue	Hacienda Heights	2	0.2	4	95
27	Temple Avenue	Azusa Avenue	Woodgate Drive	South San Jose Hills	2	0.4	1	95
28	Azusa Avenue	Colima Road	Glenfold Drive	Hacienda Heights	2	0.6	4	95
	Azusa Avenue	Glenfold Drive	Tomich Road		3	0.1		
29	Gale Avenue	7th Avenue	Stimson Avenue	Hacienda Heights and City of Industry A	2	2.0	1,4	95
30	Gemini Street	Azusa Avenue	Shipman Avenue	South San Jose Hills	3	0.6	1	90
31	Aguirre Street	Fullerton Road	Los Padres Drive	Rowland Heights	3	0.7	4	90
32	Amar Road	Willow Avenue	North Unruh Avenue	West Puente Valley	2	1.5	1	90
33	Three Palms Avenue/ Farmstead Avenue/ Lujon Street	Kwis Avenue	Stimson Avenue	Hacienda Heights	3	1.0	4	85
34	Camino Del Sur	Vallecito Drive	Colima Road	Hacienda Heights	2	0.9	4	85
35	Colima Road	Casino Drive	Allenton Avenue	Hacienda Heights	2	1.2	4	85
36	Halliburton Road	Hacienda Boulevard	Stimson Avenue	Hacienda Heights	2	0.2	4	85
37	Rath Street/ Stichman Avenue/ Barrydale Street/ Mayland Avenue/ Nolandale Street/ Siesta Avenue/ Fairgrove Avenue/ Sandy Hook Avenue / Maple Grove Street	Vineland Avenue	Lark Ellen Avenue	West Puente Valley, Valinda and Cities of La Puente A and West Covina ^A	BB	4.3	1	85
38	Big Dalton Wash Proposed Bicycle Path ^D	Irwindale Avenue	Lark Ellen Avenue	Cities of Azusa and Irwindale; Covina Islands and East Irwindale	1	1.0	1, 5	85
		Lark Ellen Avenue	Azusa Avenue		3	1.1		
		Arrow Hwy	N. Barranca Avenue		1	1.6		
39	Rockvale Avenue	Interstate 210	Woodcroft Street	East Irwindale	3	0.8	5	80
40	Los Altos Drive	Vallecito Drive	Hacienda Boulevard	Hacienda Heights	3	0.9	4	80

Table 3-9: East San Gabriel Valley Planning Area Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisory District	Priority Score
41	Colima Road	Brea Canyon Cut Off Road	City of Diamond Bar boundary (0.1 miles east of Tierra Luna)	Rowland Heights	2	0.7	4	80
42	Irwindale Avenue	Cypress Street	Badillo Street	East Irwindale	2	0.6	1	80
43	Puente Avenue/ Workman Mill Road	Barrydale Street	San Jose Creek Bicycle Path	West Puente Valley and City of Industry A	2	3.5	1	80
44	San Jose Creek Proposed Bicycle Path	San Gabriel River Bicycle Path	Workman Mill Avenue	Avocado Heights and Whittier Narrows	1	0.7	1	80
45	Covina Hills Road	San Joaquin Road	Via Verde	Walnut Islands and Cities of Covina A and San Dimas ^A	3	2.0	5	75
46	Colima Road	Larkvane Road	Brea Canyon Cut Off Road	Rowland Heights	2	2.3	4	75
47	Angelcrest Drive	Newton Avenue	La Subida Drive	Hacienda Heights	3	0.4	4	70
48	La Subida Drive	Vallecito Drive	Hacienda Boulevard	Hacienda Heights	3	0.9	4	70
49	Vallecito Drive	Los Robles Avenue	Camino Del Sur	Hacienda Heights	3	1.6	4	70
50	Brea Canyon Cut Off Road	Bickford Drive	Pathfinder Road	Rowland Heights	3	0.5	4	70
51	Arrow Highway	Glendora Avenue	Valley Center Boulevard	Charter Oak and City of Glendora ^A	2	1.5	5	70
52	Puente Creek Proposed Bicycle Path ^C	Sunset Avenue (San Jose Creek)	Temple Avenue	Avocado Heights,	1	1.7	1	70
		Temple Avenue	Hacienda Boulevard	Valinda and Cities of	3	0.4		
		Hacienda Boulevard	Azusa Avenue	Industry and La Puente	1	2.2		
53	7th Avenue	Clark Avenue	Palm Avenue	Hacienda Heights	2	0.5	1,4	65
	7th Avenue/ Orange Grove Avenue	Palm Avenue	Beech Hill Drive		3	0.8		
54	Hacienda Boulevard	Colima Road	0.2 miles north of Walbrook Drive	Hacienda Heights	2	2.4	1,4	65
55	Amar Road	Aileron Avenue	Azusa Avenue	Valinda	2	1.6	1	65
56	Countrywood Avenue	Wedgeworth Drive	Colima Road	Hacienda Heights	2	0.5	4	60
57	Valley Center Avenue	Arrow Highway	Badillo Street	Charter Oak and City of San Dimas ^A	2	0.6	5	60

Table 3-13: Gateway Planning Area Proposed Bicycle Facilities**3.4.2 Proposed Network**

Table 3-12 summarizes the proposed bicycle network mileage by classification type within the Gateway Planning Area. Projects were prioritized based on bicycling demand, facility deficiencies, barriers to implementation, public comment, and a host of other criteria. As shown, the proposed network would provide approximately 41 miles of facility across the planning area. Currently, unincorporated parts of Gateway Planning Area contain just over 56 miles of existing bicycle facilities.

Table 3-12: Gateway Planning Area Bicycle Network Facility Type and Mileage Summary

Mileage of Proposed Projects by Facility Type	Miles	% of Total
Class I – Bicycle Path	5.7	13.9%
Class II – Bicycle Lane	23.1	56.5%
Class III – Bicycle Route	12.1	29.6%
Total	40.9	100%

Table 3-13 presents the Supervisorial District, specific location, alignment, classification, priority score, and mileage for each of the proposed bikeways within the planning area.

Figure 3-15 displays the proposed bicycle network as well as existing bicycle facilities and major transit stops within the Gateway Planning Area. Figure 3-16 provides a more detailed view of the proposed bicycle network within the communities of South Whittier-Sunshine Acres and West Whittier-Los Nietos.

Project ID	Segment	From	To	Community	Class	Mileage	Supervisorial District	Priority Score
1	Workman Mill Road	San Jose Creek Bicycle Path	Strong Avenue	North Whittier, Avocado Heights and City of Industry ^A	2	3.4	1, 4	145
2	Compton Creek Proposed Bicycle Path	Del Amo Boulevard	Los Angeles River Bicycle Path	Rancho Dominguez and City of Long Beach	1	0.5	2, 4	120
3	Mills Avenue	Telegraph Road	Lambert Road	South Whittier-Sunshine Acres	2	1.4	4	110
4	Colima Road	La Mirada Boulevard	Poulter Drive	South Whittier-Sunshine Acres	3	1.2	4	105
	Colima Road	Poulter Drive	Leffingwell Road		2	0.3		
5	Ceres Avenue	Broadway	Telegraph Road	South Whittier-Sunshine Acres	3	0.7	4	100
6	Mulberry Drive	Greenleaf Avenue	Colima Road	South Whittier-Sunshine Acres and City of Whittier ^A	2	2.2	4	100

