Los Angeles Department Of City Planning

2010 BICYCLE PLAN

A COMPONENT OF THE CITY OF LOS ANGELES TRANSPORTATION ELEMENT

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Executive Summary

The 2010 Bicycle Plan (2010 Plan) represents a new commitment by Los Angeles to complete streets. It is part of a move away from the auto-centric approach of the past, and toward a sustainable transportation system-a system which supports motor vehicle use, but also enables the use of streets by other modes, such as bicycling, walking, and transit, and acknowledges the use of streets for other purposes, such as recreation, retail and public gatherings.

Bicycling has an overwhelming positive benefit for public health: a bicyclist gets healthier every mile that he or she rides, rarely injures others in a collision, and doesn't pollute. Bicycling's claims on public space are substantially less than those of other modes. Bicycle lanes, for example, take about as much space as a sidewalk, and substantially less than a lane of parking, and bike parking takes up negligible square footage.

The 2010 Plan designates an ambitious 1,684 mile bikeway system and introduces a comprehensive collection of programs and policies. Among the elements of the 2010 Plan are several innovations in bicycle planning for Los Angeles. Four of them deserve special mention: a Citywide Bikeway System comprised of three bikeway networks, Bicycle Friendly Streets, the bundling of programs and policies into ten categories, and a multi-pronged implementation strategy.

The 2010 Plan introduces three new bikeway Networks: the Backbone, the Neighborhood Network, and the Green Network. The character, choice of street segments, and processes of implementation for these three networks are intertwined, and build off the existing 334 miles that have been installed over the past thirty plus years. These networks give life and character to the 2010 Plan's ambitious 1,684 bikeway system.

The 2010 Plan introduces the Bicycle Friendly Street (BFS). A Bicycle Friendly Street uses a holistic engineering approach to render a neighborhood street extremely inviting to bicyclists (and pedestrians). By introducing signage, pavement markings, bulb-outs or even traffic diverters, a BFS creates a pleasant and safe environment for relaxed riding, especially for bicyclists more sensitive to motor vehicle traffic. The creation of BFSs will restore

an environment where parents will, for the first time in decades, encourage their children to ride in Los Angeles.

Because the 2010 Plan is so comprehensive, the list of policies and programs is formidable. In order to organize these policies and programs, the plan sorts them into ten categories. These ten categories are based on the widely respected "Six E's" of bicycle planning - equity, engineering, education, enforcement, encouragement, and evaluation - with two additional E's added to the mix: environment and economics. By building off the respected framework of the Six E's, the specifics of the plan are easier to understand and readily compared with other cities.

Finally, the 2010 Plan comes with dynamic implementation procedures built in. The 2010 Plan includes a Five-year Implementation Strategy that details the sequencing and priorities for the selection and installation of new bikeway facilities. Since the circumstances affecting implementation of both infrastructure and non-infrastructure programs are unpredictable and shifting, the 2010 Plan introduces a dynamic solution. Two groups, the existing City's Bicycle Advisory Committee along with a new entity, the Bicycle Plan Implementation Team will monitor, assist and advise the implementation efforts. These groups, comprised of city staff from relevant departments, cycling community members, as well as local agencies and municipalities, create an opportunity for bike plan stakeholders to develop a rapport and thus facilitate the implementation process.

Collectively, the various strategies and components of the 2010 Plan assist the City to meet the

Photo Credit: Will Campbell

three goals that have been established by this Plan: increase the number and types of bicyclists who bicycle in the City; make every street a safe place to ride a bicycle, and make the City of Los Angeles a bicycle friendly community.

The 2010 Plan was created through intensive collaboration between the Department of City Planning, the Department of Transportation, members of a multi-agency Technical Advisory Committee, the bicycling community, and the City's consultant team, Alta Planning + Design. The 2010 Plan reflects best practices from cities around the country; it is the product of extensive public input, research, and detailed field work. Collectively the policies, programs, projects and recommendations in this 2010 Plan will create an environment that increases, improves and enhances bicycling in the City as a safe, healthy, and enjoyable means of transportation and recreation for bicyclists as diverse as the general population.

Implementation of the 2010 Plan depends on four factors:

1. *Political support;*
2. *Significant and sustained funding for projects and staff, particularly by prioritizing bicycle projects in federal, state, and local transportation programs;*
3. *A commitment by key city agencies to implement the recommended strategies;*
4. *A strong partnership with Los Angeles' bicycling community.*

Photo Credit: Will Campbell

Plan Organization

The 2010 Bicycle Plan (2010 Plan) is organized into five chapters plus a Technical Design Handbook and all appendices.

Orientation

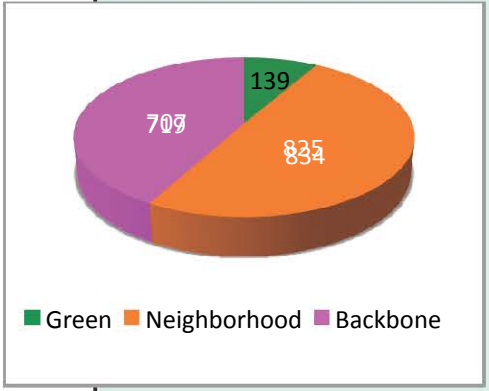
1 This Chapter articulates the Purpose of the 2010 Plan to increase, improve and enhance bicycling in the City as a safe, healthy, and enjoyable means of transportation and recreation, and describes the 2010 Plan's relationship to other City and County plans.

Bicyclists

2 This Chapter describes, utilizing local and national statistics, the variety of existing as well as potential bicycle riders, and articulates the growing interest in transforming the City from a transportation system fixated on moving vehicles to a multi-modal approach to mobility. This Chapter further describes the recent legislative actions that are propelling the City and municipalities across the State to adopt this multi-modal approach to transportation. This new approach recognizes the role of bicyclists, pedestrians, and transit and the benefits to reducing greenhouse gas emissions, congestion, and obesity levels that result from shifting from an auto-centric approach to a multi-modal strategy.

Bicycling

3 This Chapter introduces the three new bikeway networks: the Backbone Bikeway Network (719 Miles), the Neighborhood Bikeway Network (825 miles), and the Green Bikeway Network (139 miles) that together comprise the Citywide Bikeway System. Each network has a distinctive character but they all work together to support a variety of bicyclists. This Chapter also provides a brief description of each of the ten topic areas (Equity:Streets, Equity:Parking, Equity:Transit, Encouragement, Education, Enforcement, Engineering and Maintenance, Economics:Financing, Evaluation and Cooperation, and Environment) around which the 2010 Plan's more than 200 programs are organized.



Policies and Programs

4 The 2010 Plan introduces new goals, objectives, policies and programs as well as updated and strengthened policies and programs from the 1996 Plan. The overarching commitment of the 2010 Plan is to increase, improve and enhance bicycling in the City as a safe, healthy, and enjoyable means of transportation and recreation. In order to fullfill this commitment the 2010 Plan establishes three goals:

Goal: Increase the number and types of bicyclists who bicycle in the City.

Goal: Make every street a safe place to ride a bicycle.

Goal: Make the City of Los Angeles a bicycle friendly community.

Each goal is supported by three to four objectives under which are organized a variety of policies and programs. Collectively the policies and programs increase bicycle ridership, increase awareness, implementation, and use of the bicycle networks, expand bicycle parking options, integrate bicycling with the transit system, introduce and identify locations for the Clean Mobility and Multi-Mobility Hubs, expand motorist and bicycle education, provide guidance to City departments regarding funding and the development, maintenance, and implementation of bikeways and support facilities.

Implementation

5 This Chapter describes the bikeway miles designated in the two previous bicycle plans of 1977 and 1996 along with the miles and funding allocated to date. The Chapter further describes the 5-Year Implementation Strategy and the funding and collaboration that will be needed to implement the three Networks and the mobility hubs.

Appendices:

A Definitions and Glossary

Appendix A provides a glossary of definitions and acronyms for commonly used terms in the 2010 Plan and bicycle planning generally.

B Funding Sources

Appendix B provides a primer on the federal, state, county and local funding sources available for bicycle planning, engineering and implementation projects.

C Bicycle Transportation Account

Appendix C demonstrates the City of Los Angeles' compliance with the State of California's Bicycle Transportation Account (BTA) requirements, and establishes the City's eligibility for applying for these funds.

D Matrix

The matrix in Appendix D identifies each of the bikeway segments illustrated in the maps described below. The matrix identies the name of the bikeway segments, the beginning and end points of each segment, the estimated mileage of the segment and its current status: existing or future.

Maps

The maps in Appendix D display the designated bicycle facilities in the 2010 Plan. The three map types are displayed at a citywide scale and each map type is described below:

The **Designated Bikeways Map** illustrates the vision for all existing, funded or future bicycle paths, bicycle lanes, bicycle routes and bicycle friendly streets throughout the City and their connections to surrounding geographic areas.

The **Citywide Bikeway System** illustrates the bicycle facilities designated on the Backbone and Neighborhood, and Green Bikeway Networks.

The **Existing and Funded Bikeways Map** displays the bikeways built to date, and those that have been funded and slated for design and construction. All other designated facilities that are not existing or funded bikeways are future bikeways and are not included on this map.

Photo Credit:LADOT Bike Blog

Chapter 1
Orientation

This chapter describes the purpose of the 2010 Bicycle Plan (2010 Plan), the 2010 Plan's relationship to City and County plans, and the 2010 Plan's public participation process.

Purpose

The purpose of the 2010 Plan is to increase, improve, and enhance bicycling in the City as a safe, healthy, and enjoyable means of transportation and recreation. Toward that end, the 2010 Plan establishes policies and programs to increase the number and type of bicyclists in the City, to make every street a safe place to ride a bicycle and to transform Los Angeles into a bicycle-friendly community.

The 2010 Plan is a comprehensive update of the City's existing Bicycle Plan. The existing Bicycle Plan was originally adopted by the City Council in 1996. It was re-adopted in 2002 to update the document as required by the State of California's Bicycle Transportation Account (BTA) and re-adopted without additional changes in 2007. The 2010 Plan is a part of the Transportation Element of the City's General Plan and is the City's blueprint for meeting the needs of all bicyclists. It establishes long-range goals, objectives and policies at a citywide level and contains a broad range of programs that constitute the steps the City intends to take in order to become a more bicycle-friendly Los Angeles.

The goals, objectives, policies and programs of this 2010 Plan were influenced by community input and formulated to be consistent with City and regional plans as well as statewide policies. The 2010 Plan is to be used by: the City Council, the Mayor, the City Planning Commission, the Board of Transportation

Bicycle Transportation Account

In September 1993 the State of California (State) adopted Senate Bill 1095 which established the Bicycle Transportation Account (BTA). In order to receive BTA funds a jurisdiction's Bicycle Plan is required to include data, maps, and information about bicycle commuters, land uses, bikeways, bicycle parking, transit, education, community engagement, relationship to other plans, proposed projects, and funding needs. In October 1997 the State adopted Assembly Bill 1020 which increased statewide funding for the BTA from $1 million to $7 million.

Commissioners, the Board of Public Works, the City's Bicycle Advisory Committee, other concerned governmental agencies, residents and property owners throughout the City, and private organizations concerned with urban planning, civic betterment, transportation and recreation. For City policymakers this 2010 Plan provides: a reference to be used in connection with their actions on various City development matters as required by law; guidance for decisions regarding allocation of funding for bicycle projects and programs; and technical guidance for the development and implementation of facilities.

Measure R

In November 2008, the voters in Los Angeles County approved Measure R, which provides an additional one-half cent sales tax increase for 30 years to make a variety of improvements to the County's transportation system. As part of this funding stream, the City receives a 15 percent Local Return share that is projected at an estimated $2 billion over the life of Measure R initiative. Collection of the Measure R sales tax receipts began on July 1, 2009 and the Los Angeles County Metropolitan Transportation Authority (Metro) the administrating agency, made the first disbursement of funds to the City in December 2009.

Relationship to Other Plans

General Plan

California state law requires that cities prepare and adopt a comprehensive, integrated, long-term General Plan to direct future growth and development. The General Plan is the fundamental policy document of a city. It defines how the City's physical and economic resources are to be managed and utilized over time. Decisions by a city with regard to the use of its land, design and character of buildings and open spaces, conservation of existing and provision of new housing, provision of supporting infrastructure and public and human services, and protection of residents from natural and man-caused hazards are guided by and must be consistent with the General Plan.

State law requires that the General Plan must contain seven elements: land use, transportation, housing, conservation, open space, noise, and safety. In addition, the City has adopted an overarching "Framework Element" discussed below. There must be internal consistency among the elements.

Framework Element (2001)

The City's General Plan Framework Element is the citywide plan that establishes how Los Angeles will grow in the future. The Framework Element is a strategy for long-range growth and development, setting a citywide context for the update of Community Plans and citywide elements. The Framework Element responds to State and Federal mandates to plan for the future by providing goals, policies, and objectives on a variety of topics, such as land use, housing, urban form, open space, transportation, infrastructure, and public services.

Transportation Element (1999) - Technical Update Approved (2002)

The Transportation Element of the General Plan guides the development of a citywide transportation system to provide for the efficient movement of people and goods. Its primary emphasis is placed on maximizing the efficiency of existing and proposed transportation infrastructure through advanced transportation technology, reduction of vehicle trips, and focusing growth in proximity to public transit. To further the goal of vehicle trip reduction while providing additional mobility opportunities in the City, the Transportation Element calls for an integrated system of bikeways that provide "access to employment opportunities, essential services and open space." Originally adopted as part of the Transportation Element in 1996 and readopted in 2002 and 2007, the 1996 Bicycle Plan provides the starting point

for many of the policies, programs and infrastructure projects recommended in this new 2010 Plan.

Land Use Element - 35 Community Plans

The City's 35 Community Plans constitute the Land Use Element of the City's General Plan. They implement, at a community level, the citywide goals and policies established in the overarching General Plan Framework and all other elements of the General Plan. The Community Plans are intended to promote an arrangement of land uses, streets, and services which will encourage and contribute to the economic, social and physical health, safety, welfare and convenience of the people who live and work in each of the City's 35 communities. While the 2010 Plan provides a citywide approach to enhancing bicycle transportation across the City, Community Plans provide the necessary focus for bicyclists at the community level. In this way, localized recommendations that address community-specific conditions can be developed in each of the Community Plans that are consistent with and complementary to this citywide 2010 Plan.

Photo Credit: Los Angeles Cycle Chic Blog

Other Citywide Plans

In addition to the General Plan, the City occasionally adopts long-range vision plans that provide further guidance to the City in establishing priorities for funding, future policy decisions and staff resources. In the past few years the City adopted two documents that have particular relevance to the 2010 Plan: the Los Angeles River Revitalization Master Plan and the Department of Recreation and Parks Community-Wide Needs Assessment.

Los Angeles River Revitalization Master Plan (2007)

The Los Angeles River Revitalization Master Plan (LARRMP) provides a vision for the 32 miles of the Los Angeles River within the City limits. This vision balances multiple goals including flood protection, water quality, open space, habitat, recreation and non-motorized transportation opportunities. Recommendation 4.12 of the LARRMP calls for the continued "development of non-motorized transportation and recreation elements including bicycle and pedestrian paths and multi-use trails in the River and tributary rights-of-way." Nearly 80 bridges cross the Los Angeles River in the City of Los Angeles. Of these 80 bridges, 10 have bicycle access and another seven have funds set aside for improving bicycle access. This 2010 Plan recognizes the significant role that the Los Angeles River plays in Los Angeles' environmental, non-motorized transportation and recreational identity. The 2010 Plan incorporates the recommendation of the River Revitalization Master Plan to provide a continuous bicycle path along the south and west sides of the LA River and identifies connections to the River in order to enhance access to existing and future segments of the River path for non-motorized transportation and recreation.

Los Angeles Department of Recreation and Parks Community-Wide Needs Assessment (2008)

The Los Angeles Department of Recreation and Parks' Community-Wide Needs Assessment (Needs Assessment) identifies, quantifies and prioritizes the residents' needs for recreation and open space throughout the City of Los Angeles. The Needs Assessment is the first step in a citywide park master plan and a five-year capital improvement plan. The Needs Assessment used both a community outreach process as well as GIS analysis to gather data for the assessment. The extensive community outreach process included community leaders, stakeholders and other members of the public in interviews, focus groups, community forums and surveys. When asked which parks and recreation facilities residents experienced

a need for, the majority of the community, 63%, identified the need for walking and bicycling trails. This 2010 Plan addresses the needs identified in the Needs Assessment by enhancing the access to existing and future bicycle paths for transportation and recreation.

Countywide Plans

Southern California Association of Governments (SCAG) Regional Transportation Plan and Non-Motorized Transportation Report (2008)

The 2008 Regional Transportation Plan (RTP) is a $531.5 billion plan that provides a regional investment framework to address the region's transportation and related challenges. It relies on strategies that preserve and enhance the existing transportation system and integrate land use into transportation planning. The RTP supports non-motorized transportation (including walking, bicycling and other related forms) through promoting development that is less dependent on automobiles, increased transit service and use, and congestion and air pollution reduction. It also has policies that encourage the development of bicycle and pedestrian incentive policies, and changes in development patterns for both new and redeveloped communities. The Non-Motorized Transportation Report of the RTP is a technical and policy document that guides, supports and encourages the development of county and city bicycle and pedestrian networks, facilities and other non-motorized programs for the SCAG region. Particular emphasis is placed on increasing bicycling and walking as a commute option and improving safety for all forms of non-motorized transportation.

Metro Long Range Transportation Plan (2009)

Los Angeles County Metropolitan Transportation Authority's (Metro)'s 2009 Long Range Transportation Plan (LRTP) takes a

Photo Credit: Gary Leonard

30-year look ahead to determine what transportation options the county's residents will need to get around the County. The 2009 LRTP updates changes that have occurred since the 2001 LRTP, including growth patterns, the latest technical assumptions, climate change issues and incorporates planned Measure R projects. It recommends transportation projects to be implemented through 2040, and other projects that may be funded if additional revenue sources become available.

Metro Bicycle Transportation Strategic Plan (2006)

The Bicycle Transportation Strategic Plan (BTSP), developed by the Los Angeles County Metropolitan Transportation Authority (Metro), informed the development of the 2010 Plan in key areas. It provides an inventory of existing and planned facilities in jurisdictions bordering the City; and assists in the identification of routes that may eventually provide continuity for bicyclists. The BTSP also outlines a strategy for prioritizing regional bikeway projects. As the Regional Transportation Planning Agency for Los Angeles County, Metro is the primary local funding source for bicycle transportation.

Metro Enhanced Public Outreach Project (2005)

The primary focus of the Metro Enhanced Public Outreach Project (EPOP) was to prepare the BTSP and "gain a better understanding of the needs, perceptions and travel behavior of all bicyclists, focusing on those in communities with low income and high transit use." The EPOP expanded the concept of the typical bicycle commuter and provided evidence that while the bicycling population is diverse, the needs and preferences of bicyclists, particularly in regards to infrastructure, are generally consistent. As a result, the City's 2010 Plan provides policies, programs and facilities to serve a diverse population of existing and future bicyclists.

Metro Eastside Light Rail Bike Interface Plan (2003)

The primary focus of the Metro Eastside Light Rail Bike Interface Plan (BIP) was to create a community transportation plan that integrates the bicycling needs of residents with the Gold Line Eastside Extension. The plan identifies bikeway facilities and design options for the communities within the project area. This 2010 Plan supports the needs identified in the BIP by enhancing accessibility to future transit stations in the area.

Los Angeles County River Master Plan (1996)

The Los Angeles River Master Plan (LARMP) provides for the optimization and enhancement of aesthetic, recreational, flood control and environmental values for the 51 miles of the Los Angeles river by creating a community resource, enriching the quality of life for residents, and recognizing the river's primary purpose for flood control. The 2010 Plan supports the goal of the LARMP to provide a continuous regional greenway and trail system along the Los Angeles River and identifies connections to the river in order to enhance the access to existing and future segments of the river path for non-motorized transportation and recreation.

Los Angeles County Bicycle Plan (1976)

The intent of the Los Angeles County Bicycle Plan (LACBP) is to "guide the development of an interconnected network of countywide bicycle corridors." The LACBP recognizes how a connected network supports both recreational and utilitarian bicycling. The LACBP currently is being updated by the County's Public Works Department.

Public Participation

Public participation in the development of the 2010 Plan initiated with four public workshops from February to March in 2008. The workshops were held in the San Fernando Valley, Central Los Angeles, West Los Angeles and the Harbor areas. The website www.labikeplan.org was launched during the same time period to provide a location for the public to submit bicycle route suggestions and provide written comments. The materials presented at the public workshops were posted on the project website.

Over the next year (March 2008-May 2009) City staff made presentations to, and received feedback from, various groups including Neighborhood Councils, university students, and bicycle advocacy groups. In May 2009, the first draft of the maps was released which was followed in September 2009 by the release of the first draft of the 2010 Plan.

Following the release of the 2010 Plan in the fall of 2009 five public workshops were held between October and November 2009. During the public comment period which extended from May 2009 to January 2010 over 1,000 public comments were received by letter, comment card, e-mail and via an on-line comment form. A comprehensive list of public comments was compiled and made available via the project website. In particular an extensive number of suggestions were received on potential bicycle routes. These route suggestions were compiled and made available on the project website. And finally, an electronic survey was conducted to assess community preferences regarding bicycle infrastructure, policies and programs. The survey received over 1,000 responses. A summary of the survey is available on the project website.

Photo Credit: LADOT Bike Blog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Chapter 2
Bicyclists

This Chapter seeks to quantify the estimated number and variety of existing and potential bicycle users that are in the City of Los Angeles and to describe the personal and environmental benefits that result from an increase of bicycle activity.

Across the City, Angelenos, including college students, construction, retail and restaurant workers, recreational and health enthusiasts, white collar professionals, school-aged children, and even senior citizens are jumping on their bicycles and reclaiming the streets and paths of Los Angeles. This 2010 Plan seeks to assist and nurture those individuals and families who are riding their bicycles today, identify strategies to encourage bicyclists to ride more frequently, and create opportunities for those who have not yet felt comfortable riding a bicycle in the City.

While trip data exists that quantifies the percentage of daily trips that are attributable to bicyclists[1] and census data provides information on the estimated number of bicyclists who commute to work[2] there have been no previous efforts to formally quantify the total number of bicyclists who ride within and through the City. But, increasing bicycle sales[3], observations of an increase in bicyclists on the City streets[4] and bicycle paths, combined with national statistics[5] indicate that there is an active and growing bicycle population. With the average bicycle trip length for an adult bicycle rider of four miles, and a younger person's average trip length of .5 miles,[6] there are many opportunities to bicycle to local destinations, rather than use a car.

[1]Year 2000 Post-Census Regional Travel Survey, Southern California of Governments, Table 21: Total Number of Trip Type and Travel Mode by County

[2]US Census 2000

[3]"In 2005, U.S. Consumers bought 19.8 million bicycles. That's 4.4 million more than all of the cars and trucks purchased in the U.S. that year. (National Bicycle Dealers Association, Bureau of Transportation Statistics.

[4]LA Bike Count, Every Cyclist Counts, Los Angeles Bicycle Coalition, www.la_bike.org.

[5]"Nearly 40% of adults in the U.S. ride bicycles." "The number of Americans who ride bicycles is greater than all those who ski, golf, and play tennis combined". (National Sporting Goods Association)

[6]LA County Metropolitan Transportation Authority Long Range Transportation Plan Off-Model Analysis Methodology – Bikeway Category, September 2000.

Increased awareness of the health benefits of bicycling coupled with growing concern about the increasing costs and environmental impacts of owning and operating a motor vehicle have led many people to either rediscover bicycling as a form of recreation or transportation or to embrace it for the first time[7].

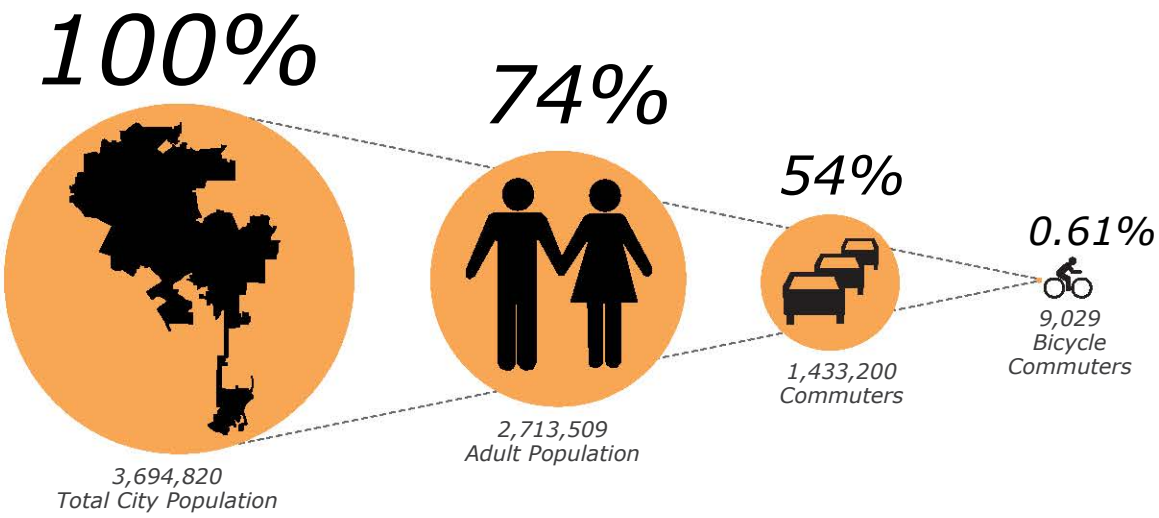
Bicycle riders differ in the frequency with which they ride, the purpose for which they ride, and their level of bicycle experience. Unfortunately, bicycle data does not reflect these distinctions nor reflect the complexity of ridership patterns. For example the Census provides bicycle commute percentage data, but it only represents the percentage of the total number of bicycle commuters who are bicycling on a given day. It does not capture the full spectrum of cyclists, such as those who ride one day a week or two days a month, nor does it capture the daily cyclists who use the bicycle for a portion of their commute and utilize some other form of transportation (e.g. bus) for the remainder of their commute distance (these trips are considered transit trips in the Census data).

Bicycling Population

The Census data does provide information about the number of bicyclists commuting to work each day. Based on the 2000 Census the City had 3,694,820 people of which 2,713,509 were adults (18 years of age or older). Of this adult population 1,433,200

[7] *www.bikesbelong.org*

Daily Bicycle Commuting

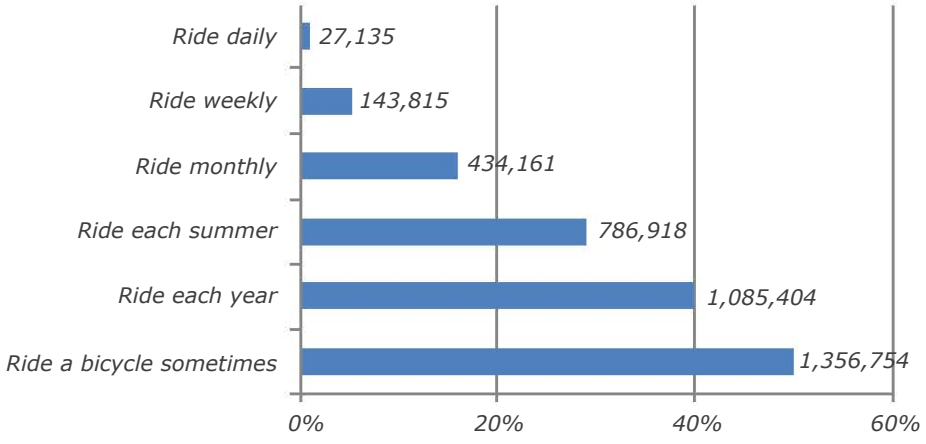


are categorized by the Census as commuters, and of these commuters 9,029 or 0.61% commuted to work by bicycle each day. Since 2000 interest in bicycling has continued to grow and the 2008 American Community Survey revealed that the City's share of bicycle commuting rose from its 2000 level of 0.61% to 0.90%, which is a full 48% increase in eight years.

In 2009, Gary Barnes and Kevin Krizek developed a tool for estimating bicycle demand[8]. The found that while the daily bicycle commuter count represented only a snapshot of bicyclists who rode on a daily basis for a specific purpose (commuting), it was nonetheless a reliable measure for estimating the frequency with which adult bicyclists would ride, regardless of the purpose (recreation, commuting, fitness, racing or sport). They concluded that bicycle commute shares ranging from 0.1% to 1.4% led to an expected overall daily adult bicycle usage of 1%. They further substantiated that this data could be used to conclude the frequency with which bicyclists (of all types and reasons) would choose to ride. Their data, corroborated by on-site observations in multiple cities, including Los Angeles, revealed that (regardless of purpose) 5.3% of adults bicycle at least once on a weekly basis, another 16% bicycle monthly, 29% ride in the summer, 40% bicycle each year, and a full 50% sometimes ride a bicycle, although not necessarily each year.

[8]Journal of the Transportation Research Board, "Estimated Bicycling Demand"

Frequency of Bicycle Riders in the City



Total City population of 3,694,820 as per 2000 census.

Based upon these statistics it can be concluded that using the City's 2000 Census, 27,135 adult bicyclists ride each day (3 times the number captured by the Census' tally of daily bicycle commuters), 143,815 ride weekly, 434,161 ride monthly, 786,918 ride each summer, 1,085,404 ride each year, and 1,356,754 are occasional riders.

In addition to the Barnes/Krizek data, the Southern California Association of Governments (SCAG) developed a Regional Travel Survey (Survey) to evaluate the variety of transportation trips taken in Los Angeles County and the modes used for the trips. This Survey also revealed that in Los Angeles County 1% of daily trips were made by bicycle. Assuming again the City's adult population of 2,713,509 and that each person typically makes 3.7[9] trips per day for a total of 10,039,983 trips, than 1% of those trips would equal 100,300 bicycle trips each day.

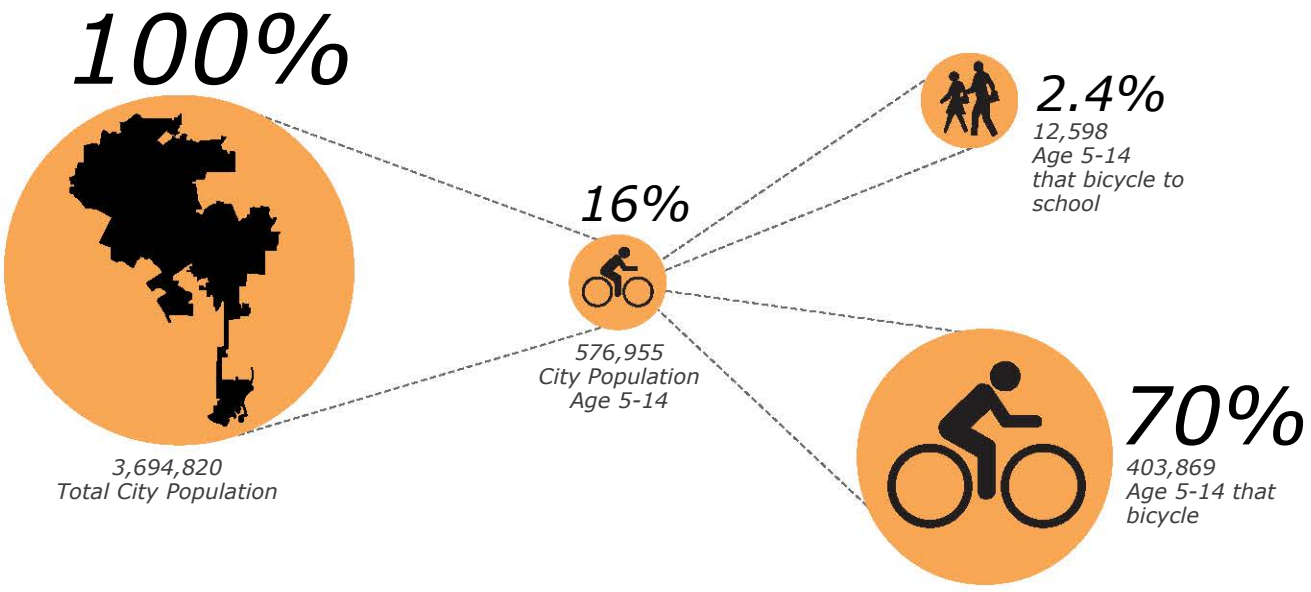
Youth

Adults (including seniors) are not the only ones who are riding their bicycles today. It has been reported that 70%[10] of all children between the ages of 5 and 14 ride a bicycle. The most recent National Sporting Goods Association Sports Participation report summarizes the participation frequency of children between the ages of 7 and 17 from January to December 2009. According to

[9]SCAG

[10]Bicycle related injuries among children and adolescents in the US. Mehan, T., et al., 20009

School Age Bicycling Population



this data, 11% of children ride frequently, 53% of children ride occasionally, and 35% of children ride infrequently. As reported in the 2000 Census there were 576,955 children in the City between the ages of 5 and 14. Seventy percent of this population is 403,869. This population figure closely mirrors the City's K-8 population (524,925 students) reported in the 2000 Census of whom 2.4% or 12,598 indicated that they are bicycling to school.

Given that youth are generally inclined to bicycle[11] it is perhaps surprising that so few children ride their bicycle to school. The low rates, however, may be explained by a recent study of the U.S. Centers for Disease Control which found that traffic-related dangers were cited by 30% of parents as a barrier to bicycling to school. Unfortunately, as described by the Safe Routes to School[12] in their article "The Decline of Walking and Bicycling," "as motor vehicle traffic increase parents become more convinced that it is unsafe for their children to walk or bicycle to school. They begin driving them to school, thereby adding even more traffic to the road and sustaining the cycle." [13]

But, as an antidote, a 2007 analysis of California schools showed that Safe Routes to School infrastructure improvements increased bicycling and walking by up to 200%.[14]

Therefore, given the high number of children who ride a bicycle today, there is opportunity to increase the number of students who bicycle to school in Los Angeles once improved facilities and educational programs are in place at local schools that have the support of parent groups and the school administration.

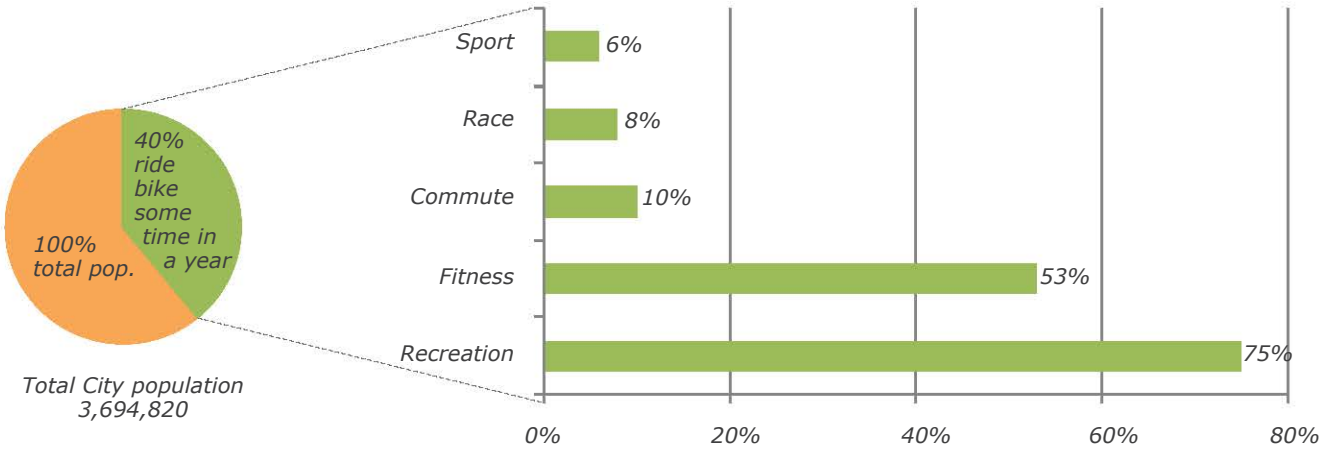
[11]The 2008 Outdoor Recreation Participation Report cited bicycling as the most popular outdoor activity for youth between the ages of 6 and 17. This age group nationwide had 1.15 million outings in 2008 for an average of 74 outings per bicyclist.

[12]U.S. Centers for Disease Control and Prevention, http://www.saferoutesinfo.org/guide/introduction/references.cfm#why-note4.

[13]The Decline of Walking and Bicycling, http://www.saferoutesinfo.org/guide/introduction/the_decline_of_walking_and_bicycling.cfm.

[14]Safe Routes to School Safety and Mobility Analysis: A report to the California legislature, California Department of Transportation, Ornstein, M., et al., 2007

Variety of Bicycle Use



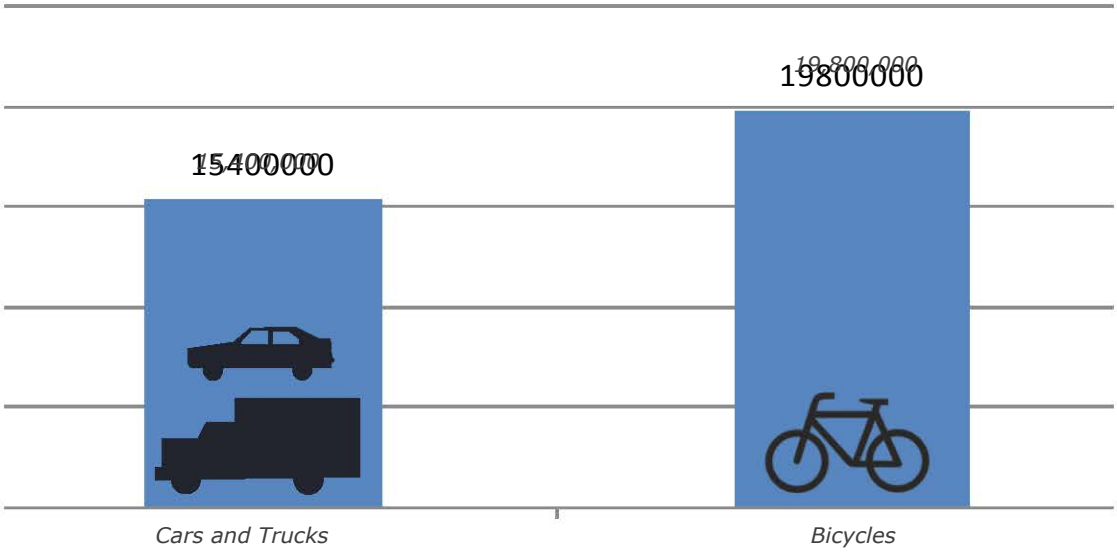
The Popularity of Bicycling

Bicyclists ride not only at varying degrees of frequency but for many different reasons. It was reported by the Bicycle Market Research Institute in 2006 that 75% of adult bicyclists ride for recreation, 53% ride to stay fit, 10% of bicyclists use it for commuting, and finally, another 8% race, and 6% use the bicycle for some form of sport. (Some bicyclist's ride for multiple reasons and therefore the numbers add up to more than 100%.) Based on this preference data, and assuming that 40% of the City's adult population (or 1,085,404) ride a bicycle at some point within the year, it can be concluded that 792,345 adults ride for recreational purposes, another 575,264 ride for fitness, 108,540 use their bicycle to commute, 86,832 race their bicycle, and finally 65,124 bicycle for sport.