Table 3-13: Gateway Planning Area Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisory District	Priority Score
7	Atlantic Avenue	Rosecrans Avenue	Alondra Boulevard	East Rancho Dominguez and City of Compton ^A	3	1.0	2	100
8	E. Victoria Street	S. Santa Fe Avenue	Susana Road	Rancho Dominguez	2	0.5	2	100
9	Compton Boulevard	Harris Avenue	Los Angeles River Bicycle Path	East Rancho Dominguez and City of Paramount ^A	2	0.8	2,4	100
10	Imperial Highway	Shoemaker Avenue	Leffingwell Road	South Whittier-Sunshine Acres and Cities of La Mirada ^A & Santa Fe Springs ^A	2	0.3	4	100
	Leffingwell Road	Imperial Highway	Scott Avenue		2	3.0		
11	Rivera Road	Pioneer Boulevard	Norwalk Boulevard	West Whittier-Los Nietos and City of Santa Fe Springs ^A	3	0.7	4	95
12	1st Avenue	Lambert Road	Imperial Highway	South Whittier-Sunshine Acres	2	0.8	4	95
13	Rosecrans Avenue	Butler Avenue	Gibson Avenue	East Rancho Dominguez and City of Compton ^A	2	0.5	2	95
14	South Susana Road	East Artesia Boulevard	Del Amo Boulevard	Rancho Dominguez	2	2.0	2	95
15	Broadway	Mills Avenue	Colima Road	South Whittier-Sunshine Acres	3	0.9	4	90
16	Santa Fe Avenue	Artesia Boulevard	0.1 miles south of Reyes Avenue (Compton Creek Bicycle Path)	Rancho Dominguez	2	1.0	2	90
17	Saragosa Street/ Pioneer Boulevard	Norwalk Boulevard	Los Nietos Road	West Whittier-Los Nietos and City of Santa Fe Springs ^A	3	1.3	4	90
18	Compton Creek Proposed Bicycle Path	Greenleaf Boulevard	State Route 91	City of Compton	1	0.7	2	90
19	Palo Verde Avenue	Parkcrest Street	Conant Street	Long Beach Island and City of Long Beach ^A	3	0.5	4	85
20	North Fork Coyote Creek Proposed Bicycle Path	Leffingwell Road	Foster Road	South Whittier-Sunshine Acres, City of Santa Fe Springs	1	0.8	4	85
21	Leland Avenue	Mills Avenue	Leffingwell Road	South Whittier-Sunshine Acres	3	1.2	4	80
22	Carmenita Road	Mulberry Drive	Leffingwell Road	South Whittier-Sunshine Acres and City of Santa Fe Springs ^A	3	2.5	4	80

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Table 3-13: Gateway Planning Area Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisory District	Priority Score
23	Lambert Road	Mills Avenue	Scott Avenue	South Whittier-Sunshine Acres and City of Whittier ^A	2	1.3	4	80
24	Laurel Park Road	East Victoria Street	South Rancho Way	Rancho Dominguez	2	0.6	2	75
25	Los Angeles River Proposed Bicycle Path ^B	Washington Boulevard	Bandini Boulevard	Bandini Islands, City of Los Angeles, City of Vernon	3	1.0	1	75
		Bandini Boulevard	S. Downey Boulevard		1	0.6		
		S. Downey Boulevard	Bandini Boulevard		3	0.4		
		Bandini Boulevard	S. Atlantic Boulevard		1	1.3		
26	Telegraph Road	Carmenita Road	Huchins Drive	South Whittier-Sunshine Acres and Cities of La Mirada ^A and Santa Fe Springs ^A	2	2.4	4	75
27	Valley View Avenue	Broadway	Telegraph Road	South Whittier-Sunshine Acres	3	0.7	4	75
	Valley View Avenue	Telegraph Road	Imperial Highway	Acres	2	0.8		
28	South Rancho Way	Laurel Park Road	Del Amo Boulevard	Rancho Dominguez	2	0.7	2	70
29	La Mirada Boulevard	Colima Road	Leffingwell Road	South Whittier-Sunshine Acres	2	1.1	4	65
30	Milan Creek Proposed Bicycle Path	Marquardt Avenue	Telegraph Avenue	South Whittier-Sunshine Acres, City of La Mirada	1	1.8	4	30

Total Mileage**40.9**^A Part of project traverses through or along boundary of incorporated city^B Proposed project requires on-street alignment between Washington Boulevard and Bandini Boulevard and between Downey Road and Bandini Boulevard

Chapter 3: Existing Conditions and Proposed Network

Table 3-17: Metro Planning Area Proposed Bicycle Facilities

Project ID	Segment	From	To	Community	Class	Mileage	Supervisory District	Priority Score
1	Crocket Boulevard	76 th Place	83 rd Street	Florence-Firestone	3	0.6	2	145
2	Cesar Chavez Avenue	Indiana Street	Mednik Avenue	East Los Angeles	3	1.8	1	145
	Cesar Chavez Avenue	Mednik Avenue	Vancouver Avenue		2	0.3		
3	Woods Avenue ^A	1 st Avenue	Olympic Boulevard	East Los Angeles	BB	1.5	1	145
4	Normandie Avenue	98 th Street	El Segundo Boulevard	West Athens-Westmont	2	2.1	2	140
5	East 68 th Street	Central Avenue	Compton Avenue	Florence-Firestone	3	0.5	2	135
6	Maie Avenue/ Miramonte Boulevard	Slauson Avenue	92 nd Street	Florence-Firestone	BB	2.5	2	135
7	Redondo Beach Boulevard	South Figueroa Street	Avalon Boulevard	West Rancho Dominguez-Victoria	2	1.0	2	135

Table 3-17: Metro Planning Area Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisory District	Priority Score
8	Florence Avenue ^B	Central Avenue	Mountain View Avenue	Florence-Firestone and City of Huntington Park ^C	2	2.2	1, 2	135
9	Vermont Avenue	87 th Street	El Segundo Boulevard	West Athens-Westmont and City of Los Angeles ^C	2	2.9	2	135
10	Budlong Avenue	Manchester Avenue	El Segundo Boulevard	West Athens-Westmont	BB	3.0	2	130
11	El Segundo Boulevard	Figueria Street	Central Avenue	Willowbrook	2	1.6	2	130
12	Compton Avenue	Slauson Avenue	92 nd Street	Florence-Firestone and City of Los Angeles ^C	2	2.5	2	130
13	Broadway	East 121 Street	East Alondra Boulevard	West Rancho Dominguez-Victoria	2	2.5	2	130
14	Firestone Boulevard ^B	Central Avenue	Alameda Street	Florence-Firestone	2	1.4	2	130
15	Imperial Highway	Van Ness Avenue	Vermont Avenue	West Athens-Westmont	2	1.5	2	130
16	Denker Avenue	Century Boulevard	Imperial Highway	West Athens-Westmont	3	1.0	2	125
17	Holmes Avenue	Slauson Avenue	Gage Avenue	Florence-Firestone	2	0.5	2	125
18	Rosecrans Avenue	Figueria Street	Central Avenue	Willowbrook and City of Compton ^C	2	1.7	2	125
19	Hazard Avenue	City Terrace Drive	Cesar Chavez Avenue	East Los Angeles	3	1.1	1	120
20	6 th Street	Ford Boulevard	Harding Avenue	East Los Angeles	3	1.8	1	120
21	92 nd Street	Central Avenue	Compton Avenue	Florence-Firestone and City of Los Angeles ^C	3	0.5	2	120
	92 nd Street	Miner Street	Alameda Street	City of Los Angeles ^C	3	0.3		
22	Ford Boulevard ^A	Floral Drive	Olympic Boulevard	East Los Angeles	3	1.8	1	120
23	Nadeau Street/ Broadway	Central Avenue	State Street	Florence-Firestone	2	2.6	1, 2	120
24	Whiteside Street	Hebert Avenue	Eastern Avenue	East Los Angeles	3	0.6	1	115
25	Seville Avenue	East Florence Avenue	Broadway	Florence-Firestone	2	0.5	1	115
26	124 th Street	Slater Avenue	Alameda Street	Willowbrook and City of Compton ^C	3	1.5	2	110
27	Whitter Boulevard	Indiana Street	Ford Boulevard	East Los Angeles	3	1.2	1	110
28	Success Avenue/ Slater Avenue	Imperial Highway	El Segundo Boulevard	Willowbrook and City of Compton ^C	3	0.9	2	110
29	Avalon Boulevard	121st Street	Alondra Boulevard	West Rancho Domínguez-Victoria	2	2.5	2	110
30	Mednik Avenue/ Arizona Avenue A	Floral Drive	Olympic Boulevard	East Los Angeles	2	1.9	1	110