Two other compelling national statistics further bolster the bicycle ridership data suggested by Gary Barnes and Kevin Krizek: "In 2005, U.S. consumers bought 19.8 million bicycles. That's 4.4 million more than all the cars and trucks purchased in the U.S. that year;"[15] according to the National Sporting Goods Association, "the number of Americans who ride bicycles is greater than all those who ski, golf, and play tennis combined."

[15] *National Bicycle Dealers Association, Bureau of Transportation Statistics.*

Bicycles and Vehicles Purchased in 2005



Source: National Bicycle Dealer Association, Bureau of Transportation Statistics

Bicycle Commuting Trends

In 2008, the League of American Cities and the Alliance for Biking and Walking, published American Community Survey: Bicycle Commuting Trends, 2000 to 2008[16] which provided bicycle commuting data for the nation's 70 largest cities. The data included cities which have already attained Bicycle-Friendly Community (BFC) status as well as those, like Los Angeles, that have not. The chart on the following page illustrates the share of bicycle commuters as well as the percent change in bicycle commuting for the United States, the 70-city average, the 43 largest non-BFC Cities, the BFC average, and the five top-rated BFC cities as well as Los Angeles and New York.

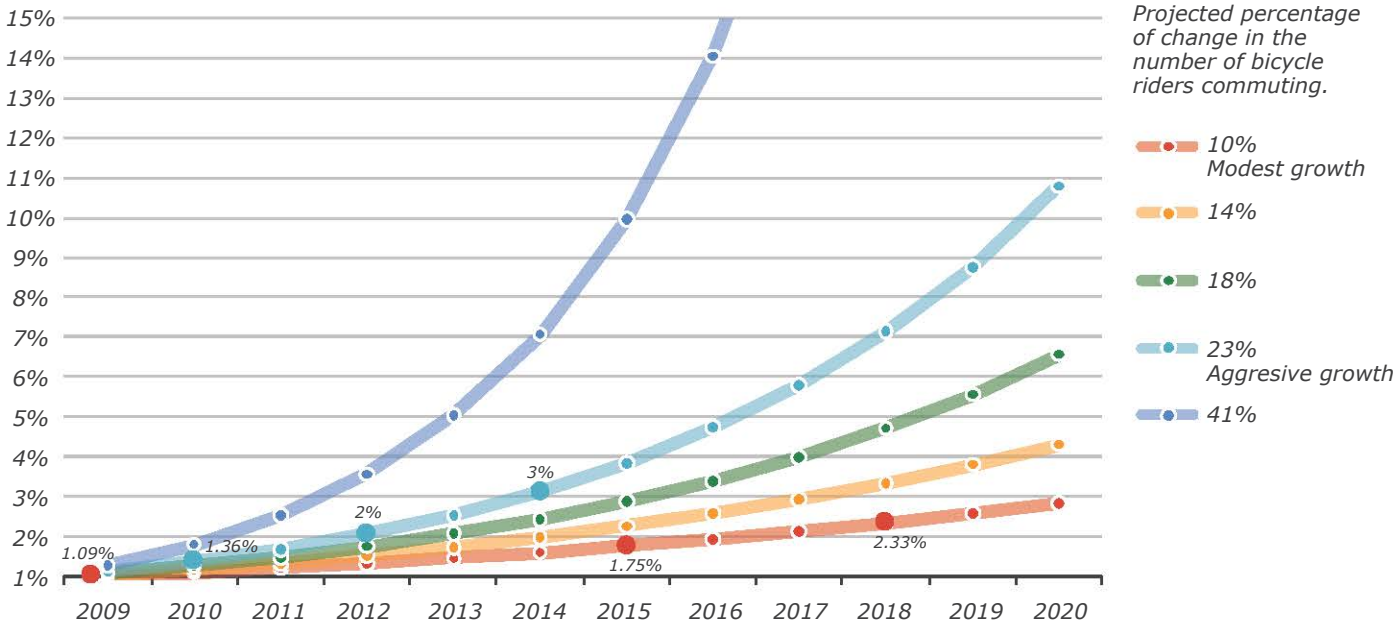
The Survey provides useful data from which to project future bicycle commuting trends in Los Angeles. Given the high numbers of bicyclists who are already riding with some frequency, the 48%

[16]League of American Bicyclists, American Community Survey: Bicycle Commuting Trends, 2000 to 2008.

Bicycle-Friendly Community (BFC)

In 1996 the League of American Bicyclists developed the Bicycle Friendly Community Program (Program) award designation. The Program provides incentives, hands-on assistance, and award designation for communities that actively support bicycling. A BFC welcomes cyclists by providing safe accommodation for bicycling and encouraging people to bike for transportation and recreation. Since the advent of the Program, 141 cities have qualified for BFC designation: three have received the highest Platinum ranking, 10 have achieved Gold, 25 received Silver and the balance received the Bronze rating. Designation rating is based upon responses to questions in five categories (Engineering, Education, Encouragement, Enforcement, and Evaluation and Planning) regarding a city's facilities, policies and support programs. The City applied in 2007 and received an Honorable Mention.

Bicycle Commuter Trend in Los Angeles



increase in bicycle commuting in Los Angeles between 2000 and 2008, and the dramatic increase (41%) of bicycle commuting from 2007 to 2008, it is reasonable to expect continued growth in the number of bicyclists who commute, especially as additional facilities are developed. If a modest annual growth rate of 10% is assumed, which is comparable to the national average for the nation's largest 43 Non-Bicycle Friendly Communities[17] then bicycle commuting in Los Angeles has already reached 1.09% and could be expected to reach 1.75% by 2015 (Portland's 2000 bicycle commuter rate) and 2.33% by 2018. If a more aggressive rate of growth of 23% is used, which is the annual average

[17]Bicycle Friendly Community- See Definition Section

Bicycle Commuter Trend in Various Cities

				Percent Change Bicycle Commuting			Share of Bicycle Commuters				
BFC Status	Geography	Rank by Population	2008 Rank by Bike	2000 to 2008	2005 to 2008	2007 to 2008	2008	2007	2006	2005	2000
	United States	n/a	n/a	43.36%	35.83%	14.35%	0.55%	0.48%	0.45%	0.40%	0.38%
	70 city average	n/a	n/a	48%	24%	18%	0.93%	0.79%	0.72%	0.75%	0.63%
	43 Largest NON-BFC Cities	n/a	n/a	23%	14%	10%	0.57%	0.51%	0.50%	0.50%	0.46%
	BFC average	n/a	n/a	69.05%	37.77%	23.42%	1.51%	1.22%	1.08%	1.09%	0.89%
Platinum	Portland, OR	30	1	2.38	0.72	0.52	5.96%	3.91%	4.15%	3.47%	1.76%
Silver	Minneapolis, MN	49	2	1.26	0.76	0.12	4.27%	3.80%	2.50%	2.42%	1.89%
Gold	Seattle, WA	26	3	0.56	0.27	0.29	2.94%	2.27%	2.30%	2.31%	1.88%
Bronze	Sacramento, CA	37	4	1.01	0.55	0.47	2.72%	1.85%	1.30%	1.75%	1.35%
Gold	San Francisco, CA	12	5	0.37	0.47	0.08	2.72%	2.52%	2.26%	1.85%	1.98%
	Los Angeles, CA	2	26	0.48	0.52	0.41	0.90%	0.64%	0.62%	0.59%	0.61%
Bronze	New York City, NY	1	36	0.36	0.33	-0.10	0.64%	0.71%	0.55%	0.48%	0.47%

Source: Bicycle Friendly Community

change among all Bicycle-Friendly Communities, than bicycle commuting in Los Angeles could eventually (once some of the plans and programs implemented by this 2010 Plan are in place) surpass the 2% mark and eventually even exceed 3%. It is important to note that the bulk of the growth in commuting is expected to come not from new riders but from the pool of youth and adults who are currently riding. As new facilities are added and the Plan's policies and programs are implemented it is expected that a share of riders who commute once a month, or once a week will gradually shift to a more frequent use of bicycle commuting. Or, a recreational rider may elect, finding a new bicycle facility installed that connects his/her home to work to expand his/her bicycle use to include bicycle commuting.

Photo Credit: Alex Thompson

One of the largest pools of future cyclists is women. Currently, men outnumber women bicyclists two to one.[18]Researchers postulate that women's greater aversion to danger,[19] concern for personal security and fear of motor vehicles keeps them from riding on streets without bicycle facilities, and women's disproportionate responsibility for child care and household chores makes a disconnected bicycle network an infeasible means of transportation for many women.[20,21,22] In addition to improved infrastructure, bicycle advocates believe that more women will begin bicycling with improved bicycle parking, bicycle equipment for women (including electric-assisted cargo bicycles), and educational and outreach efforts that will change the "traditionally male dominated" bicycle community.[23] Attracting more women to bicycling is an important goal, as women are considered an 'indicator species' for bike-friendly cities.[24] Current research purports that as more female bicyclists ride more frequently, their communities become more bikeable.

[18]*Explaining Gender Difference in Bicycling Behavior, Transportation Research Record, Volume 2125, Pages 16-25.*

[19]*"Studies across disciplines as disparate as criminology and child rearing have shown that women are more averse to risk than men," Scientific American Magazine, October 2009. Baker, L. 2009, October) http://www.scientific American.com/article.cfm?id=getting-more-bicyclists-on-the-road and Ronald L. Akers, a criminologist posits that "socialization within the family controls girls more, teaching boys to be risk-takers and girls to be risk-averse."*

[20]*Linda Baker, How to Get More Bicyclists on the Road: To boost urban bicycling, figure out what women want, Scientific American, October 2009.*

[21]*Devin Powell, Washington Woos Bicycle Commuters, Inside Science News Service, March 22, 2010.*

[22]*Jennifer Dill, Understanding and Measuring Bicycling Behavior: A Focus on Travel Time and Route Choice, Oregon Transportation Research and Education Consortium, December 2008.*

[23]*Josh Cohen, Why Don't More Women Ride?, publicola, April 5, 2010.*

[24]*Linda Baker, How to Get More Bicyclists on the Road: To boost urban bicycling, figure out what women want, Scientific American, October 2009.*

Categories of Riders

Regardless of the reasons, or frequency, with which a person (adult or child) is prompted to ride a bicycle it is also helpful to classify bicyclists relative to their experience, strength and skill level as this greatly affects their comfort level riding on the varying types of bicycle facilities These classifications can also be helpful in understanding the characteristics and infrastructure preferences of different bicyclists. However, it should be noted that often times an instructional course can rapidly change a less confident bicyclist to one that can comfortably and safely share the roadway with vehicular traffic.

Since 1994 the Federal Highway Administration has used the following general categories of bicycle user types (A, B and C) to assist highway designers in determining the impact of different facility types and roadway conditions on bicyclists:

Advanced or experienced riders are generally using their bicycles as they would a motor vehicle. They are riding for convenience and speed and want direct access to destinations with minimum detour or delay. They are typically comfortable riding with motor vehicle traffic; however, they need sufficient operating space on the travel-way or shoulder to eliminate the need for either themselves or a passing motor vehicle to shift position.

Basic or less confident adult riders may also be using their bicycles for transportation purposes, e.g., to get to the store or to visit friends, but prefer to avoid roads with fast and busy motor vehicle traffic unless there is ample roadway width to allow easy overtaking by faster motor vehicles. Thus, basic riders are comfortable riding on neighborhood streets and shared-use paths and prefer designated facilities such as bicycle lanes or wide shoulder lanes on busier streets.

Photo Credit: Shannon Vasquez

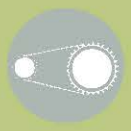
Children, riding on their own or with their parents, may not travel as fast as their adult counterparts but still require access to key destinations in their community, such as schools, convenience stores and recreational facilities. Residential streets with low motor vehicle speeds, linked with shared-use paths and busier streets with well defined pavement markings between bicycles and motor vehicles can accommodate children without encouraging them to ride in the travel lane of major arterials.

Photo Credit: Danette Rivera

These three classifications reinforce the importance that bicycle infrastructure should be planned and designed to accommodate as many user types as possible with separate or parallel facilities considered to provide a comfortable experience for the greatest number of bicyclists.

Benefits

Los Angeles has two distinct and inherent advantages for creating an environment that supports bicycling: climate and topography. While many cities have extreme temperatures and hilly terrain that limit year-round bicycling to only the very dedicated, Los Angeles is fortunate to have relatively flat terrain (although hillside areas do exist and the Santa Monica Mountains in particular provide a physical challenge for bicyclists wishing to travel to and from the Valley) and a temperate climate that makes for comfortable bicycling conditions year round for all levels of bicyclists.



Terrain

Almost 87% of all roads in Los Angeles have less than a 5% grade[26].

Weather

With only 35 days per year with precipitation, 25 days per year with extreme heat, and zero days per year below freezing, favorable climatic conditions for bicycling in Southern California prevail over 300 days per year[27]. Average monthly high temperatures range from 67 to 83 degrees Fahrenheit. Average monthly low temperatures range from 49 to 64 degrees Fahrenheit.

Bicycling is a relatively safe activity. When compared to exercises such as running, bicycling is a low-impact activity and often prescribed as physical therapy for knee patients. More recently, doctors have found that Parkinson's patients can bicycle symptom-free even if they have end-stage Parkinson's, giving patients a unique opportunity to simultaneously experience fluid movement and get valuable cardiovascular exercise.[25] Bicycling can be done at various speeds so beginning, or less physically fit, bicyclists can begin at slower speeds and work up to speeds that are efficient for transportation uses. The use of the bicycle for fitness and transportation can take place in Los Angeles almost anywhere, at any time of the year, and does not require the purchase and use of multiple, more expensive types of exercise equipment, or costly gym memberships.

In addition, bicycling is time efficient as it can be used for trip making and errands, providing cost savings in terms of fuel and motor vehicle maintenance and time savings by eliminating the need to "make time" for exercise.

Besides the personal health, time savings and economic benefits, bicycling is recognized by various agencies including the California Air Resources Board (ARB), as one the cleanest modes of transportation. According to the ARB over a ton of particulate matter and seven tons of smog-forming gases are kept out of the air by bicycle use each day in California.

Bicycling can replace motor vehicle trips with clean trips by bicycle and assist the City in meeting many of the air quality and sustainability goals outlined by the State's Assembly Bill 32 (AB 32), Senate Bill 375 (SB 375), and the Complete Streets Act of 2008 (AB 1358).

The enactment of the Global Warming Solutions Act of 2006 (AB 32) and SB 375 in 2009 authorizes the ARB to set regional

[25]Gina Kolata, Cycling Provides a Break for Some with Parkinson's, The New York Times, March 31, 2010.

[26]Sources: Thomas Brothers Topographical Data

[27]Sources: Average days with precipitation – NOAA; Extreme Heat Days (over 90º F) – NASA; Mean number of days below 32º F - NWS

green house gas emission targets that cities must meet. In computer-based models, rising concentrations of greenhouse gases generally produce an increase in the average temperature of the Earth. Rising temperatures may, in turn, produce changes in weather, sea levels, and land use patterns, commonly referred to as "climate change"[28] The laws encourage changes to land use and transportation planning that help to shift trips from automobile trips to walking, bicycling, and transit. To comply with this slate of legislative actions the City must change its transportation policies from an auto-centric circulation system to a more balanced network that not only includes bicycles, but also elevates the role they play in the City's transportation system. Even a small shift from automobile trips to other modes can play a substantial role in reducing greenhouse gas emissions. The average car emits 5.50 tons of carbon dioxide equivalent emissions annually[29] and the average person takes 3.7 trips per day or 26 trips per week. If 20% of those trips were made by bicycling or walking each week, over a ton of carbon emissions could be eliminated from the Los Angeles air.

Air Quality

In 2006 Los Angeles had 59 Unhealthy days.

The Environmental Protection Agency (EPA) classifies air quality on a scale ranging from Marginal Non-Attainment on the low end to Severe or Extreme Non-Attainment on the high end.

The air quality in the Los Angeles region is consistently categorized in the Severe Non-Attainment category.

[28] *http://www.eia.doe.gov/oiaf/1605/ggccebro/chapter1.html*

[29] *U.S. Environmental Protection Agency*

Legislation

Assembly Bill 32: Global Warming Solutions Act of 2006

AB 32 requires the ARB to develop regulations and market mechanisms that will ultimately reduce California's greenhouse gas emissions by 25% by 2020. Mandatory emission caps begin in 2010 for significant resources.

Senate Bill 375

SB 375 provides a means for achieving AB 32 goals from cars and light trucks. The bill aligns three critical policy areas of importance to local government: (1) regional long-range transportation plans and investments; (2) regional obligation for cities and counties to zone for housing; and (3) a process to achieve greenhouse gas emission reduction targets for the transportation sector.

SB 375 requires ARB to develop regional greenhouse gas emission reduction targets for passenger vehicles for 2020 and 2035.

The California Complete Streets Act (Assembly Bill 1358)

AB 1358 requires cities when updating their General Plans to identify how they will provide for the routine accommodation of all users of the roadway including motorists, pedestrians, bicyclists, and individuals with disabilities, seniors, and users of public transportation. The Act defines users as bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.

Obesity

Estimates from the American Medical Association speculate that as many as sixty-percent (60%) of Americans are not physically active and at least fifty percent (50%) are clinically obese.

The California Health Policy Forum notes that thirty-percent (30%) of children are overweight or obese.

Health

The United States Surgeon General stated that the number of people at risk for heart disease, stroke, diabetes and cancer are increasing and that improved nutrition in conjunction with thirty minutes of exercise, five times per week, could reduce cardio-vascular illness and death by fifty percent (50%).

For the first time in a generation it is anticipated that adult Americans will live shorter life spans than their parents.

The City's automobile dependency also contributes to a number of health problems, particularly obesity that is now recognized as a national epidemic. Urban planning and transportation design also play key roles in the creation of communities that support and promote bicycling and walking. Key elements in community design include easy and convenient access to public transportation, schools, green space, and shopping on roadways that provide safe and easy access by bicycle. Such access can be improved by the creation of a network of bikeways through the City, and the implementation of supporting policies and practices that facilitate and increase the use of the bicycle as a mode of transportation and recreation.

The chart on the following page provides data to analyze the trade-offs involved in selecting various transportation modes by comparing the calories burned per hour, annual costs of operation, level of annual green house gas emissions, and the physical road dimensions consumed by walking, bicycling, driving, and public transit. The chart demonstrates that walking is the cheapest mode of transportation (not accounting for shoes, and protection from the elements such as hat, sunscreen, or clothes, emits zero emissions and takes up very little area within the public right-of-way). But bicycling, with its greater mobility range and higher calorie burn rate, is 117% more efficient than walking,[30] And, compared with vehicle use, bicycling has an annual operating cost less than 4% of the average car[31] and as many as 7 to 12 bicycles can park in one automobile parking space.[32] Bicycling, is of course but one form of transportation, and while it is not for everyone all the time even incremental shifts towards increased bicycle activity can reduce greenhouse gas emissions, provide personal health gains and reduce the amount of area within the public right-of-way devoted to the movement and storage of vehicles.

Climate change, air quality, increased levels of traffic congestion and epidemic health problems related to a lack of physical activity have all taken on greater importance in Los Angeles and the nation. An increase in the number of safe and comfortable bikeways will offer incentives for bicyclists to ride with more frequency, which will have a tremendously positive impact on improving air quality, reducing traffic congestion, and improving the personal health of the City's residents.

[30] *http://bicycleuniverse.info/transpo/almanac.html*

[31] *http://www.bikesbelong.org/stats/Economic+Statistics*

[32] *http://bicycleuniverse.info/transpo/almanac.html*

Transportation Comparison

	Miles Per Hour	Calories burned per hour	National Average ($)	Annual greenhouse gas emissions in 2008 (metric tons of CO_2 Eq./ mile)	Minimum road space dimensions (ft^2)
Walking	3	353	0	0	1 
Bicycling	10	484	308 $	0	10 
Driving (Passenger Cars and Light-Duty Trucks)	30	170	11,263 $	399.39 CO_2 .50 CH_4 7.62 N_2O	96.4 

Sources:
CALORIES
- *Centers for Disease Control and Prevention*
- *Health Status*
- *Sierra Club*
- *Transportation Planning and Technology, Routledge*
- *RideTHISbike.com*
- *CaloriesPertour.com*
- *Everyday Health*

COST
- *American Public Transportation Association*
- *Newgeography*
- *CommuteSolutions.org*
- *Bikes Belong Coalition*
- *U.S. Bureau of Transportation Statistics*

GREENHOUSE GAS
- *U.S. Bureau of Transportation Statistics*
- *US Environmental Protection Agency*
- *SPACE*
- *Department of Transportation*
- *USA Today*
- *Westchester County Municipalities*

Chapter 3
Bicycling

Los Angeles needs more bikeways. This is evident to anyone who regularly rides a bike in Los Angeles, or to anyone who pulls up a map of bicycling facilities in the City. Once one rides more, it also becomes evident that, whether a bike facility is present or not, Los Angeles is often not a supportive environment for bicyclists. To address both issues the City must employ a variety of programs and policies while aggressively building new infrastructure.

To make Los Angeles a better place to bicycle, the 2010 Plan presents programs and policies in ten categories. These categories are the traditional E's of Bicycle Planning, enriched by a couple of innovative E's: Equity: Streets, Equity: Parking, Equity: Transit, Encouragement, Education, Enforcement, Engineering and Maintenance, Economic: Financing, Evaluation and Cooperation, and Environment: Bicycles along Beaches, Rivers, Fixed Transit Corridors and in City and State Parks. The E's are covered in greater detail below.

To improve Los Angeles' bicycling infrastructure, the 2010 Plan introduces three new bikeway networks: the Backbone Bikeway Network (Backbone), the Neighborhood Bikeway Network (Neighborhood), and the Green Bikeway Network (Green.) These three networks together designate a 1,684 mile Citywide Bikeway System. The 2010 Plan's objective is to increase the total mileage of the bikeway system while balancing the multiple roles city streets play in accommodating cars, trucks, transit, parking, pedestrians, and bicycles. The formulation of the three networks allows the 2010 Plan to accomplish this objective.

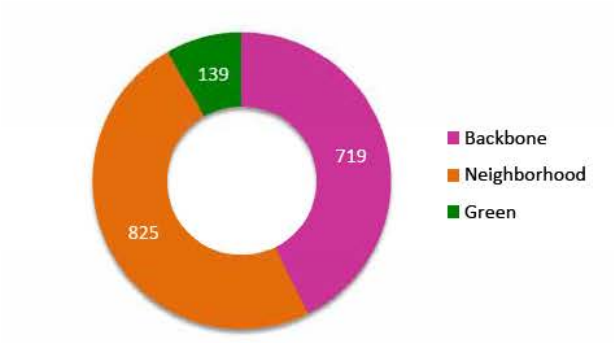
To encourage a broad diversity of bicyclists the City introduces the Bicycle Friendly Street (BFS), a new Class III Route design that introduces street-calming engineering treatments on local and

1,684 Miles...

collector streets, in order to provide a comfortable bicycling environment. BFS solutions will be utilized primarily on the Neighborhood Network to create a pleasant and safe environment for relaxed riding, especially for bicyclists who are more sensitive to motor vehicle traffic.

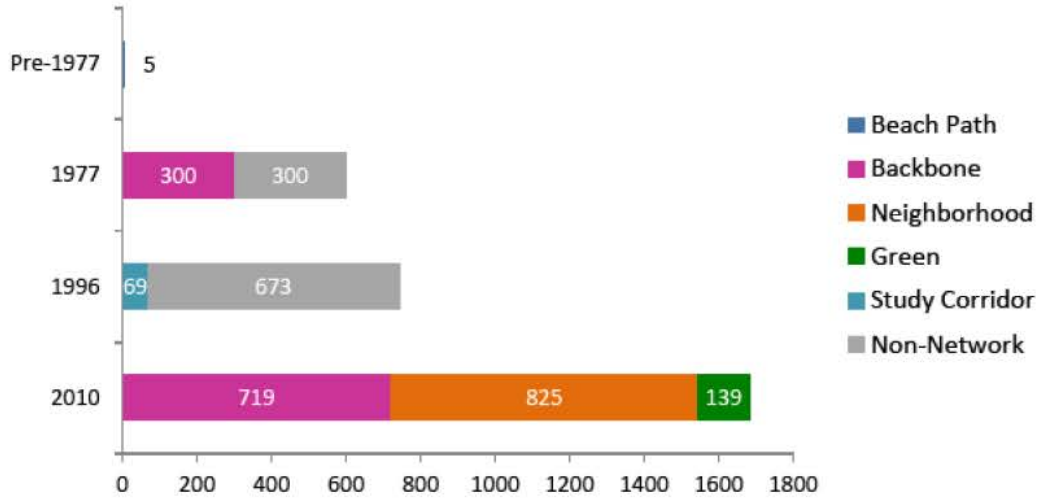
Today the City has approximately 334 miles of bikeways. This includes a total of 49 miles of bicycle paths, 167 miles of bicycle lanes, and 119 miles of bicycle routes (see description of each bikeway type below). However, this is not nearly enough in a city of 464 square miles and 6,500 miles of roadways. The current bikeway system is a patchwork of corridors and segments - it does not form a comprehensive, interconnected network. By closing critical gaps, making connectivity a focus, and adding many miles of facilities, the 2010 Plan seeks to provide a connected network.

Citywide Bikeway System: Three Networks



Prior to the 2010 Plan the City adopted two other bicycle plans. The first Plan was adopted in 1977. The 1977 Bicycle Plan established a 600 mile Citywide System of bikeways. The Citywide System was intended to serve both recreational and transportation needs. Included within the Citywide System was a 300-mile Backbone System. A new Bicycle Plan was completed and adopted in 1996 and then re-adopted in 2002 and 2007. The 1996 Plan designated a total bikeway system of 673 miles plus 69 miles of study corridors. Thus, the 2010 Plan exceeds its predecessors substantially in its commitment to bikeways- it is the most ambitious bicycle plan to date. The Plan establishes three new bikeway networks: the Backbone, the Neighborhood Network, and the Green Network. Each has a distinctive character but together they work in concert to support a variety of bicyclists.

Bicycle Plan Comparisons



Each of the existing 334 miles of existing bikeways has been allocated to one of the three networks. So, although the concept of the three networks is new to this 2010 Plan each component of the system is launched with some number of bikeways already assigned to it. The Backbone concentrates on providing an interconnected system of streets that facilitates 24/7 bicyclist mobility on key arterials; the Neighborhood Network enhances the pleasant environment of local streets to facilitate relaxed riding; and the Green Network enhances pedestrian and bicyclist access to the City's green corridors, particularly along river channels and segregated transit rights-of-way.

The 719 mile Backbone Network, comprised primarily of bicycle lanes, will enable access to major employment centers, transit stations and stops, and educational, retail, entertainment, and other open space and recreational resources. It is expected that the Backbone will initially be used primarily by experienced riders who are comfortable riding close to moderate to heavy traffic volumes. However, in time, by resolving the perceived and actual dangers to bicyclists on arterials, the Backbone streets may become more accessible to riders less comfortable with greater traffic volume. Today the Backbone consists of 124 miles of bicycle lanes and 64 miles of routes (52 of which will be converted to lanes over time). The 2010 Plan will add an additional 554 miles of lanes, 16 miles of routes, and 12 miles of bicycle friendly streets to complete the development of the 719 mile Backbone.

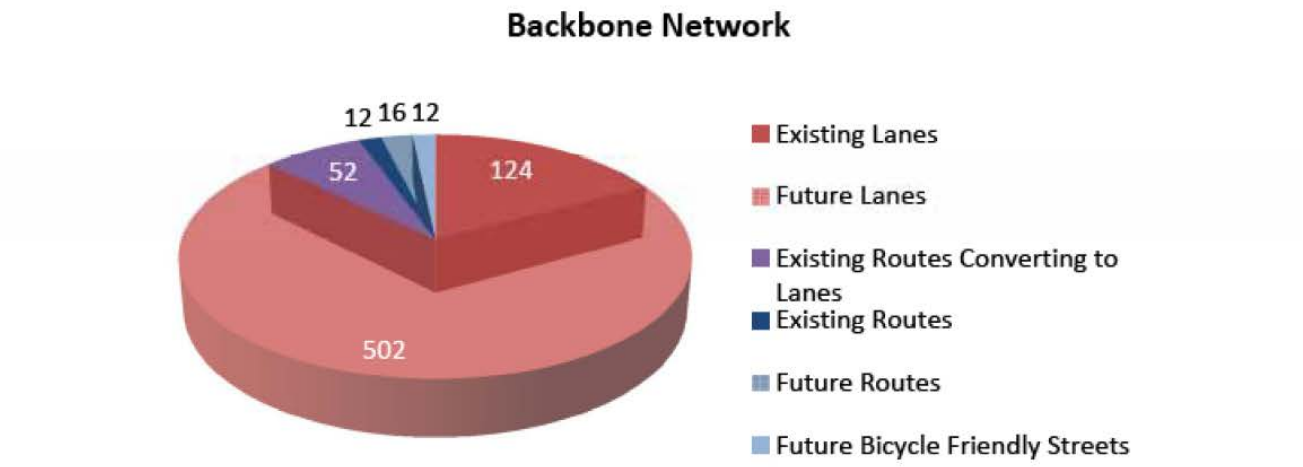
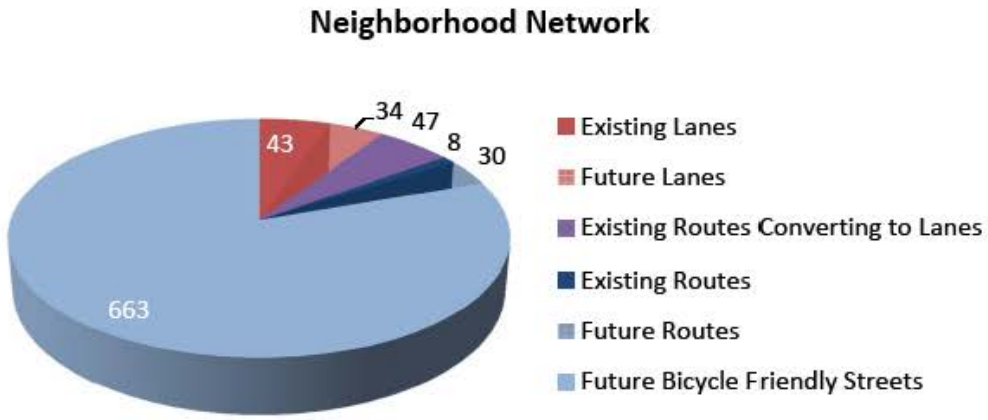
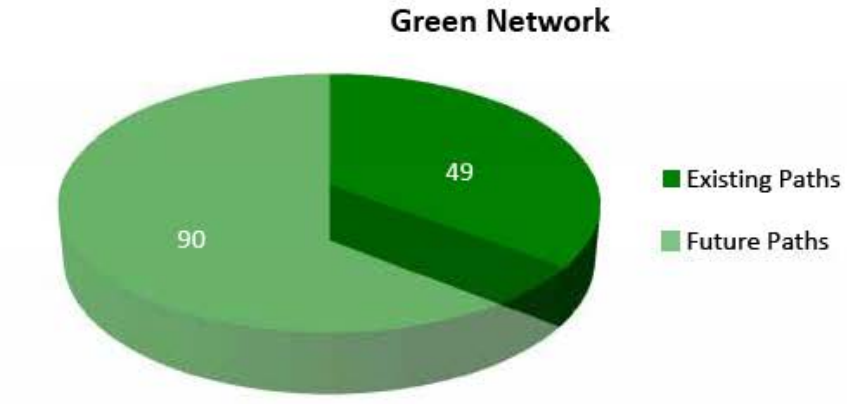


Photo Credit:Will Campbell

Photo Credit: LACBC Blog

The 825 mile Neighborhood Network is comprised primarily of Bicycle-Friendly Streets, (on Local and Collector Streets) which are characterized by low traffic volumes and slower speeds. The Neighborhood Network provides a network, generally parallel to the Backbone Network, where bicyclists of all experience levels may feel comfortable riding. The Neighborhood Network will enable all bicycle riders, including children, women, families, young adults, and seniors, to access neighborhood facilities including schools, libraries, shopping districts, and parks and open space. The Neighborhood Network will also provide lower speeds, less traffic, and a less threatening environment than bikeways on arterial roadways. Many of the streets are comfortable for bicycle riding today but may benefit from wayfinding and additional street calming measures such as roundabouts and traffic diverters. Examples of these strategies are included in the Technical Handbook. Today the Neighborhood Network has a total of 98 miles: 43 miles are lanes, 51 miles are routes, and 4 bicycle friendly miles have been recently been added. An additional 34 miles of lanes, 47 miles of existing routes converting to lanes, 30 miles of routes, and 663 miles of bicycle friendly streets will be installed as a result of this Plan to bring the total network to 825 miles.





The 139 mile Green Network enhances access, through bicycle paths and shared use paths, to the City's green open spaces particularly river channels like the Los Angeles River. Enhanced access improves these spaces, bringing the public closer to them. This accelerates the public's appreciation of these spaces, and so, in the long term accelerates their enhancement. In turn, improvements to these spaces that are not specifically for bicyclists still adds to the overall value of the bicycle experience. For example, the on-going greening of Ballona Creek has made it a more relaxing and inspiring place to ride.

The Green Network will appeal to multiple types of riders, including the experienced transportation or recreational bicyclist who appreciates the long unencumbered distances along the paths and the beginning bicyclist who may only want to travel a short distance and is not yet comfortable riding in close proximity to vehicular traffic. Today, the bicycle paths are crowded on different days of the week by a variety of bicyclists from the avid bicyclist who commutes many miles to work along the Los Angeles River Bicycle Path to the family of recreational riders who chooses to ride along the Beach Path on a Saturday afternoon. Although the smallest of the three networks the Green Network is 35% complete with 49 miles finished and 90 miles left to construct.

Each network works with the others to enhance their individual functions, so that the whole is greater than the sum of the parts. Segments of each network were chosen with the other networks in mind to achieve maximum coverage. The target types of bicyclists for each network

Photo Credit: Will Campbell

Bicycle Classification System

The Federal and State transportation system recognizes three primary bikeway facilities; Bicycle Paths (Class I), Bicycle Lanes (Class II), and Bicycle Routes (Class III).

Bicycle Paths (Class I)

Bicycle Paths (Class I) are exclusive car free facilities that are typically not located within a roadway area. They are located within or adjacent to river corridors (Arroyo Seco, Ballona Creek, Los Angeles River), transit corridors (Orange Line), City parks (Balboa Park), or the coast (Venice Beach/Marvin Braude).[1] The Green Network is entirely comprised of Bicycle Paths. Bicycle Paths are popular for utilitarian and recreational riding.[2]

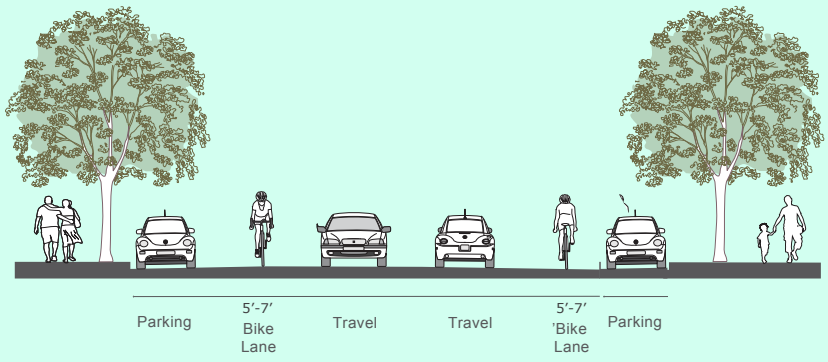
The Orange Line Bus Rapid Transit (BRT) bicycle path and the proposed bicycle path along the Expo Light Rail Transit Line (LRT) provide valuable connections to mass transit and facilitate easier, more comfortable commutes for all types of riders. Class I facilities are typically preferred by less experienced riders and bicycle commuters whose trips are longer than a few miles. In the public outreach survey, 35% of respondents answered that bicycle paths were their preferred facility, although only 16% responded that bike paths were needed to help reach their destinations.

[1]Coastal paths such as the Marvin Braude/Venice Beach Path serve City of Los Angeles residents, and are owned and maintained by the County of Los Angeles and the City of Los Angeles.

[2]A 2002 survey by Los Angeles County Department of Beaches and Harbors found that over 40% of bicyclists using the Marvin Braude Bicycle Path during weekday commute hours were engaged in a utilitarian trip (commuting or errands).

Bicycle Lanes (Class II)

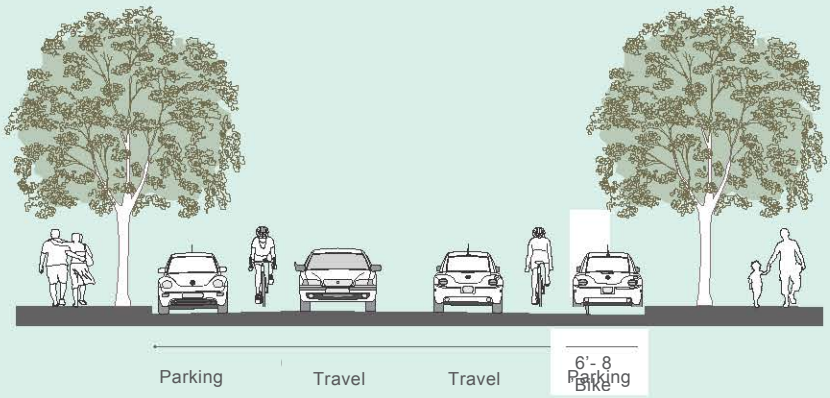
Bicycle Lanes (Class II) are part of the street design that is dedicated only for bicycles and identified by a striped lane separating vehicle lanes from bicycle lanes. Lanes are most commonly found on major arterials (Sunset and Venice Boulevard)and on wide collector streets (Chandler Boulevard, Griffith Park Boulevard) and comprise the majority of the bikeways included in the Backbone.



Bicycle lane widths on urban roadways can range from five to seven feet but should not exceed seven feet to keep motor vehicles from driving in them. Bicycle lanes along commercial corridors tend to provide access to destinations, making them useful for utilitarian trips. In the online public outreach survey conducted for this Plan, respondents answered that bicycle lanes were the most preferred (43%) and most needed (63%) facility.

Bicycle Routes and Bicycle Friendly Streets (Class III)

Bicycle-Friendly Streets and Bicycle Routes (Class III) are in-road bikeways where bicycles and motor vehicles share the roadway. They are typically intended for streets with low traffic volumes, signalized intersections at crossings or wide outside lanes. While Bicycle Routes are a common bikeway designation adopted by the State, this Plan introduces the new concept of the Bicycle-Friendly Street (BFS).



Bicycle Routes (Routes) are preferably located on collector and lower volume arterial streets (51st Street, Wilbur Avenue) but currently the majority of the existing routes are located on heavily traveled arterials (Westwood, Broadway).To remedy this, the 2010 Plan recommends that Routes located on an arterial roadway with high traffic volumes and speeds be designated as Future Lanes and that the use of Routes on arterials in the future be used in limited situations to either close a gap in the Backbone Network or when a physical constraint would prevent the installation of a lane for a particular stretch of roadway. Because it will not be feasible, due to inadequate road width or lack of environmental review, to immediately upgrade most of the existing Routes to Lanes the 2010 Plan establishes a pilot strategy (Program 1.1.5 A Enhanced Bicycle Routes) to add shared lane markings (sharrows) in the public right-of-way on selected routes which meet the guidelines as established by the State of California MUTCD.

In the public outreach survey, 9% of respondents answered that bicycle routes on major arterials were their most preferred facility, versus 12% of respondents who answered that bicycle routes on local streets were most preferred. For the type of facility most needed to reach destinations, 15% answered bicycle routes on major arterials and 5% answered bicycle routes on local streets.

Bicycle-Friendly Streets (BFS) are lower volume residential local and collector streets and comprise the majority of the roadways included in the Neighborhood Bikeway Network. A Bicycle-Friendly Street shall be defined as a Local and/or Collector Street that includes at least two traffic-calming engineering treatments in addition to signage and shared lane markings. A toolbox of potential engineering treatments is included in Section Four of the Technical Design Handbook.

BFS's are designated primarily on collector and local roadways. These corridors generally parallel major commercial corridors and, therefore, have the greatest potential to provide continuous bicycle access to neighborhood schools, libraries, parks, and retail areas. Wherever possible, BFS take advantage of existing signalized intersections and grade-separation infrastructure such as bridge or tunnel crossings of flood control channels or freeways. Current obstacles which require modification through capital infrastructure improvements are identified on the Neighborhood Bikeway Network Maps.

At-grade crossing improvements have been proposed wherever a BFS intersects a major arterial roadway with no existing traffic signal. These intersections should be improved by providing refuge islands, bicyclist activated crossings, or traffic signals. Non-motorized (bicycle/pedestrian) bridges or tunnels are recommended to provide continuity where proposed BFS's terminate at flood control channels or freeways. Due to security concerns tunnels are the least favorable option but when tunnels are considered they shall be designed to meet Crime Prevention Through Environment Design (CPTED) standards.

were considered in relation to the others, and the types of potential engineering solutions on each network were drawn up with the other networks in mind. In this sense the networks have co-evolved, and are mutually reinforcing.

The Backbone and the Neighborhood Network work together to provide all types of bicyclists complete access to City streets. Bicyclists can access the Backbone via local elements of the Neighborhood Network, travel along the Backbone for a distance, and then return to the Neighborhood Network for their last mile. Without the Neighborhood Network, bicyclists may find the beginning and ending of trips to be harrowing, whereas without the Backbone, long distance trips may be difficult and stressful. For the bicyclist concerned with personal security, the Backbone may offer a good nighttime alternative to the Neighborhood Network, with its wider spaces, better lighting, and greater foot traffic. For the bicyclist who is averse to heavy traffic, the Neighborhood Network offers a daytime alternative to the more trafficked arterials of the Backbone.

At their core, all three networks enhance neglected open spaces, and in this fashion, all three networks work together. Indeed, the Backbone and Neighborhood Networks, where they integrate seamlessly with the Green Network, put the City's lively street activities in touch with its natural beauty. For those close, but not immediately adjacent to a segment of the Green Network, the Neighborhood Network offers a low traffic option to access the Green Network, providing bicyclists (and pedestrians) with recreational options nearly totally free of motor vehicle traffic.

Similarly, there are clear opportunities for these networks to work with other non-bicycle networks and to facilitate seamless bicycle linkages to and from our neighboring jurisdictions, wherever feasible. The Backbone especially, can link up with Metro's multi-pronged transit system, particularly the light-rail lines (LRT), the subway, and the Rapid Bus Network. A number of neighboring cities such as Burbank, Calabasas, Culver City, Glendale, Long Beach, Monterey Park, Pasadena, San

Fernando, Santa Monica, and West Hollywood have each adopted a bicycle plan and the City's 2010 Plan includes a complementary system of roadways to link to the roadways in those other plans. It is hoped that neighboring jurisdictions that have not yet developed a bicycle plan will look to the City's 2010 Plan for guidance to ensure that a bicyclist traveling between the jurisdictions has a smooth and seamless experience.

The Networks are, at their core, not only a physical network of inter-connected streets and paths but also an organizing structure, around which to focus the Plan's many policies and programs that are defined in Chapter 4. A holistic approach to creating supportive bicycling environments on network elements will necessarily make use of many policies and programs.

With capital funding limited, and hundreds of miles of street facilities to maintain and improve, merely providing bicycle facilities would not provide the beneficial results that this 2010 Plan envisions. In some cases, infrastructure solutions alone cannot solve all of the problems that bicyclists encounter, as we have seen with collisions that occur within bicycle facilities. Conversely, infrastructure modifications may not always be necessary to create a supportive environment for bicyclists. Integrating engineering approaches with education, enforcement, and encouragement programs multiplies the benefits to bicyclists. Just as the Networks weave together to form a complete Citywide Bikeway System, the Plan offers an opportunity to focus a variety of its individual programs on a portion of a network in order to improve dramatically the safety and convenience of those select corridors.

Both the Neighborhood Network and the Backbone represent a rethinking of the City's streets as more than conduits for moving motor vehicle traffic. Streets are our most abundant open spaces, and the Backbone and Neighborhood Networks provide the opportunity to enhance the function of these streets for bicyclists, pedestrians, and indirectly, by making them more civilized as open space, and enhancing their function as places for commerce.

Photo Credit: Devan Wells

Traditional Six E's of Bicycle Planning:

Equity: Streets focuses on the establishment of new street standards and measurement tools which will facilitate the opportunity to incorporate bicycle lanes and other engineering enhancements in City streets;

Equity: Parking identifies the importance of providing bicycle parking at both the beginning and end of each bicycle trip;

Equity: Transit encourages the coordination of bicycling with all transit facilities;

Engineering consists of all of the physical aspects of the built environment which can affect the actual bicycling experience; bicycle lanes, paths, curb bulb-outs, curb radii, and even the condition of the street surface;

Enforcement ensures that motorists and bicyclists alike are supported by adhering to the traffic laws;

Education provides a venue to inform bicyclists and non-bicyclists how to use the roads, provides information to bicyclists to plan a route to work, and encourages bicyclists, young and old, how to handle a bicycle skillfully;

Encouragement programs lead non-bicyclists to try bicycling and current bicyclists to ride more often;

Evaluation programs determine what is working and what is not, and identifies new directions which may be worth pursuing.

Additional Two E's developed for this Plan:

Economic: Financing identifies opportunities to lobby and expand the availability of local, state and federal funding for bicycle infrastructure along with enforcement, education, encouragement, and evaluation programs.

Environment: Bicycles along Beaches, Rivers, Fixed Transit Corridors and in City and State Parks establishes and supports the implementation of the Green Network, and identifies a series of steps to evaluate the feasibility of incorporating bicycle paths and trails in City parks.

Chapter Four includes the full details of all of the policies, and programs established by this 2010 Plan but the paragraphs on the following pages provide a snapshot of the various program categories. The policies and program are bundled around ten categories: Equity: Streets, Equity: Parking, Equity: Transit, Encouragement, Education, Enforcement, Engineering and Maintenance, Economic: Financing, and Environment: Bicycles along Beaches, Rivers, Fixed Transit Corridors and in City and State Parks.

Equity: Streets

This first program category focuses on strategies that assert the role of the bicycle in City streets. In particular this category describes the Backbone and Neighborhood Networks, identifies the Five Year Implementation Strategy and a Comprehensive Safe Routes to School Strategic Plan, establishes the Bicycle Friendly Street as a new Class III bikeway facilitiy, and outlines opportunities to expand the City's street standards to include bicycle lanes.

Photo Credit: Danette Rivera

Equity: Parking

Safe, visible and accessible bicycle parking is essential to encourage greater levels of bicycling activity. The City of Los Angeles provides bicycle parking in the public right-of-way and requires some new developments to include end-of-trip facilities, such as bicycle parking (racks, lockers), showers, changing rooms, and areas to securely store bicycles and commuting equipment. This 2010 Plan adds a number of new programs to increase the availability and quantity of bicycle parking especially along the Backbone and Neighborhood Networks, expand opportunities to include bicycle parking at schools, and facilitate the storage of bicycles inside buildings.

Bicycle Parking in the Public Right-of-Way

The Los Angeles Department of Transportation (LADOT) Bicycle Program installs bicycle racks in the public right-of-way (City property) to encourage bicycling to shopping and commercial areas, city buildings and libraries. Bicycle racks provide secure, convenient, short-term (under two hours) bike parking at office buildings, businesses, or stores near public sidewalks. The program installs racks based on requests by business owners and citizens. Standard "Inverted-U" bicycle racks are generally used. Currently, there are over 3,600 inverted-U racks provided by LADOT through the sidewalk bicycle-parking program. The City has also provided artist-designed bicycle racks for installations in downtown LA and the Vermont Corridor. These bicycle racks are intended to contribute to the identity of the local neighborhood or district through public art. In addition, LADOT is testing a pilot program to retrofit used meter posts with bicycle racks in locations where "smart meters" are being installed to maintain bicycle parking in these areas.

Photo Credit: Agustin Barajas

Photo Credit: Allison Manushkin

Racks are placed in areas that are visible to the public and that avoid conflicts with pedestrians and parked vehicles, usually near the curb and away from but visible to bus stops or crosswalks. LADOT provides resources to register for sidewalk bike rack installation and offers tips on locking bicycles to minimize theft on its website, bicyclela.org.

The City Council recently approved a Bicycle Corral pilot program along York Boulevard between Avenue 50 and Avenue 56. A Bicycle Corral replaces one on-street vehicle parking space with multiple bicycle parking spaces, gives bikes a designated place, acknowledges their importance, and keeps sidewalks clear for safe walking. With a successful pilot project, this form of bicycle parking may be replicated to other parts of the City.

Bicycle Parking in Private Development

The City of Los Angeles currently mandates the provision of off-street bicycle parking spaces and facilities for employee showers and lockers. Bicycle parking must be provided at a ratio of two percent of the number of auto parking spaces in commercial and industrial zones with non-residential uses which exceed 10,000 square feet and at all City-owned and operated properties over 10,000 square feet. Specific standards for the facilities can be found in LAMC Sections 12.21 A.16 and 12.21 A.4(c). This 2010 Plan includes programs to expand bicycle parking requirements in non-residential public and private developments and proposes to expand bicycle parking requirements to include residential multi-family developments.

Photo Credit: LACBC

Equity: Transit

Bicycle ridership can be increased by providing connections to transit, providing bicycle facilities at transit stations, and assuring that bicycles can be carried on buses and trains. The majority of Los Angeles residents and employees live and/or work within a five mile radius of a transit station. For many, two and a half to five miles is a reasonable distance to bicycle especially if there are safe and comfortable bikeway facilities along their route. But, even the most ideal bicycling conditions may not encourage someone to ride their bicycle to or from transit if there are not facilities at the stop/station and/or their home and/or workplace to store a bicycle, or if it is not feasible to transport a bicycle on the bus or train. Currently, only Metrolink and Metro's Red Line trains permit bicycles on-board during peak commute hours. However, in the past years, the City of Los Angeles and the many transit providers in the region have greatly expanded the storage capacity of many of the transit stations, have added carrying capacity to all buses and trains and are beginning to incorporate additional amenities at stations that support a number of transportation modes.

Bicycle racks and/or lockers are available at many of Metro's 60 light rail and subway stations and at the City's five Metrolink Stations in the Valley. The location of bicycle parking facilities at Metro Rail and Busway Stations is noted on the "Bike Lockers and Racks on Metro Map" in Appendix C. The City's Commuter Express fleet vehicles, which connect commuters from all regions of the City to employment centers, include front-mounted bicycle racks with capacity for two bicycles each with plans to upgrade capacity to racks that hold three bicycles when equipment upgrades are made. Most other regional and municipal bus operators serving the City of Los Angeles also provide front-mounted bicycle racks. Wherever possible, bicycle parking facilities are included with major transit projects such as the Metro Orange Line and the future Exposition Light Rail and Metro Gold Line Eastside Extension. This 2010 Plan also promotes a newer type of shared facility; a Bicycle-Transit Only bus lane to increase bicycle access on existing Metro Rapid bus corridors.

These very welcome facilities have of course increased demand for bicycling which in turn has expanded demand for additional storage and carrying capacity. As a result this 2010 Plan puts in place additional programs to encourage Metro and Metrolink to expand carrying capacity from two to three bicycles on buses, to lift time of day and carrying capacity restrictions on trains, to allow bicycles on buses in special circumstances, and to include additional amenities at transit stations.

Photo Credit: GreenLA Girl

Mobility Hubs Example

Looking North from Pico Blvd

Looking West from Figueroa Street

Source: Deborah Murphy, Urban Design + Planning CRA/LA.
Figueroa Corridor Bike Station Cycling Enhancements
Exhibit III-A4a : Conceptual design - Perspective views of Bike Station from Pico Blvd and Figueroa Street.

Clean Mobility and Multi-Mobility Hubs

There are now more than 60 fixed transit stations located within the City of Los Angeles. The stations serve as destination or departure points for travelers who typically still need to go some distance from the station to reach their final destination. This additional travel can be accommodated by bus, bicycle, taxi, shuttle, skateboard, car or scooter. It goes without saying that each of these transit riders will end or begin their transit trip as pedestrians, regardless of whichever additional travel mode they might utilize. To support this confluence of travel modes there is increasing interest in developing transit hubs at select stations to provide transit riders with a full complement of travel options and services.

The 2010 Plan designates several locations as either a Clean Mobility or Multi-Mobility Hub, as seen on Appendix D, Map 2a. A mobility hub provides car share and vehicle charging stations, and a variety of services oriented to bicyclists including attendant operated showers, restrooms, bicycle repair, and bicycle lockers. A Multi-Mobility Hub (M-M Hub) is similar to a Clean-Mobility Hub (C-M Hub) except that it would not provide attendants to oversee the bicycle locker and storage areas nor would it typically have restrooms and showers.

The first C-M Hub in Los Angeles was identified in the Environmental Impact Report for the Exposition Light Rail Line. This C-M Hub will be constructed at the Venice/Robertson station which is the terminus of the first phase of the Exposition Line. Several additional M-M Hubs are currently planned for Staples Center, the Civic Center area and Union Station.

Implementation mechanisms of the C-M and M-M Hubs are described in Chapter 5: Implementation.

Encouragement

The 2010 Plan includes a number of programs to bolster increased support for bicycling and encourage both the avid and novice bicyclist. Over the years thousands have participated in free summer public bicycle rides led by, on various occasions, the Mayor, City Attorney, and Councilmember Tom LaBonge. In 1994 the City initiated Bike to Work Day which grew into Bike to Work Week and now includes a variety of activities including the Annual Bike to Work Day on the third Thursday in May. The City also provides maps that illustrate the location of various bicycle facilities and maintains a website at *bicyclela.org* which includes current information on road safety, future improvements, events, network maps, and maintenance activities. The 2010 Plan continues these activities but also promotes a Monthly Car Free Day to encourage bicycling, transit, and walking as alternatives to the car, and supports Ciclovias whereby the City partners with local organizations to close select local and/or arterial roads on designated weekends and/or holidays to provide bicyclists, walkers, skaters and others a car-free recreational opportunity.

Photo Credit: Yasuko Fujisawa

Photo Credit: Allison Manushkin

Education

Bicycle education remains critical to the goal of expanding bicycle use. The 2010 Plan includes a number of programs targeting youth, motorists, bus drivers, truck drivers, and taxi operators. All groups need to learn how to safety navigate where cars, trucks and bicycles coexist. All groups need to be knowledgeable about the rights and responsibilities of bicyclists on the road.

With increasing bicycle ridership, the potential for conflicts between bicyclists and motorists has grown. These conflicts may be ameliorated through education on the part of both the motorist and the bicyclist, so that each respects the other as a user of the road. The City of Los Angeles provides motorist and bicyclist education programs, described below, conducted primarily through the Department of Transportation (DOT), the Police Department (LAPD), and the Los Angeles Unified School District (LAUSD).

School Bicycle Safety and Transit Education Program

Since 1983, the City of Los Angeles has provided bicycle safety education services to children through its School Bicycle Safety and Transit Education program. The program is managed by DOT and focuses on bicycle and pedestrian safety while also providing information about transit to its young participants. Since its inception, the project has served millions of children between the ages of four and thirteen and continues to reach children in the Los Angeles Unified School District and some private schools. The 2010 annual project budget is approximately $450,000 and is projected to provide bicycle safety education to 200,000 children this school year.

Bicycle Los Angeles Safety Training/Youth Education Sports

Originally funded through a transportation grant, the City of Los Angeles developed and provided funding for the Bicycle Los Angeles Safety Training program. Now completely sanctioned and supervised by the Los Angeles Unified School District through its police on-campus program, the project provides bicycle safety training and a citation diversion program for youth violators, as well as teaching riding skills to junior high and high school students.

Photo Credit: Allison Manushkin

Photo Credit: Allison Manushkin

Enforcement

Effective enforcement helps to ensure a safe bicycling environment for riders of all experience levels. One objective of this Plan is reduce the number of bicycle collisions. This section puts particular emphasis on the documentation of collisions so that areas with a greater number of collisions can receive focused attention through improvements targeted to these locations. Many such programs are already in place, like the LAPD Officer Bicycle Education Program and the Watch the Road Campaign, described below. The 2010 Plan adds additional programs to increase the deployment of LAPD officers on the City's bicycle paths, to train officers on bicyclists rights and responsibilities, to train officers and the Bureau of Sanitation's truck drivers to identify bicycle lane parking violations and issue citations, and to develop a Bicycle Incident Reporting mechanism to allow bicyclists to report aggressive behavior by motorists.

LAPD Officer Bicycle Education Program

In an effort to educate adult bicyclists and encourage the enforcement of bicycling laws, a cooperative program between the Los Angeles Police Department (LAPD) and the Los Angeles Department of Transportation (LADOT) has been developed to provide additional bicycling education to LAPD officers as well as to produce materials regarding bicycling laws for distribution to the public. Materials include a roll call training module for LAPD officers, as well as materials for distribution to the public such as a safety brochure and pocket guide to bicyclists' legal rights and responsibilities.

Watch the Road Campaign

The Watch the Road Program is a general traffic safety campaign intended to enhance safety for all users of the transportation system, including bicyclists. The program focuses on the top ten roadway user bad behaviors including: speeding; aggressive driving; inattentive driving; driving or cycling through red lights; DUI; not yielding to pedestrians; walking without looking; walking outside crosswalks; bicycling against traffic; and not wearing seat belts.

Photo Credit: Devan Wells

Engineering and Maintenance

Encouraging a range of bicyclists to navigate the City's streets depends on quality and well-maintained streets with smooth pavement that are free of potholes, include clear signage about route turns, intersections, mileage, detours, obstacles or road constrictions and nearby destinations, and have adequate nighttime street lighting. Without these necessary improvements the bicyclist's journey can be hazardous and frustrating and can result in unnecessary collisions, conflicts, or delays. This Plan includes a number of programs aimed at remedying these issues.

Economic

Adequate funding and a clearly established methodology to prioritize spending are keys to ensuring the successful implementation of bicycle facilities and programs. All facets of the 2010 Plan have costs, whether it is education programs, construction of a bicycle path, public outreach, adding bicycle parking or making a map. Limited funding requires that choices be made. In order to maximize funding and invest money most effectively the economic objective has a two-pronged focus. Firstly, it is focused on programs that increase the level of monies which the City can attract to further the 2010 Plan's multiple goals. And secondly, it establishes criteria for the prioritization of bicycle funding for capital projects through the Bicycle Funding Priority Grading System and Selection Process described in Chapter 4.

Evaluation and Cooperation

At the heart of any successful program is a method to monitor and evaluate success. The Plan provides the necessary measurement tools to review the Plan's progress as well as improve the quantity and quality of bikeway facilities across local boundaries.

The Bicycle Advisory Committee which was established in 1973 has been an ongoing participant in past efforts to evaluate the progress of the 1977 and 1996 Plans' implementation. This 2010 Plan bolsters the BAC's efforts by establishing a Bicycle Plan Implementation Team (BPIT) that will provide support and oversight of on-going programs and provide a platform to discuss issues and projects that cross jurisdictional boundaries. The BPIT will include City staff as well as representatives from the bicycling community. In order to fully measure the impacts of the 2010 Plan a number of programs are identified which will enable the City to measure its progress and assess needed modifications.

Environment: Bicycles along Beaches, Rivers, At-Grade-Fixed-Transit Corridors and in City and State Parks

This section of Chapter 4 includes programs that support the Green Network described at length in the early paragraphs of this Chapter as well as programs that support future research and analysis to identify potential off-road bicycling options.

While there has long been interest among bicyclists to access paths and trails/utility roads within the City's parks, bicycle use is a particular challenge in Los Angeles Parks as there is both limited park acreage and limited funds to adequately provide the variety of uses requested by the City's population. For the purposes of this discussion off-road paths and trails have been separated into two categories. The first includes paths, typically paved, within City parks and built to recognized standards such as the paths in Sepulveda Basin and the Harbor area. The second includes dirt trails in City parks that are typically located within hillside and/or mountain areas.

Paved Paths

The 2010 Plan recognizes the multiple demands and inherent conflicts that arise when mingling various users on a single path. However, the 2010 Plan further recognizes the benefits of utilizing path segments to facilitate neighborhood connectivity to nearby community services. In many instances the local street grid terminates at a local park and a bicyclist needing to access a school or library on the far side of the park, without the ability to bicycle through the park, is forced to circumnavigate the park to reach his or her destination. Many times this detour requires the bicyclist (often a child) to leave the comfort of the local street grid and navigate a more heavily traveled corridor. The 2010 Plan promotes continued use of the Recreation and Parks Commission's authority to grant, in special circumstances, permission for a particular pathway to be designated for local bicycle activity.

Trails

The Los Angeles Municipal Code currently prohibits the use of bicycles on unpaved roads and trails unless the Recreation and Parks Commission has designated a particular facility for bicycle use. To date only the trails in Mandeville Canyon have been designated for off-road bicycle use. When the City acquired Mandeville Canyon it was required to continue allowing off-road bicycling on the trail. Off-road bicycle enthusiasts do have access to numerous off-road recreational and transportation oriented facilities in the nearby Santa Monica Mountains. Locally, the Mountains Recreation Conservation Authority (MRCA), in partnership with the National Park Service, the California Department of Parks and Recreation and the Mountains Restoration Trust has designated a Backbone Trail as well as several Multi-Use Trails; which serve multiple user types. In the eastern portion of the Santa Monica Mountains the Multi-Use Trails accommodate only bicyclists and hikers but in the western portion the designation permits horses along with bicyclists and hikers. The majority of the trails are limited exclusively for hikers but the designation of selected trails has directed mountain bicyclists to those trails and reduced the migration of mountain bicyclists onto trails where they are not permitted.

In acknowledgement of the growing demand for mountain bike trails, the 1996 Bicycle Plan (1996 Plan) adopted a policy to study the feasibility of designating and developing bicycle trails in Griffith Park, Ernest Debs Park, the Recreation and Parks Department's Valley and Pacific Regions, DWP

access and public utility rights-of-ways, and mountain fireroads. The 1996 Plan also contained implementation programs related to off-road bicycle use. Those programs directed staff to review the feasibility of establishing mountain bicycle trails and to prepare guidelines and standards for such trails. To support this endorsement, eight public meetings were held between 1999 and 2000 to discuss mountain bicycles and the off-road policy. During that time the participating groups, which included the City of Los Angeles Bicycle Advisory Committee, Concerned Off-Road Bicyclists Association, the Los Angeles Recreation and Parks Commission, and the Mountain Bicycle Access Working Group could not reach a consensus and the use of mountain bicycles on city trails was not found feasible. As a part of the public participation process for the 2010 Plan, additional meetings that included representatives from mountain bicyclist, hiker, and equestrian groups were held to determine, yet again, if common ground could be identified. While it is beyond the scope of this Plan and the current financial means of the City to propose a network of unpaved mountain bicycling paths, policies and programs have been identified in Chapter 4, Section 3.3 to address the continued pressures of multiple user types on the City's limited public park hillside and mountain areas. Central to these policies and programs is the City's commitment to ensuring that all users of trails are safe and preventing conflicts between various users.

Photo Credit: Will Campbell


GAZELLE
GAZELLE

Photo Credit: Josef Bray-Ali

Chapter 4
Policies and Programs

This Chapter presents the goals, objectives, policies, and programs that together comprise the strategies to increase, improve and enhance bicycling in the City as a safe, healthy, and enjoyable means of transportation and recreation. Toward this end, the 2010 Plan is guided by the following three major citywide goals.

Increase the number and types of bicyclists who bicycle in the City.

Make every street a safe place to ride a bicycle.

Make the City of Los Angeles a bicycle-friendly community.

The Chapter is organized into three sections, one for each goal. Each goal has three to four objectives and each objective is accompanied by several policies and corresponding programs, which reinforce the values described in Chapter 3 (equity, encouragement, education, enforcement, engineering/ maintenance, economics, evaluation and the environment).

Goal: *A goal is a statement that describes a desired future condition or "end" state. Goals are change- and outcome-oriented, achievable over time, though not driven by funding.*

Objective: *An objective is a specified end, condition or state that is an intermediate step towards attaining a goal. Each objective is followed by a series of policies and programs whose results provide the basis for measuring the success of the objective.*

Policy: *A policy is a clear statement that guides a specific course of action for decision-makers to achieve a desired goal. Policies may refer to existing programs or call for the establishment of new ones. Each policy in the 2010 Plan is labeled according to the goal and objective it refers to, and a unique number (1.1.1). Each policy is followed by its corresponding implementation program(s) (i.e., A, B).*

Program: *A Program is an action, procedure, program, or technique that carries out the 2010 Plan's goals, objectives and policies. The 2010 Plan will be implemented through a comprehensive program of activities which will include capital investment, amendments to existing ordinances and guidelines, modifications to City procedures and the development approval process, bicycle safety and promotion and interagency coordination. Each program includes a description of the program, identifies the department or departments that will be responsible for its implementation, objectives for the program and a timetable in which the program should be implemented. Each program is individually labeled (i.e. A) and grouped under its associated policy. Several of the Programs of this Plan are established and implemented by adoption of this Plan. In most instances however, implementation will be dependent upon adequate funding and close coordination of City and other interagency efforts.*

Purpose

To increase, improve and enhance bicycling in the City as a safe, healthy and enjoyable means of transportation and recreation.

Goals

Increase the number and type of bicyclists in the City.

Make every street a safe place to ride a bicycle.

Make the City of Los Angeles a bicycle friendly community.

Objectives

Equity: Street Access 1.1
Develop a comprehensive transportation and recreation bikeway system for the City of Los Angeles.

Equity: Parking 1.2
Provide convenient and secure bicycle parking and support facilities citywide.

Equity: Transit 1.3
Expand bicyclists' mobility through the integration of bicycling into the City's transit system.

Encouragement 1.4
Encourage and facilitate bicycle riding as an important mode of personal transportation as well as a pleasant source of outdoor exercise.

Education 2.1
Disseminate information and provide comprehensive education programs for bicyclists, motorists and the general public to improve bicycle safety and encourage increased bicycle use.

Enforcement 2.2
Assure a safe bicycling environment for riders of all experience levels.

Engineering 2.3
Design and maintain all streets so that they incorporate Complete Street standards.

Economic: Funding 3.1
Assure that the City has adequate staff to qualify for, receive, and administer its fair share of regional, state and federal funding for bikeway construction, support amenities, bikeway maintenance and bicycle education with high quality projects.

Evaluation and Cooperation 3.2
Monitor and evaluate the performance and completion of policies and programs.

Environment: Bicycles along Beaches, Rivers, Fixed Transit Corridors and in City and State Parks 3.3
Provide a safe and comfortable Class I Bikeway and park experience for all users.

GOAL 1

Increase the number and types of bicyclists who bicycle in the City.

Support the goal of increasing bicycle activity by increasing access to public rights-of-way, by providing additional bicycle parking, by facilitating access to and amenities around transit, and by increasing programs and educational activities that encourage bicycling and diminish obstacles.

Equity: Street Access Objective 1.1

Develop a comprehensive transportation and recreation bikeway system for the City of Los Angeles.

Policy 1.1.1

Establish bicycling as an officially designated mode of transportation in the State of California.

Program

A. Traffic Definition

Lobby the State of California to update the legal definition of "traffic" in the California Vehicle Code to include bicycles.

Lead Department: Council, CLA, Mayor

Objective: Create parity for the bicycle as a transportation vehicle.

Schedule: 2011-2012

Policy 1.1.2

Reduce automobile trips and greenhouse gas emissions by making 5% of all daily trips and 3% of commute trips bicycle trips by 2020.

Programs

A. Backbone Network

Establish a Backbone Network at an approximately two-mile grid to provide access to Downtown Los Angeles, Regional and Community Centers, and community and citywide amenities on Secondary and Major Class II roadway facilities.

Lead Department: DOT, DPW, LAPD.

Objective: Complete build out of network within 35 years.

Schedule: 2011-2045

B. Neighborhood Network

Establish a Neighborhood Network at an approximately one-mile grid to provide local and regional access to community and citywide amenities on "bicycle friendly" local and collector streets.

Lead Department: DCP, DOT, DPW

Objective: Complete build-out of network within 35 years.

Schedule: 2011-2045

C. Five Year Implementation Strategy

In collaboration with the community and Council Districts develop a comprehensive implementation strategy to identify funds and construct at least 200 miles of bicycle facilities on the Backbone and Neighborhood Networks every five years until complete. Bikeways that fill geographic gaps in either of the Networks and/or are in neighborhoods with low-income populations will be prioritized. See 3.1.4.A and B. Develop and post on-line a matrix of the selected bikeways that includes the current roadway width, number of lanes, number of on-street parking spaces, traffic volumes and other

opportunities and challenges.

Lead Department: DCP, DOT, DPW, in collaboration with the Bicycle Plan Implementation Team (BPIT) (See 3.2.1.B)

Objective: Complete the Backbone and Neighborhood Networks as quickly as funding and staffing permit.

Schedule: 2011-2045

D. Comprehensive Safe Routes to School Strategic Plan

In partnership with the community and local schools, identify, develop and adopt a Comprehensive Safe Routes to School Strategic Plan (Strategic Plan). Utilize safety and accident data (SWITRS, See Program 2.2.4A), as the underlying basis for the Citywide Safe Routes to School Strategic Plan. Further prioritization of the selection of routes should also consider: project location in/near the Backbone and Neighborhood Networks, percentage of students receiving free and reduced lunch (California Department of Education) and having a high number of students that live within a two-mile radius of the school. Coordinate program with LAUSD.

Lead Department: DCP, DOT, with support from LAPD, and LAUSD

Objective: Develop a Strategic Plan to guide the City in its Safe Routes to School Applications and other related funding efforts.

Schedule: 2011-2035

Policy 1.1.3

Add neighborhood linkages to the Neighborhood Networks.

Programs

A. School Parent Organizations

Collaborate with parents and community organizations to identify and develop bikeway infrastructure improvements around all Los Angeles elementary, middle, and high schools with support and coordination from LAUSD.

Lead Department : DCP, DOT

Objective: Increase bicycle facilities to and from local schools and adjoining neighborhoods.

Schedule: 2012-2020

B. Downtown Bikeways

Plan and implement series of interconnected bikeways within the downtown area to link bicyclists to employment, retail, residential, civic, cultural and recreational destinations. Downtown bikeways should be integrated with the existing Downtown Street Standards.

Lead Department: DCP, DOT

Objective: Increase bicycling within the downtown core by adding bikeway infrastructure and improving safety.

Schedule: 2011-2014

C. Gated Communities

Encourage community members to work with their Council office, Neighborhood Councils, other community organizations and gated communities to identify opportunities to permit bicycles through gated entryways.

Lead Department: Council Offices

Objective: Provide bicyclists with access through gated entryways.

Schedule: 2011-2015

Policy 1.1.4

Establish Bicycle Friendly Streets to encourage bicycling on streets with low traffic volumes and slow speeds.

Programs

A. Bicycle Friendly Streets

Use a combination of at least two traffic calming and intersection treatments, in addition to shared pavement markings and signage to discourage non-local motor vehicle traffic and to make it easier and safer for bicyclists and pedestrians to travel on local and collector streets and to cross intersections.

Lead Department: DOT, DPW

Objective: Bicycle Friendly Streets.

Schedule: 2011-2035

Policy 1.1.5

Upgrade Bicycle Routes

Program

A. Enhanced Bicycle Routes

Upgrade existing routes with shared lane markings and signage to increase motorist awareness of bicycle presence.

Lead Department: DOT

Objective: Improve safety and quality of bicycling experience on Bicycle Routes by increasing motorist awareness of the presence of bicyclists.

Schedule: 2011-2015

Policy 1.1.6

Increase the number of bicycle lanes and/or improve the quality of the street right-of-way for bicyclists.

Programs

A. Major Highway Class II Street Designation Review

In collaboration with bicyclists, community stakeholders, and City departments update the Major Highway Class II roadways, included in the Backbone Network, to include modified street standards that include the addition of bicycle lanes, bicycle-bus-only lanes and/or other engineering treatments.

Lead Department: DCP, DOT, DPW

Objective: Improve safety and quality of bicycling experience on Major Highway Class II roadways.

Schedule: 2010-2020

B. Secondary Road Mobility

In collaboration with bicyclists, community stakeholders, and City departments, update Secondary streets included in either the Backbone and/or Neighborhood Bikeway Network, to incorporate modified street standards that include the addition of bicycle lanes and/or other engineering treatments.

Lead Department: DCP, DOT, DPW

Objective: Improve safety and quality of bicycling experience on Secondary Streets.

Schedule: 2011-2035

C. Local and Collector Street Mobility

In collaboration with bicyclists, community stakeholders, and City departments update Local and Collector streets included in either the Backbone and/or Neighborhood Networks, to incorporate modified street standards that could include reduced street lane width, the addition of bicycle lanes, Bicycle Friendly Street features or wide curb lanes.

Lead Department: DCP, DOT, DPW

Objective: Improve safety and quality of bicycling experience on Local and Collector Streets.

Schedule: 2011-2035

D. Modified Cross-Sections

Using the Modified Cross-Sections included in the Technical Design Handbook and Street Classification Study, develop and adopt new street cross-sections that accommodate a range of bikeway facilities as Standard Cross-Sections in the City's Standard Plans.

Lead Department: DCP, DOT, DPW

Objective: Adopt Standard Cross-Sections that incorporate bikeway facilities.

Schedule: 2011-2012.

E. Appropriate Speed Limits for Complete Streets

Develop and advocate for state legislation to support reducing posted traffic speeds. Revised methodology should account for all roadway users (including pedestrians and bicyclists), adjacent land uses, and street user demand.

Lead Department: Mayor's Office, CLA

Objective: Ensure safer streets for all users, provide enforcement for consistent travel speeds, and increase survival rates of pedestrians and bicyclists in case of collision.

Schedule: 2011-2015 (or until achieved)

Policy 1.1.7

Increase the number of bicycle lanes.

Programs

A. Transit/Bikeway Priority Streets

Establish Major Class II Streets within the Backbone Network that have Rapid Bus Service as Transit/Bicycle Priority Streets. Review the need for a peak hour travel lane on Transit/ Bicycle Priority Streets. Install transit/bicycle only lanes where feasible.

Lead Department: DOT

Objective: Increase opportunity for bicycle lanes on Major Class II roadways.

Schedule: 2011-2020

B. Protected Bicycle Lanes

Develop a pilot project to test the use of a protected bicycle lane on Major Class II or secondary roadways. (See Technical Design Handbook)

Lead Department: DOT, DCP

Objective: Improve bicycle safety on heavily traveled roadways.

Schedule: 2011-2013

C. Street Parking Removal

Identify favorable opportunities to remove parking to accommodate bicycle lanes.

Lead Department: DOT, DCP, City Council

Objective: Increase miles of bicycle lanes.

Schedule: 2011-2015

D. Street Resurfacing Bicycle Lane Opportunities

Identify opportunities to install bicycle lanes and/or other bicycle-supportive engineering enhancements on street segments longer than one-quarter mile that have been included in the annual street paving schedule (See 2.3.5.C). City staff shall work with the Bicycle Plan Implementation Team (BPIT- see 3.2.2 A) to identify potential design solutions. If staff determines that a bicycle lane is not feasible, then the BPIT shall be notified in a timely manner prior to the street resurfacing.

Lead Department: DOT

Objective: Increase cost effective means of installing bicycle lanes on City streets.

Schedule: 2011-ongoing

Policy 1.1.8

Require a public hearing for the proposed removal of an existing or designated bicycle lane or path.

Program

A. Public Hearing Process for Bicycle Facility Removal

Require a public hearing with the City Council's Transportation Committee) for any proposed bicycle lane, path removal or street improvement that would preclude an existing or designated bicycle lane or path.

Lead Department: DOT, DCP, City Attorney, CLA

Objective: Provide opportunity for public input prior to the removal of an existing bicycle lane or path.

Schedule: 2011-2035

Equity: Parking Objective 1.2

Encourage the use of bicycles for everyday transportation by ensuring the provision of convenient and secure bicycle parking and support facilities citywide.

Policy 1.2.1

Develop and implement citywide bicycle rack and location standards.

Program

A. Bicycle Parking Equipment Standards

Develop and adopt bicycle parking equipment standards for bicycle parking equipment installed within the public right-of-way or private developments. Post an educational information guide on the City website.

Lead Department: DOT, DPW

Objective: Improve the quality of bicycle parking equipment and increase awareness of the new equipment standards to developers and property owners.

Schedule: 2011

Policy 1.2.2

Increase the supply of quality bicycle parking in public rights-of-way.

Programs

A. Sidewalk Bicycle Parking Program

Continue to install and maintain City-standard bicycle racks on sidewalks. Identify areas with demand for bicycle racks and implement an installation schedule. Prioritize the installation of racks on streets where businesses request the racks as well as within either the Backbone and/or Neighborhood Networks.

Lead Department: DOT

Objective: Add 400 additional racks per year.

Schedule: 2011-2020

B. On-Street Bicycle Parking Corrals

Develop bicycle parking corrals in on-street parking spaces as a public-private partnership. Implement a pilot installation and evaluate the feasibility and criteria for widespread use. Prioritize Network streets as potential locations for corrals as well as locations where businesses request a corral.

Lead Department: DOT, DPW

Objective: Increase availability of bicycle parking by providing bicycle parking opportunities in existing on-street automobile parking spaces.

Schedule: 2011-2015

Policy 1.2.3

Increase the supply of quality bicycle parking in City facilities.

Programs

A. Bicycle Parking Standards in City Facilities

Amend LAMC 12.21-A 16(a) to modify the bicycle parking requirement at all City owned and operated facilities to provide bicycle parking space for 5% of employees and estimated daily visitors with a minimum of five (5) bicycle parking spaces.

Lead Department: DCP

Objective: Increase bicycle parking

Schedule: 2011-2012

B. City Owned, Operated and Leased Facility Bicycle Parking Review

Review all City-owned, operated, and leased facilities for compliance with the city's bicycle parking standards. Increase bicycle parking to meet LAMC requirements where deficiencies are identified.

Lead Department: DOT, GSD

Objective: Provide adequate bicycle parking at all city owned, operated and leased facilities.

Schedule: 2012-2015

C. Recreation and Parks Bicycle Parking Standards

Provide approved bicycle parking at recreation centers and parks. Review all recreation centers and parks for compliance with the City's design standards and ordinances related to bicycle parking. Create solutions and seek funding to bring the facilities into compliance.

Lead Department: RAP

Objective: Increase the availability of bicycle parking at all City owned recreation and parks facilities by 2015.

Schedule: 2011-2015

Policy 1.2.4

Ensure the maintenance of safe, secure bicycle parking facilities.

Programs

A. Bicycle Parking Handbook

Provide information to developers, property managers and building inspectors about bicycle parking and support facilities to comply with LAMC bicycle parking requirements.

Lead Department: DOT

Objective: Provide and disseminate handbooks on the web.

Schedule: 2012-2015

B. Bicycle Parking Training

Develop a Bicycle Parking Requirement Training Presentation and post on the Bicycle website. Provide training sessions to the Department of Building and Safety and other City staff on the LAMC bicycle parking requirements.