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Table 3-17: Metro Planning Area Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisory District	Priority Score
31	Whitter Boulevard	Ford Boulevard	Via Clemente Street	East Los Angeles	3	2.4	1	105
32	Imperial Highway	Central Avenue	Wilmington Avenue	Willowbrook and City of Los Angeles ^c	2	0.9	2	105
33	Alondra Boulevard	Figueroa Street	Avalon Boulevard	Rancho Dominguez-Victoria, and City of Carson ^c	2	1.0	2	105
34	Beverly Boulevard	Pomona Boulevard	Gerhart Avenue	East Los Angeles	3	0.8	1	100
35	Rowan Avenue/ Dennison Street/ Eastman Avenue ^A	Floral Drive	Olympic Boulevard	East Los Angeles	BB	1.8	1	100
36	Hubbard Street	Ford Boulevard	Mobile Street	East Los Angeles	BB	2.2	1	100
37	Gerhart Avenue	Via San Delarro Street	Eagle Street	East Los Angeles	2	0.2	1	100
	Gerhart Avenue	Eagle Street	Whittier Boulevard		3	0.5		
38	120th Street/ 119th Street ^A	Central Avenue	Wilmington Avenue	Willowbrook	2	0.8	2	100
	119th Street	Wilmington Avenue	Mona Boulevard		3	0.6		
39	Eastern Avenue	0.1 miles north of Whiteside Street	Olympic Boulevard	East Los Angeles	2	3.1	1	100
40	Olympic Boulevard	Indiana Street	Concourse Avenue	East Los Angeles	2	3.3	1	100
41	Wilmington Avenue	119th Street	El Segundo Boulevard	Willowbrook and City of Compton ^c	2	0.6	2	100
42	Western Avenue	108 th Street	El Segundo Boulevard	West Athens-Westmont	2	1.5	2	100
43	Medford Street	Indiana Street	Hebert Avenue	East Los Angeles	2	0.5	1	95
	Hebert Avenue	Whiteside Street	City Terrace Drive		3	0.1		
44	1 st Street	Indiana Street	Mednik Avenue	East Los Angeles	2	1.8	1	95
45	Margaret Avenue	Sadler Avenue	Hubbard Street	East Los Angeles	3	0.8	1	90
46	Willowbrook Avenue	119 th Street	Oris Street	Willowbrook	3	1.2	2	90
47	La Verne Avenue/ Gratian Street/ Ferris Avenue	3 rd Street	Telegraph Road	East Los Angeles	3	1.5	1	90
48	Floral Drive	Indiana Street	Mednik Avenue	East Los Angeles and City of Monterey Park ^c	3	1.8	1	90
49	Lohengrin Avenue/ 110 th Street	Imperial Highway	Budlong Avenue	West Athens-Westmont	BB	1.3	2	90

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Table 3-17: Metro Planning Area Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisory District	Priority Score
50	City Terrace Drive	0.1 miles east of Rowan Avenue	Hazard Avenue	East Los Angeles	3	0.5	1	90
	City Terrace Drive	Hazard Avenue	Eastern Avenue		2	0.4		
51	Willowbrook Avenue Proposed Bicycle Path ^A	Imperial Highway (at Rosa Parks Metro Station)	119 th Street	Willowbrook	1	0.4	2	90
52	Hooper Avenue	Slauson Avenue	95th Street	Florence-Firestone	2	2.7	2	90
53	Slauson Avenue	Central Avenue	Alameda Street	Florence-Firestone and City of Los Angeles ^C	2	1.1	1, 2	90
54	Central Avenue	121 st Street	127 th Street	West Rancho Dominguez-Victoria	2	0.5	2	85
55	Arroyo Seco Proposed Bicycle Path ^A	San Fernando Road	Avenue 26	City of Los Angeles	1	0.3	1	85
56	Hendricks Avenue	0.1 miles north of Hubbard Street	Ferguson Drive	East Los Angeles	3	0.8	1	80
57	Sadler Avenue	Pomona Boulevard	Whittier Boulevard	East Los Angeles	3	1.0	1	80
58	Downey Road	3 rd Avenue	Noakes Street	East Los Angeles	3	1.5	1	80
59	120 th Street	Western Avenue	Vermont Avenue	West Athens-Westmont	2	1.0	2	80
60	El Segundo Boulevard	Wilmington Avenue	Alameda Street	Willowbrook	2	0.9	2	80
Total Mileage						88.1		

^A Proposed segment overlaps with Early Action bicycle project identified by County of Los Angeles^B Proposed segment will be developed as part of the County's Transit Oriented District (TOD) development plan^C Part of project traverses through or along boundary of incorporated city

Table 3-21: San Fernando Valley Planning Area Proposed Bicycle Facilities

Project ID	Segment	From	To	Community	Class	Mileage	Supervisory District	Priority Score
1	Los Angeles River Proposed Bicycle Path	Lankershim Boulevard	0.2 miles west of Barham Boulevard	Universal City	1	1.0	3	145
2	Rosemount Avenue	Rockdell Street	Honolulu Avenue	La Crescenta-Montrose and City of Glendale ^A	3	1.9	5	135
3	La Crescenta Avenue	Orange Avenue	Foothill Boulevard	La Crescenta-Montrose	3	0.6	5	130
4	Altura Avenue	La Crescenta Avenue	Rosemount avenue	La Crescenta-Montrose	3	0.3	5	120
5	La Crescenta Avenue	Foothill Boulevard	Montrose Avenue	La Crescenta-Montrose and City of Glendale ^A	3	0.6	5	120
6	Briggs Avenue	Shields Street	Foothill Boulevard	La Crescenta-Montrose	3	1.3	5	110
7	Ramsdell Avenue	Markridge Road	Montrose Avenue	La Crescenta-Montrose and City of Glendale ^A	3	1.6	5	95

Table 3-21: San Fernando Valley Planning Area Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisory District	Priority Score
8	Montrose Avenue	Rosemont Ave	Montrose Lane	La Crescenta-Montrose	2	0.8	5	95
9	Orange Avenue/Whittier Drive	Pennsylvania Avenue	Briggs Avenue	La Crescenta-Montrose	3	1.2	5	80
10	Verdugo Flood Control Channel Bicycle Path	New York Avenue	Shirley Jean Street	City of Glendale	1	1.2	5	70
11	Ocean View Boulevard	Foothill Boulevard	Honolulu Avenue	La Crescenta-Montrose and City of Glendale ^A	2	0.9	5	50