Lead Department: DOT, DBS

Objective: Improve knowledge of bicycle parking standards and requirements among building inspectors in order to appropriately enforce bicycle parking requirements.

Schedule: 2012-2015

Policy 1.2.5

Encourage the installation of bicycle parking at public schools, colleges, and universities.

Programs

A. Public School Bicycle Parking

Encourage the Los Angeles Unified School District (LAUSD) to install quality bicycle parking at public schools within the City of Los Angeles. Work with LAUSD to identify bicycle parking needs and solutions.

Lead Department: DOT

Objective: Install bicycle parking spaces on school property, in front of the school entrance or other visible high traffic location, for at least 5% of the student body and faculty.

Schedule: 2011-2020

B. Community College Bicycle Parking

Encourage the Los Angeles Community College District (LACCD) to install quality bicycle parking on school property, in front of the school entrance or other visible high traffic locations, at all community colleges within the City of Los Angeles. Work with LACCD to identify bicycle parking needs and solutions.

Lead Department: DOT

Objective: Install bicycle parking spaces for at least 5% of the student body and faculty.

Schedule: 2011-2020

C. University Bicycle Parking

Encourage local four-year universities to install quality bicycle parking on school property, in front of the school entrance or other visible high traffic locations, on all campus locations within the City of Los Angeles. Conduct outreach to identify bicycle parking needs and solutions.

Lead Department: DOT

Objective: Install bicycle parking spaces for at least 5% of the student body and faculty.

Schedule: 2011-2020

Policy 1.2.6

Encourage the installation of bicycle parking at a visible, high traffic location, at all Federal, State and County facilities located within the City of Los Angeles.

Programs

A. Federal Facility Parking

Coordinate with Federal officials to encourage the installation of quality bicycle parking at all Federal facilities within the City of Los Angeles, to meet or exceed City bicycle parking standards. Conduct outreach to identify bicycle parking needs and solutions.

Lead Department: DOT

Objective: Install bicycle parking spaces for at least 5% of the vehicle parking.

Schedule: 2012-2017

B. State Facility Parking

Coordinate with State officials to encourage the installation of quality bicycle parking at all State facilities within the City of Los Angeles to meet or exceed City bicycle parking standards. Conduct outreach to identify bicycle parking needs and solutions.

Lead Department: DOT

Objective: Install bicycle parking spaces for at least 5% of the vehicle parking.

Schedule: 2012-2017

C. County Parking

Coordinate with County officials to encourage the installation of good quality parking at all County facilities within the City of Los Angeles to meet or exceed City bicycle parking standards. Conduct outreach to identify bicycle parking needs and solutions.

Lead Department: DOT

Objective: Install bicycle parking spaces for at least 5% of the vehicle parking.

Schedule: 2012-2017

Policy 1.2.7

Develop and implement citywide bicycling parking standards.

Programs

A. Private Property Bicycle Parking Standard for Commercial and Industrial projects

Amend LAMC Section 12.21 A.16 to increase the City's requirements for bicycle racks, lockers, and shower amenities in commercial and industrial projects. Require design and placement to comply with City standards.

Lead Department: DCP

Objective: Increase the supply of secure bicycle parking.

Schedule: 2011-2015

B. Private Property Bicycle Parking Standard for Residential Projects

Amend LAMC Section 12.21 A1b to augment the City's bicycle parking requirements to include bicycle racks and lockers in multi-family residential projects.

Lead Department: DCP, DOT

Objective: Increase the supply of secure bicycle parking in appropriate key, safe locations.

Schedule: 2011-2015

C. Parking at Existing Major Destinations

Work with special event facilities' managers to provide convenient, secure, good quality and well-lit bicycle parking facilities at special event venues such as Dodger Stadium, the Staples Center/LA Convention Center, and the LA Memorial Coliseum/Sports Arena.

Lead Department: DOT

Objective: Provide and/or increase the supply of good quality bicycle parking at major event destinations.

Schedule: 2011-2015

D. Transit-Oriented District Plans

Review and update all existing Transit Oriented District Plans (TODs) to include bicycle access and amenities.

Lead Department: DCP

Objective: Increase the supply of safe and visible bicycle parking in TOD areas.

Schedule: 2012-2015

E. TDM Ordinance Revision

Include bicycle parking and other bicycle use incentives as a Transportation Demand Management (TDM) measure to mitigate traffic/vehicle trips for purposes of CEQA compliance for commercial, residential and mixed-use development projects.

Lead Department: DCP, DOT

Objective: Update TDM measures to include bicycle parking and other incentives to increase bicycle use for commuting.

Schedule: 2011-2015

F. Expanded Bicycle Parking Standard

Explore the feasibility of permitting reduced vehicle parking in exchange for bicycle parking especially in locations along the Networks, adjacent to a transit station and/or at commercial and manufacturing locations.

Lead Department: DCP

Objective: Increase the availability of bicycle parking and reduce the quantity of vehicle parking.

Schedule: 2011-2013

G. Storage of Bicycles Inside Buildings

Establish an ordinance to require building owners and managers to permit bicycles to enter and be stored inside a building when safe and secure bicycle parking is not available elsewhere on the premises.

Lead Department: DCP, DBS

Objective: Expand the bicycle parking options for bicyclists.

Schedule: 2011-2013

Policy 1.2.8

Encourage creative solutions to increase the availability of bicycle parking.

Programs

A. Artist Designed Bicycle Parking Solutions

Support and develop creative bicycle parking solutions in the public rights-of-way.

Lead Department: DOT, DPW

Objective: Create guidelines within bike parking standards.

Schedule: 2015-2020

B. Parking Meter Posts

As existing parking meters are eliminated citywide maintain a minimum of 25% of existing parking meter posts and retrofit for bicycle parking.

Lead Department: DOT

Objective: Increase on-street bicycle parking locations.

Schedule: 2011-2015

C. Street Furniture Definition

Include bicycle racks in the definition of street furniture to utilize streetscape funding opportunities.

Lead Department: DPW, City Attorney

Objective: Increase funding options for bicycle racks.

Schedule: 2011-2015

Equity: Transit Objective 1.3

Expand bicyclists' range and mobility options through the integration of bicycling into the region's transit system.

Policy 1.3.1

Incorporate bikeways into transit projects that include an exclusive right-of-way.

Programs

A. Bikeways along Exclusive Transit Rights-of-Way

Continue to include Class I bicycle paths adjacent to new exclusive surface transit rights-of-way. Identify all major transit projects under development and work with Metro and other appropriate agencies to incorporate bikeways in new transit projects.

Lead Department: DOT, DCP

Objective: Construct Class I bicycle paths along transit rights-of-way in coordination with transit projects.

Schedule: 2011-2025

B. Bicycle-Transit-Only Lanes

Allow bicycle use on surface street bus-only lanes as permitted by California Vehicle Code (CVC) 21202. Work with Metro to develop bus/bike-only lane standards to accommodate bicycles and install appropriate signage and on-street markings. Identify corridors on the Backbone Network that are potential candidates for the inclusion of bus-only lanes.

Lead Department: DOT, DCP

Objective: Install Bicycle-Transit-Only Lanes.

Schedule: 2011-2025

Policy 1.3.2

Maximize Bicycle Amenities at Transit Stops and Stations.

Programs

A. Clean Mobility Hubs (Bicycle Commuter Center)

Work with transit agencies and adjacent property owners to include attendant operated bicycle storage, lockers, restrooms and showers, and bicycle rental and repair facilities, and WiFi at all transit stations identified as Clean Mobility Hubs on the Bicycle Plan Maps. Coordinate and support Metro efforts as necessary. Leverage the role of the Mayor and the Mayor's appointees as members of the Metro board and/or the Metro Technical Advisory Committee to increase support for the development of bicycle amenities at transit locations. Prioritize the development of Hubs that are located on the Backbone Network.

Lead Department: City Council, DCP, DOT, Office of the Mayor

Objective: Install attendant operated bicycle services at all Clean Mobility Centers.

Schedule: 2011-2020

B. Multi-Mobility Hubs

Work with transit agencies and adjacent property owners to include short term and long term secure bicycle storage, bicycle rental facilities, lockers, bicycle maps and WiFi at transit stations identified as Multi-Mobility Hubs on the Bicycle Plan Maps. (See Backbone and Neighborhood Networks Maps) Coordinate and support Metro efforts as necessary.

Lead Department: City Council, DOT, DCP, Office of the Mayor

Objective: Install bicycle facilities at all Multi-Mobility Hubs.

Schedule: 2011-2020

C. Transit Station Bicycle Parking

Work with Metro, other transit agencies and adjacent property owners to include bicycle parking racks and lockers at all existing and new transit stations identified as Bicycle Transit Hubs in the Metro Bicycle Transportation Strategic Plan (BTSP).

Lead Department: DOT, DCP

Objective: Increase bicycle parking at transit hubs.

Schedule: 2011-2020

D. Bus Stop Bicycle Parking

Work with Metro, local transit agencies and adjacent property owners to include bicycle parking racks within 50' of all existing and new transit stops. Prioritize bus stops that are located on either the Backbone or Neighborhood Networks.

Lead Department: DOT, DCP

Objective: Increase bicycle parking at bus stops.

Schedule: 2012-2030

Policy 1.3.3

Establish a bicycle sharing network around each of the Multi-Mobility Hubs and Clean Mobility Hubs.

Program

A. Bicycle Sharing Network

Work with private enterprise and local and county agencies to develop a bicycle sharing network at each of the Multi-Mobility Hubs and Clean Mobility Hubs identified on the Bicycle Plan Maps.

Lead Department: DOT, City Council, Office of the Mayor

Objective: Increase short-term bicycle use within a five-mile distance of Multi-Mobility Hubs and Clean Mobility Hubs.

Schedule: 2011-2015

Policy 1.3.4

Accommodate bicycles on transit vehicles and taxis

Programs

A. Bus-Bicycle Racks

Work with Metro and local transit agencies to include bicycle racks on Metro and municipal bus lines that operate within the City of Los Angeles.

Lead Department: DOT, City Council, Office of the Mayor

Objective: Increase bicycle carrying capacity on all local buses.

Schedule: 2011-2015

B. Three-Bicycle Racks

Work with Metro and local transit agencies to increase the bicycle carrying capacity of all Metro and Municipal bus lines operating within the City of Los Angeles from two to three. Prioritize the upgrade on bus lines that are along the Backbone Network.

Lead Department: DOT, City Council, Office of the Mayor

Objective: Increase the bicycle carrying capacity of all buses with racks.

Schedule: 2011-2015

C. Advocacy for Bicycles on Trains

Work with Metro to create opportunities for increasing the capacity for bicycles on all Metro trains and lift time of day and capacity restrictions

Lead Department: DOT, City Council, Office of the Mayor, BAC

Objective: Increase bicycle access to trains.

Schedule: 2011-2015

D. Operator Judgement (Bicycles on Buses)

Work with Metro and local transit operators in the City of Los Angeles to allow operators to make decisions regarding allowing bicycles on buses when space on bus allows, racks are full, service is last of the day or in inclement weather.

Lead Department: DOT, City Council, Office of the Mayor, BAC

Objective: Increase bicycle access to buses.

Schedule: 2011-2015

E. Turnstile Design

Work with Metro and local transit agencies to ensure that all turnstiles can accommodate a bicycle.

Lead Department: DOT, City Council, Office of

the Mayor, BAC

Objective: Facilitate bicycle access to transit.

Schedule: 2011-2015

F. Bicycle Racks on Taxis

Investigate the integration of bicycles with taxi service by adding bicycle racks on to all of the taxi cabs that are permitted through the Department of Transportation.

Lead Department: DOT

Objective: Seamlessly incorporate bicycle travel with the use of taxis. Expand the range of bicycle mobility.

Schedule: 2011-2015.

Encouragement Objective 1.4

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

Policy 1.4.1

Promote bicycling through City-sponsored events and through non-profit entities.

Programs

A. Monthly Car-Free Days

Coordinate a Car-Free Day on a regular basis each month. Provide information and incentives for drivers to leave the car behind for a day. Post materials at BicycleLA.org website and work with Metro and City Council offices to provide incentives and disseminate materials to event participants.

Lead Department: Mayor's Office, City Council, DOT, DPW

Objective: Reduce car use by 5%.

Schedule: 2011-2015

B. Los Angeles Bicycle Tours

Organize, lead and provide support to local and citywide bicycle tours as either stand-alone events or in conjunction with events such as the Los Angeles Marathon and the Los Angeles Triathlon. Identify and work with potential community partners including bicycle advocacy groups, neighborhood councils, neighborhood preservation groups, historical societies, merchant groups and Business Improvement Districts (BIDs). Encourage the selection of streets on the Backbone and Neighborhood Networks for the tours.

Lead Department: Mayor's Office, City Council, DOT, RAP, LAPD, LAFD

Objective: Support at least one event annually.

Schedule: 2012-2017

C. Recreational Rides

Organize and lead local and citywide recreational rides ranging from 5-30 miles. Prioritize routes that include the Green, Backbone or Neighborhood Networks.

Lead Department: RAP, Mayor's Office, City Council, DOT, DPW

Objective: Increase participants by 10% each year.

Schedule: 2012-2017

D. Summer Ride Series

Organize, lead and provide support to local and citywide bicycle rides. Prioritize routes that include the Backbone and Neighborhood Networks.

Lead Department: RAP, Mayor's Office, City Council, DOT, LAPD.

Objective: Increase participants by 10% each year.

Schedule: 2012-2017

E. Ciclovias (Car free Weekend/Holiday Roadways)

Provide support to local organizations to organize Ciclovias (a series of local and citywide road closure events) on weekends and holidays to provide bicyclists, walkers, skaters and others

a recreational opportunity by creating public space for non-vehicular activities within the roadway area. Encourage the selection of streets on the Backbone and Neighborhood Networks.

Lead Department: Mayor's Office, City Council, RAP, DOT, DPW, LAPD, LAFD

Objective: Increase participants by 5% each event.

Schedule: 2010-2035

F. Non-Profit Coordination

Support and expand local non-profit efforts to coordinate and plan bicycle events. Encourage the use of streets on the Backbone and Neighborhood Network for the events.

Lead Department: Mayor's Office, DOT

Objective: Support multiple events.

Schedule: 2011-2035

G. Streets as Public Space

Encourage the use of Backbone and Neighborhood Streets for a variety of events such as Farmers' Markets, Art Cycles and other bicycling events, parades, races, and art fairs to promote public awareness of streets as public space.

Lead Department: Mayor's Office, City Council, RAP, DOT, DPW, LAPD, LAFD

Objective: Expand the use of public streets for multiple users.

Schedule: 2011-2035

Policy 1.4.2

Provide widespread and user-friendly information on the location and quality of bicycle facilities.

Programs

A. Citywide Bikeways Map

Provide and distribute physical and electronic copies of the Citywide Bikeway Map that includes information about the Green, Backbone and Neighborhood Networks and locations of the Clean Mobility Hubs, Multi-Mobility Hubs and bus stops with bicycle amenities.

Lead Department: DOT

Objective: To provide information that will assist cyclists to find secure bicycle parking and other bicycle amenities.

Schedule: 2011-2035

B. Neighborhood Network Maps

Work with local Business Improvement Districts, Neighborhood Councils, and Chambers of Commerce to develop, fund, and distribute physical and electronic maps of localized portions of the Citywide Bikeways Map.

Lead Department: DOT

Objective: Provide information that will assist cyclists to find secure bicycle parking and other bicycle amenities.

Schedule: 2011-2015

C. Public Bicycle Parking Facility Map and Database

Develop and provide a map that includes the public bicycle parking facilities. Maintain a database of the facilities that includes the number of bicycle parking spaces, ownership of the facility, and other amenities.

Lead Department: DOT

Objective: Distribute maps on website to download or view and distribute physical copies at local venues.

Schedule: 2011-2015

D. City's Bikeway Plan Website

Continue to maintain the BicycleLA.org website to provide bicyclists with current information about safety, future improvements, events, network maps, route information and suggestions, maintenance and other relevant information. Provide enhanced tools for hazard reporting, mapping of reported hazards and tracking of repairs.

Lead Department: DOT

Objective: Increase visitors to download or view on-line information.

Schedule: 2011-2035

E. Existing Bikeways Map

Update and make public the Existing Bikeways Map each year. The map should identify the type, location, and number of new miles that were added within the past year as well as other bikeway modifications that may have occurred.

Lead Department: DOT

Objective: Provide communities with up- to-date information on additions and other changes that have occurred within the past year.

Schedule: 2011-2035

F. Poster Campaigns

Promote awareness of the Green, Backbone, and Neighborhood Networks through the installation of posters and/or banners. Installation could be either temporary or permanent and could be used to inform the community about the Networks as well as focus on a variety of topics including safe driving practices and/or bicycling encouragement.

Lead Department: DOT, DPW

Objective: Expand community awareness of the Networks.

Schedule: 2011-2035

G. Wayfinding (see also Program 2.3.3. E)

Develop and install wayfinding signage along the Green, Backbone, and Neighborhood Networks to inform bicyclists of key destinations along, or adjacent to, their route.

Lead Department: DOT

Objective: Facilitate and promote bicycle access to key destinations.

Schedule: 2011-2035

Policy 1.4.3

Promote bicycle commuting and encourage safe bicycling practices in Los Angeles.

Program

A. Bicycle Ambassador Program

Develop a Bicycle Ambassador Program to attend public events including health fairs and community bike rodeos to broaden awareness of bicycling and provide safety information. Work with the City and Metro to disseminate information about the Program

Lead Department: DOT

Objective: Disseminate two Ambassadors to 10 promotional events each year.

Schedule 2011-2020

B. Bicycle Buddy Program

Develop and operate a Bicycle Buddy Program to encourage the use of the bicycle for commuting purposes on the Backbone Network and other bikeway facilities. Work with the City and Metro to disseminate information about the Program.

Lead Department: DOT

Objective: Facilitate the use of bicycles for trip making by pairing experienced and novice riders for tips, route selection, and encouragement.

Schedule 2011-2020

C. Bike to Work/School Week

Expand the City of Los Angeles Bike-to-Work Week efforts by providing City sponsored events and pit stops in every council district and supporting bicycling to school for students. Provide information, support services and incentives for bicyclists to bicycle to work and school. Distribute materials and post information on Bicycle Website.

Lead Department: Mayor's Office, City Council, DOT, DPW

Objective: Increase Bike to Work/School week registration by 5% each year.

Schedule: 2012-2035

GOAL 2

Make every street a safe place to ride a bicycle.

Create safe streets by increasing education efforts for motorists, bicyclists, and pedestrians; by increasing awareness of bicyclists' rights and responsibilities; by increasing enforcement of moving violations; by focusing improvements at locations with high rates of collisions, and by ensuring that all streets, particularly those with bicycle facilities, are regularly maintained to provide a safe and comfortable environment for bicyclists.

Education Objective 2.1

Disseminate information and provide comprehensive education programs for motorists, bicyclists, and the general public to improve bicycle safety and encourage increased bicycle use.

Policy 2.1.1

Support and encourage third-party bicycle education classes.

Program

A. Safe Cycling Classes

Work with local bicycle advocacy organizations to develop, promote and support a series of bicycle education classes. Include information on safe bicycling, bicycle maintenance and security. Reach out to LAUSD to ensure that schools are promoting these classes to interested students.

Lead Department: DOT

Objective: Hold regular clinics that provide training and outreach to stakeholders, including LAUSD, to ensure they are aware of the training sessions.

Schedule: 2012-2017

Policy 2.1.2

Educate motorists, bicyclists, and the general public on bicycle safety and maintenance.

Programs

A. Bicycle Safety Literature and Distribution Program

Develop Bicycle Safety literature and implement a strategy to distribute the literature to motorists, city employees, bus, truck and heavy vehicle operators. Work with Metro and local transit agencies to disseminate information about the Program.

Lead Department: DOT, Personnel, POLA

Objective: Distribute literature to City employees, motorists, and bus, truck and heavy vehicle operators each year.

Schedule: 2012-2035

B. Bicycle Safety and Maintenance Program

Develop curriculum and conduct classes for bicyclists at City recreation centers and libraries and work with LAUSD to help with outreach on availability of classes.

Lead Department: DOT, RAP

Objective: Provide classes each year that funding is available.

Schedule: 2012-2017

C. DMV Bicycle Education Program

Encourage the Department of Motor Vehicles to develop a bicycle safety/awareness component to be incorporated into motorist education program, distribute informational pamphlets to motorists about bicyclists' rights and responsibilities, and include information as to how to safely share the road with bicyclists.

Lead Department: Mayor, CLA, Council, DOT

Objective: Distribute pamphlets each year to motorists when registering or renewing their vehicle registration and when receiving or renewing their drivers license.

Schedule: 2012-2035

D. Poster Campaigns (see Program 1.4.2. F)

Develop and install posters and banners along the Networks to expand motorist awareness of bicyclists.

Objective: Educate motorists on the role of the Networks, the presence of bicyclists and their legitimate right to the road.

Lead Department: DOT

Schedule: 2012-2035

E. Bicycle Facility Education

Develop educational campaigns for the public about the benefits and use of bikeways engineering treatments or innovative bikeway pilot projects. Education can be done through door hangers, "coming soon" signs, and other on-street, online and innovative media tools. Prior outreach should be conducted, as well, when implementing new bicycle infrastructure.

Lead Department: DOT

Objective: Educate and work with communities and neighborhoods to support bicycling and bicycle infrastructure improvements. Promote safe cycling and driving practices.

Schedule: 2011-2030

Policy 2.1.3

Educate school children on safe bicycling behavior.

Programs

A. Bicycle Safety and Transit Education Program

In coordination with LAUSD, continue the City's School Bicycle Safety and Transit Education program that provides education and bicycle and pedestrian safety information about transit to children between the ages of four and thirteen at LAUSD schools.

Lead Department: DOT

Objective: Educate 200,000 children each year on bicycle and pedestrian safety and provide information about transit. Provide a yearly report to the City Council Transportation Committee on the number of children educated.

Schedule: 2011-2015

Policy 2.1.4

Increase bicycle education at Los Angeles schools.

Programs

A. Bicycle School Pilot Program

Work with local parent organizations, LAUSD, school police and traffic officers in middle schools to develop education and encouragement programs, provide better bicycle parking, and identify preferred bikeway routes to school. Identify locations and implement pilot programs.

Lead Department: DOT, LAPD

Objective: Increase bicycle facilities and programs at middle schools and within two miles of school.

Schedule: 2013-2017

B. Safety Pilot Program

Work with local parent organizations at elementary and middle schools to educate parents on safe motoring behavior around bicyclists. Identify various locations for pilot programs.

Lead Department: DOT, LAPD

Objective: Disseminate motorist education materials via school children.

Schedule: 2011-2015

Policy 2.1.5

Educate law enforcement, heavy duty bus and truck operators, taxis, motorists, all city employees and bicyclists on bicyclist rights and safe monitoring behavior around bicyclists.

Programs

A. Bicycle Safety Public Service Announcements

Continue to produce a series of Bicycle Safety Public Service Announcements (PSA's) for distribution on television, radio, and outdoor signage. Launch a new PSA annually during Bicycle to Work (and School) Week and disseminate through media outlets. and local blogs.

Lead Department: DOT, LAPD, ITA

Objective: Produce PSA's each year. Air PSA's on television, on radio, and install ads at outdoor signage locations.

Schedule: 2010-2015

B. Bicyclists and the Law

Develop and distribute Bicyclists and the Law education material.

Lead Department: DOT, LAPD

Objective: Distribute pamphlets each year to LAPD Patrol Officers, motorists, bicyclists, and heavy duty vehicle and bus operators and post information on the website.

Schedule: 2011-2015

C. Bus Operator and Ambulance, Taxi, and Truck Driver Training Program

Develop and conduct a City-approved training program to ensure that bus (DASH), ambulance, taxi, and truck drivers are educated on bicyclists' rights and responsibilities and safe motoring around bicyclists. Provide a yearly report to the City Council Transportation Committee on the number of drivers educated.

Lead Department: DOT, POLA

Objective: Provide training each year.

Schedule: 2011-2015

D. Transit Operators

Encourage Metro and other transit agencies to incorporate a bicycle safety/awareness component into their driver training programs. Provide a yearly report to the City Council Transportation Committee on the number of drivers educated.

Lead Department: DOT, Metro, Council, Mayor

Objective: Provide operational training to all drivers annually.

Schedule: 2011-2015

E. Violator Training Program for Bicyclists

Work with the Los Angeles County Superior Court system to develop a program that offers bicycle safety training to bicyclists receiving bicycle-related citations in lieu of paying a fine or other pecuniary penalties.

Lead Department: DOT, City Attorney

Objective: Educate motorists and bicyclists and reduce citations and collisions.

Schedule: 2012-2017

F. Violator Training Program for Motorists

Work with the Los Angeles County Superior Court system to develop a program that offers bicycle safety training to motorists receiving bicycle related citations or involved in automobile and bicycle related collisions.

Lead Department: City Attorney

Objective: Educate motorists and reduce citations and collisions.

Schedule: 2012-2017

Enforcement Objective 2.2.

Reduce the number of annual bicycle collisions (bicycle to pedestrian, bicycle to bicycle, bicycle to automobile) to zero.

Policy 2.2.1

Enforce traffic laws to enhance bicyclists' safety by consistently citing both motor vehicle operators and bicyclists and ensuring speed enforcement in school zones.

Programs

A. LAPD Bicycle Peace Officer Standards and Training Program

Train officers on bicyclists' rights and responsibilities and bicycle/vehicle collision evaluation.

Lead Department: LAPD, DOT

Objective: Train officers annually.

Schedule: 2011-2015

B. Sting Operations

Target unsafe bicycle riding and motorist driving behavior especially on the Backbone and Neighborhood Networks and in school zones as resources permit. Publicize the stings to improve bicycle and motorist interaction.

Lead Department: LAPD

Objective: Improve safety for bicyclists.

Schedule: 2011-2020

Policy 2.2.2

Reduce impediments to bicycle lane mobility and safety.

Program

A. Bicycle Lane Enforcement Program

Train LAPD Traffic Officers and Bureau of Sanitation drivers to identify bicycle lane parking violations and obstructions and issue citations.

Lead Department: LAPD, DOT, DPW

Objective: Reduce obstructions in bicycle lanes.

Schedule: 2011-2015

Policy 2.2.3

Increase motorist awareness of the potential presence of bicyclists.

Programs

A. Watch the Road Campaign

Continue to participate in and enhance the Watch the Road Campaign dedicated to increasing traffic safety and mobility in the Los Angeles region by working with the community.

Lead Department: LAPD and DOT

Objective: Enhance safety for all users of the transportation system, including bicyclists.

Schedule: 2010-2015

B. Share the Road Campaign

Expand the Share the Road campaign to include advertisements in multiple languages, particularly Spanish. Install campaign materials primarily on streets within the Backbone and Neighborhood Networks and around schools.

Lead Department: DOT

Objective: Expand driver awareness of how to share the road safely with bicyclists including information on appropriate passing distance and behavior.

Schedule: 2011-2015

Policy 2.2.4

Expand awareness of locations with auto, pedestrian, and bicycle collisions.

Program

A. Hot Zones Map

Develop and update annually a GIS-based map of crash data from the Statewide Integrated Traffic Records System (SWITRS) and other

applicable sources (as available) that reflects the number and types of all collisions (auto, bicyclist, pedestrian) that are occurring throughout the City. Coordinate this effort with support and data from LAPD, LAFD, and LAUSD.

Lead Department: DCP

Objective: Direct funding dollars and improvements to locations with moderate to high SWITRS collisions particularly those along the Backbone Network and in school zones.

Schedule: 2011-2035

Policy 2.2.5

Establish and promote a hotline for reporting behavior or conditions that endanger bicyclists, and incidents and conflicts involving motorists and bicyclists.

Program

A. Bicycle Infrastructure and Incident Reporting Program

Develop and maintain a program to allow bicyclists and other concerned citizens to report infrastructure obstacles or failures or to report aggressive behavior by motorists or motorist harassment.

Lead Department: LAPD

Objective: Reduce bicyclist/motorist collisions.

Schedule: 2011-2015

Engineering and Maintenance Objective 2.3.

Design and maintain all streets so that they incorporate Complete Street standards

Policy 2.3.1

Upgrade bridges, intersections, freeway ramps, tunnels, and grade separations that impede safe and convenient bicycle passage.

Programs

A. Signalization Program

Upgrade, repair, or adjust intersection signalization to accommodate bicyclists in accordance with CA MUTCD. Focus initial efforts on the Backbone and Neighborhood Networks.

Lead Department: DOT

Objective: Upgrade, repair, or adjust signals per year per Caltrans Guidelines.

Schedule: 2011-2015

B. Bridge Design Program

Consider bicycle facilities when designing new or retrofitting bridges. Any modifications to an existing bridge that has been designated, or determined to be eligible, as a Historic Resource should avoid adversely impacting character-defining features. Particular attention should be made to bridge underpasses that cross existing or future bicycle paths to ensure that the paths are integrated into the design and construction of the facility.

Lead Department: DOT, DPW

Objective: Increase bicycle access on grade-separated projects.

Schedule: 2011-2015

C. Street Grate Installation

Retrofit street grates to Bicycle-Safe Standard Design. Focus initial efforts on the Backbone and Neighborhood Networks.

Lead Department: DPW

Objective: Seek funding and replace all grates that do not comply with the current standards.

Schedule: 2011-2015

D. Signal Timing

Identify opportunities to re-time street signals to reduce speeds and create smoother traffic throughput. Prioritize re-timing efforts on streets within the Backbone Network. In addition, identify opportunities to re-time street signals to allow longer crossing times for cyclists and pedestrians where the Neighborhood Network streets cross large intersections or major thoroughfares.

Lead Department: DOT

Objective: Provide a safer bicycle cycling environment and improve interaction between cyclists, buses, and cars as well as reduce risks to pedestrians.

Schedule: 2011-2015

Policy 2.3.2

Mitigate obstacles or obstructions that impede safe and convenient bicycle passage.

Programs

A. Detour Strategies for Bicyclists

Develop and implement standard detour strategies for construction projects to ensure safe passage of bicyclists per the California MUTCD.

Lead Department: DOT, CA DPW

Objective: Train contract administration project managers to include bicycle detours.

Schedule: 2011-2015

B. Construction Zone Standards for Bicyclists

Implement standard procedures as defined in the MUTCD to ensure safe bicycle travel through construction zones. Disseminate standard procedures to appropriate city street maintenance personnel and contractors.

Lead Department: DOT, DPW

Objective: Reduce bicycle collisions.

Schedule: 2010-2015

C. Hazards and Closures Alert Program

Prepare strategies and procedures to alert bicyclists about construction zones, closures, detours or obstacles through the use of temporary road signage, media, and web banners.

Lead Department: DOT, DPW, ITA

Objective: Develop media list. Distribute announcement to all media outlets and websites.

Schedule: 2011-2015

D. Warning System

Identify bicycle travel impediments such as tunnels or bridges and install any needed warning signage and flashing beacons to warn motorists of the presence of bicyclists. Prioritize the installation of warning signals at impediments along the Backbone Network.

Lead Department: DOT

Objective: Improve and ensure neighborhood connectivity and reduce bicycle collisions near freeway entrances, exit ramps, tunnels bridges or other roadway infrastructure impediments.

Schedule: 2011-2015

E. Caltrans Design

Work with Caltrans to design improvements to freeway entrances and exit ramps to warn motorists of the presence of bicyclists.

Lead Department: DOT

Objective: Reduce bicycle collisions near freeway entrances and exit ramps.

Schedule: 2011-2016

Policy 2.3.3

Provide and maintain bicycle sensitive signal detectors, informational signage, and lighting, along City bikeways.

Programs

A. Bicycle-Sensitive Detectors

Continue to install bicycle sensitive signal detectors at all actuated signal controlled intersections. Include pavement markings for bicyclists.

Lead Department: DOT

Objective: Provide bicyclists a mechanism to insure that a signal recognizes their presence.

Schedule 2011-2015

B. Bicycle Network Wayfinding Program

Develop and install a bicycle wayfinding signage program to indicate route turns, the presence of intersecting bikeways, streets and distances to nearby local and major destinations along the Backbone and Neighborhood Networks.

Lead Department: DOT

Objective: Assist bicyclists to safely and efficiently navigate the bicycle network. Alert motorists to alternative travel option.

Schedule: 2011-2015

C. Bicycle Street Lighting

Prioritize the installation of bicycle-scale lighting on the Backbone and Neighborhood Network streets.

Lead Department: DPW

Objective: Ensure a safe and comfortable street experience for all pedestrians, bicyclists, and transit users alike.

Schedule: 2012-2020

Policy 2.3.4

Maintain and facilitate best bikeway design practices.

Programs

A. Facility Design Standards

Develop and maintain City of Los Angeles Bikeway Design Standards for inclusion in DOT Manual of Policies and Procedures (MPP).

Lead Department: DOT

Objective: Ensure the consistent design and installation of standard facilities.

Schedule: 2011-2015

B. Bicycle Facility Design Review Program

Review and approve all bikeway plans. Work with designers citywide to ensure that bicycle facilities are incorporated into projects per the DOT MPP.

Lead Department: DOT

Objective: Ensure the consistent design and installation of bicycle facilities.

Schedule: 2010-2015

C. Bikeway Project Status Meetings

Continue to host monthly meetings with various design staff on ongoing progress of bikeway projects.

Lead Department: DOT

Objective: Hold monthly meetings with City staff throughout year.

Schedule: 2011-2020

D. Innovative Bicycle Priorities and Procedures Review Program

Develop new and innovative bikeway designs and treatments through the California Traffic Control Devices Committee (CTCDC) and the Federal Highway Administration (FHWA) approved experiment process.

Lead Department: DOT

Objective: Increase the variety of designs and

treatments to address unique design challenges and include pilot projects in the first 5-Year Implementation Strategy.

Schedule: 2011-2015

E. Design Workshops

Host/participate in workshops on bicycle facility design.

Lead Department: DOT

Objective: Train all DOT and DPW design staff in current and future bikeway design standards.

Schedule: 2012-2035

Policy 2.3.5

Maintain safe bikeways through regular inspection and maintenance.

Programs

A. Bikeways Visual Inspection Program

Incorporate into the City's Pavement Management System (PMS) provisions for visual inspections of all on-street bikeways and develop a database to track observations. Provide mechanisms for public input on conditions.

Lead Department: DOT, DPW

Objective: Increase maintenance of bikeway surface quality.

Schedule: 2012-2020

B. Bikeways Maintenance Program

Establish and implement a routine maintenance program which responds to the visual inspection reports for repair/removal of potential hazards, including but not limited to potholes, railroad crossings, inappropriate/unsafe storm drain grates, and gutter cracks. Prioritize the maintenance of streets on the Backbone and Neighborhood Networks.

Lead Department: DOT, DPW, RAP, POLA, LAWA

Objective: Reduce bicycle collisions resulting from poor roadway surface quality.

Schedule: 2011-2015

C. Street Paving Schedule

Make the annual street paving schedule public and easily accessible on the Bureau of Street Services' website homepage. The list is subject to change throughout the year and a disclosure statement will be included on the website to alert the public regarding potential changes. Prioritize paving on the Backbone and Neighborhood Network streets.

Lead Department: DPW

Objective: Provide information to the public on the timetable for street paving.

Schedule: 2011-2030

D. Routine Bikeways Maintenance Program

Establish a routine maintenance (sweeping, litter removal, repainting of striping and signage) schedule for all roads with bikeways. Prioritize streets on the Backbone and Neighborhood Networks. Publish a schedule on-line and make it easily accessible from the DPW and RAP (and other agency) websites.

Lead Department: DOT, DPW, RAP, POLA, LAWA

Objective: Reduce bicycle collisions resulting from poor bikeway maintenance.

Schedule: 2011-2015

E. Service Request Form

Continue the Service Request Form for the public to inform the Department of Public Works about obstacles, hazards, and needed improvements and repairs.

Lead Department: DPW

Objective: Increase reporting by the public and response by Bureau of Sanitation to maintenance issues. Monitor number of Service Request Forms submitted.

Schedule: 2011-2015

F. Street Lighting of Bikeways

Regularly monitor and maintain adequate street lighting along bikeways. Review lighting conditions and repair lighting as necessary. Prioritize maintenance of lighting on streets along the Backbone and Neighborhood Networks. Provide a way for the public to inform DPW's Bureau of Street Lighting through an existing on-line service request form and 311 when lighting is out.

Lead Department: DPW

Objective: Reduce bicycle collisions due to poor street lighting performance.

Schedule: 2011-2015

G. Maintenance Workshops

Host/participate in workshops for bicycle-specific maintenance on streets and bikeways.

Lead Department: DPW

Objective: Train maintenance staff in bikeway maintenance standards.

Schedule: 2012-2035

GOAL 3

Make the City of Los Angeles a bicycle-friendly community.

Support the goal of making the City a bicycle-friendly community for all users regardless of age or abilities by increasing funding opportunities to increase the quality and quantity of bicycle facilities and amenities; by developing monitoring and evaluation programs to ensure that the goals, objectives, policies, and programs of the 2010 Bicycle Plan are fully implemented; and by providing a safe, encouraging, and comfortable experience for all users.

Economic Objective: 3.1

Assure that the City has adequate staff to qualify for, receive, and administer its fair share of regional, state and federal funding for bikeway construction, support amenities, bikeway maintenance and bicycle education with high quality projects.

Policy 3.1.1

Actively pursue diverse sources of funding for the implementation of the 2010 Plan programs and infrastructure improvements. Prioritize projects that are identified in the current Five-Year Implementation Strategy, the Green Network, especially where there is overlap with

the Comprehensive Strategic Safe Routes to School Plan (once completed), or the Hot Zones Map (Program 2.2.4.A, once completed).

Programs

A. Citywide Funding Coordination Program

Coordinate bicycle funding applications and project proposals among adjacent cities and appropriate State and County agencies, City departments, elected officials, and the BAC to ensure maximum leveraging of funds from outside sources. Actively pursue input from BAC and the public on ideas for needed bikeway projects and programs.

Lead Department: DOT

Objective: Streamline and maximize funding opportunities.

Schedule: 2011-2035

B. Auxiliary Fund Review

Evaluate opportunities to utilize existing City auxiliary funds (street furniture funds, etc) for bicycle plan improvements.

Lead Department: DOT, CLA

Objective: Increase the pool of public funds for bicycle plan implementation.

Schedule: 2011-2035

C. Application for Metro Call for Projects Funding

Aggressively pursue funding for the 2010 Plan implementation by obtaining Metro Call for Projects funding.

Lead Department: DOT, DPW

Objective: Obtain funding for bikeway infrastructure projects through all eligible modal categories. Report yearly to City Council Transportation Committee on how many projects were submitted and how many were funded.

Schedule: 2011-2015

D. Measure R Local Bicycle Return Funding

Set aside a minimum of 10 percent of Measure R local return funds for bikeway infrastructure projects. Maximize investments by funding bicycle and pedestrian improvements along the same corridor.

Lead Department: DOT

Objective: Spend annual allotment of Measure R funds on bicycle support activities. Provide dedicated revenue stream for bicycle and pedestrian infrastructure improvements.

Schedule: 2011-2040

E. Application for State Safe Routes to School Funding

Aggressively pursue funding for bikeway infrastructure and education projects near schools with competitive and thorough grant proposals. Applications should be selected from the list of projects prioritized by the Comprehensive Safe Routes to School Strategic Plan (See Program 1.1.2.D). Coordinate with LAUSD.

Lead Department: DOT, DPW

Objective: Apply for funding each year. Report yearly to City Council Transportation Committee on how many projects were submitted and how many were funded.

Schedule: 2011-2035

F. Application for Office of Traffic Safety Grants

Aggressively pursue funding for bicycle safety programs.

Lead Department: DPW, DOT

Objective: Apply for funding each year. Report yearly to City Council Transportation Committee on how many projects were submitted and how many were funded.

Schedule: 2011-2015

G. Application for Caltrans Highway Safety Improvement Program

Aggressively pursue funding for projects that will improve safety for all road users, especially bicyclists.

Lead Department: DOT, DPW

Objective: Apply for funding each year. Report yearly to City Council Transportation Committee on how many projects were submitted and how many were funded.

Schedule: 2011-2035

H. Application for Federal Safe Routes to School Funding

Aggressively pursue funding for bikeway infrastructure and education projects near schools with competitive and thorough grant proposals. Applications should be selected from the list of projects prioritized by the Comprehensive Safe Routes to School Strategic Plan (See Program 1.1.2.D). Coordinate with LAUSD.

Lead Department: DOT, DPW

Objective: Apply for funding each year. Report yearly to City Council Transportation Committee on how many projects were submitted and how many were funded.

Schedule: 2011-2035

I. Application for Prop A Funds

Aggressively pursue funding for the development of bicycle lanes on the Mulholland Scenic Parkway and other eligible roadways.

Lead Department: RAP

Objective: Apply for funding each year. Report yearly to the City Council Transportation Committee on how many projects were submitted and how many were funded.

Schedule: 2011-2015

J. Application for Coastal Conservancy Funds

Aggressively pursue funding for qualifying bicycle facility projects.

Lead Department: RAP

Objective: Apply for funding each year. Report yearly to City Council Transportation Committee on how many projects were submitted and how many were funded.

Schedule: 2011-2015

K. Federal Lands Highway Funds

Aggressively pursue funding for qualifying bicycle facility projects to provide access to and within the Santa Monica Mountains.

Lead Department: RAP

Objective: Apply for funding each year. Report yearly to City Council Transportation Committee on how many projects were submitted and how many were funded.

Schedule: 2011-2015

L. Unique Funding Opportunities

Identify and pursue local, state, and or federal funding opportunities that encourage and reward multi-purpose and multi-benefit applications. In particular, explore funding for any of the Networks which would permit the City to apply for a bundled application that might include capital improvement monies as well as funds for education, encouragement, and or enforcement programs.

Lead Department: DOT, DPW, DCP, CRA

Objective: Maximize opportunities to fund multi-purpose programs and therefore leverage benefits for a wider variety of the bicycling public and other non-motoring transportation uses.

Schedule: 2011-2015

M. Measure R Local Return Funding

Identify and pursue opportunities to incorporate bicycle improvements and/or programs into any and all Measure R Local Return projects.

Lead Department: DOT, DPW, DCP, Mayor's Office

Objective: Maximize opportunities to develop complete street solutions to any and all transportation related projects.

Schedule: 2011-2040

Policy 3.1.2

Advocate for maintenance of and increases to federal, state and local funding allocations for bicycle programs and infrastructure projects.

Programs

A. Advocacy for Federal Funding for Bicycle Programs and Infrastructure Projects

Aggressively advocate for continued and expanded federal funding for bicycle programs and infrastructure projects in Federal transportation legislation. Ensure representation on bicycling issues with the City's Sacramento and DC lobbyists. Regularly brief the City's Sacramento and Washington lobbyists on the status of the Bicycle Plan, Five-Year Implementation Plan, and bicycle-related funding opportunities to ensure that bicyclists' needs are included within the City's legislative program.

Lead Department: Office of the Mayor and City Council, CLA

Objective: Increase federal funding for bicycle programs and infrastructure projects in federal transportation bills and allocations.

Schedule: 2011-2015

B. Advocacy for State Funding for Bicycle Programs and Infrastructure Projects

Aggressively advocate for continued and expanded state funding for bicycle programs and infrastructure projects in California transportation legislation.

Lead Department: Office of the Mayor and City Council, CLA

Objective: Increase state funding for bicycle programs and infrastructure projects.

Schedule: 2011-2015

C. Advocacy for Regional Funding for Bicycle Programs and Infrastructure Projects

Aggressively advocate for the creation of regional planning support and funding for bicycle programs, staffing and infrastructure projects.

Lead Department: Office of the Mayor and City Council, CLA

Objective: Increase regional funding, staff, and provide better regional coordination for bicycle programs and infrastructure projects.

Schedule: 2011-2015

D. Advocacy for Local Funding for Bicycle Programs and Infrastructure Projects

Aggressively advocate for continued and expanded local funding for bicycle programs, staffing and infrastructure projects.

Lead Department: Office of the Mayor and City Council, CLA

Objective: Increase local funding and staff for bicycle programs and infrastructure projects.

Schedule: 2011-2015

Policy 3.1.3

Adopt a strategy for project vehicle trips to be mitigated through bicycle plan projects and/or programs.

Programs

A. Bicycle Plan Mitigation Fee and Trip Reduction Credit

Establish a trip-mitigation fee to be used for projects and programs that implement the 2010 Plan. Establish a process for fair share contributions towards bicycle facilities to be allocated as trip reductions.

Lead Department: DCP, DOT

Objective: Increase implementation of bicycle plan projects and programs.

Schedule: 2011-2035

B. Bicycle Plan Trust Fund

Establish a trust fund to collect project related trip-mitigation fees to be used for 2010 Plan project and program implementation.

Lead Department: DCP, DOT

Objective: Increase implementation of bicycle

plan projects and programs.

Schedule: 2011-2035

C. Standard Mitigation Measure Revision

Revise the standard mitigation measures to include contributions to the Bicycle Plan Trust Fund and/or the installation of bicycle facility improvements and/or bicycle amenities such as parking, internal bikeway paths, etc.

Lead Department: DCP, DOT

Objective: Increase opportunity for bicycle facility improvement.

Schedule: 2011-2015

D. Traffic Study Guidelines Revision

Revise the City's Traffic Study Guidelines to prioritize the installation of bicycle facility improvements as a trip reduction measure.

Lead Department: DOT, DCP

Objective: Increase implementation in new developments.

Schedule: 2011-2015

Policy 3.1.4

Establish the Bicycle Funding Priority Grading System to prioritize funding applications and City budget allocations to existing and new bikeway facilities including but not limited to bicycle lanes, bicycle parking and showers, signage, intersection improvements, grade separations, street repaving and staffing requirements to support these activities.

Programs

A. Bicycle Funding Priority Grading System

Potential projects for the Five Year Implementation Strategy shall be based upon the 20-point Grading System* described below. Projects that are located within either the Backbone or Neighborhood Networks or School Strategic Plan shall automatically receive 5 points. The strategy emphasizes the importance of providing bikeways within communities with Low-Income households and one to five points are awarded based upon the percentage of Low-Income Households (<80% AMI) that are located along the bikeway. Additonal points may be obtained if the bikeway fills either a corridor or geographic gap. For example, a new project that completes a street segment (which is currently only partially completed) would receive two points but a project that fills a larger system gap would receive five points.

*The Grading System shall be modified to include SWITRS data as a prioritizing criteria once it is readily available.

Category	Points
Network:	
Backbone	5
Neighborhood	5
School Strategic Plan	5
Low Income Households:	
0-21 %	2
21-40%	4
41-60%	6
61-80%	8
81-100%	10
Gaps:	
Connection, Linear or Corridor	2
Geographic Gap	5

Lead Department: DCP, DOT, DPW, City Council, Office of the Mayor

Objective: Develop a prioritization list of bikeways for funding and capital improvements for each Five-Year Implementation Strategy.

Schedule: 2011-2045

B. Selection Process

Utilize the Bicycle Funding Priority Grading System in collaboration with a community outreach process to select the next 200 miles of bikeways to be included in the current Five-Year Implementation Strategy.

Lead Department: DCP, DOT, City Council

Objective: Ensure that bikeways are selected for the next Five-Year Implementation Strategy based upon the criteria established by the Bicycle Funding Priority Grading System.

Schedule: 2011-2045

C. Street Resurfacing Prioritization

Utilize the Bicycle Funding Priority Grading System to prioritize streets for resurfacing.

Lead Department: DPW, City Council

Objective: Ensure that streets on either the Backbone or Neighborhood Networks receive priority for maintenance. Maintain bicycle facilities free of pot holes, cracks and uneven pavement created by transit vehicles.

Schedule: 2011-2045

D. Street Tree Prioritization

Utilize the Bicycle Funding Priority Grading System to prioritize streets for the planting and maintenance of shade trees.

Lead Department: DPW

Objective: Ensure that streets on either of Backbone or Neighborhood Networks receive priority for shade trees.

Schedule: 2011-2045

E. Street Lighting Prioritization

Utilize the Bicycle Funding Priority Grading System to prioritize streets for the installation and maintenance of street lights.

Lead Department: DPW

Objective: Ensure that streets on either the Backbone or Neighborhood Networks receive priority for street lighting.

Schedule: 2011-2045

Evaluation and Cooperation Objective 3.2.

Monitor and evaluate the performance and completion of Bicycle Plan policies and programs.

Policy 3.2.1

Maintain a citizen advisory panel to evaluate implementation of the Bicycle Plan.

Program

A. Bicycle Advisory Committee (BAC)

The BAC is comprised of 19 community members that are appointed by each of the 15 Councilmembers and the Mayor. The BAC holds public meetings every month to work with local bicycle groups, advocates, and activists. Monitor progress of Bicycle Plan implementation.

Lead Department: City Council, Mayor's office, DOT

Objective: Provide a quarterly update on the progress of the implementation of the Bicycle Plan to the City Council.

Schedule: 2011-2035

Policy 3.2.2

Support and oversee the implementation of the City's 2010 Plan and coordinate implementation efforts with other cities and agencies as well as interested bicyclists.

Program

A. Bicycle Plan Implementation Team

Establish a Bicycle Plan Implementation Team (BPIT) comprised of City staff, members of the Bicycle Advisory Committee, as well as representation from the bicycling community to provide implementation support and oversight of on-going programs. The BPIT shall also meet with the County of Los Angeles, Metro, LAUSD, and other municipalities on an as-needed basis to monitor project activities and provide technical support for issues and projects that cross boundary lines.

Lead Department: DCP, DOT, DPW, (LAPD, RAP, CLA, CAO, and the Mayor's Office as needed)

Objective: Meet quarterly each year, provide regular reports to the Bicycle Advisory Committee and provide quarterly reports to the City Council Transportation Committee.

Schedule: 2011-2035

Policy 3.2.3

Monitor and participate in regional, state, and federal bicycle facility policy, design planning and development.

Programs

A. Regional Cooperation

Work cooperatively with adjoining jurisdictions and agencies including the County of Los Angeles, Metro, and the Southern California Agency of Governments (SCAG) to coordinate bicycle planning and implementation activities to ensure connectivity for regionally significant routes. Work to help achieve regional goals, such as SB 375 and identify regionally significant multi-jurisdictional projects for which to pursue funding.

Lead Department: DOT, DCP

Objective: Facilitate regional connectivity.

Schedule: 2011-2035

B. Legislation Monitoring

Continually monitor and develop state and federal legislation to support or oppose legislation that could impact 2010 Plan implementation.

Lead Department: DOT, DCP, Mayor's Office, CLA

Objective: Impact legislation to improve bicycle activities.

Schedule: 2011-2035

C. Design Standard Monitoring

Continually monitor Federal and State efforts to update bikeway design standards.

Lead Department: DOT

Objective: Influence new Federal and State Standards.

Schedule: 2011-2035

Policy 3.2.4

Evaluate the performance of 2010 Plan policies and programs.

Programs

A. Collision Data Analysis

Analyze bicycle crash data from the Statewide Integrated Traffic Records System (SWITRS) and other sources to evaluate the impacts of prior improvements. (See Hot Zones Map 2.2.4.A) Provide a yearly report on the number of bicycle related collisions in the City to the City Council Transportation Committee.

Lead Department: DCP, DOT, with support from LAPD

Objective: Use crash data to identify and determine locations of collision activity each year, recommend and prioritize safety solutions, and evaluate the effectiveness of bicycle plan implementation.

Schedule: 2010-2015

B. Database of Bicycle Plan Infrastructure Projects

Develop and maintain a database of all 2010 Plan infrastructure projects and track their progress from design to construction. Utilize counts to assist the Greenhouse Gas Emission Tracking Program. Provide a yearly report on the number of completed bikeway miles and other Plan accomplishments to the City Council Transportation Committee.

Lead Department: DOT, DCP, DPW

Objective: Post project information on website to inform public and allow for the tracking of bicycle plan implementation.

Schedule: 2012-2035

C. Bicycle Counts.

Measure and track bicycle use as a component of all manual and automatic traffic counts.

Lead Department: DOT

Objective: Create and develop a meaningful baseline count of bicycle ridership in the City of Los Angeles in which to then continue to monitor bicycle use and quantify decreases or increases of bicycle activity on particular corridors and use for funding applications and other strategic transportation planning purposes.

Schedule: 2011-2035

D. Annual Bicycle Count

With the assistance of local bicycle groups, count the number and type (sex, age) of bicyclists traveling on the Networks and other City streets each year. Identify a specific date and locations for the annual count. The number of locations that are included each year should increase as funding increases. Utilize the locations, date, and time of the count conducted by the Los Angeles County Bicycle Coaliton (LACBC) in 2009 as the baseline.

Lead Department: DOT with assistance from local bicycle groups.

Objective: Quantify the change in the number, sex and age of bicyclists riding in the City over time and provide a tool to measure the effectiveness of 2010 Plan implementation.

Schedule: 2011-2035

E. Annual Survey

Conduct in-person and on-line interviews with bicyclists annually about the 2010 Plan. In particular, identify on-going concerns and listen to suggested improvements. Collect data on problem areas (not just where collisions have occurred but where "near-misses" frequently occur) and identify solutions.

Lead Department: DOT with assistance from local bicycle groups.

Objective: Learn what programs are working and what is not so that improvements can be made.

Schedule: 2011-2035

F. Case Studies

Utilize the collision data from Program 3.2.5.A to identify potential Case Study Locations. Conduct case studies of selected locations to identify potential improvements to reduce collisions.

Lead Department: DOT

Objective: Mitigate problem areas and improve the safety of bicyclists, pedestrians, and motorists at problem locations.

Schedule: 2011-2015

G. Annual Bicycle Plan Implementation Report

Prepare an annual report that summarizes the status of the Bicycle Plan's programs, highlights the accomplishments, identifies where improvement is needed, and outlines future projects. The report should include a detailed summary that quantifies the results of each of the Bicycle Plan's programs. Present the report to the City Planning Commission and the City Council Transportation Committee. Utilize the database established in Program 3.2.4.B to assist with the preparation of the report.

Lead Department: DCP, DOT, DPW

Objective: Track the progress of the plan, identify successes and illustrate needed improvements.

Schedule: 2011-2035

Policy 3.2.5

Measure reductions in greenhouse gas emissions (GHG) that result from a decrease in vehicular use as bicycle use correspondingly increases.

Programs

A. Greenhouse Gas Emission Tracking Program

Quantify total reductions in GHG from bicycle use and vehicle miles traveled (VMT). Include

data in the Citywide Climate Action Plan and the Climate Action Registry.

Lead Department: Mayor's Office on Environment and Sustainability

Objective: Measure effectiveness of the bicycle as a transportation option in the reduction of greenhouse gases.

Schedule: 2011-2035

B. Carbon Offset Credits

Track and apply offset credits (resulting from GHG and VMT reductions) towards the city's compliance with SB 375, AB 32 and the region's Sustainable Community Strategy.

Lead Department: DCP (Environmental Analysis), Office of the Mayor, City Council

Objective: Measure effectiveness of the bicycle as a transportation option in the reduction of greenhouse gases.

Schedule: 2011-2035

Policy 3.2.6.

Measure the economic impact on "main street" corridors resulting from bikeway improvements.

Program

A. Economic Benefits of Bikeway Improvements

Research the economic impact of adding bikeway improvements to "main street" corridors

Lead Department: DCP

Objective: Analyze economic benefits of bikeway improvements in "main street" locations.

Schedule: 2011-2013

B. Retail Revenues in Main Street Corridors Program

Measure the change in retail revenues resulting from the implementation of Complete Street modifications (e.g. wider sidewalks, bicycle facilities) that increase pedestrian and bicycle mobility within the selected retail corridor(s).

Lead Department: DCP

Objective: Evaluate the impacts of adding bikeway facilities to "main street" corridors.

Schedule: 2015-2025

Environment:Bicycles along Beaches, Rivers, Fixed Transit Corridors and in City and State Parks Objective 3.3.

Provide a safe and comfortable Class I Bikeway and park experience for all users.

Policy 3.3.1.

Provide a connected network of Class I Bikeways facilities linking bicyclists to recreational, transportation, and community facilities.

Programs

A. Green Network

Establish a Green Network of Class I Bicycle Paths along Beaches, Riverways, Fixed Transit Corridors, and City and State Parks to provide a transportation bikeway system with recreational benefits that links users to recreation, transportation, and community facilities. Identify opportunities to link the Green Network to bikeways on either the Backbone and/or Neighborhood Network. Work with the State Department of Recreation and Parks.

Lead Department: DCP, DOT, DPW, RAP,

Objective: Expanded network of Class I bikeways

Schedule: 2011-2035

B. Los Angeles River Path

Prioritize the design and construction of the bicycle path along the Los Angeles River.

Lead Department: DPW, RAP, DOT

Objective: Complete the build-out of the bicycle path along the full 32 miles of the River by 2035.

Schedule: 2011-2035

C. Ballona Creek Bikepath

Extend the bicycle path along Ballona Creek north to Venice Boulevard.

Lead Department: DPW, RAP, DOT

Objective: Complete the build-out of the bicycle path north to Venice Boulevard.

Schedule: 2011-2020

D. Beach Path

Extend the bicycle path along the beach north from its existing northern terminus to Coastline Drive.

Lead Department: DPW, RAP, DOT

Objective: Complete the build-out of the beach bicycle path.

Schedule: 2011-2020

E. Arroyo Seco Bikepath

Prioritize the design and construction of the bicycle path south from Debs Park to the confluence of the Los Angeles River.

Lead Department: DPW, RAP, DOT

Objective: Complete the build-out of the Arroyo Seco Bikepath

Schedule: 2011-2020

F. Green Network Expansion

Identify future opportunities to expand the Green Network within the Central, South, and Harbor portions of Los Angeles.

Lead Department: DCP, RAP, DPW, DOT

Objective: Provide a connected network of bicycle paths throughout the City.

Schedule: 2012-2035

G. Tujunga Wash

Design and construct the bicycle path along Tujunga Wash.

Lead Department: DOT, DPW, RAP

Objective: Complete a bicycle path along Tujunga Wash.

Schedule: 2020-2040

Policy 3.3.2

Increase the presence of LAPD Officers on bicycle paths and provide and maintain informational signage, lighting, and shade and landscaping amenities along Class I Bicycle Paths.

Programs

A. Bicycle Path Officer Deployment Program

LAPD will train and certify officers to conduct patrols of bicycle paths on bicycles.

Lead Department: LAPD, DOT

Objective: Reduce crime on the City's bicycle paths.

Schedule: 2011-2015

B. Bicycle Path Landscaping

Develop a list of acceptable plant materials for bicycle paths that will not damage, create security problems or create hazards for bicyclists. Incorporate trees and native, drought tolerant landscaping as a standard Class I facility (bicycle path) feature.

Lead Department: DOT, DPW

Objective: Reduce heat island induced temperatures along bicycle paths and provide shade for cyclists.

Schedule: 2012-2017

C. Bicycle Path Lighting

Adopt standard lighting designs for bicycle paths and grade separated bikeways. Implement lighting standards and update manuals as necessary.

Lead Department: DOT, DPW

Objective: Provide lighting for secure night riding.

Schedule: 2011-2015

D. Bicycle Path Mile Markers

Continue to install mile markers along all Class I bicycle paths to provide distance information to bicyclists and to allow them to find their way to

major destinations. Work with LAPD and LAFD to facilitate emergency response personnel in locating bicyclists in need of assistance.

Lead Department: DOT, LAPD, LAFD

Objective: Continue to install and retrofit mile markers.

Schedule: 2011-2015

Policy 3.3.3.

Maintain safe Class I Bicycle Paths through regular inspection and maintenance.

Program

A. Path Inspection and Cleaning Program

Develop a regular inspection and cleaning program to maintain Class I Bicycle Paths.

Lead Department: DOT, DPW, RAP

Objective: Provide a safe and well-maintained Class I bicycling environment.

Schedule: 2012-2017

Policy 3.3.4.

Promote bicycle connectivity to community-serving uses such as schools, libraries, retail,and parks.

Program

A. Analysis of Existing Paths

Identify a subset of paved paths within City parks that may potentially be suitable for bicycling based on path width, grade and existing user counts, or that could provide a link to neighborhood community uses. Identify paths that could be incorporated into either the Green, Backbone or Neighborhood Networks.

Lead Department: RAP, DCP

Objective: Provide connectivity along identified bikeways.

Schedule: 2011-2015

Policy 3.3.5.

Continue the existing off-road bicycle trail and analyze and explore opportunities for additional off-road bicycle facilities and continue to abide by LAMC section 63.44 B16. Any proposal to consider the use of mountain bikes on City park trails must first be thoroughly reviewed and analyzed by the Board of Recreation & Parks and its staff.

Programs

A. Mandeville Canyon Park

Maintain off-road bicycle trails in Mandeville Canyon.

Lead Department: RAP

Objective: Continue to permit off-road mountain bicycling at Mandeville Canyon Park.

Schedule: 2011-ongoing

B. Mountain Bicycle Access Program

Pursue opportunities for mountain bicycle access that may exist on land within and adjacent to the City of Los Angeles, under the jurisdiction of other agencies such as the Santa Monica Mountains Conservancy, Los Angeles County, State of California, etc.

Lead Department: RAP

Objective: Increase mountain bicycle access to surrounding areas.

Schedule: 2012-2015

C. Off-Road Bicycle Database and Maps

Develop a database and create maps of all City and non-City owned trails within or directly adjacent to the City of Los Angeles where mountain bicycling is allowed.

Lead Department: RAP, DCP, DOT

Objective: Expand awareness of existing off-road facilities. Work with the State Department of Recreation and Parks and LA County Department of Parks and Recreation.

Schedule: 2011-2015

Policy. 3.3.6.

Ensure that equestrian and hiking trails are separate from any future trail established for mountain bicycling.

A. Park Trail Inventory

Inventory all park trails. Identify a subset of trails with no existing equestrian use that may potentially be suitable for mountain biking based on trail width, grade and existing user counts.

Lead Department: RAP, DCP

Objective: Inventory, map and evaluate trails.

Schedule: 2011-2015

B. Unimproved Road Database

Develop a comprehensive database of all unimproved roads and determined their suitability for use by mountain bicyclists.

Lead Department: RAP, DCP, DOT, LAFD

Objective: Identify and map existing unimproved roads.

Schedule: 2011-2015

B. Data Collection

Conduct user counts and employ other methods to evaluate demand for off-road facilities by user groups.

Lead Department: RAP, DOT, DPW

Objective: Indicate level of use for different groups.

Schedule: 2011-2015

C. Spillover and Conflict Analysis

Conduct a spillover analysis to determine the extent to which mountain bicycle use spills over onto trails where bicycling is prohibited. Identify locations where spillover is occurring and document nature and frequency of conflicts.

Lead Department: RAP, DPW

Objective: Document encounters between multiple trail users, with particular attention to non-permitted mountain bicycle activity.

Schedule: 2011-2015

Policy 3.3.7.

Evaluate and address multiple user groups' needs on the City's limited public park trails.

Programs

A. Mountain Trail Conflict Resolution Analysis

Examine other jurisdictions to understand how they accommodate mountain bicycling and the extent to which conflicts in use, particularly with regards to concerns about safety, have been realized and addressed.

Lead Department: RAP, DPW

Objective: Identify strategies for reducing conflicts between multiple users.

Schedule: 2011-2015

Photo Credit: LADOT Bike Blog

Chapter 5
Implementation

This Chapter describes past Bicycle Plans and implementation efforts, the new Five Year Implementation Strategy, funding costs, and the collaboration opportunities offered by two key groups, the City's Bicycle Advisory Committee and the Bicycle Plan Implementation Team. A list of potential Federal, State and Local funding sources that may assist with the 2010 Plan's implementation is provided in Appendix B.

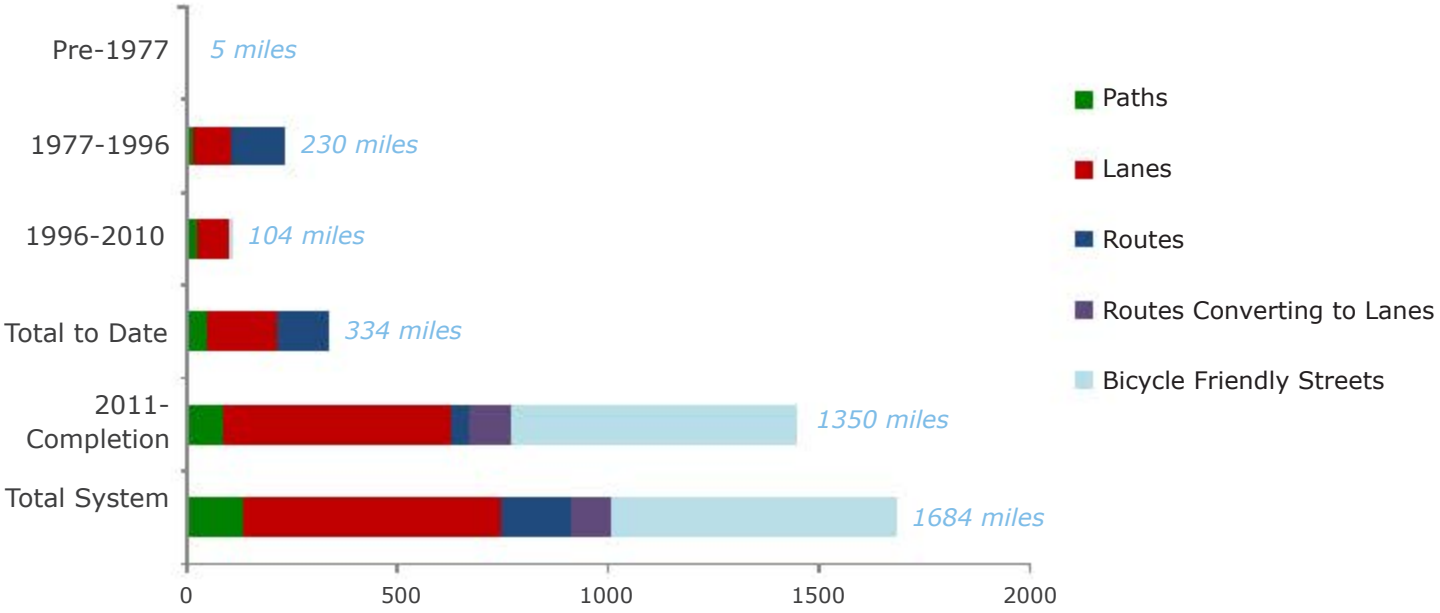
Background

Prior to the adoption of the 1977 Plan, the County constructed the Bicycle Beach Path (Beach Path) stretching from Torrance to Santa Monica. The Beach Path continues to be utilized by thousands of bicyclists, young and old, every day and includes a five mile stretch along the western edge of the City. In the years between the 1977 and 1996 Plans a total of 230 miles of bikeways were installed (12.1 miles per year). The bikeways included 18 miles of paths, 88 miles of lanes and 124 miles of bicycle routes. Between 1996 and 2010 the City completed an additional 104 miles of bikeways (7.4 miles per year) for a total system of 334 miles. The bikeways, from 1996-2010, included 26 miles of paths, 79 miles of lanes, and 4 miles of bicycle friendly streets.

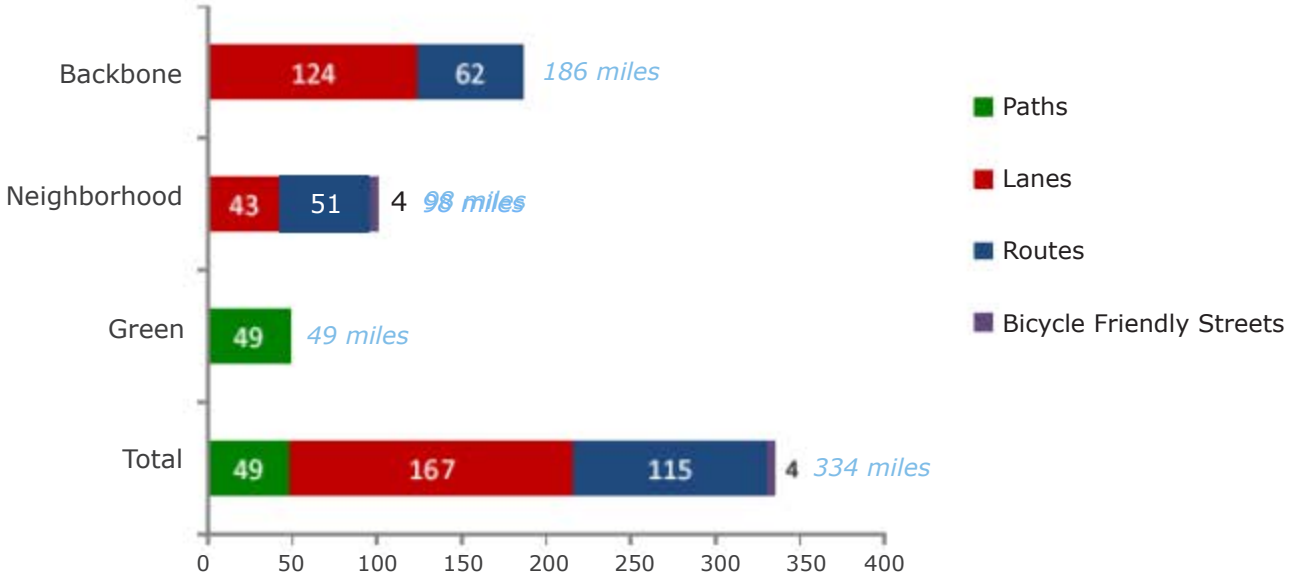
Citywide Bikeway System

Over the next thirty-five years the City intends to expand from 334 miles to a total of 1,684 miles. All 1,684 miles, including all of the existing bikeways, are distributed between one of the three Networks. With the exception of the Green Network, which is comprised solely of paths, the networks are a compilation of several bikeway types. The charts on the following pages illustrates the distribution of the miles among the three networks, the number of miles that are paths, lanes, routes, and bicycle friendly streets, as well as which bikeways are currently existing, what type of bikeway they are and to which network they have been assigned.

Bikeway Progress



Existing Bikeways



Pre-1977

- *Bicycle Beach Path (Torrance-Santa Monica)*
- *Included a 5 mile Section within the City.*

1977

- *Designated a 600 mile Citywide System (trails, paths, lanes, routes) intended to serve recreational and transportation needs.*
- *Included a 300 mile Backbone System.*

- *230 miles of bicycle facilities installed.*
- *Average 12.1 miles built per year.*

1996

- *Designated 673 miles.*
- *Proposed additional 69 miles of Bicycle Lanes as Study Corridors.*
- *Total 742 miles.*

- *104 miles installed.*
- *Average 7.4 miles built per year.*

2010

- *Designates 1,684 miles of Citywide Bikeway System.*
- *334 Miles existing (1,350 miles to go, plus convert 97 existing routes).*

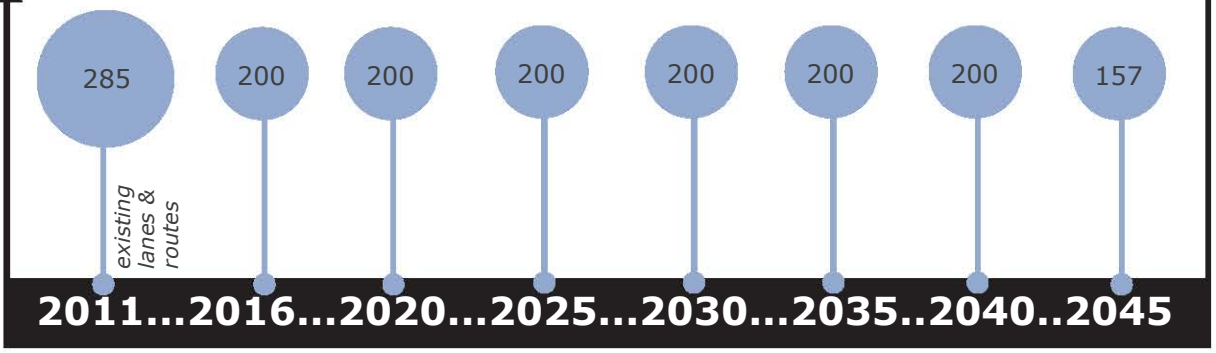
Backbone: 719 miles
188 Existing, 531 Future
(52 miles to convert to lanes)

Neighborhood: 825 miles
96 Existing, 729 Future
(45 miles to convert to lanes)

Green: 139 miles
49 Existing, 90 Future

2045

Five Year Implementation Strategy*



* Excludes 49 existing and 90 future Green Network miles.

The Five-Year Implementation Strategy

The Five-Year Implementation strategy focuses on initiating at least 200 miles on the Backbone and Neighborhood Networks every five years. Today these two networks include 285 of the overall existing system of 334 miles. While the 285 miles of bikeways on streets is not insignificant, the lack of support for a bikeway implementation strategy has provided bicyclists not with an integrated and connected network of bicycle facilities but with piecemeal segments of disconnected paths, lanes, and routes throughout the City. Nevertheless, these 285 miles, while fragmented, do provide the City with a baseline on which to build the connected, integrated network. It is important to point out that of these 285 miles, 97 miles of existing routes are proposed to be upgraded to bicycle lanes.

Therefore, in order to complete the Backbone and Neighborhood Networks the City has committed to build a total of 1,356 miles. This total includes the 97 miles of routes that will be converted to lanes as well as the 531 miles of new bikeways that are left to build on the Backbone and the 729 miles of bikeways remaining on the Neighborhood Network.

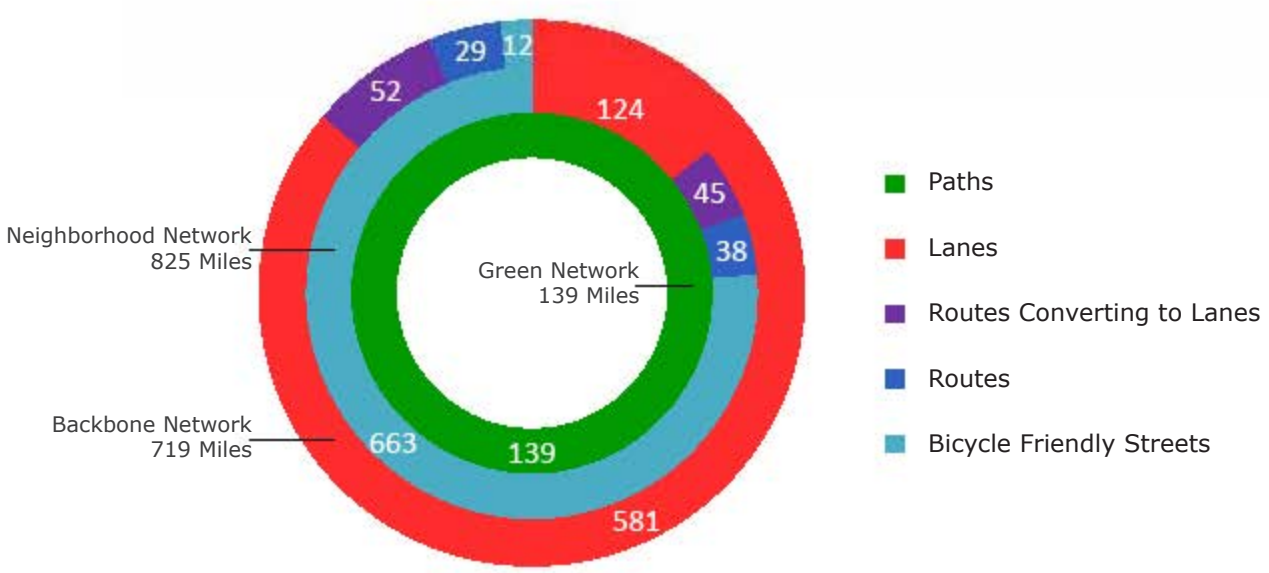
Over the 33 years between 1977 and 2010 the City built an average of 10.1 miles of street facilities per year. At this current average it would take 135 years to complete the Backbone and Neighborhood Networks. With growing public, political, and institutional support the 2010 Plan proposes a more aggressive implementation strategy that would build (funding and staffing dependent) 200 Backbone or Neighborhood Network miles every five years. At this new invigorated pace the City would be able to complete the Backbone and Neighborhood Networks within 35 years.

The first 200 miles would add to the baseline of 285 miles and would be selected based upon the Bicycle Funding Priority Grading System established in Chapter 4. The selected 200 miles would close gaps within the current 285 miles, provide equitable geographic distribution, and put every Angeleno within approximately four miles of a facility on either the Backbone or Neighborhood Network. In subsequent five-year segments each set of 200 miles will be selected using the same weighted criteria.

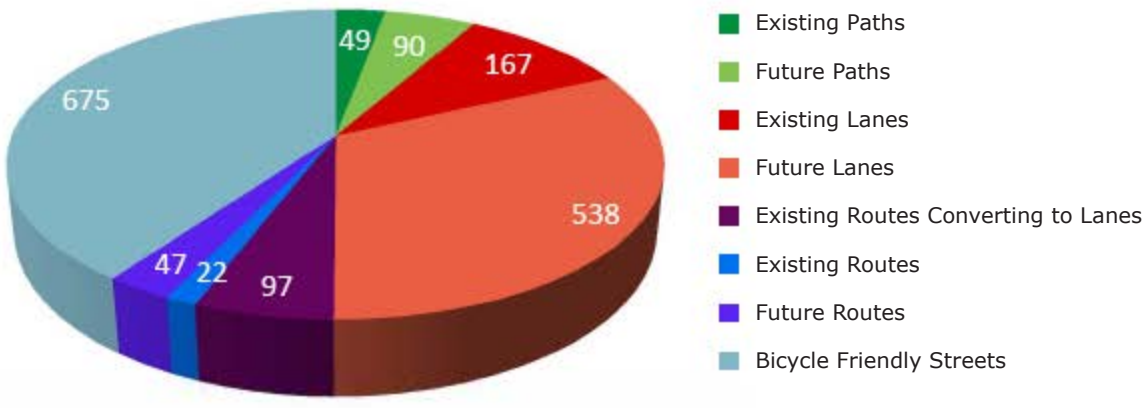
Each five-year round would put residents within closer and closer proximity to a bicycle facility so that ultimately, after 35 years and the completion of both networks, every Angeleno would be within approximately one mile of a bikeway.

Distribution of Bikeways by Networks

Citywide Bikeway System 1684 Miles



Citywide Bikeway System



Funding Cost Assumptions

Photo Credit: Alex Thompson

Backbone and Neighborhood Networks

Completion of 200 miles every five years will continue to be dependent upon the ability for the City to identify and obtain funding and provide staffing to manage and implement each of the bikeways included in the Five Year-Implementation Strategy. In addition to the funding needed for these new facilities, the City will need to continue to identify staffing and funding for the maintenance and upkeep of its existing bikeway facilities. Typically the City receives $7-10 million each year for bikeway projects, a portion of which is provided for the maintenance of existing facilities. Collectively, this would provide on average a total of $35-50 million within five years to be split between the design and construction of new facilities and the maintenance of existing bikeways. The funds generally come from a variety of sources including the Transportation Development Act, and such competitive grant sources as Metro's Call for Projects, the State's Bicycle Transportation Account, and Federal and State Safe Routes to Schools. The funds are typically tied to specific projects and/or pay for on-going maintenance, bicycle lane striping, and safety and education programs. In addition the City expects to receive $1-1.5 million each year from the local Measure R funds for implementation of the 2010 Plan.