Total Mileage**11.4**^A Part of project traverses through or along boundary of incorporated city

Chapter 3: Existing Conditions and Proposed Network

Table 3-25: Santa Clarita Valley Planning Area Proposed Bicycle Facilities

Project ID	Segment	From	To	Community	Class	Mileage	Supervisory District	Priority Score
1	Pico Canyon Road	Whispering Oaks Drive	The Old Road	Stevenson Ranch	2	1.2	5	115
2	Sierra Highway ^{A, B}	0.3 miles south of Ryan Lane	Pearblossom Highway	Forest Park, Agua Dulce,, Acton	3	24.3	5	105
3	Stevenson Ranch Parkway	Poe Parkway	Pico Canyon Road	Stevenson Ranch	2	0.2	5	100
4	Old Road	Weldon Canyon Road	Sierra Highway	Castaic	2	1.2	5	100
5	San Francisquito Creek Trail	Copper Hill	San Francisquito Canyon Road	Green Valley	1	0.6	5	95
6	Hillcrest Parkway	Sloan Canyon Road	The Old Road	Castaic	2	2.0	5	90
7	Magic Mountain Parkway ^A	0.4 miles west of The Old Road	The Old Road	Santa Clarita Valley Planning Area	2	0.5	5	90

Table 3-25: Santa Clarita Valley Planning Area Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisory District	Priority Score
8	The Old Road ^{A, B}	Sloan Canyon Road	Weldon Canyon Road	Castaic and City of Santa Clarita ^C	2	13.4	5	90
9	Castaic Road	Lake Hughes Road	Parker Road	Castaic	3	0.5	5	80
10	Sloan Canyon Road	Quail Valley Road	Lake Hughes Road	Castaic	2	0.8	5	80
11	Jakes Way	Canyon Park Boulevard	Eleanor Circle	Santa Clarita Valley Planning Area	2	1.0	5	80
12	Escondido Canyon Road	Agua Dulce Canyon	Red Rover Mine	Forest Park, Agua Dulce	3	6.9	5	80
13	Pulm Canyon Road	Via Joice Drive	Ashboro Drive	Bouquet Canyon, Leona Valley, Antelope Valley Planning Area	2	1.7	5	75
14	Bouquet Canyon Road ^B	Hob Court	Elizabeth Lake Road	Bouquet Canyon, Leona Valley, Antelope Valley Planning Area	3	19.8	5	75
15	Soledad Canyon Road ^A	Mammoth Lane	Sierra Highway	Lang, Soledad-Sulphur Springs, Alpine, Acton and City of Santa Clarita ^C	3	17.5	5	75
16	Parker Road/ Ridge Route Road	Sloan Canyon Road	Lake Hughes Road	Castaic	2	1.2	5	70
17	Lost Canyon Road	Via Princessa Road	Canyon Park Boulevard	Fair Oaks Ranch	2	0.5	5	70
18	Agua Dulce Canyon Road ^A	Sierra Highway	Soledad Canyon Road	Agua Dulce, Alpine	3	6.5	5	70
19	Santa Clara River Proposed Bicycle Path ^{B, D}	Ventura County limit	McBean Parkway	Santa Clarita Valley Planning Area, City of Santa Clarita	1	10.2	5	70
20	Oak Springs Canyon Road Proposed Bicycle Path ^D	Soledad Canyon Road	Lost Canyon Road	City of Santa Clarita	1	0.2	5	65
21	Via Princessa Road ^C	Sierra Highway	Lost Canyon Road	Fair Oaks Ranch and City of Santa Clarita	2	0.8	5	65
22	Canyon Park Boulevard	Sierra Highway	Lost Canyon Road	Santa Clarita Valley Planning Area	2	0.8	5	60
23	Henry Mayo Drive ^A	Commerce Center Drive	The Old Road	Santa Clarita Valley Planning Area	2	0.8	5	60

Chapter 3: Existing Conditions and Proposed Network

Table 3-25: Santa Clarita Valley Planning Area Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisory District	Priority Score
24	Vasquez Canyon Road	Bouquet Canyon Road	Sierra Highway	Bouquet Canyon, Forest Park	2	3.6	5	60
25	Castaic Creek Proposed Bicycle Path ^D	Lake Hughes Road	Henry Mayo Drive	Santa Clarita Valley Planning Area	1	5.5	5	60
26	Davenport Road ^A	Sierra Highway	Agua Dulce Canyon Road	Agua Dulce	2	3.7	5	55
27	Lake Hughes Road	Sloan Canyon Road	Elizabeth Lake Road	Castaic, Lake Hughes, Antelope Valley Planning Area	3	23.0	5	55
28	Sand Canyon Road	Sierra Highway	Vista Point Lane	Forrest Park and City of Santa Clarita ^C	3	1.0	5	50
29	Hasley Canyon Road/ Del Valle Road/ Hunstock Street/ Chiquito Canyon Road	Sloan Canyon Road	Henry Mayo Drive	Val Verde	3	4.0	5	50
30	Placerita Canyon Road	Sierra Highway	Sand Canyon Road	Santa Clarita Valley Planning Area and City of Santa Clarita ^C	3	5.0	5	45

Total Mileage**158.4**^A Proposed segment has been identified as a roadway widening project in the Santa Clarita Valley One Valley One Vision Plan^B Proposed segment overlaps with Early Action bicycle project identified by County of Los Angeles^C Part of project traverses through or along boundary of incorporated city^D Alignment of bicycle path is conceptual and does not represent alignment at implementation phase

Chapter 3: Existing Conditions and Proposed Network

Table 3-29: Santa Monica Mountains Planning Area Proposed Bicycle Facilities

Project ID	Segment	From	To	Community	Class	Mileage	Supervisory District	Priority Score
1	Las Virgenes Road/ Malibu Canyon Road	0.1 miles south of Lost Hills Road	Pacific Coast Highway	Santa Monica Mountains North Area, Malibu Coastal Zone and Cities of Calabasas and Malibu ^A	3	7.9	3	110
2	Mureau Road	0.2 miles west of Las Virgenes Road	Calabasas Road	Santa Monica Mountains North Area	2	1.8	3	105
3	Lake Vista Drive	Mulholland Highway	Mulholland Highway	Malibu Coastal Zone	3	1.4	3	90
4	Mulholland Highway	Decker Canyon Road	Pacific Coast Highway	Malibu Coastal Zone	3	7.5	3	85
5	Corral Canyon Road	Mesa Peak Road	Pacific Coast Highway	Santa Monica Mountains and City of Malibu ^A	3	7.7	3	80
6	Latigo Canyon Road	Mulholland Highway	Pacific Coast Highway	Santa Monica Mountains and City of Malibu ^A	3	10.6	3	80
7	Tuna Canyon Road	Fernwood Pacific Drive	Pacific Coast Highway	Santa Monica Mountains North Area and City of Malibu ^A	3	5.4	3	80