While the cost for each bikeway will vary, the table below provides basic planning level cost estimates for both capital and maintenance costs of the various bikeway classifications. These costs do not take into consideration any necessary environmental review or public outreach nor does it consider the removal of existing roadway striping, or extensive infrastructure improvements such as a bridge, signal, or underpass that may be required for a particular segment. Using these base costs, a minimum total cost using 2010 dollars for the build-out and maintenance of the entire system can be calculated. The price of building out the entire system without considering staffing needs is currently estimated at $235-427 million. The cost for all of the future bicycle lanes is estimated at $17-30 million. The estimated total cost for the future bicycle-friendly streets is $19.9-198 million and the estimated cost of the future bicycle routes totals $1.02 million.

A preliminary estimate for the first Five Year Strategy, assuming that 130 miles are lanes and another 70 miles are bicycle friendly

Facility Type	Cost
Capital Cost	**2010 $**
Bicycle Path (along flood control channel or rail corridor)	$2,640,000/mile
Bicycle Path (in park, short connector no crossings)	$500,000/mile
Bicycle Lanes (may include signage, striping, and pavement markings)	$28,000-50,000/mile
Bicycle Route (may include signage and pavement markings)	$20,000/mile
Bicycle Friendly Streets	$30-300,000/mile
At-Grade Crossing Improvements	$100,000/each
Grade Separated Crossing (Flood Control Channel)	$2-5,000,000/each
Grade Separated Crossing (Freeway)	$10,000,000/each
Maintenance Costs (Annual)	
Bicycle Path	$15,000 / mile
Bicycle Lanes / Bicycle Route	$5,000 / mile
Bicycle Friendly Streets	$10,000 / mile

streets, is $24 million, exclusive of staffing costs. An additional $6 million is estimated for potential environmental review. As the streets are not yet selected, and therefore the extent of improvements (e.g. signage, street calming, pavement markings, sandblasting, environmental clearance) is not yet known, a detailed budget cannot be fully determined. As projects are selected and pre-engineering is conducted, the City will develop a refined budget, conduct any required environmental review and identify potential funding sources.

Green Network

While large portions of the Green Network are in place today, critical components are still lacking, particularly along the Los Angeles River and the northern section of the Beach Path. While in some ways not as complex as installing a bikeway within the City streets, paths nonetheless require substantial amounts of funding to design and construct and often take a number of years to complete. Paths are usually the most expensive bikeway to design and install costing an average of $2.64 million per mile. Typically, funds for Class I bikeways are available from such sources as the Transportation Development Act Article III, Measure R, Proposition C Local Return, the Bicycle Transportation Account, and Recreational Trails. The Departments of Transportation, Recreation and Parks along with the Department of Public Works Bureau of Engineering will continue to work together to identify and pursue funding opportunities from all of these sources. A rough estimate of the total cost for all future bicycle paths on the Green Network is $238 million.

Environmental Review

While some of the future bicycle lanes are evaluated in the Mitigated Negative Declaration that is being conducted simultaneously with preparation of the 2010 Bicycle Plan, many future bicycle lanes will require additional analysis (particularly impacts on traffic) pursuant to the California Environmental Quality Act (CEQA). Lanes that can be accommodated within the existing roadway width under existing traffic conditions, with no impacts to traffic capacity will require no additional environmental analysis. Lanes that cannot be accommodated in the current street width without potentially significantly impacting traffic and/or parking in the area will require further study. These lanes may require physical alternation to the roadway configuration in order to be implemented. At this point there is not enough information to analyze these lanes in detail to verify their feasibility and a route alignment study may be needed to determine the best alignment within the general corridor. However, it is important to emphasize that not all bikeway projects that require additional analysis will require a lengthy and costly full Environmental Impact Report (EIR). In many cases, the potential impacts may be less than significant, and may be analyzed through a Negative Declaration or Mitigated Negative Declaration, which are significantly less burdensome and expensive to prepare.

As each bikeway that is identified as a future bicycle lane is prioritized in the Five-Year Implementation Strategy a preliminary analysis will be conducted to evaluate whether further environmental review will be necessary. When more detailed review is determined

The California Environmental Quality Act (CEQA)

The purpose of the California Environmental Quality Act (CEQA) is to develop and maintain a high-quality environment now and in the future, while the specific goals of CEQA are for California's public agencies to identify the significant environmental effects of their actions, to avoid those significant environmental effects, and to mitigate those significant environmental effects.

CEQA applies to projects proposed to be undertaken or requiring approval by State and local government agencies, which have the potential to have a physical impact on the environment. The public agency must complete the environmental review process and prepare a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report (EIR) based on the significance of impacts in the environmental review process.

The purpose of an EIR is to provide policymakers, State and local agencies, and the general public with detailed information on the potentially significant environmental effects which a proposed project is likely to have and to list ways which the significant environmental effects may be minimized and indicate alternatives to the project.

California Environmental Resources Evaluation System. Retrieved from http://ceres.ca.gov/ceqa/summary.html

to be needed the Departments of Planning and Transportation will seek funding to conduct the necessary analysis. In addition, the 2010 Plan identifies three other opportunities for undertaking environmental analyses of future bicycle lanes:

1. The City is currently in the process of updating all 35 Community Plans that together comprise the Land Use Element of the General Plan. As each Community Plan is updated future bicycle lanes in that planning area will be analyzed with regard to potential environmental impacts. Currently future bicycle lanes are being analyzed for the Sylmar, Granada Hills, Southeast, South, San Pedro, and West Adams/Leimert Park Community Plans.
2. Environmental Impact Reports (EIRs) are being prepared for a number of specific plans including the Cornfield Arroyo Seco, Jordan Downs, University of Southern California, and Warner Center. Environmental analysis of these specific plans will also include evaluation of future lanes that are located within the plan areas.
3. The preparation of EIRs for large development projects provides additional opportunities to analyze roadway reconfigurations to allow for future bicycle lanes.

In some cases the analysis may determine that the originally selected roadway is not well suited for a bicycle lane. In these cases an alternative roadway within the same general corridor may be considered or alternative solutions may be considered that would facilitate bicycle activity on the designated corridor without the inclusion of a bicycle lane. In other cases, a community may prefer to remove a parking lane in lieu of removing a travel lane in order to accommodate a bicycle lane.

Collaboration

Collaboration is key to the implementation of the 2010 Plan. Many challenges remain, and each neighborhood will have differing perspectives on the role that bicycling should play in their community. The convenience and safety of bicycling in Los Angeles is a street level question, answered day-by-day and block-by-block by the experience of individual bicyclists. It is difficult to foresee which programs best address cyclists' needs on each street segment. Therefore, apart from broad trends, the Plan does not try to discern future circumstances. In turn, the Plan leaves great latitude for the prescription of specific solutions to unknown circumstances. The Plan's policies, programs, and extensive networks provide an alphabet of solutions that can be selected and applied at the right location at the right time.

Coordinating the selection of these solutions will be two key groups, the City's Bicycle Advisory Committee (Program 3.2.1.A) and the Bicycle Plan Implementation Team (Program 3.2.2.A). These two groups will assist in identifying, coordinating, scheduling, and implementing appropriate solutions to the Plan's many programs. The groups, comprised of City staff and citizen bicyclists with broad expertise and a finger on the City's cycling pulse, will be well placed to negotiate the political and bureaucratic circumstances to maximize improvements for bicyclists. They will also provide a conduit for City staff to access the skills of peers and the experience of bicyclists, as well as provide a means for bicyclists to communicate their needs to staff.

Photo Credit: LADOT Bike Blog

The implementation of a Clean-Mobility or Multi-Mobility Hub at any one of the transit stations will require intensive collaboration among a variety of groups and is just one example of the multiple programs that will benefit from the collaborative effort. A mobility hub may provide a variety of transportation support services such as car sharing and vehicle charging stations as well as services oriented to bicyclists including attendant operated showers, restrooms, bicycle repair, and bicycle lockers. Each hub will require a unique set of solutions depending upon the underlying ownership of the land on which the hub is located and its configuration relative to the roadway and transit facilities.

A hub may be situated on property owned by Metro, the City, another governmental agency, or a private entity. The ownership relationship will have direct bearing on the implementation strategies that are employed to design, construct, and maintain the hub. As identified in Chapter 3, the City will continue to identify opportunities to collaborate with Metro, other agencies, and private entities to seek capital and maintenance funding to develop and maintain the hubs. The two key groups identified above can play a critical role in bringing together these multiple partners and implementing the hubs.

Photo Credit: Allison Manushkin


STREAMLINE

Appendix A:
Definitions and Glossary

Definitions

At-grade crossing - A junction where bicycle path or sidewalk users cross a roadway at the same level as motor vehicle traffic, as opposed to a grade-separated crossing where users cross over or under the roadway using a bridge or tunnel.

Bicycle Boulevard - See Bicycle Friendly Street

Bicycle facilities - A general term used to describe all types of bicycle-related infrastructure including linear bikeways and other provisions to accommodate or encourage bicycling, including bicycle racks and lockers, bikeways, and showers at employment destinations.

Bicycle Lane - A striped lane for one-way bicycle travel on a street or highway. Caltrans refers to this facility as a Class II bikeway.

Bicycle Path - A paved pathway separated from motorized vehicular traffic by an open space or barrier and either within the highway rights-of-way or within an independent alignment. Bicycle paths may be used by bicyclists, skaters, wheelchair users, joggers, and other non-motorized users. Caltrans refers to this facility as a Class I Bikeway which "Provides a completely separated right of way for the exclusive use of bicycles and pedestrians with cross flow of motorists minimized."

Bicycle Friendly Street (BFS) - A new Class III facility introduced by this Plan a BFS will include at least two engineering street calming treatments in addition to signage and shared lane markings.

Bicycle Route - A shared roadway specifically identified for use by bicyclists, providing a superior route based on traffic volumes and speeds, street width, directness, and/or cross-street priority, denoted by signs only. Caltrans refers to this facility as a Class III Bikeway – "Provides for shared use with pedestrian or motor vehicle traffic."

Bikeway - A generic term for any road, street, path or way that in some manner is specifically designed for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.

Caltrans - California Department of Transportation

CA MUTCD - The CALTRANS Manual on Uniform Traffic Control Devices, which designates standards for signage and pavement markings.

Class I Bikeway - CALTRANS HDM designation. See "bicycle path".

Class II Bikeway - CALTRANS HDM designation. See "bicycle lane".

Class III Bikeway - CALTRANS HDM designation. See "bicycle route".

Clearance, lateral - Width required for safe passage of bicycle path users as measured on a horizontal plane.

Clearance, vertical - Height required for safe passage of bicycle path users as measured on a vertical plane.

CROW Manual - Bicycle facility and design manual from the Netherlands.

CTCDC - The California Traffic Control Devices Committee establishes standards and designs for the signs, stripping, pavement markings and signalization included in CA MUTCD.

Directional or wayfinding signs - Signs typically placed at road and bicycle path junctions (decision points) to guide bikeway users toward a destination or experience.

Gaps:
Connection Gaps - Connection gaps are missing segments (1/4 mile long or less) on a clearly defined and otherwise well-connected bikeway. Major barriers standing between bicycle destinations and clearly defined routes also represent connection gaps. Examples include bicycle lanes on a major street

"dropping" for several blocks to make way for on-street parking; a discontinuous off-street path; or a freeway standing between a major bicycle route and a school.
Linear Gaps - Similar to connection gaps, linear gaps are 1/2-to one-mile long missing link segments on a clearly defined and otherwise well-connected bikeway.
Corridor Gaps - On clearly defined and otherwise well-connected bikeway, corridor gaps are missing links longer than one mile. These gaps will sometimes encompass an entire street corridor where bicycle facilities are desired but do not currently exist.
System Gaps - Larger geographic areas (e.g., a neighborhood or business district) where few or no bikeways exist would be are identified as system gaps. A geographic gap is identified where the density of bikeways in one part of the City is less than the density of bikeways in another part of the City.

Geometry - The vertical and horizontal characteristics of a transportation facility, typically defined in terms of gradient, degrees, and super elevation.

Grade-separated crossing - A bridge or tunnel allowing bicycle path users to cross a major roadway without conflict.

HDM - Caltrans Highway Design Manual for the design of transportation facilities including streets and bikeways.

Level of service (LOS) - Term for the measurement of how well automobile traffic "flows" on a roadway system or how well an intersection functions.

Loop detector - A device placed in the pavement at intersections to detect a vehicle or bicycle and trigger a signal or provide green time.

Medians - Area in the center of the roadway that separates directional traffic. Medians may be painted and levelled with the surrounding roadway or "raised" using curb and gutter. Medians may include landscaping, concrete, striping or any combination thereof.

MPP LADOT - Manual of Policies and Procedures

Multi-use path - See "shared pathway"

MUTCD - Federal Manual on Uniform Traffic Control Devices, which designates standards for signage and pavement markings.

CA MUTCD has jurisdiction in California.

Paved shoulder - The outer edge of the roadway beyond the outer stripe edge that provides a place for bicyclists when it is wide enough (3 ft. minimum), free of debris, and does not contain rumble strips or other obstructions.

Pavement marking - Any marking on the surface of the pavement that gives directions to motorists and other road users in the proper use of the road. The MUTCD determines the standard marking in California for state and local use.

Refuge islands - Raised medians which may be used by bicyclists at intersections or mid-block for assistance with crossing wide streets or signalized intersections.

Rights-of-way (ROW) - The strip of property over which a transportation facility or other facility is built. The right of one vehicle, bicycle, to proceed in a lawful manner in preference to another vehicle, bicycle, or pedestrian.

Shared pathway - A path that permits more than one type of user, such as a path designated for use by both pedestrians and bicyclists.

Shared roadway - A roadway where bicyclists and motor vehicles share the same space with no striped bicycle lane. Any roadway where bicycles are not prohibited by law (i.e. interstate highways or freeways) is a shared roadway.

Sight distance - The distance a person can see along an unobstructed line of sight.

Traffic calming - Changes in street alignment, installation of barriers, and other physical measures employed to reduce traffic speeds and/or cut-through traffic volumes in the interest of street safety, livability, and other public purposes.

Traffic control devices - Signs, signals, or pavement markings whether permanent or temporary, placed on or adjacent to a travel way by authority of a public body having jurisdiction to regulate, warn, or guide traffic. CA MUTCD/MUTCD designates standards.

Traffic volume - The number of vehicles that pass a specific point for a specific amount of time (hour, day, year).

Utilitarian trips - Trips that are not for recreational purposes, such as running errands.

Wide curb lane - A 14 foot (or greater) wide outside lane adjacent to the curb of a roadway, that provides space for bicyclists to ride next to (to the right of) motor vehicles. Also referred to as a "wide outside lane". If adjacent to parking, 22 feet in width may also be considered a wide curb lane.

Glossary of Acronyms

AASHTO - American Association of State Highway and Transportation Officials

AB - Assembly Bill

APC - Area Planning Commission

BAC - Bicycle Advisory Committee (City of Los Angeles)

BFS - Bicycle Friendly Street

BLOS - Bicycle Level of Service

BoE - Bureau of Engineering (Department of Public Works)

BoS - Bureau of Sanitation (Department of Public Works)

BP - Bicycle Plan

BPIT - Bicycle Plan Implementation Team

BRT - Bus Rapid Transit

BSL - Bureau of Street Lighting (Department of Public Works)

BSS - Bureau of Street Services (Department of Public Works)

BTA - Bicycle Transportation Account (Caltrans)

BTSP - Bicycle Transportation Strategic Plan (Metro)

CA DMV - California Department of Motor Vehicles

CA MUTCD - California Manual on Uniform Traffic Control Devices

Caltrans - California Department of Transportation

CDL - Commercial Driver License

CEQA - California Environmental Quality Act

CFP - Call for Projects (Metro)

CMAQ - Congestion Mitigation and Air Quality

CRA - Community Redevelopment Agency

CSHTS - California Statewide Household Travel Survey

CTCDC - California Traffic Control Device Committee

DBS - Department of Building and Safety

DCP - Department of City Planning

DEIR - Draft Environmental Impact Report

DOT - Department of Transportation

DPW - Department of Public Works

DUI - Driving Under the Influence (of alcohol or drugs)

EAD - Environmental Affairs Department

EIR - Environmental Impact Report

GHG - Greenhouse Gas

GIS - Geographic Information System

GSD - General Services Department

HDM - Highway Design Manual (Caltrans)

HSIP - Highway Safety Improvement Program

ITA - Information Technology Agency

LACMTA - Los Angeles County Metropolitan Transportation Authority (also Metro)

LAMC - Los Angeles Municipal Code

LAPD - Los Angeles Police Department

LAUSD - Los Angeles Unified School District

LAWA - Los Angeles World Airports

LOS - Level of Service

Metro - Los Angeles County Metropolitan Transportation Authority (also LACMTA or MTA)

MUTCD - Manual on Uniform Traffic Control Devices (Federal)

NHTS - National Household Travel Survey

OTS - Office of Traffic Safety (State of California)

PBCAT - Pedestrian and Bicycle Crash Analysis Tool

PMS - Pavement Management System

POLA - Port of Los Angeles

PSA - Public Service Announcement

RAP - Recreation and Parks

ROW - Right-of-Way

RTP - Recreational Trails Program

RTPA - Regional Transportation Planning Agency

RUS - Recreational Use Statute

SAFTEA-LU - Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

SB - Senate Bill

SCAG - Southern California Association of Governments

SCS - Sustainable Community Strategy
SLM - Shared Lane Marking (also "sharrow")
SLPP - State Local Partnership Program
SR2S - Safe Routes to School (CA State Program)
SRTS - Safe Routes to School (Federal Program)
SWITRS - Statewide Integrated Traffic Records System
TDA - Transportation Development Act
TEA-21 - Transportation Equity Act of the 21st Century
TIMP - Traffic Impact and Mitigation Studies
VMT - Vehicle Miles Traveled

Appendix B:
Funding Resources

Funding Strategies

Funding opportunities for the recommended projects and programs identified in this Bicycle Plan are available through a variety of sources.

Federal Funding Sources

A. Land & Water Conservation Fund (LWCF)

The LWCF program provides matching grants to States and local governments for the acquisition and development of public outdoor recreation areas and facilities. The program is intended to create and maintain a nationwide legacy of high quality recreation areas and facilities and to stimulate non-federal investments in the protection and maintenance of recreation resources. The LWCF could fund the development of river-adjacent bicycle facilities.

B. Petroleum Violation Escrow Account (PVEA)

PVEA funds come from fines paid by oil companies in the 1970's for violating oil price caps set by the federal government. The Department of Energy's State Energy and Weatherization Assistance Program distribute the money at the state level through grants. PVEA funds projects with an emphasis on energy saving including public transportation and bridge construction or maintenance.

C. Safe Routes to School (SRTS) Program

Authorized under Section 1404 of SAFETEA-LU (the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users), the Safe Routes to School (SRTS) Program came into effect in August, 2005. Consistent with other federal-aid programs, each State Department of Transportation (DOT) is held responsible for the development and implementation of grant funds made available to the states through this new program throughout the life of SAFETEA-LU. Some expected outcomes of the program include:

- Increased bicycle, pedestrian, and traffic safety around schools;
- More children walking and bicycling to and from schools;

- Decreased traffic congestion around schools;
- Reduced childhood obesity;
- Improved air quality, community safety and security, and community involvement;
- Improved partnerships among schools, local agencies, parents, community groups, and nonprofit organizations.

A minimum of 70 percent of each year's apportionment will be made available for infrastructure projects with up to 30 percent for non-infrastructure projects.

Infrastructure Projects
Infrastructure projects are engineering projects or capital improvements that will substantially improve safety and the ability of students to walk and bicycle to school. They typically involve the planning, design, and construction of facilities within a two mile radius from a grade school or middle school. The maximum funding cap for an infrastructure project is $1 million. Caltrans does not set minimum caps. The project cost estimate may include eligible direct and indirect costs.

Eligible projects may include but are not limited to:

- New bicycle trails and paths, bicycle racks, bicycle lane striping and widening, new sidewalks, widening of sidewalks, sidewalk gap closures, curbs, gutters, and curb ramps. Also includes new pedestrian trails, paths, and pedestrian over and under crossings, roundabouts, bulb-outs, speed bumps, raised intersections, median refuges, narrowed traffic lanes, lane reductions, full or half-street closures, and other speed reduction techniques.
- Included in the category of traffic control devices are: new or upgraded traffic signals, crosswalks, pavement markings, traffic signs, traffic stripes, in-roadway crosswalk lights, flashing beacons, bicycle-sensitive signal actuation devices, pedestrian countdown signals, vehicle speed feedback signs, pedestrian activated upgrades, and all other pedestrian and bicycle-related traffic control devices.

Infrastructure projects should directly support increased safety and convenience for children in K-8 (including children with disabilities) to walk and bicycle to school.

Non-Infrastructure Projects
Non-infrastructure projects are education/encouragement/ enforcement activities that are intended to change community behavior, attitudes, and social norms to make it safer for children

in Grades K-8 to walk and bicycle to school. Non-infrastructure projects should increase the likelihood of programs becoming institutionalized once in place. Deliverables from a non-infrastructure project must be clearly stated in the application and tangible samples must be attached to the final invoice or Progress Report; i.e., sample training materials or promotional brochures. The funding cap for a non-infrastructure project is $500,000. Multi-year funding allows the applicant to staff up and deliver their project over the course of four (4) years, thereby reducing overhead and increasing project sustainability.

Non infrastructure projects must fall into one or more of the following categories. Note: While typical non-infrastructure projects would fall under one or more of the top four E's listed below, it is conceivable that certain non-infrastructure activities may involve engineers in some capacity. For that reason, it is included as one of the five E's below.

- Education – Teaching children about the broad range of transportation choices, instructing them in important lifelong bicycling and walking safety skills, and launching driver safety campaigns in the vicinity of schools.
- Enforcement – Partnering with local law enforcement to ensure traffic laws are obeyed in the vicinity of schools (this includes enforcement of speeds, yielding to pedestrians in crossings, and proper walking and bicycling behaviors), and initiating community enforcement such as crossing guard programs or pedestrian right of way sting programs.
- Encouragement – Using events and activities to promote walking and bicycling.
- Evaluation – Monitoring and documenting outcomes and trends through the collection of data, including the collection of data before and after the intervention(s).
- Engineering – Creating operational and physical improvements to the infrastructure surrounding schools that reduce speeds and potential conflicts with motor vehicle traffic, and establish safer and fully accessible crossings, walkways, trails and bikeways.

Eligible projects may target a single local school or school district, or the State as a whole. The most effective non-infrastructure activities are conducted within the framework of a community coalition. Thus, it is strongly suggested that an SRTS community coalition be established. A Walkable/Bikeable Community Workshop convenes community stakeholders to identify, and then pursue concrete steps to make the community more walkable and bikeable. The workshop serves as the impetus to bring together key partners, including schools, elected officials, local

government, parks and recreation, law enforcement, emergency services, public health, business owners, residents, advocacy groups and other organizations that can serve as core members of a community coalition to design and implement a plan which incorporates the five E's. Examples of local, regional, and district level non infrastructure projects might include but are not limited to:

- Hire a Program Manager to coordinate SRTS efforts and volunteers at several schools.
- Conduct a Walkable Community Workshop which includes a walk and bicycle audit.
- Provide a community with a walkability checklist.
- Provide modest incentives for SRTS contests, and incentives that encourage more walking and bicycling over time.
- Pay for a substitute teacher if needed to cover for faculty attending SRTS functions during school hours.
- Procure equipment and training needed for establishing crossing guard programs.
- Conduct outreach to local press and community leaders.
- Pay for the cost of additional traffic enforcement or equipment needed for enforcement activities.
- Pay for traffic education and enforcement in the vicinity of schools.
- Form student sessions on bicycle and pedestrian safety, health, and environmental impacts.
- Develops "Suggested SRTS Maps."

Transportation, Community, and System Preservation Program (TSCP)

Implementation grants under the TCSP Program are intended to provide financial resources to States, metropolitan planning organizations, local governments and tribal governments to enable them to carry out activities that address transportation efficiency while meeting community preservation and environmental goals. Examples of such policies or programs include: spending policies that direct funds to high-growth regions of the country; urban growth boundaries to guide metropolitan expansion; green corridors programs that provide access to major highway corridors for areas targeted for efficient and compact development.

State of California Funding Sources

A. Bicycle Transportation Account

The State of California Bicycle Transportation Account (BTA) is an annual statewide discretionary program that is available through the Caltrans Bicycle Facilities Unit for funding bicycle projects. Available as grants to local jurisdictions, the emphasis is on projects that benefit bicycling for commuting purposes. As of 2010, the BTA makes $7.2 million available each year. The local match is a minimum of 10% of the total project cost.

BTA projects are intended to improve safety and convenience for bicycle commuters, and can include, but are not limited to, any of the following:

- New bikeways serving major transportation corridors
- New bikeways removing travel barriers to potential bicycle commuters
- Secure bicycle parking at employment centers, park-and-ride lots, rail and transit terminals, and ferry docks and landings
- Bicycle-carrying facilities on public transit vehicles
- Installation of traffic control devices to improve the safety and efficiency of bicycle travel
- Elimination of hazardous conditions on existing bikeways
- Planning
- Improvement and maintenance of bikeways

Eligible project activities include:

- Project planning
- Preliminary engineering
- Final design
- Right-of-way acquisition
- Construction and/or rehabilitation

B. Environmental Enhancement and Mitigation Program (EEMP)

Environmental Enhancement and Mitigation Program Funds are allocated to projects that offset environmental impacts of modified or new public transportation facilities including streets, mass transit guideways, park-n-ride facilities, transit stations, tree planting to equalize the effects of vehicular emissions, and the acquisition or development of roadside recreational facilities, such as trails. State gasoline tax monies fund the EEMP, which annually allocates $10 million for mitigation projects.

C. Hazard Elimination Safety Program (HES)

The Hazard Elimination Safety Program (HES) is a state safety program that provides funds for safety improvements on all public roads and highways. These funds serve to eliminate or reduce the number and/or severity of traffic accidents at locations selected for improvement.

Each year, local agencies compete for HES funds by submitting candidate safety projects to Caltrans for review and analysis. Caltrans prioritizes these projects, statewide, and releases an annual HES Program Plan that identifies the projects that are approved for funding. Funding is offered annually following the federal fiscal year. Approximately $27 million dollars were available in the 2007 funding cycle.

Projects may be submitted for consideration of funding through the HSIP under two types of projects: Work Type and Safety Index Projects. Projects submitted under the Safety Index category may qualify for funding on the basis of a calculated safety index. These projects are prioritized statewide by the safety index. Projects submitted under the Work Type category cannot be quantified by a safety index generally due to a lack of data. If a project fails to get funded under the Safety Index category, it will automatically be moved into the Work Type category and re-compete for funding with other projects within this category. Work Type projects receive approximately 75 percent, while Safety Index projects receive about 25 percent of the available HSIP funds.

Examples of projects in the Safety Index category include installation of raised median islands, protected left-turn phasing, and widened and improved roadways. Examples of projects in the Work Type category include curb ramps, crosswalks, installation of right turn lanes and construction of new bus stop aprons.

D. Office of Traffic Safety (OTS) Grant

Office of Traffic Safety Grants (OTS) fund safety programs and equipment. Bicycle and Pedestrian Safety is a specifically identified priority. This category of grants includes enforcement and education programs, which can encompass a wide range of activities, including bicycle helmet distribution, design and printing of billboards and bus posters, other public information materials, development of safety components as part of physical education curriculum, or police safety demonstrations through school visitations.

The grant cycle typically begins with a request for proposals in October, which are due the following January. In 2009, OTS awarded $82 million to 203 agencies.

E. Recreational Trails Program (RTP)

The Recreational Trails Program provides funds to states to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Examples of trail uses include hiking, bicycling, in-line skating, equestrian use, and other non-motorized as well as motorized uses.

Recreational Trails Program funds may be used for:

- Maintenance and restoration of existing trails;
- Development and rehabilitation of trailside and trailhead facilities and trail linkages;
- Purchase and lease of trail construction and maintenance equipment;
- Construction of new trails (with restrictions for new trails on federal lands);
- Acquisition of easements or property for trails;
- State administrative costs related to this program (limited to seven percent of a State's funds); and
- Operation of educational programs to promote safety and environmental protection related to trails (limited to five percent of a State's funds).

F. Safe Routes to School (SR2S) Program

Established in 1999, the State-legislated Safe Routes to School (SR2S) program came into effect with the passage of AB 1475. In 2001, SB 10 was enacted which extended the program for three additional years. In 2004, SB 1087 was enacted to extend the program three more years. And in 2007, AB 57 was enacted to extend the program indefinitely. Seven (7) cycles of the SR2S program have been completed. The list of awarded projects is typically announced in the fall.

The goals of the program are to reduce injuries and fatalities to school children and to encourage increased walking and bicycling among students. The program achieves these goals by constructing facilities that enhance safety for pedestrians and bicyclists, primarily students in grades K-12 who walk or bicycle to school. By enhancing the safety of the pathways, trails, sidewalks, and crossings, the likelihood of attracting and encouraging other students to walk and bicycle increases.

The SR2S program is primarily a construction program. Projects funded by the program are intended to improve the safety of students who walk or bicycle to school. Construction improvements must be made on public property. Improvements can be made on public school grounds providing the cost is

incidental to the overall cost of the project. The program typically provides approximately $25 million annually statewide. The maximum reimbursement percentage for any SR2S project is ninety percent. The maximum amount of SR2S funds that will be allocated to any single project is $900,000.

Eligible project elements include bicycle facilities, traffic control devices and traffic calming measures. Up to 10% of funding provided for an individual project can be used for Outreach, Education, Encouragement, and/or Enforcement activities. Regarding funding projections, the 2008 cycle is anticipated to provide $48.5 million in funding. A letter from the Safe Routes to School National Partnership to the California Air Resources Board recognized that awards were part of "the volatile state budget process."

This California SR2S program should not be confused with the Federal Highway Administration's (FHWA) Safe Routes to School (SRTS) program authorized under SAFETEA-LU. Although both programs have similar goals and objectives, their funding source, local funding match requirements and other program requirements are different (see following section).

G. TDA Article III (SB 821)

Transportation Development Act Article 3 funds are distributed by the State of California and administered at the county level, which can be used by cities for planning and construction of bicycle and pedestrian facilities. For the City of Los Angeles, the Los Angeles County Metropolitan Transportation Authority (Metro) administers this program and establishes its policies.

These funds are allocated annually on a per capita basis to both cities and the County of Los Angeles. Local agencies may either draw down these funds or place them on reserve. Agencies must submit a claim form to Metro by the end of the fiscal year in which they are allocated. Failure to do so may result in the lapsing of these allocations.

TDA Article 3 funds may be used for the following activities related to the planning and construction of bicycle and pedestrian facilities:

- Engineering expenses leading to construction.
- Rights-of-way acquisition.
- Construction and reconstruction.
- Retrofitting existing bicycle and pedestrian facilities, including installation of signage, to comply with the Americans with Disabilities Act (ADA).
- Route improvements such as signal controls for bicyclists,

bicycle loop detectors, rubberized rail crossings and bicycle-friendly drainage grates.

- Purchase and installation of bicycle facilities such as secure bicycle parking, benches, drinking fountains, changing rooms, rest rooms and showers which are adjacent to bicycle trails, employment centers, park-and-ride lots, and/or transit terminals and are accessible to the general public.

County of Los Angeles Funding Sources

A. Metro Call for Projects (CFP)

Metro is responsible for allocating discretionary federal, state and local transportation funds to improve all modes of surface transportation. Metro also prepares the Los Angeles County Transportation Improvement Program (TIP). A key component of TIP is the Call for Projects program, a competitive process that distributes discretionary capital transportation funds to regionally significant projects.

Every other year (pending funding availability), Metro accepts Call for Projects applications in several modal categories. Funding levels for each of the modes is established by mode share as determined by the Metro Long Range Transportation Plan (LRTP). As of the writing of this plan, the CFP is currently on an odd-year funding cycle with applications typically due early in the odd years. Local jurisdictions, transit operators, and other eligible public agencies are encouraged to submit applications proposing projects for funding.

Metro staff ranks eligible projects and presents preliminary scores to Metro's Technical Advisory Committee (TAC) and the Metro Board of Directors for approval. Upon approval, the TIP is developed and formally transmitted to the regional (SCAG) and state transportation (CTC) planning agencies. The TIP then becomes part of the five-year program of projects scheduled for implementation in Los Angeles County.

The modal categories relevant to the implementation of Bicycle Plan projects and programs are Bikeway Improvements, Regional Surface Transportation Improvements (RSTI), Transportation Enhancements (TE) and Transportation Demand Management (TDM). Typically funding provided for bicycle improvements include Enhancement Activities (EA) and Congestion Mitigation and Air Quality (CMAQ) categories. Some intersection improvements or grade-separated crossing projects in this Bicycle Plan may provide an equal or greater benefit to pedestrians. In these cases the City should consider applying for funding within the Pedestrian Improvements modal category. Wherever possible, Bicycle Plan projects should be included as part of larger arterial

improvement projects and submitted under the RSTI, Regional Surface Transportation Improvements category.

The following table provides information on each of the relevant modal categories within the Metro Call for Projects as of 2010.

Metro Call for Projects – Modal Categories Relevant to Bicycle Plan Projects and Programs

Modal Category	Share of Funding*	Eligible Projects**
Bikeway Improvements	8%	Regionally significant projects that provide access and mobility through bike-to-transit improvements, gap closures in the inter-jurisdictional bikeway network, bicycle parking, and first-time implementation of bicycle racks on buses.
Regional Surface Transportation Improvements	40%	On-street bicycle lanes may be eligible if included as part of a larger capacity-enhancing arterial improvement project. Bikeway grade-separation projects may be eligible as part of larger arterial grade-separation projects.
Transportation Enhancement Activities	2%	Bicycle-related safety and education programs. Bikeway projects implemented as part of a scenic or historic highway, and landscaping or scenic beautification along existing bikeways may also be eligible.
Transportation Demand Management	7%	Technology and/or innovation-based bicycle transportation projects such as Bicycle Commuter Centers and modern bicycle sharing infrastructure. Larger TDM strategies with bicycle transportation components would also be eligible.
Pedestrian Improvements	8%	Pedestrian improvements that promote walking as a viable form of utilitarian travel, pedestrian safety, and an integral link within the overall transportation system.

*Funding estimate is bi-annual (every other year) based on the approved funding from the 2007 CFP.
**The discussion of eligible projects is based on 2009 CFP requirements and assumes all eligibility requirements are met and the questions in the CFP application are adequately addressed. These requirements are subject to change in future cycles. City staff should refer to the latest CFP Application Package for detailed eligibility requirements.

Local Funding Sources

A. Developer Impact Fees

Another potential local source of funding is developer impact fees, typically tied to trip generation rates and traffic impacts produced by a proposed project. A developer may reduce the number of trips (and hence impacts and cost) by paying for on and off-site bikeway improvements that will encourage residents to bicycle rather than drive. Establishing a clear nexus or connection between the impact fee and the project's impacts is critical in avoiding legal action for ineligible use.

B. Mello-Roos Community Facilities Act

Bicycle paths and bicycle lanes can be funded as part of a local assessment or benefit district. Defining the boundaries of the benefit district may be difficult unless the facility is part of a larger parks and recreation or public infrastructure program with broad community benefits and support.

Funding Sources

Granting Agency	Due Date	Fund Source(s)	Annual Funding (approx) 2009	Matching Requirement	Eligible Bikeway Projects Commute	 Recreation	 Safety /Ed	Comments
Metro CFP: Bikeway Improvements	Odd- numbered years: January	SLPP TEA CMAQ RSTP	$17.5 m	20% local match	X			Refer to latest Call for Projects Application Package for eligibility requirements.
Metro CFP: Regional Surface Transportation Improvements (RSTI)	Odd- numbered years: January	Local Prop C SLPP CMAQ	$110 m	35% local match	X			Refer to latest Call for Projects Application Package for eligibility requirements.
Metro CFP: Transportation Enhancement Activities (TE)	Odd- numbered years: January	TEA CMAQ RSTP	$6.5 m	20% local match	X			Refer to latest Call for Projects Application Package for eligibility requirements.
Metro CFP: Transportation Demand Management (TDM)	Odd- numbered years: January	CMAQ	$3.5 m	20% local match	X			Refer to latest Call for Projects Application Package for eligibility requirements.
Metro CFP: Pedestrian Improvements	Odd- numbered years: January	SLPP TEA CMAQ RSTP	$20 m	20% local match	X			Refer to latest Call for Projects Application Package for eligibility requirements.
Bicycle Transportation Account (BTA)	December	Caltrans	$7.2 m	min. 10% local match on construction	X		X	State-funded. Projects that improve safety and convenience of bicycle commuters.
Safe Routes to School – State (SRTS)	May	Caltrans	$18 m	11.5% min.	X	X	X	Primarily construction program to enhance safety of pedestrian and bicycle facilities.
Safe Routes to School - Federal (SRTS)	April	Caltrans	$48.5 m	--	X	X	X	Infrastructure improvements must be within 2 miles of elementary or middle school.

Granting Agency	Due Date	Fund Source(s)	Annual Funding (approx) 2009	Matching Requirement	Eligible Bikeway Projects Commute	 Recreation	 Safety /Ed	Comments
Office of Traffic Safety Grants	January	Office of Traffic Safety	$56 m	--			X	Bicycle and pedestrian projects have been funded through this program.
Recreational Trails Program (RTP)	October	TEA	$3 m	20% match		X		For recreational trails to benefit bicyclists, pedestrians, and other users.
Environmental Enhancement and Mitigation Program (EEMP)	November	State Resources Agency, Caltrans	$10 m statewide	not required but favored	X	X	X	Projects that enhance or mitigate future transportation projects; can include acquisition or development of roadside recreational facilities.
Transportation Development Act (TDA) Article 3 (2% of total TDA)	--	RTPA	--	--	X	X	X	Purchase and installation of bicycle facilities including bikeway support facilities and secure bicycle parking. Retrofit of existing facilities to comply with ADA.
Mello-Roos Community Facilities Act	--	Tax Revenue approved by 2/3 vote	--	--	X	X		Funds have been used for bicycle lanes/paths
Transportation and Community and System Preservation Program (TCSP)	Pending	FHWA	$61.25 m	--	X	X	--	Projects that improve system efficiency, reduce environmental impacts of transportation, etc.
Land & Water Conservation Fund (LWCF)	May	State DPR		$7.7 m statewide	50%, including in-kind	X		Federally-funded. Projects that acquire and develop outdoor recreation areas and facilities.
Petroleum Violation Escrow Account (PVEA)	On-going	State Legislature		$5 m	--	X	X	Bicycle and trail facilities have been funded with this program.
Developer Fees or Exactions (developer fee for street improvements - DFSI)	--	Cities or County		--	--	X		Mitigation required during land use approval process
Hazard Elimination Safety Program (HES)	April	Caltrans		$10-16 m	10%	X		Refer to latest Call for Projects Application Package for eligibility requirements.

* Metro Call for Projects funding levels may vary greatly from cycle to cycle. The annual estimates in this table are based on the approved funding from the 2007 CFP.