Table 3-29: Santa Monica Mountains Planning Area Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisory District	Priority Score
8	Old Topanga Canyon Road	Valdez Road	Topanga Canyon Boulevard	Santa Monica Mountains North Area, Malibu	3	4.8	3	80
	Topanga Canyon Boulevard ^B	Old Topanga Canyon Road	Pacific Coast Highway	Coastal Zone and City of Los Angeles ^A	3	4.3	3	
9	Decker Canyon Road ^B / Lechusa Road/ Encinal Canyon Road	Mulholland Highway	Pacific Coast Highway	Malibu Coastal Zone and City of Malibu ^A	3	5.9	3	75
10	Cornell Road	Kanan Road	Mulholland Highway	Santa Monica Mountains North Area and City of Agoura Hills ^A	3	2.3	3	65
11	Kanan Road/ Kanan Dume Road	Agoura Road	Pacific Coast Highway	Santa Monica Mountains North Area, Malibu Coastal Zone and Cities of Agoura Hills and Malibu ^A	3	12.1	3	60
12	Fernwood Pacific Drive	Topanga Canyon Boulevard	Tuna Canyon Road	Santa Monica Mountains North Area	3	1.7	3	55
13	Decker Canyon Road ^B / Encinal Canyon Road/ Mulholland Highway	Pacific Coast Highway	0.5 miles north of Lyndon Drive	Malibu Coastal Zone and City of Malibu ^A	3	22.2	3	45
Total Mileage						95.6		

^A Part of project traverses through or along boundary of incorporated city^B Proposed facility is along a Caltrans-maintained roadway

Table 3-33: South Bay Planning Area Proposed Bicycle Facilities

Project ID	Segment	From	To	Community	Class	Mileage	Supervisory District	Priority Score
1	Hawthorne Boulevard	104 th Street	111 th Street	Lennox	2	0.6	2	145
2	Redondo Beach Boulevard	Prairie Avenue	Crenshaw Boulevard	Alondra Park and City of Torrance ^A	2	1.1	2	145
3	111 th Street	Buford Avenue	Prairie Avenue	Lennox and City of Inglewood ^A	3	1.1	2	130
4	Manhattan Beach Boulevard	Prairie Avenue	Crenshaw Boulevard	Alondra Park	2	1.0	2	125
5	104 th Street	Buford Avenue	Prairie Avenue	Lennox and City of Inglewood ^A	3	1.1	2	120
6	Marine Avenue	Prairie Avenue	Crenshaw Boulevard	Alondra Park and City of Hawthorne ^A	3	0.9	2	120

Table 3-33: South Bay Planning Area Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisory District	Priority Score
7	Normandie Avenue	225 th Street	Sepulveda Boulevard	West Carson	2	0.6	2	115
8	Lennox Boulevard	Felton Avenue	Osage Avenue	Lennox	3	1.1	2	110
9	Freeman Avenue	104 th Street	111 th Street	Lennox	3	0.5	2	105
10	South Lemoli Avenue	Marine Avenue	Manhattan Beach Boulevard	Alondra Park	3	0.5	2	105
11	Doty Avenue	Marine Avenue	Manhattan Beach Boulevard	Alondra Park	3	0.5	2	105
12	Aviation Boulevard	Imperial Highway	154 th Street	Del Aire and City of El Segundo ^A	2	0.7	2, 4	105
13	Dominguez Channel Proposed Bicycle Path	Redondo Beach Boulevard	Pacific Coast Highway	City of Torrance, City of Gardena	1	2.8	2, 4	105
14	Buford Avenue	104 th Street	111 th Street	Lennox	3	0.5	2	100
15	Isis Avenue	116 th Street	El Segundo Boulevard	Del Aire and City of El Segundo ^A	3	0.9	2, 4	100
16	223 rd Street	Normandie Avenue	Interstate 110	West Carson	2	0.7	2	100
17	220 th Street	Normandie Avenue	Vermont Avenue	West Carson	3	0.5	2	90
18	Del Amo Boulevard	Normandie Avenue	Interstate 110	West Carson and City of Los Angeles ^A	2	0.8	2, 4	90
19	Imperial Highway	La Cienega Boulevard	Inglewood Avenue	Lennox and Cities of Hawthorne and Los Angeles ^A	2	0.5	2	90
20	Crenshaw Boulevard	Palos Verdes Drive	Indian Peak Road	Westfield and Cities of Rancho Palos Verdes, Rolling Hills, Rolling Hills Estates ^A	2	1.6	4	90
21	Prairie Avenue	Redondo Beach Boulevard	South Marine Avenue	Alondra Park	2	1.2	2	85
22	Lomita Boulevard	Frampton Avenue	Vermont Avenue	West Carson and City of Los Angeles ^A	2	0.5	2	85
23	El Segundo Boulevard	Isis Avenue	Inglewood Avenue	Del Aire and City of Hawthorne ^A	2	0.8	2	85

Table 3-33: South Bay Planning Area Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisory District	Priority Score
24	120 th Street	Aviation Boulevard	Inglewood Avenue	Del Aire and City of Hawthorne ^A	3	1.0	2	80
25	Vermont Avenue	190 th Street	Lomita Boulevard	West Carson and City of Los Angeles ^A	2	3.7	2, 4	80
26	Inglewood Avenue	Century Boulevard	Imperial Highway	Lennox and Cities of Hawthorne and Inglewood ^A	3	1.0	2	75
27	La Cienega Boulevard	Imperial Highway	El Segundo Boulevard	Del Aire and City of Los Angeles ^A	2	1.0	2, 4	75
28	Dominguez Creek Proposed Bicycle Path	Main Street	Pacific Coast Highway	City of Los Angeles	1	6.4	2, 4	75
29	223 rd Street	Harbor Fwy	Vermont Avenue	West Carson	2	0.2	4	65
30	West 7 th Street	South Weymouth Avenue	South Cabrillo Avenue	City of Los Angeles ^A	BB	0.9	4	60

Total Mileage**34.5**^A Part of project traverses through or along boundary of incorporated city

Chapter 3: Existing Conditions and Proposed Network

Table 3-36: West San Gabriel Valley Proposed Bicycle Facilities

Project ID	Segment	From	To	Community	Class	Mileage	Supervisory District	Priority	Score
1	Madre Street/ Muscatel Avenue	San Pasqual Street	Longden Avenue	East Pasadena-East San Gabriel	3	1.7	5	145	
2	Del Mar Boulevard	Madre Street	Rosemead Avenue	East Pasadena-East San Gabriel and City of Pasadena ^A	3	0.5	5	145	
3	Allen Avenue	Altadena Drive	New York Drive	Altadena	3	1.5	5	130	

Table 3-36: West San Gabriel Valley Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisory District	Priority Score
4	Eaton Wash Channel Proposed Bicycle Path ⁸	New York Drive	E. Foothill Boulevard	East Pasadena-East San Gabriel, City of Pasadena, City of Temple City, City of San Gabriel, City of Rosemead, City of El Monte	1	1.7	1, 5	125
		E. Foothill Boulevard	Del Mar Boulevard		3	0.6		
		Del Mar Boulevard	Rio Hondo Bicycle Path		1	6.0		
5	Longden Avenue	8 th Avenue	Peck Road	South Monrovia Islands	3	0.7	5	115
6	Holliston Avenue	Altadena Drive	Lexington Street	Altadena and City of Pasadena ^A	3	1.1	5	115
7	Daines Drive/ 9 th Avenue/ Lynd Avenue	Santa Anita Avenue	Mayflower Avenue	South Monrovia Islands and City of Arcadia ^A	3	1.3	5	110
8	Lake Avenue	Loma Alta Drive	Atchison Street	Altadena and City of Pasadena	3	1.9	5	110
9	Santa Anita Wash Proposed Bicycle Path	Longden Avenue	Live Oak Avenue	South Monrovia Islands	1	0.3	5	100
10	Huntington Drive	San Gabriel Boulevard	Michillinda Avenue	East Pasadena-East San Gabriel	2	1.4	5	105
11	Sierra Madre Villa Avenue/ Madre Street	Interstate 210	Green Street	East Pasadena-East San Gabriel and City of Pasadena ^A	3	0.2	5	105
12	Colorado Boulevard	Kinneloa Avenue (Eaton Wash Channel Proposed Bicycle Path)	Michillinda Avenue	East Pasadena-East San Gabriel and City of Pasadena	2	1.1	5	100
13	Woodbury Road	Windsor Avenue	Santa Rosa Avenue	Altadena and City of Pasadena ^A	2	1.7	5	95
	Woodbury Road	Santa Rosa Avenue	Lake Avenue		3	0.5		
14	Foss Avenue/ Center Street	Longden Avenue	Daines Drive	South Monrovia Islands	3	0.6	5	95
15	California Avenue	Hurstview Avenue	Novice Lane	South Monrovia Islands and City of Monrovia ^A	3	0.9	5	95
16	Pepper Drive	Glen Canyon Road	Washington Boulevard	Altadena	3	0.9	5	95
17	Altadena Drive	Allen Avenue	Canyon Close Road	Altadena	3	1.0	5	95

Chapter 3: Existing Conditions and Proposed Network

Table 3-36: West San Gabriel Valley Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisory District	Priority Score
18	Ardendale Avenue/ Oak Avenue/ Naomi Avenue	0.2 miles west of Muscatel Avenue (Eaton Wash Channel Proposed Bicycle Path)	Golden West Avenue	East Pasadena-East San Gabriel	3	1.4	5	95
19	Glenrose Avenue	Loma Alta Drive	Woodbury Road	Altadena	3	1.5	5	95
20	New York Drive	Lake Avenue	0.1 miles east of Creskide Court	Altadena	3	2.2	5	95
21	Altadena Drive	Crestford Drive	Allen Avenue	Altadena and City of Pasadena ^A	3	3.1	5	95
22	Lincoln Avenue Lincoln Avenue	Loma Alta Drive Altadena Drive	Altadena Drive Woodbury Road	Altadena	3 2	0.2 1.1	5	95
23	Ventura/ Calaveras/Mendocino	Windsor Avenue	Allen Avenue	Altadena	BB	3.6	5	95
24	Peck Road	San Gabriel River Bicycle Path	Workman Mill Road	Whittier Narrows, Avocado Heights, North Whittier and City of Industry ^A	2	0.9	1,4	95
25	Duarte Road ^C Duarte Road	San Gabriel Boulevard Sultana Avenue	Sultana Avenue Oak Avenue	East Pasadena-East San Gabriel	3 2	1.0 0.4	5	90
26	Windsor Avenue	Ventura Street	Figueroa Drive	Altadena	3	0.5	5	90
27	Loma Alta Drive	Lincoln Avenue	Lake Avenue	Altadena	3	1.6	5	90
28	Glenview Terrace/ Glen Canyon Road/ Roosevelt Avenue	Allen Avenue	Washington Boulevard	Altadena	BB	1.6	5	90
29	Emerald Necklace Gateway	San Gabriel River Path	Park entrance parking lot	Santa Fe Dam Recreational Area	1	1.1	1	90
30	Windsor Avenue Windsor Avenue	Figueroa Drive Alberta Street	Alberta Street Interstate 210	Altadena and City of Pasadena ^A	3 2	0.1 0.3	5	85
31	San Pasqual Street	Madre Street	Rosemead Avenue	East Pasadena-East San Gabriel	2	0.5	5	85
32	Tyler Ave/W. Hondo Parkway	E. Live Oak Avenue	Temple City Limits	South Monrovia Islands	3	1.0	1,5	85

Table 3-36: West San Gabriel Valley Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisory District	Priority Score
33	Altadena Drive	Canyon Close Road	Washington Boulevard	Altadena	2	1.0	5	85
34	Del Mar Avenue/ Hill Drive/San Gabriel Boulevard ^C	Graves Avenue	0.2 miles east of Lincoln Avenue	South San Gabriel, Whittier Narrows and Cities of Montebello and Rosemead ^A	2	2.6	1	85
35	Figueroa Drive	Windsor Avenue	Fair Oaks Avenue	Altadena	3	0.8	5	80
36	Las Flores Drive	Glenrose Avenue	Lake Avenue	Altadena	3	1.0	5	80
37	Marengo Avenue	Loma Alta Drive	Altadena Drive	Altadena and City of	3	0.9	5	80
	Marengo Avenue	Altadena Drive	Montana Street	Pasadena ^A	2	0.9		
38	S 10th Avenue	Arcadia City Limits	E. Live Oak Avenue	South Monrovia Islands	3	0.6	5	75
39	Casitas Avenue	Ventura Street	West Altadena Drive	Altadena	3	0.5	5	75
40	Vista Street	Huntington Drive	Longden Avenue	East Pasadena-East San Gabriel	3	1.1	5	70
41	San Pasqual Street	Greenwood Avenue	San Gabriel Boulevard	East Pasadena	3	0.9	5	70
42	Mayflower Avenue	Longden Avenue	Lynd Avenue	South Monrovia Islands	2	0.3	5	70
43	South Golden West Avenue	West Naomi Avenue	East Lemon Avenue	East Pasadena-East San Gabriel and City of San Arcadia ^A	3	0.4	5	70
44	Camino Real	Mayflower Avenue	California Avenue	South Monrovia Islands	2	0.7	5	70
	Shrode Avenue	California Avenue	Mountain Avenue		3	0.4		
45	Washington Boulevard	Bellford Drive	Altadena Drive	Altadena	2	0.7	5	70
46	Willard Avenue	Longden Avenue	Las Tunas Drive	East Pasadena-East San Gabriel and City of San Gabriel ^A	3	0.7	5	60
47	California Boulevard	0.1 miles east of Brightside Lane	Michillinda Avenue	East Pasadena-East San Gabriel	2	1.0	5	60
48	Longden Avenue	San Gabriel Boulevard	Rosemead Boulevard	East Pasadena-East San Gabriel and Cities of San Gabriel and Temple City ^A	3	1.0	5	55

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Table 3-36: West San Gabriel Valley Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisory District	Priority Score
49	Temple City Boulevard	Duarte Road	Lemon Avenue	East Pasadena-East San Gabriel and City of Temple City ^A	2	0.5	5	55
50	Rosemead Boulevard ^C	Colorado Boulevard	Callita Street	East Pasadena-East San Gabriel	2	2.0	5	60
Total Mileage						65.7		

^A Part of project traverses through or along boundary of incorporated city

^B Proposed project requires on-street alignment between Maple Street and Titley Avenue and between Kinneloa Avenue and Del Mar Boulevard

^C Proposed segment overlaps with Early Action bicycle project identified by County of Los Angeles

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Table 3-40: Westside Planning Area Proposed Bicycle Facilities

Project ID	Segment	From	To	Community	Class	Mileage	Supervisory District	Priority Score
1	Fiji Way ^A	0.7 miles west of Admiralty Way	Admiralty Way	Marina del Rey	2	0.6	4	115
	Fiji Way	Admiralty Way	Lincoln Boulevard		3	0.1		
2	Palawan Way	Washington Boulevard	0.1 miles south of Admiralty Way	Marina del Rey	3	0.2	3,4	100
3	Bali Way	0.1 miles west of Marvin Braude Bicycle Path (Admiralty Way)	Marvin Braude Bicycle Path (Admiralty Way)	Marina del Rey	2	0.1	4	100
4	Mindanao Way	0.2 miles west of Marvin Braude Bicycle Path (Admiralty Way)	Marvin Braude Bicycle Path (Admiralty Way)	Marina del Rey	2	0.2	4	100