Appendix C:
Bicycle Transportation Account Matrix

City of Los Angeles 2010 Bicycle Plan - BTA Checklist

The following text describes the location in the 2010 Plan of each of the BTA Requirements a-k:

(a) The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan. Location: Chapter 2, Pages 27-35

(b) A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers. Location: Chapter 3, Pages 43-53 and Maps: Appendix D - Designated Bikeways and Existing and Funded Bikeways Maps.

(c) A map and description of existing and proposed bikeways.

Location: Chapter 3 and Maps: Appendix D - Designated Bikeways and Existing and Funded Bikeways Maps.

(d) A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers. Location: Chapter 3, Pages 54-59, Chapter 4, Pages 76-79, and Map: Appendix D - Designated Bikeways Map.

(e) A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels. Location: Chapter 3, Page 59, Chapter 4, Pages 76-82, and Map: Appendix D - Designated Bikeways Map.

(f) A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking facilities. Location: Chapter 3, Page 59, and Map: Appendix D - Designated Bikeways Map.

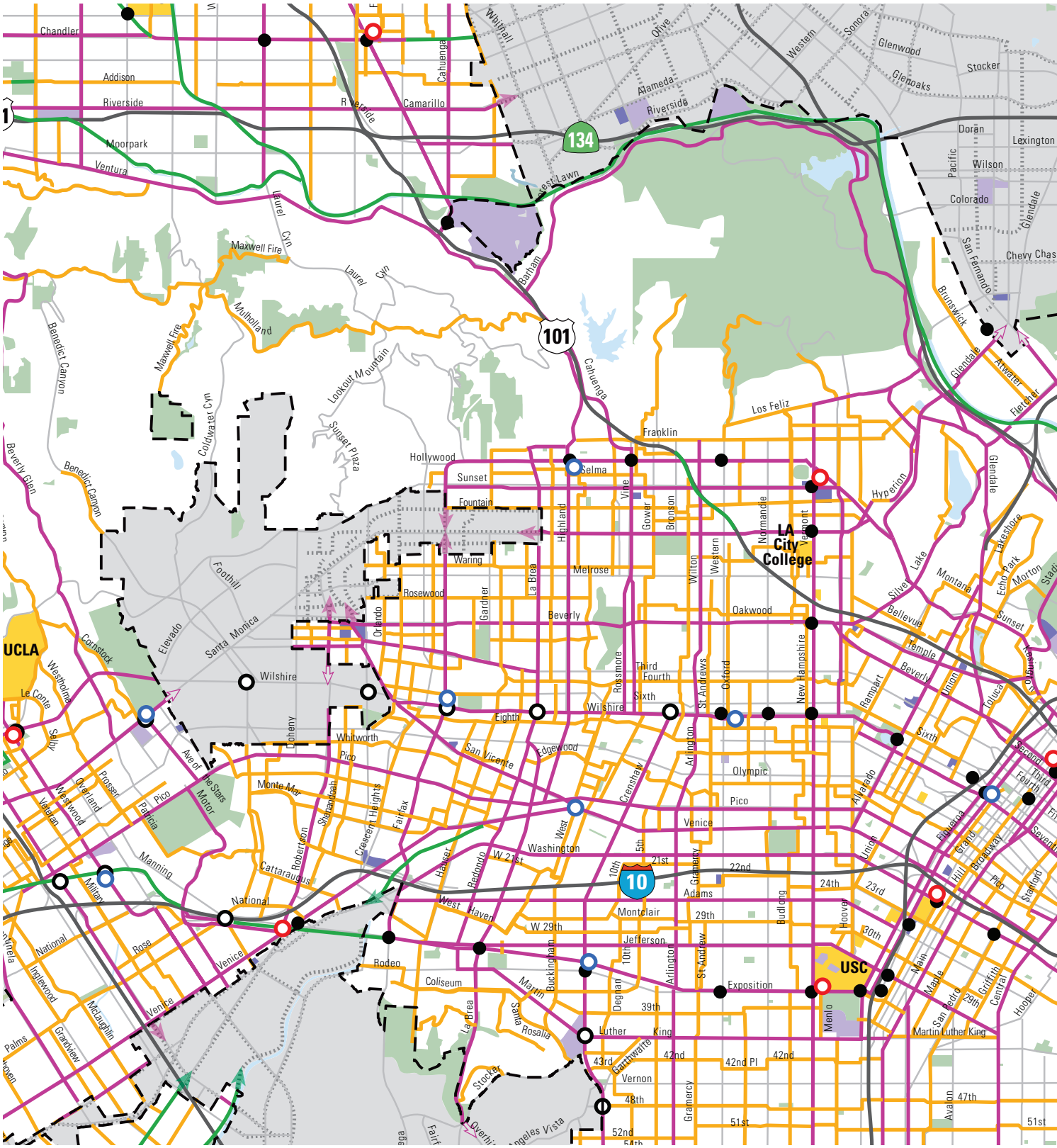
(g) A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists. Location: Chapter 3, Pages 60-63.

(h) A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support. Location: Chapter 1, Page 25.

(i) A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting. Location: Chapter 1, Pages 21-24.

(j) A description of the projects proposed in the plan and a listing of their priorities for implementation. Location: Chapter 4, Pages 72 and 97, and Chapter 5, Page 110.

(k) A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area. Location: Chapter 5, Pages 112-113.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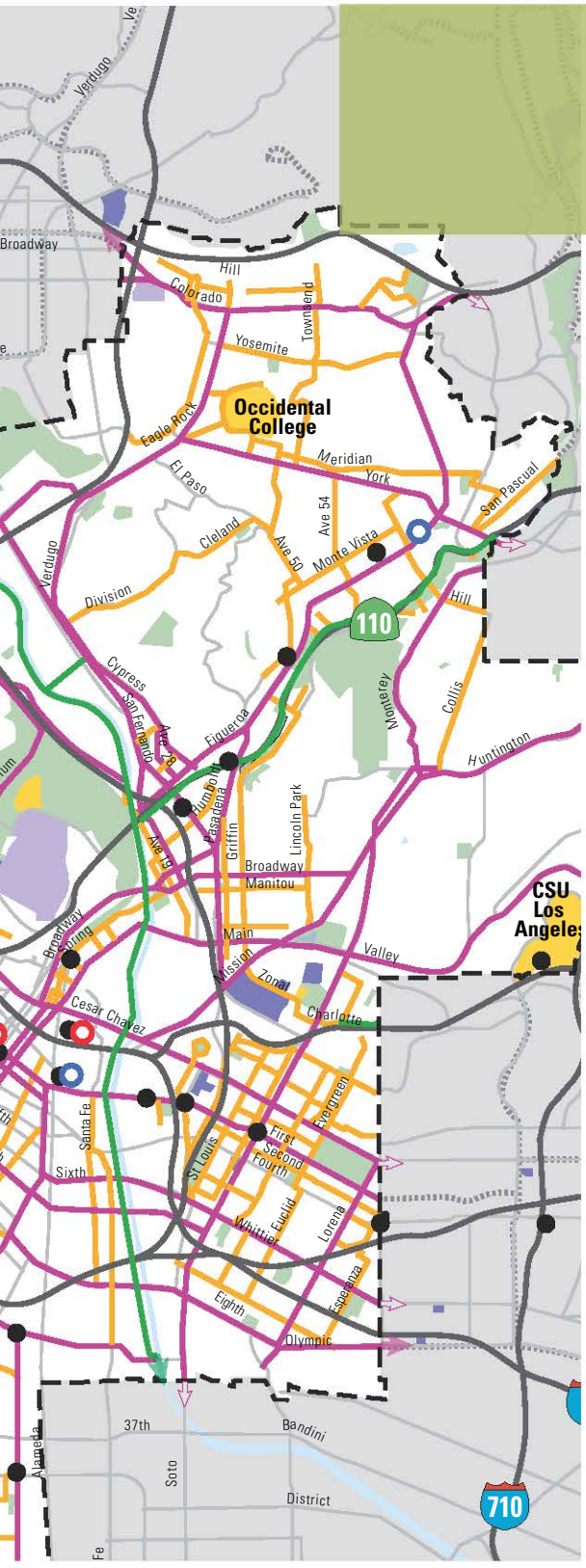
Addison
Riverside
Moorpark
Ventura
Camarillo
Cahuenga
Whitnall
Olive
Western
Sonora
Glenwood
Stocker
Glenoaks
Alameda
Riverside
134
Doran
Lexington
Pacific
Wilson
Colorado
Glendale
Chevy Chas
San Fernando
Brunswick
Atwater
Fletcher
Laurel Cyn
Maxwell Fire
Laurel Cyn
Barham
West Lawn
Mulholland
Benedict Canyon
Maxwell Fire
Lookout Mountain
Coldwater Cyn
Sunset Plaza
101
Cahuenga
Los Feliz
Franklin
Hollywood
Sunset
Fountain
Selma
Vine
Highland
Gower
Bronson
Normandie
Vermont
Hyperion
Glendale
Lakeshore
Echo Park
Morton
Silver Lake
Montana
Bellevue
Sunset
Temple
Beverly
Union
Toluca
Alvarado
Rampart
Beverly Glen
Benedict Canyon
Coldwater Cyn
Foothill
Waring
Melrose
Wilton
Western
LA City College
Rosewood
Gardner
La Brea
Beverly
Oakwood
Orlando
Elevado
Santa Monica
Cornstock
UCLA
Wilshire
Third
Fourth
Sixth
Wilshire
Eighth
Rossmore
St Andrews
Oxford
New Hampshire
Le Conte
Westholme
Seby
Loheny
Whitworth
Pico
San Vicente
Edgewood
Arlington
Olympic
Pico
Venice
Crenshaw
Overland
Prosser
Westwood
Veteran
Patricia
Pico
Ave of the Stars
Motor
Monte Mar
Shenandoah
Crescent Heights
Fairfax
Manning
Mitten
Cattaraugus
Roberston
Hauser
Redondo
W 21st
West
Washington
5th
10th
21st
10
22nd
Gramercy
Adams
24th
23rd
Budlong
Hoover
Union
Figueroa
Grand
Broadway
Hill
Pico
Stanford
National
National
West Haven
Montclair
29th
W 29th
30th
Jefferson
10th
Arlington
St Andrew
Degnan
Buckingham
Martin
Rose
Venice
Inglewood
Rodeo
Coliseum
Exposition
USC
Main
Maple
Griffith
Central
Hooper
San Pedro
29th
Menlo
Martin Luther King
Venice
McLaughlin
Grandview
Palms
La Brea
Santa Rosalia
Luther
King
39th
43rd
Garthwaite
42nd
42nd Pl
42nd
Vernon
48th
Gramercy
51st
Avalon
47th
51st
52nd
Stocker



Appendix D:
Matrix and Maps

SCALE: 11/32"= 1 mile

1 mile

2010 BICYCLE PLAN

Designated Bikeways

- Bicycle Path
- Bicycle Lane
- Bicycle Route
- Bicycle Friendly Street
- Countywide Existing & Proposed Facilities
- Existing Rail & Busway Stations
- Proposed Rail & Busway Stations
- College Campus
- Shopping & Entertainment
- Hospitals
- Parks
- Airports
- City Boundary

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2010 BICYCLE PLAN
Citywide Bikeway System

SCALE: 11/32"= 1 mile

1 mile

- Backbone Bikeway Network
- Neighborhood Bikeway Network
- Green Bikeway Network
- Countywide Existing and Proposed Bicycle Facilities
- Existing Rail and Busway Stations
- Proposed Rail and Busway Stations
- Clean Mobility Hub
- Multi Mobility Hub
- College Campus
- Shopping & Entertainment
- Hospitals
- Parks
- Airports
- City Boundary

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2010 BICYCLE PLAN

Existing and Funded Bikeways

SCALE: 11/32"= 1 mile

1 mile

- Existing Bicycle Path
- Funded Bicycle Path
- Existing Bicycle Lane
- Funded Bicycle Lane
- Existing Bicycle Route
- Countywide Existing and Proposed Bicycle Facilities
- Existing Rail and Busway Stations
- Proposed Rail and Busway Stations
- College Campus
- Shopping & Entertainment
- Hospitals
- Parks
- Airports
- City Boundary

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City of Los Angeles 2010 Bicycle Plan
Existing and Future Facilities by Networks

Street Name	From	To	Miles	Network	Status	Area
98th St	Avalon Bl	Clovis Av	0.52	Green	Path: Existing	Central/South
Addison Park Connector	Tyrone Av	Hazeltine Av	0.25	Green	Path: Future	Valley
Addison-Murietta Connector	Hazeltine Av	.03 mi w/o Murietta Av	0.03	Green	Path: Future	Valley
Aliso Creek Canyon	118 Fwy	Valley LA River Path	6.67	Green	Path: Future	Central/South
Arroyo Seco	York Bl	Montecito Heights Rec Center	2.27	Green	Path: Existing	Central/South
Arroyo Seco Path	s/b Griffith Av Pedestrian Bridge	Av 19 (LA River)	1.62	Green	Path: Future	West/Central
Balboa Bl (E & W)	Victory Bl	Burbank Bl	1.00	Green	Path: Existing	Valley
Ballona Creek (East)	National Bl	400' n/o National Bl	0.07	Green	Path: Existing	West/Central
Ballona Creek (West)	Lincoln Bl	Sepulveda Bl	2.49	Green	Path: Existing	West/Central
Ballona Creek Flood Control Channel	Culver City Eastern Boundary (s/o La Cienega)	Cochran Av	1.57	Green	Path: Future	Central/South
Browns Canyon Wash	Rinaldi St	Lassen St	1.61	Green	Path: Existing	Valley
Burbank Bl	Balboa Bl	I-405	2.10	Green	Path: Existing	Valley
Cabrillo Beach	Oliver Vickery Circle Wy	end of Jetty	0.38	Green	Path: Existing	Harbor
Canterbury Av	Chase St	Reedley St	0.52	Green	Path: Existing	Valley
Central LA River Path	Barclay St	5 Frwy	0.18	Green	Path: Future	Central/South
Central LA River Path	4th St	Washington Bl	1.75	Green	Path: Future	Central/South
Central LA River-Cypress Av Connector	LA River-Cypress Av Connector	San Fernando Road	0.36	Green	Path: Future	Valley
Chandler Bl	Vineland Av	Clybourn Av	0.80	Green	Path: Existing	Valley
Crescent Av	22nd St	Harbor Bl/Miner St	0.45	Green	Path: Existing	Harbor
Culver Bl	McConnell Av	Sawtelle Bl	1.40	Green	Path: Existing	West/Central
Devonshire St	Woodman Av	Arleta Av	0.50	Green	Path: Existing	Valley

City of Los Angeles 2010 Bicycle Plan
Existing and Future Facilities by Networks

Street Name	From	To	Miles	Network	Status	Area
Dockweiler State Beach	Ballona Creek	El Segundo City Limit	3.65	Green	Path: Existing	West/Central
Dominguez Channel	.03 mi w/o Vermont Av	W 190th St	0.79	Green	Path: Existing	Harbor
East Canyon Channel	San Fernando Rd	San Fernando City Limits	0.27	Green	Path: Future	Valley
East Canyon Channel	San Fernando City Limits	Pacoima Wash	1.74	Green	Path: Future	West/Central
Exposition Light Rail Bikeway Extension	La Cienega & Expo ROW/Motor Av & Expo ROW	Palms & Expo ROW/Centinela & Expo ROW	3.93	Green	Path: Future	West/Central
Frederick St	City Limits	Rose Av	0.14	Green	Path: Future	Valley
Hansen Dam	N/A	N/A	2.49	Green	Path: Existing	Valley
Harbor Park	Gaffey St	Harbor Park	0.38	Green	Path: Existing	Harbor
Hart Path	Whitsett Av	170 Frwy	0.12	Green	Path: Future	Central/South
Hollywood Cap Park Path	Bronson	Santa Monica Bl	1.07	Green	Path: Future	Central/South
Homer St	Montecito Heights Rec Center	Griffin Av Ped Br	0.29	Green	Path: Existing	Central/South
Imperial Hwy (W/B)	200' E/O Hillcrest Av	200' e/o Pershing Dr	0.25	Green	Path: Existing	West/Central
Indiana-Murchison Path	Murchison St	City Limits	0.32	Green	Path: Future	Central/South
LA River	Riverside Dr (at Zoo Dr)	Barclay St	6.95	Green	Path: Existing	Central/South
LA River Path	Riverside Dr	4th St	2.82	Green	Path: Future	Central/South
LA River-Cypress Av Connector	Central LA River Path	Central LA River-Cypress Av Connector	0.04	Green	Path: Future	Valley
Metrolink Valley Bike Path	Lassen St	Vineland Av	13.93	Green	Path: Future	Harbor
Meyler St	Bandini Canyon Park	Sepulveda St	0.04	Green	Path: Future	Valley
Orange Line (East)	Haskell Av	Leghorn Av	3.84	Green	Path: Existing	Valley
Orange Line (West)	Canoga Av	White Oak Av	4.64	Green	Path: Existing	Valley
Orange Line Ext Path	Metrolink Valley Bike Path	Victory Bl	4.32	Green	Path: Future	Valley

City of Los Angeles 2010 Bicycle Plan
Existing and Future Facilities by Networks

Street Name	From	To	Miles	Network	Status	Area
Oso Av Path	Corisco Av & Oso Av	Oso Av & Prarie St	0.15	Green	Path: Future	West/Central
Oxnard St	White Oak Av	Balboa Bl	1.08	Green	Path: Existing	Valley
Pacific Coast Highway	Temescal Canyon	Coastline Dr	1.94	Green	Path: Future	Valley
Pacoima Wash Diversion Canal	Pacoima Wash Path	Tujunga Wash Path	3.04	Green	Path: Future	Valley
Pacoima Wash Path	Gavina Av	Foothill Bl	2.15	Green	Path: Future	Valley
Pacoima Wash Path	Brownell St	Telfair	0.80	Green	Path: Future	Valley
Pacoima Wash Path	Paxton	Metrolink Valley Bike Path	3.46	Green	Path: Future	Valley
Palos Verdes Dr	100' E/O Western Av	Gaffey St	0.66	Green	Path: Existing	Harbor
Playa Vista Path	Lincoln Bl	562' nw/o Hughes Terrace	0.11	Green	Path: Future	Valley
Plummer St	Shoup Av	Hunt Club Ln	0.41	Green	Path: Existing	Valley
Sale Av	Oxnard St	Calvert St	0.13	Green	Path: Existing	Valley
San Fernando Rd Path	San Fernando City Limits	Burbank City Limits	6.93	Green	Path: Future	Valley
San Fernando Rd Phase I Path	Roxford St	Hubbard St	1.91	Green	Path: Existing	Valley
Tujunga Wash Path	Oxnard St	Burbank Bl	0.50	Green	Path: Existing	Valley
Tujunga Wash Path	Glenoaks Bl	Oxnard St	5.95	Green	Path: Future	Valley
Tujunga Wash Path	Burbank Bl	Valley LA River Path	2.58	Green	Path: Future	Valley
Valley LA River Path	Owensmouth Av	Riverside Dr	19.15	Green	Path: Future	Valley
Valley Plaza Park Path	Kittridge St	Kittridge St	0.19	Green	Path: Future	Valley
Venice Beach	Washington Bl	Santa Monica City Limit	1.51	Green	Path: Existing	West/Central
Victory Bl	White Oak Av	405 Fwy	2.54	Green	Path: Existing	Valley
Westwood Park	Wilshire Bl/Veteran Av	Sepulveda Bl JNO Ohio Av	0.57	Green	Path: Existing	West/Central
White Oak Av	N bank of LA River	Victory Bl	0.08	Green	Path: Existing	Valley

City of Los Angeles 2010 Bicycle Plan
Existing and Future Facilities by Networks

Street Name	From	To	Miles	Network	Status	Area
Will Rogers State Beach	Temescal Canyon Rd	Santa Monica City Limit	1.28	Green	Path: Existing	West/Central
Woodley Av	Burbank Bl	Victory Bl	1.20	Green	Path: Existing	Valley
Zelzah-Woodley Power Line Path	1277' W/O Zelzah Av	Bull Creek	2.40	Green	Path: Future	Valley
101 Overpass at Cahuenga & Vine St	Cahuenga Bl	Cahuenga Bl	0.07	Backbone	Lane: Future	Central/South
10th St	Wilton Pl	Arlington/Van Ness Av	0.05	Backbone	Lane: Future	Central/South
120th St	Vermont Av	City Limits	2.18	Backbone	Lane: Future	Harbor
14th St	Stanford Av	Griffith Av	0.06	Backbone	Lane: Future	Central
16th St	Main St	Central Av	0.93	Backbone	Lane: Future	Central/South
16th St (San Pedro) (E/B)	Palos Verdes St	Beacon St	0.05	Backbone	Route: Existing	Harbor
190th St	Western Av	Figueroa St	1.66	Backbone	Lane: Future	Harbor
1st St	Lucas Av	Limits w/East Los Angeles	4.36	Backbone	Lane: Future	Central/South
21st St (San Pedro)	Mesa St	Crescent Av	0.04	Backbone	Route: Existing	Harbor
22nd St	Miner St	Sampson Way	0.18	Backbone	Lane: Future	Harbor
22nd St (San Pedro)	Pacific Av	Mesa St	0.13	Backbone	Route: Existing	Harbor
25th St	Rancho Palos Verdes	Gaffey St	2.23	Backbone	Lane: Future	Harbor
25th St (San Pedro)	Western Av	Rancho Palos Verdes City Limit	1.03	Backbone	Route: Existing	Harbor
2nd St	Main St	Central Av	0.38	Backbone	Bicycle-Friendly Street	Central/South
2nd St	Central Av	Alameda St	0.08	Backbone	Bicycle-Friendly Street	Central/South
2nd St	Beverly Bl	Figueroa St	0.52	Backbone	Route: Existing	Central/South
2nd St	Glendale Av/Beverly Bl	Main St	1.14	Backbone	Lane: Future	Central/South
3rd St	San Vicente Bl	S La Brea Av	1.96	Backbone	Lane: Future	Central/South
54th St	4th Av	Central Av	3.73	Backbone	Bicycle-Friendly Street	Central/South
54th St	Crenshaw Bl	4th Av	0.91	Backbone	Lane: Future	Central/South

City of Los Angeles 2010 Bicycle Plan
Existing and Future Facilities by Networks

Street Name	From	To	Miles	Network	Status	Area
6th St	Central Av	LA River	0.71	Backbone	Lane: Future	Central/South
76th St	Crenshaw Bl	Vermont Av	2.21	Backbone	Route: Existing	Central/South
76th St	Crenshaw Bl	Vermont Av	2.20	Backbone	Lane: Future	Central/South
79th St	Vermont Av	Central Av	2.02	Backbone	Route: Existing	Central/South
79th St	Vermont Av	Central Av	2.02	Backbone	Lane: Future	Central/South
7th St	Rampart Bl	Figueroa St	1.50	Backbone	Lane: Future	Central/South
7th St	Figueroa St	San Pedro St	0.96	Backbone	Lane: Future	Central/South
7th St	San Pedro	Soto St	1.89	Backbone	Lane: Future	Central/South
7th St (San Pedro)	Beacon St	Harbor Bl	0.03	Backbone	Route: Existing	Harbor
96th St	Van Ness Av	Manhattan Pl	0.44	Backbone	Lane: Future	Central/South
96th St	Western Av	Halldale Av	0.37	Backbone	Lane: Future	Central/South
98th St	Vermont Av	Flower St	0.64	Backbone	Lane: Existing	Central/South
98th St	Western Av	Halldale Av	0.38	Backbone	Lane: Existing	Central/South
98th St	260' W/O Broadway	Avalon Bl	0.80	Backbone	Lane: Existing	Central/South
9th St (San Pedro)	Gaffey St	Beacon St	0.68	Backbone	Route: Existing	Harbor
Adams Bl	Fairfax Av	Figueroa St	5.51	Backbone	Route: Future	Central/South
Alameda St	Bruno St	Cesar E Chavez Av	0.35	Backbone	Lane: Future	Central/South
Alameda St	Pacific Coast Hwy	Harry Bridges Bl	1.66	Backbone	Lane: Future	Harbor
Alvarado	Wilshire	Berkeley	1.98	Backbone	Lane: Future	Central/South
Alvarado	Wilshire Bl	7th St	0.15	Backbone	Lane: Future	Central/South
Alvarado St	Hoover St	7th St	0.90	Backbone	Lane: Future	Central/South
Anaheim St	Western Av	Henry Ford Av	3.96	Backbone	Lane: Future	Harbor

Street Name	From	To	Miles	Network	Status	Area
Anaheim St	Henry Ford Av	9th St/ "I" St (Long Beach)	1.26	Backbone	Lane: Existing	Harbor
Arbor Vitae St	Airport Bl	La Cienega Bl	0.91	Backbone	Lane: Future	West/Central
Arden Bl	Wilshire Bl	Arden Pl	1.43	Backbone	Route: Existing	Central/South
Arden Bl	Wilshire Bl	Arden Pl	1.43	Backbone	Lane: Future	West/Central
Arden Pl	Arden Bl	Rossmore Av	0.05	Backbone	Route: Existing	Central/South
Arden Pl	Arden Bl	Vine St	0.05	Backbone	Lane: Future	West/Central
Arleta Av	Paxton St	Devonshire St	0.17	Backbone	Lane: Future	Valley
Arlington/Van Ness Avs	10th St	54th St	4.13	Backbone	Lane: Future	Central/South
Arlington/Van Ness Avs	54th St	W Century Bl	3.30	Backbone	Lane: Future	Central/South
Av 26	San Fernando Rd	Daly St	0.91	Backbone	Lane: Future	Central/South
Av 28 (S/B)	Pepper Av	Figueroa St	0.48	Backbone	Route: Existing	Central/South
Av 36	Fletcher Dr	Eagle Rock Bl	0.10	Backbone	Lane: Future	Central/South
Av of The Stars	Santa Monica Bl	Pico Bl	0.91	Backbone	Lane: Future	West/Central
Avalon Bl	111th Pl	118th St	0.51	Backbone	Lane: Future	Harbor
Aviation Bl	Arbor Vitae St	Imperial Hwy	1.51	Backbone	Lane: Future	West/Central
Balboa Bl	Woodley Av	Victory Bl	8.10	Backbone	Lane: Future	Valley
Balboa Bl	Burbank Bl	Ventura Bl	0.89	Backbone	Lane: Future	Valley
Balboa Bl	940' S/O San Fernando Rd	Foothill	0.32	Backbone	Lane: Future	Valley
Balboa Bl	940' S/O San Fernando Rd	Woodley Av	1.05	Backbone	Lane: Existing	Valley
Barham Bl	Forest Lawn Dr	Cahuenga Bl	1.10	Backbone	Lane: Future	Central/South
Beacon St	Crescent Av	7th St (San Pedro)	0.60	Backbone	Route: Existing	Harbor
Beaudry Av	Sunset Bl	Mignonette St	0.42	Backbone	Lane: Future	Central/South
Beaudry Av	1st St	2nd St	0.10	Backbone	Lane: Future	Central/South
Beaudry Av	Mignonette St	1st St	0.10	Backbone	Route: Future	Central/South

Street Name	From	To	Miles	Network	Status	Area
Beverly Bl	San Vicente Bl	Glendale Bl	7.15	Backbone	Lane: Future	Central/South

Street Name	From	To	Miles	Network	Status	Area
Beverly Glen Bl	Ventura Bl	Santa Monica Bl	7.58	Backbone	Lane: Future	West/Central
Big Tujunga Canyon Rd	Oro Vista Av	Mt Gleason Av	1.02	Backbone	Bicycle-Friendly Street	Valley
Big Tujunga Canyon Rd	Mt Gleason Av	Angeles National Forest City Limit	1.37	Backbone	Bicycle-Friendly Street	Valley
Brand St	Sepulveda Bl	City of San Fernando Limits	1.35	Backbone	Lane: Future	Valley
Broadway	Colorado	To City Limits (Wilson)	0.34	Backbone	Lane: Future	Central/South
Broadway	Imperial Hwy	Broadway Pl	5.41	Backbone	Route: Existing	Central/South
Broadway	117th St	120th St	0.25	Backbone	Bicycle-Friendly Street	Harbor
Broadway Av N	Av 18	Cesar E Chavez Av	0.69	Backbone	Lane: Future	Central/South
Broadway Av S	Broadway Pl/40th St	Imperial Hwy	5.41	Backbone	Lane: Future	Central/South
Broadway Av S	Imperial Hwy	117th St	0.24	Backbone	Lane: Future	Harbor
Broadway N	Av 18	Mission Rd	1.93	Backbone	Lane: Future	Central/South
Broadway Pl	Broadway	Main St	0.50	Backbone	Route: Existing	Central/South
Broadway Pl	Main St/36th St	158' s/o 40th St	0.52	Backbone	Lane: Future	Central/South
Bundy Dr	San Vicente Bl	Stanwood Pl	3.20	Backbone	Lane: Future	West/Central
Burbank Bl	Sepulveda Bl	Van Nuys Bl	1.12	Backbone	Lane: Future	Valley
Burton Way	.02 mi e/o Doheny Dr	San Vicente	0.82	Backbone	Lane: Future	Central/South
Butler Av	Ohio Av	Santa Monica Bl	0.10	Backbone	Lane: Future	West/Central
Cahuenga Bl	Victory Bl	LA River	2.96	Backbone	Lane: Future	Valley
Cahuenga Bl E	Mulholland Dr	Yucca St	1.60	Backbone	Lane: Future	Central/South
Cahuenga Bl W	Lankershim Bl	Highland Av	2.42	Backbone	Lane: Future	Central/South
Camarillo Pl	Camarillo St	Burbank City Limits	0.12	Backbone	Lane: Future	Valley

Street Name	From	To	Miles	Network	Status	Area
Camarillo St	Lankershim Bl	Camarillo Pl	0.95	Backbone	Lane: Future	Valley
Camarillo St	Tujunga Av	Vineland Av	0.50	Backbone	Route: Future	Valley
Canoga Av	Lassen St	Devonshire St	0.50	Backbone	Lane: Existing	Valley
Centinela Av	Stanwood Pl	Mitchell Av	1.25	Backbone	Lane: Future	West/Central
Central Av	Century Bl	Imperial Hwy	1.11	Backbone	Lane: Existing	Central/South
Central Av	1st St	63rd St	4.88	Backbone	Lane: Future	Central/South
Central Av	Gage Av	Century Bl	2.55	Backbone	Lane: Future	Central/South
Central Av	Imperial Hwy	230' s/o 120th St	0.44	Backbone	Lane: Future	Central/South
Central Av	63rd St	20' n/o Gage Av	0.03	Backbone	Route: Future	Central/South
Century Bl	Success Av	Compton Av	0.17	Backbone	Lane: Future	Central/South
Century Bl	Van Ness Av	S Western Av	0.50	Backbone	Lane: Future	Central/South
Century Bl	Compton Av	Grape Street	0.93	Backbone	Lane: Future	Central/South
Century Bl	Clovis Av	Central Av	0.14	Backbone	Lane: Future	Central/South
Century Bl	Vicksburg	Airport Terminal 1	0.43	Backbone	Lane: Future	West/Central
Cesar E Chavez Av	Figueroa St	Indiana Street	3.49	Backbone	Lane: Future	Central/South
Chandler	Woodman Av	Leghorn Av	0.88	Backbone	Lane: Future	Valley
Chandler Bl	Van Nuys Bl	Woodman Av	1.06	Backbone	Lane: Existing	Valley
Chandler Bl	Leghorn Av	Vineland Av	2.58	Backbone	Lane: Existing	Valley
Chandler Bl	Woodman Av	Leghorn Av	0.88	Backbone	Route: Existing	Valley
Channel St	Gaffey St	John S Gibson Bl	0.10	Backbone	Lane: Future	Harbor
Channel St	Gaffey St	Pacific Av	0.10	Backbone	Route: Existing	Harbor

Street Name	From	To	Miles	Network	Status	Area
Charlotte St	Cornwell St	Soto St	0.14	Backbone	Route: Future	Central/South
Clovis Av	98th St	Century Bl	0.13	Backbone	Route: Existing	Central/South
Colfax Av	Acama St	Ventura Bl	0.30	Backbone	Lane: Future	Valley
Colorado Bl	Sierra Villa Dr	Pasadena City Limit	2.56	Backbone	Route: Existing	Central/South
Colorado Bl	200' E/O Lincoln Av	Av 64	2.96	Backbone	Lane: Future	Central/South
Crenshaw Bl	Wilshire Bl	79th St	6.91	Backbone	Lane: Future	Central/South
Crescent Av	21st St (San Pedro)	to Palos Verdes St/Beacon St	0.33	Backbone	Route: Existing	Harbor
Crystal Springs Dr	Zoo Dr (S Jog)	Griffith Park Dr	0.79	Backbone	Lane: Existing	Central/South
Crystal Springs Dr	Griffith Park Dr	Los Feliz Bl	1.54	Backbone	Route: Existing	Central/South
Crystal Springs Dr	N Zoo Dr	.16 mi n/o Western Heritage Way	0.42	Backbone	Lane: Future	Central/South
Crystal Springs Dr	Griffith Park Bl	Los Feliz Bl	1.55	Backbone	Lane: Future	Central/South
Cypress Av	Verdugo Rd	Pepper Av	1.28	Backbone	Lane: Existing	Central/South
Cypress Av	Pepper Av	Gay St	0.14	Backbone	Lane: Future	Central/South
Cypress Av	Gay St	Arroyo Seco	0.34	Backbone	Lane: Future	Central/South
Cypress Av (N/B)	Figueroa St	Pepper Av	0.41	Backbone	Route: Existing	Central/South
Daly St	Av 26	Mission Rd	1.11	Backbone	Lane: Future	Central/South
De Soto Av	Browns Canyon Rd	Victory Bl	5.97	Backbone	Lane: Future	Valley
De Soto Av	Burbank Bl	Ventura Bl	0.48	Backbone	Lane: Future	Valley
De Soto Av	Victory Bl	Burbank Bl	1.09	Backbone	Lane: Existing	Valley
Del Amo Bl	Western Av	Hamilton Av	1.33	Backbone	Lane: Future	Harbor
Devonshire St	Reseda Bl	Hayvenhurst Av	2.45	Backbone	Lane: Future	Valley

Street Name	From	To	Miles	Network	Status	Area
Devonshire St	Haskell Av	Woodman Av	1.23	Backbone	Lane: Future	Valley
Devonshire St	Valley Circle Bl	Topanga Canyon Rd	0.37	Backbone	Bicycle-Friendly Street	Valley
Devonshire St	Topanga Canyon Bl	Reseda Bl	4.00	Backbone	Lane: Existing	Valley
Devonshire St	Hayvenhurst Av	Haskell Av	1.00	Backbone	Lane: Existing	Valley
Eagle Rock Bl	Westdale Av	Verdugo Rd	1.22	Backbone	Lane: Existing	Central/South
Eagle Rock Bl	Westdale Av	Colorado Bl	0.70	Backbone	Route: Existing	Central/South
Eagle Rock Bl	Colorado Bl	Westdale Av	0.70	Backbone	Lane: Future	Central/South
Eagle Rock Bl	Verdugo Rd	Cypress Av	1.04	Backbone	Lane: Future	Central/South
Elysian Park Av	Sunset Bl	Stadium Way	0.23	Backbone	Lane: Future	Central/South
Exposition Bl	Redondo Bl	Harcourt Av	0.48	Backbone	Lane: Future	Central/South
Exposition Bl	Harcourt Av	Catalina St	3.27	Backbone	Lane: Existing	Central/South
Exposition Bl	Catalina St	Figueroa St	0.70	Backbone	Lane: Future	Central/South
Exposition Bl	Palms Bl	Exposition Dr	0.45	Backbone	Lane: Future	West/Central
Fairfax Av	Hollywood Bl	Sunset Bl	0.23	Backbone	Lane: Future	Central/South
Fairfax Av	Sunset Bl	La Cienega Bl	4.37	Backbone	Lane: Future	Central/South
Fallbrook Av	Roscoe Bl	Ventura Bl	3.68	Backbone	Lane: Existing	Valley
Figueroa St	State Dr	Olympic Bl	2.25	Backbone	Route: Existing	Central/South
Figueroa St	San Fernando Rd	Cypress Av	0.51	Backbone	Route: Existing	Central/South
Figueroa St	Av 43	Av 45	0.13	Backbone	Route: Existing	Central/South
Figueroa St (Wilmington)	Harry Bridges Bl	Lomita Bl	1.96	Backbone	Route: Existing	Harbor
Figueroa St N	Colorado Bl	San Fernando Rd	5.12	Backbone	Lane: Future	Central/South

Street Name	From	To	Miles	Network	Status	Area
Figueroa St S	Sunset Bl/Cesar Chavez Bl	101 Freeway	0.13	Backbone	Lane: Future	Central/South
Figueroa St S	101 Freeway	Olympic Bl	1.45	Backbone	Lane: Future	Central/South
Figueroa St S	Olympic Bl	Exposition Bl	2.12	Backbone	Lane: Future	Central/South
Figueroa St S	Exposition Bl	Martin Luther King Jr Bl	0.53	Backbone	Lane: Future	Central/South
Fletcher Dr	Riverside Dr	LA River	0.19	Backbone	Lane: Future	Central/South
Fletcher Dr	Larga Av	Av 36	1.14	Backbone	Lane: Future	Central/South
Fletcher Dr	Silver Ridge Av	Riverside Dr/Camarillo St	0.19	Backbone	Route: Future	Central/South
Florence Av	West Bl	Central	4.51	Backbone	Lane: Future	Central/South
Flower St	2nd St	37th St	3.19	Backbone	Lane: Future	Central/South
Foothill Bl	Balboa Bl	Roxford St	2.18	Backbone	Lane: Future	Valley
Foothill Bl	Roxford St	Osborne St	6.23	Backbone	Lane: Future	Valley
Foothill Bl	Osborn St	Wentworth St	3.02	Backbone	Lane: Future	Valley
Foothill Bl	Wentworth St	Glendale Bl	4.39	Backbone	Lane: Future	Valley
Forest Lawn Dr	Barham Bl	Zoo Dr	1.97	Backbone	Lane: Existing	Central/South
Fox St	Laurel Canyon Bl	Chatsworth St	0.73	Backbone	Lane: Future	Valley
Franklin Av	Gardner St	La Brea Av	0.40	Backbone	Bicycle-Friendly Street	Central/South
Franklin Av	Vermont Av	St George St	0.76	Backbone	Bicycle-Friendly Street	Central/South
Franklin Av	La Brea Av	Highland Av	0.44	Backbone	Bicycle-Friendly Street	Central/South
Front St	Pacific Av	I-110 Fwy N/B On-Ramp	0.45	Backbone	Lane: Existing	Harbor
Gaffey St	W Channel St	W Summerland Av	0.46	Backbone	Lane: Future	Harbor
Gaffey St	36th St	Shepard St	0.31	Backbone	Route: Future	Harbor