Table 3-40: Westside Planning Area Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisory District	Priority Score
5	Valley Ridge Avenue/ 54th Street	Stocker Street	Hillcrest Drive	Ladera Heights/ Viewpark-Windsor Hills	3	1.4	2	90
6	Via Dolce	Washington Boulevard	Via Marina	Marina del Rey and City of Los Angeles ^B	3	0.4	3, 4	85
	Via Marina	Via Dolce/ Marquesas Way	Channel Walk		3	0.8		
7	Fiji Way Proposed Bicycle Path	Fiji Way	Admiralty Way	Marina del Rey	1	0.7	4	85
8	Overhill Drive	Stocker Street	Slauson Avenue	Ladera Heights/	2	0.7	2	80
	Overhill Drive	Slauson Avenue	60 th Street	Viewpark-Windsor Hills	3	0.2		
9	Sepulveda Channel Proposed Bicycle Path	Washington Boulevard	Ballona Creek Bicycle Path	City of Los Angeles	1	0.8	2	80
10	Marvin Braude Proposed Bicycle Path	Washington Boulevard	0.1 miles south of Yawl Street	City of Los Angeles	1	1.1	3	75
11	62 nd Street/ Citrus Avenue/ 60 th Street	Fairfax Avenue	0.1 miles east of Overhill Drive	Ladera Heights/ Viewpark-Windsor Hills and City of Los Angeles ^B	3	0.7	2	70
12	Slauson Avenue	0.1 miles east of Buckingham Parkway	Angeles Vista Road	Ladera Heights/ Viewpark-Windsor Hills and City of Los Angeles ^B	3	1.6	2	70
13	Fairfax Avenue	Stocker Street	57 th Street	Ladera Heights/	2	0.6	2	65
	Fairfax Avenue	57 th Street	62 nd Street	Viewpark-Windsor Hills	3	0.4		
14	Centinela Avenue	Green Valley Circle	La Tijera Boulevard	Ladera Heights/ Viewpark-Windsor Hills and City of Los Angeles ^B	2	0.9	2	65
15	Angeles Vista Road	Slauson Avenue	Vernon Avenue	Ladera Heights/ Viewpark-Windsor Hills and City of Los Angeles ^B	2	1.6	2	65
16	Stocker Street	Fairfax Avenue	Santa Rosalia Drive	Ladera Heights/ Viewpark-Windsor Hills and City of Los Angeles ^B	2	2.0	2	50

Total Mileage**15.7**^A Proposed segment overlaps with Early Action bicycle project identified by County of Los Angeles^B Part of project traverses through or along boundary of incorporated city

LOS ANGELES COUNTY BICYCLE FACILITY TYPES AND ESTIMATED COSTS

There are four classes of bikeways, which are defined by the Caltrans Highway Design Manual that will be incorporated into the 2012 BMP Update. These classes include:

- Class I Bike Paths – These facilities are paved facilities separated from vehicular traffic and are for the exclusive use of bicycles and pedestrians.
- Class II Bike Lanes – These on-street facilities dedicate a portion of the roadway for the exclusive use of bicyclists by pavement striping and signage. The striped lanes delineate the right-of-way assigned to bicyclists and motorists.
- Class III Bike Routes – These bicycle facilities are marked by signage and pavement markings along the vehicular travel lane and establishes the lane as shared between motorists and bicyclists. Bicycle boulevards are a similar form of these facilities, but may also include traffic calming, traffic diverters, and other treatments to prioritize bicycle travel.
- Class IV Cycle Tracks – These on-street facilities dedicate a portion of the roadway for the exclusive use of bicyclists by pavement striping, signage, and a vertical element, such as a raised curb/median or other divider that provides physical separation.

The 2012 BMP only included Class I, Class II, and Class III bicycle facilities since Class IV facilities were not recognized in practice in 2012.

Bicycle facility costs can greatly differ depending on a variety of variables, such as pavement conditions, whether curbs or medians are required to be reconstructed, environmental and funding requirements, and location of the bicycle facility within the County, to name a few. A rough estimate of bicycle facility per-mile costs for each facility type are provided in the table on page 2.

Table 1 – Estimated Bicycle Facility Costs By Class

Facility Type	Typical Cost per Mile*
Class I Bike Path	\$6M-\$8M
Class II Bike Lane	\$210K-\$560K
Class III Bicycle Route	\$100K-\$300K
Class IV Cycle Track	\$1M-\$4.4M
Bicycle Boulevard	\$400K-\$800K

*Costs can vary greatly depending on project size, type, and location. The above costs were derived from typical County bicycle facility projects that had varying scopes along with adjustments based on typical project management experience.

**PUBLIC WORKS CALIFORNIA ACTIVE TRANSPORTATION CYCLES 6 AND 7
APPLICATIONS AND AWARDS**

Active Transportation Program Cycle 6 Applications and Awards

Project Name	Application Amount	Award Amount
Rosewood – San Pedro Street, et al.	\$10,730,800	\$10,730,800
A Line Station Connectivity in the unincorporated County	\$9,863,000	\$9,863,000
Lennox Vision Zero Traffic Safety Enhancements	\$1,141,000	\$1,141,000
Walnut Park Pedestrian Plan Implementation	\$2,445,000	\$2,445,000
West Whittier – Los Nietos Pedestrian Plan Implementation	\$5,232,000	\$5,232,000
Countywide Safe Route to School Program	\$750,000	\$750,000
Pedestrian Plans for Five High-Collision Disadvantaged Communities in the County	\$1,968,000	\$1,968,000
Eastern Avenue Complete Streets	\$760,000	N/A
San Gabriel Boulevard Regional Access	\$1,004,961	N/A
Cornell Road Bike Lanes	\$1,200,000	N/A
Total	\$35,094,761	\$32,129,800

Active Transportation Program Cycle 7 Applications and Awards

Project Name	Application Amount	Award Amount
Willowbrook Walk and Roll Pedestrian Safety Enhancements project ¹	\$7,990,000	\$7,990,000 recommended and pending approval
Norwalk Boulevard Vision Zero Quick-Build Pedestrian Safety project ²	\$803,000	\$803,000 recommended and pending approval
West Carson Pedestrian Safety project ³	\$1,175,000	pending – project on contingency list
Neighborhood Pedestrian Connections in East Rancho Dominguez	\$7,437,500	N/A
Pedestrian Connections to Atlantic Avenue	\$7,851,488	N/A
Lake Los Angeles Pedestrian Plan Implementation (Phase 1)	\$7,200,000	N/A
Cornell Road Bike Turnouts project	\$1,040,000	N/A
West Rancho Dominguez Walks: Providing Safer Access to Schools and Parks ⁴	\$7,990,000	\$7,990,000 recommended and pending approval
East Los Angeles Pedestrian Enhancements project	\$1,525,000	N/A
Total	\$43,012,638	\$16,783,000 recommended and pending approval

¹ The project was recommended for funding under the Active Transportation Program (ATP) Cycle 7 Metropolitan Planning Organization component and is pending Southern California Association of Governments (SCAG) approval in April 2025 and California Transportation Commission (CTC) approval in June 2025.

² The project is included in the SCAG Sustainable Communities Program Active Transportation and Safety Recommended project list. SCAG Regional Council will formally approve the ATP Regional Program in April 2025 and if approved, the project will be considered by the CTC for funding in June 2025.

³ The project is included in the SCAG Sustainable Communities Program Active Transportation and Safety contingency list and may be recommended for funding if projects on the recommended project list are unable to be carried out. SCAG Regional Council will formally approve the ATP Regional Program in April 2025 and if the project is removed from the contingency list and recommended, the project will be considered by the CTC for funding in June 2025.

⁴ The project was recommended for funding under the ATP Cycle 7 Statewide Component and approved by the CTC in December 2024.

POTENTIAL BENEFITS AND CHALLENGES OF DEVELOPING A MULTI-BENEFIT PROJECT

A list of potential benefits and challenges of developing a multi-benefit project that includes pavement, traffic safety, and mobility elements versus a standalone project is included in the tables below.

Potential benefits of developing a multi-benefit project
<ul style="list-style-type: none"> • Consolidation of projects provide an ideal time to modify all roadway infrastructure improvements from multiple plans into one project. • A consolidated project can be implemented with one schedule, potentially reducing multiple construction projects that occur before or afterwards. • There would be less community fatigue, such as during community outreach and construction. • Economies of scale may occur through consolidation of projects. • Completion of bicycle facility or other mobility network gaps can occur more quickly, through acceleration of projects. • Community ownership could occur more easily, as the public could see multiple projects completed.
Potential challenges of developing a multi-benefit project
<ul style="list-style-type: none"> • Equity impacts could occur if more extensive and expensive projects are created causing a reduction in the number of projects able to be funded. • Including all planned projects in a roadway corridor will extend the project schedule and increase the cost of what was originally a pavement project. • Grant deadlines and funding requirements define project schedules and completion dates for standalone projects, which may risk grant funding. • Projects may not be implemented at optimal times in terms of County-wide prioritization, including equity considerations. • If overall project delays occur with combined projects, increased liability and claims could potentially occur because of deteriorating pavement. • There are limited resources to accelerate all potential projects that overlap with pavement projects. • Community engagement can be more intense and longer with consolidation of multiple planned projects into one construction timeframe. • Multiple projects combined under acceleration with pavement projects will cost more overall. If any individual projects are delayed, the entire project will be delayed raising costs. • Plans, Specifications, and Estimates will need further development to consolidate into one design and construction package. • Pavement conditions could worsen while projects take longer to design and construct, leading to increased pavement treatment costs. • If a consolidated project becomes too complex, the ability to get a minimum number of responsive bids could be compromised. Contractors may not have experience to install all parts of a contract.

Potential challenges of developing a multi-benefit project

- Consolidation of projects could impact Job Order Contracting eligibility, limiting cost effective construction mechanism.
- There could be permits, environmental clearance, and multijurisdictional complexities, increasing risk of total project delay or cost overruns.
- There could be impacts on emergency projects that use roadway funding.
- The 5-year Road Maintenance and Rehabilitation Account plan has a limited budget and by adding other elements and extending the timeline of implementation, the pavement element of the project could become more expensive.

EVALUATION ON BEST PRACTICES OF OTHER JURISDICTIONS

Agency	Road Centerline Miles	Ordinance vs Internal Policy	Flexibility	Program Specific Details
San Diego, CA	3,000	Internal Policy	Policy does not mandate that safety, mobility, and pavement projects be constructed at the same time. However, if not feasible, standalone projects are implemented on their own schedules.	<p>The Complete Streets Policy defines the integration of Complete Streets, including project consolidation into plans and processes.</p> <p>The pavement management plan and the 5-year timespan promote coordination and scheduling ahead on projects.</p> <p>Coordination occurs across departments to define project combinations, avoid piecemealing projects, and define consolidated segments to be as long as possible.</p> <p>Once corridors are defined with all included projects other funding sources are pursued beyond general fund dollars.</p> <p>If the pavement project schedule is delayed when combining with other bicycle facilities projects, a determination is made whether to proceed with a combined project or create standalone projects.</p>
Seattle, WA	1,176	Ordinance	<p>Flexible but Complete Streets must be considered in planning process for a corridor with a pavement project.</p> <p>If there is lack of funding, or a project has feasibility or engineering aspects that require further efforts, the mobility project is not required to be implemented with the pavement project.</p>	<p>A Complete Streets Checklist is used for project coordination. The checklist is based on established criteria and a decision matrix to combine projects or implement as standalone projects.</p> <p>The checklist assists in defining the full vision of streets across all plans, how much funding is available, and what the timeline and overlap is.</p> <p>The city created a new division to coordinate all project information input and manage and validate the checklist process, and a complete streets steering committee.</p> <p>Utility projects are considered as well.</p>
Cambridge, MA	142 miles	Ordinance	Limited since the ordinance requires the implementation of bicycle facilities. Feasibility issues cannot override implementation. For	<p>Under the Cycling Safety Ordinance, there is a requirement to implement 25 miles of separated bike lanes.</p> <p>The city is two-thirds completed with their bicycle facilities installation, out of 25 total miles of planned bikeways.</p>

Exhibit 6

Agency	Road Centerline Miles	Ordinance vs Internal Policy	Flexibility	Program Specific Details
			example, if a project needs to remove on-street parking to fit a bicycle facility, the parking will be removed.	<p>Projects used quick build methods due to budgetary concerns and the need for speed in implementation.</p> <p>The 5-year plan that is coordinated with pavement improvements provides predictability for public expectations and for fiscal year planning by the city.</p> <p>A data-driven analysis is used to prioritize project segments, but City Council direction can modify some priorities.</p>
Somerville, MA	106 miles	Ordinance	<p>Flexible, the city ordinance requires project coordination, but consolidation into one construction project only when it is feasible to do so.</p> <p>Dedicating too much funding to consolidated projects could affect the ability to implement future projects.</p> <p>Bicycle facilities are not required for basic utility jobs, other small projects, such as single Americans with Disabilities Act improvements or catch basins, etc.</p>	<p>The city delivers three to four miles of protected bike lane miles per year.</p> <p>A priority matrix is used with multiple categories to prioritize streets.</p> <p>Engineering feasibility and utility conflicts are included in analysis.</p> <p>For conflicts, such as with transit priority and other overlay plans, the process determines if overall project is large enough in magnitude to build a protected bike lane.</p> <p>Artificial Intelligence is beginning to be applied, to help the city in conducting more in-depth analysis of data.</p> <p>Outreach is focused on overlaps with other events around the town as opposed to holding own meetings.</p> <p>Health and economic vitality are goals that drive the outreach process for bike plan implementation.</p>
Los Angeles, CA	7,400	Ordinance	<p>Limited, Measure HLA was passed by the voters.</p> <p>A Measure HLA subcommittee has been formed to plan for implementation logistics across departments.</p>	<p>The City Bureau of Street Services, the Bureau of Engineering, and the Los Angeles Department of Transportation work together to implement bicycle facilities.</p> <p>Measure HLA requires that planned bicycle and transit projects be implemented with street resurfacing. The committee has been working to define exceptions, such as slurry seal and restriping projects.</p> <p>Projects must be longer than one-eighth of a mile in length.</p>

Exhibit 6

Agency	Road Centerline Miles	Ordinance vs Internal Policy	Flexibility	Program Specific Details
				An Executive Directive is pending that would define a capital improvements plan to serve as the coordinating force across departments and projects.