Street Name	From	To	Miles	Network	Status	Area
Gaffey St	22nd St	36th St	0.90	Backbone	Bicycle-Friendly Street	Harbor
Gaffey St	Anaheim St	Channel St	1.99	Backbone	Lane: Existing	Harbor
Gaffey St	Summerland Av	Channel St	0.50	Backbone	Route: Existing	Harbor
Glendale Bl	Riverside Dr	1st St	4.10	Backbone	Lane: Future	Central/South
Glendale Bl	Glenfeliz Bl	Hyperion Av	0.12	Backbone	Route: Future	Central/South
Glendale Bl	Hyperion Av	Glendale Bl	0.15	Backbone	Route: Future	Central/South
Glenoaks Bl	Foothill Bl	San Fernando City Limits	2.40	Backbone	Lane: Future	Valley
Glenoaks Bl	San Fernando City Limits	Van Nuys Bl	1.08	Backbone	Lane: Future	Valley
Glenoaks Bl	Van Nuys Bl	Cohasset St	6.14	Backbone	Lane: Existing	Valley
Grand Av	Vista Del Mar	Loma Vista St	0.39	Backbone	Lane: Existing	Harbor
Griffith Park Bl	Los Feliz Bl	Lucile Av	1.74	Backbone	Lane: Existing	Central/South
Griffith Park Bl	Los Feliz Bl	Griffith Park Bl	0.01	Backbone	Lane: Future	Central/South
Griffith Park Bl	Lucile Av	Sunset Bl	0.15	Backbone	Lane: Future	Central/South
Hamilton Av	Gaffey St	Gaffey St	0.02	Backbone	Bicycle-Friendly Street	Harbor
Harbor Bl	I-110 Fwy	N/B On-Ramp 22nd St	1.41	Backbone	Lane: Existing	Harbor
Harry Bridges Bl	Figueroa St	Alameda St	1.32	Backbone	Lane: Future	Harbor
Highland Av	Cahuenga Bl	Pico Bl	4.52	Backbone	Lane: Future	Central/South
Hollywood Bl	Fairfax Av	Hillhurst Av	4.50	Backbone	Lane: Future	Central/South
Honolulu Av	La Tuna Canyon Rd	City Limits	0.27	Backbone	Lane: Future	Valley
Hope St	Venice Bl	Venice Bl	0.01	Backbone	Lane: Future	Central/South
Hubbard St	San Fernando Road	Laurel Canyon Road	0.62	Backbone	Lane: Future	Valley

Street Name	From	To	Miles	Network	Status	Area
Hubbard St	4th Street	Gavina	2.79	Backbone	Lane: Future	Valley
Huntington Dr	Monterey Rd	450' e/o Westmont Dr	2.34	Backbone	Lane: Future	Central/South
Huntington Dr S	Soto St	Thelma Av	1.33	Backbone	Bicycle-Friendly Street	Central/South
Hyperion Av	Greensward Rd	Fountain Av	1.61	Backbone	Lane: Future	Central/South
Imperial Hwy	Vermont Av	Mona Bl	3.56	Backbone	Lane: Future	Harbor
Imperial Hwy	Aviation Bl	I-405 underpass	0.58	Backbone	Lane: Future	West/Central
Imperial Hwy	Vista Del Mar	Dockweiler State Beach Path	0.06	Backbone	Lane: Future	West/Central
Imperial Hwy	Pershing Dr	2000' e/o Pershing Dr	0.37	Backbone	Lane: Future	West/Central
Imperial Hwy	Vista Del Mar	Pershing Dr	0.33	Backbone	Lane: Existing	West/Central
Imperial Hwy	2000' E/O Pershing Dr	Aviation Bl	2.53	Backbone	Lane: Existing	West/Central
Jefferson Bl	La Cienega Bl	Central Av	6.84	Backbone	Lane: Future	Central/South
Jenny Av	Westchester Pkwy	96th St	0.27	Backbone	Lane: Future	West LA
John S Gibson Bl	Channel St	Figueroa St	1.38	Backbone	Lane: Existing	Harbor
La Brea Av	Franklin Av	Fountain Av	0.66	Backbone	Lane: Future	Central/South
La Brea Av	Romaine Street	Adams Bl	4.01	Backbone	Lane: Future	Central/South
La Brea Av	Jefferson Bl	Exposition Bl	0.06	Backbone	Lane: Future	Central/South
La Brea Av	Rodeo Road	Stocker	1.73	Backbone	Lane: Future	Central/South
La Cienega Bl	Fairfax Av	Jefferson Bl	0.19	Backbone	Lane: Future	West/Central
La Tijera Bl	Sepulveda Bl	La Cienega Bl	2.14	Backbone	Lane: Future	Central/South
La Tijera Bl	64th St	290' n/o 63rd St	0.11	Backbone	Lane: Future	Central/South
La Tuna Canyon Rd	Sunland Bl	3500' e/o Elben Av	2.39	Backbone	Lane: Existing	Valley

Street Name	From	To	Miles	Network	Status	Area
La Tuna Canyon Rd	Glenoaks Bl	Sunland Bl	0.25	Backbone	Route: Existing	Valley
La Tuna Canyon Road	Glenoaks Bl	Sunland Bl	0.25	Backbone	Lane: Future	Valley
La Tuna Canyon Road	3500' E/O Elben Av	140' w/o Lowell Av	3.36	Backbone	Lane: Future	Valley
Lankershim Bl	San Fernando Rd	Cahuenga Bl	7.04	Backbone	Lane: Future	Valley
Laurel Canyon Bl	LA River Path	Riverside Dr	0.80	Backbone	Lane: Future	Valley
Laurel Canyon Bl	Oxnard St	Hamlin St	0.62	Backbone	Lane: Future	Valley
Laurel Canyon Bl	Peoria St	Crestknoll Dr	5.59	Backbone	Lane: Future	Valley
Laurel Canyon Bl	Hamlin St	Oxnard St	0.63	Backbone	Route: Existing	Valley
Laurel Cyn Bl	Riverside Dr	Oxnard	1.50	Backbone	Lane: Existing	Valley
Laurel Cyn Bl	Hamlin St	Peoria St	2.60	Backbone	Lane: Existing	Valley
Leonora Dr	Valley Circle Bl	Ventura Bl	0.30	Backbone	Lane: Future	Valley
Lincoln Bl	Commonwealth Av	430' n/o Bali Way	2.01	Backbone	Lane: Future	West/Central
Lincoln Bl	260' S/O Fiji Way	Jefferson Bl	0.53	Backbone	Lane: Future	West/Central
Lincoln Bl	LMU Dr	Sepulveda Bl	2.10	Backbone	Lane: Future	West/Central
Lincoln Bl	Jefferson Bl	LMU Dr	0.57	Backbone	Lane: Existing	West/Central
Long Beach Av	Washington	Slauson	2.15	Backbone	Lane: Future	Central/South
Lorena St	Grande Vista Av	Cesar E Chavez Av	1.89	Backbone	Route: Existing	Central/South
Lorena St	Cesar E Chavez Av	5th St	0.62	Backbone	Lane: Future	Central/South
Lorena St	5th St	Grande Vista Av	1.26	Backbone	Lane: Future	Central/South
Los Feliz Bl	Western Av	LA River	2.60	Backbone	Lane: Future	Central/South
Main Connector Road	Main St	Valley Bl	0.12	Backbone	Lane: Future	Central/South

Street Name	From	To	Miles	Network	Status	Area
Main St	Broadway Pl	9th St (s/b)/Cesar E Chavez (n/b)	3.59	Backbone	Route: Existing	Central/South
Main St N	Valley Bl	120th St	12.16	Backbone	Lane: Future	Central/South
Major St	Mesmer Av	Centinela Av	0.10	Backbone	Lane: Future	West/Central
Manchester Av	Van Ness Av	Central Av	3.54	Backbone	Lane: Future	Central/South
Manchester Av	Pershing Dr	Lincoln Bl	1.41	Backbone	Lane: Future	West/Central
Manchester Av	Sepulveda Bl S	.06 mi e/o Osage Av	1.06	Backbone	Lane: Future	West/Central
Manchester Av	Lincoln Bl	Sepulveda Bl	1.32	Backbone	Lane: Existing	West/Central
Martin Luther King Jr Bl	Rodeo Rd	Marlton Av	1.05	Backbone	Lane: Existing	Central/South
Martin Luther King Jr Bl	Marlton Av	Main St	4.74	Backbone	Lane: Future	Central/South
Mckinley Av	Florence Av	111th Pl	2.73	Backbone	Bicycle-Friendly Street	Central/South
Mecca Av	Reseda Bl	Avenida Oriente	0.49	Backbone	Lane: Existing	Valley
Mesa St	22nd St	21st St (San Pedro)	0.06	Backbone	Route: Existing	Harbor
Miraleste Dr	989' N/O Village Way	Ninth St	0.45	Backbone	Lane: Existing	Harbor
Mission Road	Cesar E Chavez Av	Soto St	2.54	Backbone	Lane: Future	Central/South
Monte Vista St	Bundy Dr	San Vicente Bl	1.12	Backbone	Route: Future	West/Central
Monterey Road	360' E/O Lomitas Dr	Pullman	1.01	Backbone	Lane: Future	Central/South
Monterey Road	Pullman St	Huntington Dr	1.17	Backbone	Route: Future	Central/South
Motor Av	National	Culver City Limits	0.86	Backbone	Lane: Future	West LA
Motor Av	Monte Mar Dr	Manning Av	0.94	Backbone	Lane: Future	West/Central
Motor Av	Pico Bl	Monte Mar Dr	0.52	Backbone	Lane: Existing	West/Central
Motor Av	Manning Av	National Bl	0.33	Backbone	Lane: Existing	West/Central

Street Name	From	To	Miles	Network	Status	Area
Motor Av	Venice Bl	National Bl	0.72	Backbone	Route: Existing	West/Central
Motor Av	Manning Av	Monte Mar Dr	0.93	Backbone	Route: Existing	West/Central
Mulholland Dr	Calabasas Rd	1000' w/o San Feliciano Dr	1.33	Backbone	Lane: Existing	Valley
Myra Av	Fountain Av	Santa Monica Bl	0.42	Backbone	Lane: Existing	Central/South
National Bl	Motor Av	Palms Bl	0.42	Backbone	Lane: Future	West/Central
National Pl	Malcolm Av	Overland Av	0.17	Backbone	Lane: Future	West/Central
National Pl	Malcolm Av	Overland Av	0.17	Backbone	Route: Existing	West/Central
Nordhoff St	Orange Line Extension Nordhoff Station	Woodman Av	9.30	Backbone	Lane: Future	Valley
Normandie Av	Vermont Av	Pacific Coast Hwy	0.35	Backbone	Route: Existing	Harbor
Normandie Av	182nd St	225th St	3.00	Backbone	Lane: Future	Harbor
Normandie Av	Pacific Coast Hwy	S Vermont Av	0.36	Backbone	Lane: Future	Harbor
Normandie Av	Lomita Bl	Pacific Coast Hwy	0.54	Backbone	Lane: Existing	Harbor
Olympic Bl	Central Av	Lorena St	2.42	Backbone	Lane: Future	Central/South
Oro Vista Av	Big Tujunga Canyon Rd	Apperson St	1.12	Backbone	Bicycle-Friendly Street	Valley
Osborne St	San Fernando Road	Foothill Bl	1.67	Backbone	Lane: Future	Valley
Overland Av	National Bl	Venice Bl	0.98	Backbone	Lane: Future	West/Central
Owensmouth Av	Valerio St	Erwin St	1.51	Backbone	Lane: Future	Valley
Pacific Av	Channel St	22nd St	2.14	Backbone	Lane: Future	Harbor
Pacific Av	Front St	Channel St	0.28	Backbone	Route: Existing	Harbor
Pacific Av (San Pedro)	22nd St	Shepard St	1.19	Backbone	Lane: Existing	Harbor
Pacific Coast Hwy	31' W/O Western Av	290' e/o LA River	4.73	Backbone	Lane: Future	Harbor

Street Name	From	To	Miles	Network	Status	Area
Palos Verdes St (N/B)	Crescent Av	16th St (San Pedro)	0.06	Backbone	Route: Existing	Harbor
Pasadena Av	Figueroa St	Av 36	0.22	Backbone	Lane: Future	Central/South
Pasadena Av	Av 26	North Broadway Rd	0.60	Backbone	Lane: Future	Central/South
Pasadena Av	Av 36	Av 26	0.82	Backbone	Route: Future	Central/South
Paseo Del Mar	Western Av	Gaffey St	1.84	Backbone	Lane: Existing	Harbor
Paxton St	Arleta Av	Foothill Bl	2.81	Backbone	Lane: Future	Valley
Penrose St	Glenoaks Bl	Sunland	0.11	Backbone	Lane: Future	Valley
Pico Bl	Gateway Bl	La Cienega Bl	4.20	Backbone	Lane: Future	Central/South
Pico Bl	Alvira St	Hope St	6.48	Backbone	Lane: Future	Central/South
Pico Bl	Stanford Av	Central Av	0.29	Backbone	Lane: Future	Central/South
Platt Av	Sherman Way	Victory Bl	0.85	Backbone	Lane: Existing	Valley
Polk St	San Fernando Rd	Egbert St	2.46	Backbone	Lane: Future	Valley
Polk St	Sunrise Ridge Rd	San Fernando Rd	0.33	Backbone	Lane: Future	Valley
Redondo Bl	La Brea Av	Jefferson Bl	2.28	Backbone	Route: Existing	Central/South
Redondo Bl	Edgewood Pl	Rodeo Rd	2.38	Backbone	Lane: Future	Central/South
Reseda Bl	Rinaldi St	San Fernando Mission	0.28	Backbone	Lane: Future	Valley
Reseda Bl	Valerio St	Vanowen St	0.75	Backbone	Lane: Future	Valley
Reseda Bl	Parthenia St	Roscoe Bl	0.51	Backbone	Lane: Future	Valley
Reseda Bl	Golf Course Rd	Avenida Oriente	1.27	Backbone	Lane: Existing	Valley
Reseda Bl	Mecca Av	Vanowen St	1.78	Backbone	Lane: Existing	Valley
Reseda Bl	Valerio St	Roscoe Bl	1.10	Backbone	Lane: Existing	Valley

Street Name	From	To	Miles	Network	Status	Area
Reseda Bl	Parthenia St	JNO San Fernando Mission Bl	3.10	Backbone	Lane: Existing	Valley
Rinaldi St	Sierra Canyon	De Soto Av	0.12	Backbone	Route: Future	Valley
Rinaldi St	De Soto Av	Laurel Cyn Bl	7.92	Backbone	Lane: Existing	Valley
Rinaldi St	Laurel Canyon Bl	Amboy Av	0.15	Backbone	Route: Existing	Valley
Riverside Dr	Los Feliz Bl	San Fernando Rd	3.71	Backbone	Route: Existing	Central/South
Riverside Dr	Van Nuys Bl	Tyrone Av	0.27	Backbone	Lane: Future	Valley
Riverside Dr	N Woodman Av	Sunnyslope Av	0.25	Backbone	Lane: Future	Valley
Riverside Dr	Fulton Av	Coldwater Canyon Av	0.50	Backbone	Lane: Future	Valley
Riverside Dr	Laurel Canyon Bl	Tujunga Av	1.00	Backbone	Lane: Future	Valley
Riverside Dr	Lankershim Bl	Clybourn Av	1.02	Backbone	Lane: Future	Valley
Riverside Dr	Tyrone Av	Woodman Av	0.75	Backbone	Lane: Existing	Valley
Riverside Dr	Sunnyslope Av	Fulton Av	0.25	Backbone	Lane: Existing	Valley
Riverside Dr	Coldwater Canyon Av	Laurel Cyn Bl	1.00	Backbone	Lane: Existing	Valley
Robertson Bl	250' s/o Beverly Bl	170' n/o Clifton Way	0.47	Backbone	Lane: Future	West/Central
Robertson Bl	Gregory Way	Robertson Pl	2.38	Backbone	Lane: Future	West/Central
Robertson Pl	S Robertson Bl	Exposition	0.06	Backbone	Lane: Future	West/Central
Rodeo Rd	Redondo Bl	Martin Luther King Jr Bl	0.43	Backbone	Lane: Future	Central/South
Roscoe Bl	535' W/O Topanga Canyon Bl	Whitsett Av/Arleta Av	11.52	Backbone	Lane: Future	Valley
Roscoe Bl	Valley Circle Bl	535' w/o Topanga Cyn Bl	2.25	Backbone	Lane: Existing	Valley
Roscoe Bl	Whitsett Av/Arleta Dr	Lankershim Bl	1.01	Backbone	Lane: Existing	Valley
Roscoe Bl	Topanga Canyon Bl	Canoga Av	0.48	Backbone	Route: Existing	Valley

Street Name	From	To	Miles	Network	Status	Area
Rossmore Av	Arden Pl	Melrose Av	0.03	Backbone	Route: Existing	Central/South
Rossmore Av	Melrose Av	Wilshire Bl	1.49	Backbone	Lane: Future	Central/South
Rowena Av	Hyperion Av	Glendale Bl	0.49	Backbone	Lane: Future	Central/South
Roxford St	Telfair Av	Foothill Bl	1.41	Backbone	Route: Future	Valley
San Fernando Rd	.03 mi s/o Rosslyn St (Glendale City	N Broadway	2.80	Backbone	Lane: Future	Central/South
San Fernando Rd	N Figueroa St Bridge	Pasadena Av	0.56	Backbone	Lane: Future	Central/South
San Fernando Rd	Northern City Limits	Roxford St	2.84	Backbone	Lane: Future	Valley
San Vicente Bl	Burton Way	Pico Bl	2.77	Backbone	Lane: Future	Central/South
San Vicente Bl	Beverly Bl	La Cienega Bl	0.36	Backbone	Route: Future	Central/South
San Vicente Bl	Pico Bl	Venice Bl	0.17	Backbone	Route: Future	Central/South
San Vicente Bl	26th St	Bundy Dr	1.07	Backbone	Lane: Existing	West/Central
Santa Monica Bl	200' E/O La Brea Av	Sunset Bl	3.65	Backbone	Lane: Future	Central/South
Santa Monica Bl	Ohio Av	Sepulveda Bl	1.09	Backbone	Lane: Future	West/Central
Santa Monica Bl	310' w/o Av of the Stars	Moreno Dr	0.37	Backbone	Lane: Future	West/Central
Santa Monica Bl	Sepulveda Bl	310' w/o Av of the Stars	1.72	Backbone	Lane: Existing	West/Central
Santa Susana Pass	City Limits	Topanga Canyon	2.07	Backbone	Route: Future	Valley
Seaside Av	Vincent Thomas Bridge	1000' e/o Navy Way	1.00	Backbone	Lane: Future	Harbor
Sepulveda Bl	Rinaldi St	300' n/o Sherman Oaks Av	9.27	Backbone	Lane: Future	Valley
Sepulveda Bl	Skirball Center Dr	570' n/o Constitution Av	4.87	Backbone	Lane: Future	West/Central
Sepulveda Bl	Ohio Av	.17 mi n/o Ohio Av	0.17	Backbone	Lane: Future	West/Central
Sepulveda Bl	Santa Monica Bl	Venice Bl	2.85	Backbone	Lane: Future	West/Central

Street Name	From	To	Miles	Network	Status	Area
Sepulveda Bl	.04 mi n/o Greenlawn Av	Ballona Creek	0.21	Backbone	Lane: Future	West/Central
Sepulveda Bl	Manchester Bl	Imperial Hwy	2.00	Backbone	Lane: Future	West/Central
Sepulveda Bl	300' N/O Sherman Oaks Av	Skirball Center Dr	2.63	Backbone	Lane: Existing	West/Central
Sepulveda Bl	Ohio Av	Santa Monica Bl	0.20	Backbone	Lane: Existing	West/Central
Sepulveda Bl	Centinela Av	Manchester Av	1.45	Backbone	Lane: Existing	West/Central
Sheldon St	Glenoaks Bl	Wentworth St	0.33	Backbone	Lane: Future	Valley
Shepard St	Gaffey St	Pacific Av	0.28	Backbone	Lane: Existing	Harbor
Sherman Way	420' W/O Topanga Cyn Bl	Canoga Av	0.60	Backbone	Lane: Future	Valley
Sherman Way	Canoga Av	Laurel Canyon Bl	11.49	Backbone	Lane: Future	Valley
Sherman Way	Laurel Canyon Bl	Clybourn Av	0.47	Backbone	Lane: Future	Valley
Sherman Wy	Sherman Wy/Platt Av	420' w/o Topanga Cyn Bl	1.88	Backbone	Lane: Existing	Valley
Sherman Wy	Laurel Cyn Bl	Vineland Av	1.51	Backbone	Lane: Existing	Valley
Sherman Wy	Topanga Canyon Bl	Canoga Av	0.51	Backbone	Route: Existing	Valley
Silver Lake Bl	Sunset Bl	Glendale Bl	1.61	Backbone	Lane: Existing	Central/South
Silver Lake Bl	Sunset Bl	Virgil Av	0.94	Backbone	Lane: Future	Central/South
Soto St	Mission Rd	840' s/o Washington Bl	4.71	Backbone	Lane: Future	Central/South
Spring St	Cesar E Chavez Av	9th St	1.44	Backbone	Lane: Future	Central/South
Spring St (S/B)	9th St	Cesar E Chavez Av	1.28	Backbone	Route: Existing	Central/South
Stadium Way	Riverside Dr	Elysian Park Av	1.86	Backbone	Lane: Future	Central/South
Stonehurst Av	Wentworth St	Sunland Bl	1.12	Backbone	Bicycle-Friendly Street	Valley
Summerland Av	Western Av	Gaffey St	0.97	Backbone	Lane: Future	Harbor

Street Name	From	To	Miles	Network	Status	Area
Summerland Av	Western Av	Gaffey St	0.97	Backbone	Route: Existing	Harbor
Sunland Bl	Foothill Bl	Penrose	3.87	Backbone	Lane: Future	Valley
Sunset Bl	Fountain Av	Douglas St	2.55	Backbone	Lane: Existing	Central/South
Sunset Bl	Douglas St	Figueroa St	0.89	Backbone	Lane: Future	Central/South
Sunset Bl	Beverly Glen Bl	Beverly Glen Bl	0.11	Backbone	Lane: Future	West/Central
Sunset Bl	Fairfax Av	Fountain Av	4.49	Backbone	Lane: Future	West/Central
Temple St	Beverly Bl	Virgil Av	0.08	Backbone	Lane: Future	Central/South
Temple St	Virgil Av	Beaudry Av	2.29	Backbone	Lane: Future	Central/South
Terra Bella St	Nordhoff St	San Fernando Rd	2.57	Backbone	Route: Future	Valley
Topanga Canyon	118 Frwy	Mulholland Way	8.91	Backbone	Lane: Future	Valley
Topaz St	Via Marina	Via Marina	0.03	Backbone	Lane: Future	West/Central
Tujunga Canyon Bl	Foothill Bl	La Tuna Canon Rd	0.97	Backbone	Lane: Future	Valley
Tuxford St	Lankershim Bl	Sunland Av	1.25	Backbone	Lane: Future	Valley
Tuxford St	Roscoe Bl	Lankershim Bl	0.09	Backbone	Lane: Future	Valley
Tyrone Av	Moorpark St	Ventura Bl	0.08	Backbone	Lane: Future	Valley
Valley Bl	Mission Rd	City Limits	3.12	Backbone	Lane: Future	Central/South
Valley Circle Bl	Roscoe Bl	Av San Luis	4.98	Backbone	Lane: Existing	Valley
Van Nuys	Nordhoff St	Foothill	4.38	Backbone	Lane: Future	Valley
Van Nuys Bl	Nordhoff St	101 Fwy	5.43	Backbone	Lane: Future	Valley
Venice Bl	La Fayette Rd (W/B)/ Crenshaw Bl(E/B)	Figueroa St	3.81	Backbone	Route: Existing	Central/South
Venice Bl	Crenshaw Bl	Figueroa St	3.49	Backbone	Lane: Future	Central/South

Street Name	From	To	Miles	Network	Status	Area
Venice Bl	Figueroa St	Main St	0.50	Backbone	Lane: Future	Central/South
Venice Bl	Ocean Front Walk	Venice Wy	0.40	Backbone	Route: Existing	West/Central
Venice Bl	Venice Wy	Crenshaw Bl (E/B)/La Fayette Rd (W/B)	9.07	Backbone	Lane: Existing	West/Central
Ventura Bl	Leonara Dr	Cahuenga Bl	16.20	Backbone	Lane: Future	Valley
Vermont Av	79th St	76th St	0.21	Backbone	Route: Existing	Central/South
Vermont Av	Anaheim St	Normandie Av	0.19	Backbone	Route: Existing	Central/South
Vermont Av	Jefferson Bl	39th St	0.68	Backbone	Route: Existing	Central/South
Vermont Av	Los Feliz Bl	.04 mi s/o Manchester Av	10.39	Backbone	Lane: Future	Central/South
Vermont Av	88th St	170th St	5.62	Backbone	Lane: Future	Central/South
Vermont Av	Artesia Bl	190th St	0.97	Backbone	Lane: Future	Central/South
Vermont Av	Knox	Del Amo Bl	0.55	Backbone	Lane: Future	Central/South
Vermont Av	Normandie Av	Anaheim St/Gaffey St	0.19	Backbone	Lane: Future	Harbor
Vermont Av	Lomita	Normandie	1.01	Backbone	Lane: Future	Harbor
Via Marina	Marquesas	Via Dolce	0.43	Backbone	Lane: Future	West/Central
Via Marina	Ocean Front Walk	330' ne/o Via Donte	0.20	Backbone	Lane: Future	West/Central
Vicksburg	96th St	Century Blvd	0.23	Backbone	Lane: Future	West LA
Victory Bl	Lankershim Bl	Clybourn Av	1.61	Backbone	Lane: Future	Valley
Victory Bl	Valley Circle Bl	Fallbrook Av	1.88	Backbone	Lane: Existing	Valley
Vincent Thomas Bridge	SR-47 S Exit 1C	Seaside Av	0.99	Backbone	Lane: Future	Harbor
Vine St	Melrose Av	Hollywood Bl	1.25	Backbone	Route: Existing	Central/South
Vine St	Yucca St	Melrose Av	1.40	Backbone	Lane: Future	Central/South
Virgil Av	Sunset Bl	Wilshire Bl	2.59	Backbone	Lane: Future	Central/South

Street Name	From	To	Miles	Network	Status	Area
Washington	LA River	Figueroa St	3.11	Backbone	Lane: Future	Central/South
Washington Bl	Figueroa St	Fairfax Av	5.86	Backbone	Lane: Future	Central/South
Washington Bl	Mildred Av	Walnut Av	0.55	Backbone	Lane: Future	West/Central
Washington Bl	Pacific Av	Mildred Av	0.75	Backbone	Lane: Existing	West/Central
Washington Pl	Grand View Bl	25' w/o Albright Av	0.73	Backbone	Lane: Future	West/Central
Washington Pl	Centinela Av	Zanja St	0.33	Backbone	Lane: Future	West/Central
Wentworth St	McBroom St	Foothill Bl	1.27	Backbone	Lane: Future	Valley
Wentworth St	Sheldon St	McBroom St	2.11	Backbone	Lane: Existing	Valley
Wentworth St	McBroom St	Foothill Bl	1.27	Backbone	Route: Existing	Valley
Westchester Pkwy	Sepulveda Westway	Sepulveda Bl	0.11	Backbone	Lane: Future	West/Central
Westchester Pkwy	Sepulveda Bl	Airport Bl	0.64	Backbone	Lane: Future	West/Central
Westchester Pkwy	Pershing Dr	Sepulveda Wwy	2.38	Backbone	Lane: Existing	West/Central
Western Av	98th St	Century Bl	0.11	Backbone	Lane: Future	Central/South
Western Av	Capitol Hill Dr	Summerland Av	0.50	Backbone	Lane: Future	Harbor
Western Av	Santa Cruz	Paseo Del Mar	2.36	Backbone	Lane: Future	Harbor
Western Av	Paseo Del Mar	25th St (San Pedro)	0.54	Backbone	Route: Existing	Harbor
Western Av	Summerland Av	W Santa Cruz St	0.17	Backbone	Lane: Future	Harbor
Western Av	182nd St	261st St	5.39	Backbone	Lane: Future	Harbor
Western Av	Anaheim St	Palos Verdes Dr	0.07	Backbone	Lane: Future	Harbor
Western Av	Peninsula Verdes Dr	Westmont Dr	0.91	Backbone	Lane: Future	Harbor
Western Heritage Wy	Zoo Dr (N Jog)	Zoo Dr (S Jog)	0.24	Backbone	Lane: Existing	Central/South

Street Name	From	To	Miles	Network	Status	Area
Westmont Dr	Western Av	Gaffey St	1.06	Backbone	Lane: Future	Harbor
Westwood Bl	Le Conte Av	Wellworth Av	0.64	Backbone	Lane: Future	West/Central
Westwood Bl	350' N/0 Santa Monica Bl	National Bl	1.70	Backbone	Lane: Future	West/Central
Westwood Bl	Wellworth Av	350' n/o Santa Monica Bl	0.53	Backbone	Lane: Existing	West/Central
Westwood Bl	Malcolm Av	Santa Monica Bl	1.76	Backbone	Route: Existing	West/Central
Weyburn Av	Veteran Av	Gayley Av	0.17	Backbone	Lane: Future	West/Central
White Oak Av	Roscoe Bl	Victory Bl	2.36	Backbone	Lane: Future	Valley
White Oak Av	Oxnard St	Ventura Bl	1.22	Backbone	Lane: Future	Valley
White Oak Av	Rinaldi St	San Fernando Mission	0.50	Backbone	Lane: Future	Valley
White Oak Av	Victory Bl	Oxnard St	0.45	Backbone	Lane: Existing	Valley
Whittier Bl	LA River	City Limits	2.29	Backbone	Lane: Future	Central/South
Wilcox Av	Franklin Av	Cahuenga Bl	0.05	Backbone	Lane: Future	Central/South
Wilshire Bl	Veteran Av	Beverly Hills City Limits	2.07	Backbone	Lane: Future	Central/South
Wilshire Bl	Beverly Hills City Limits	Alvarado St	5.61	Backbone	Lane: Future	Central/South
Wilshire Bl	Centinela Av (Santa Monica City Limit)	Federal Av	0.94	Backbone	Lane: Future	West LA
Wilton Dr	Wilton Pl	Wilton Pl	0.17	Backbone	Lane: Future	Central/South
Wilton Pl	Franklin Av	10th St	3.63	Backbone	Lane: Future	Central/South
Winnetka Av	Devonshire St	Nordhoff St	1.75	Backbone	Lane: Future	Valley
Winnetka Av	Gault St	Ventura Bl	1.96	Backbone	Lane: Future	Valley
Winnetka Av	Gault St	Nordhoff St	2.25	Backbone	Lane: Existing	Valley
Woodman Av	Chandler Bl	Burbank Bl	0.26	Backbone	Route: Existing	Valley

Street Name	From	To	Miles	Network	Status	Area
Woodman Av	Chatsworth St	Van Owen St	5.26	Backbone	Lane: Future	Valley
Woodman Av	Burbank Bl	Ventura Bl	1.68	Backbone	Lane: Future	Valley
Woodman Av	Burbank Bl	Vanowen St	1.50	Backbone	Lane: Existing	Valley
Woodman Av	Van Owen St	Plummer St	3.60	Backbone	Route: Existing	Valley
York Bl	Eagle Rock Bl	Av 55	1.33	Backbone	Lane: Existing	Central/South
York Bl	Av 55	Figueroa St N	0.89	Backbone	Lane: Future	Central/South
York Bl	Figueroa St N	South Pasadena City Limits	0.51	Backbone	Lane: Future	Central/South
Yucca St	Cahuenga Bl	Vine St	0.17	Backbone	Lane: Future	Central/South
Zoo Dr	Forest Lawn Dr	Western Heritage Wy	1.93	Backbone	Lane: Existing	Central/South
Zoo Dr	Western Heritage Wy (S Jog)	Crystal Springs Dr	0.12	Backbone	Lane: Existing	Central/South
San Vicente Bl	Bundy Dr	Wilshire Bl	0.96	Backbone	Lane: Future	Central/South

Street Name	From	To	Miles	Network	Status	Area
102nd St	Broadway	Avalon	0.76	Neighborhood	Bicycle-Friendly Street	Central/South
103rd St	Avalon Bl	Weigand Av	1.79	Neighborhood	Bicycle-Friendly Street	Central/South
107th St	Broadway	Mona Bl	1.59	Neighborhood	Bicycle-Friendly Street	Central/South
10th Av	21st St	Adams Bl	0.38	Neighborhood	Bicycle-Friendly Street	Central/South
10th Av	Mont Clair St	36th St	0.46	Neighborhood	Bicycle-Friendly Street	Central/South
10th St	San Pedro	Central	0.54	Neighborhood	Lane: Future	Central
111th Pl	Hoover St	Mckinley Av	1.52	Neighborhood	Bicycle-Friendly Street	Harbor
118th Pl	Broadway	118th Dr	1.03	Neighborhood	Bicycle-Friendly Street	Harbor
11th Av	36th St	Exposition Bl	0.09	Neighborhood	Bicycle-Friendly Street	Central/South
11th Av	Leimert Bl	46th St	0.24	Neighborhood	Bicycle-Friendly Street	Central/South
11th St	Main St	San Pedro St	0.43	Neighborhood	Lane: Future	Central
11th St	St Andrews Pl	Elden Av	1.34	Neighborhood	Bicycle-Friendly Street	Central/South
11th St	Elden Av	Main St	1.66	Neighborhood	Bicycle-Friendly Street	Central/South
12th St	Rimpau Bl	Queen Anne Pl	0.24	Neighborhood	Bicycle-Friendly Street	Central/South
12th St	Elden Av	Union Av	0.73	Neighborhood	Bicycle-Friendly Street	Central/South
12th St	Berendo St	Catalina St	0.06	Neighborhood	Bicycle-Friendly Street	Central/South
135th St	Vermont Av	Hoover St	0.25	Neighborhood	Bicycle-Friendly Street	Harbor
15th St	Catalina St	Berendo St	0.07	Neighborhood	Bicycle-Friendly Street	Central/South
17th St	Westmoreland Av	New England St	0.09	Neighborhood	Bicycle-Friendly Street	Central/South

Street Name	From	To	Miles	Network	Status	Area
17th St	Weymouth Av	Palos Verdes St	1.63	Neighborhood	Bicycle-Friendly Street	Harbor
186th St	Western Av	Normandie Av	0.55	Neighborhood	Bicycle-Friendly Street	Harbor
18th St	Wilton Pl	St Andrews Pl	0.17	Neighborhood	Bicycle-Friendly Street	Central/South
18th St	Robertson Bl	Spalding Av	1.26	Neighborhood	Bicycle-Friendly Street	West/Central
1st St	Gardner	Hudson Pl	1.18	Neighborhood	Bicycle-Friendly Street	Central/South
1st St	Orlando	Fairfax Av	0.67	Neighborhood	Bicycle-Friendly Street	Central/South
1st St	Gaffey St	Harbor Bl	0.72	Neighborhood	Bicycle-Friendly Street	Harbor
1st St	Harbor View Av	Gaffey St	0.94	Neighborhood	Route: Future	Harbor
20th St	New England St	Hoover St	0.20	Neighborhood	Bicycle-Friendly Street	Central/South
218th St	Western Av	Normandie Av	0.30	Neighborhood	Bicycle-Friendly Street	Harbor
21st St	Redondo Bl	Vineyard Av	0.76	Neighborhood	Bicycle-Friendly Street	Central/South
21st St	10th Av	Gramercy Pl	0.82	Neighborhood	Bicycle-Friendly Street	Central/South
22nd St	Western Av	Budlong Av	0.70	Neighborhood	Bicycle-Friendly Street	Central/South
22nd St	Via Cabrillo Marina	Miner St	0.42	Neighborhood	Route: Future	Harbor
235th St	Western Av	President Av	0.10	Neighborhood	Route: Future	Harbor
23rd St	Vineyard Av	West Bl	0.12	Neighborhood	Bicycle-Friendly Street	Central/South
23rd St	Patton Av	Pacific Av	1.02	Neighborhood	Bicycle-Friendly Street	Central/South
23rd St	Hoover St	Long Beach Av	2.71	Neighborhood	Bicycle-Friendly Street	Central/South
240th St	Western Av	Frampton Av	0.39	Neighborhood	Bicycle-Friendly Street	Harbor

Street Name	From	To	Miles	Network	Status	Area
24th St	Gramercy Pl	Western Av	0.26	Neighborhood	Bicycle-Friendly Street	Central/South
24th St	Budlong Av	Hoover St	0.72	Neighborhood	Bicycle-Friendly Street	Central/South
253rd St	Monterey Ct	McCoy Av	1.09	Neighborhood	Bicycle-Friendly Street	Harbor
262nd St	President Av	Anaheim St	0.02	Neighborhood	Bicycle-Friendly Street	Harbor
26th St	Hamilton Av	Pacific Av	0.46	Neighborhood	Bicycle-Friendly Street	Harbor
27th St	Barbara St (San Pedro)	Walker Av	0.06	Neighborhood	Lane: Future	Harbor
27th St	Leland St	Hamilton Av	0.12	Neighborhood	Bicycle-Friendly Street	Harbor
29th Pl	4th Av	Cimarron St	0.35	Neighborhood	Bicycle-Friendly Street	Central/South
29th St	Vineyard Av	Edgehill Dr	0.88	Neighborhood	Bicycle-Friendly Street	Central/South
29th St	Cimmaron St	Hoover St	1.93	Neighborhood	Bicycle-Friendly Street	Central/South
29th St	San Pedro St	Griffith Av	0.25	Neighborhood	Bicycle-Friendly Street	Central/South
2nd St	Van Ness Av	Norton Av	0.08	Neighborhood	Bicycle-Friendly Street	Central/South
2nd St	St Andrews Pl	St Andrews Pl	0.02	Neighborhood	Bicycle-Friendly Street	Central/South
2nd St	Cummings St	Indiana St	1.52	Neighborhood	Bicycle-Friendly Street	Central/South
2nd St	Loma Dr	Lucas Av	0.22	Neighborhood	Bicycle-Friendly Street	Central/South
30th St	Vineyard Av	4th Av	1.48	Neighborhood	Bicycle-Friendly Street	Central/South
30th St	Orchard Av	Mcclintock Av	0.14	Neighborhood	Bicycle-Friendly Street	Central/South
30th St	University Av	San Pedro St	1.20	Neighborhood	Bicycle-Friendly Street	Central/South
30th St	McClintock Av	University Av	0.24	Neighborhood	Lane: Existing	Central/South

Street Name	From	To	Miles	Network	Status	Area
36th Pl	Ruthelen St	St Andrews Pl	0.05	Neighborhood	Bicycle-Friendly Street	Central/South
36th Pl	Budlong Av	Catalina St	0.09	Neighborhood	Bicycle-Friendly Street	Central/South
36th St	11th Av	10th Av	0.07	Neighborhood	Bicycle-Friendly Street	Central/South
37th St	Grand Av	Broadway Pl	0.23	Neighborhood	Bicycle-Friendly Street	Central/South
37th St	Figueroa St	Hope St	0.26	Neighborhood	Route: Future	Central/South
37th St	Alma St	Emily St	0.03	Neighborhood	Bicycle-Friendly Street	Harbor
39th St	Buckingham Rd	Menlo Av	2.92	Neighborhood	Bicycle-Friendly Street	Central/South
39th St	Buckingham Rd	Vermont Av	2.84	Neighborhood	Route: Existing	Central/South
39th St	Figueroa St	Broadway Pl	0.37	Neighborhood	Route: Future	Central/South
3rd St	Doheny (West Hollywood Border)	San Vicente	0.69	Neighborhood	Bicycle-Friendly Street	Central/South
3rd St	Larchmont Bl	Lucerne Bl	0.05	Neighborhood	Bicycle-Friendly Street	Central/South
3rd St	June St	June St	0.03	Neighborhood	Bicycle-Friendly Street	Central/South
3rd St	Willaman Dr	Hamel Rd	0.06	Neighborhood	Bicycle-Friendly Street	West/Central
42nd Pl	Western Av	Normandie Av	0.50	Neighborhood	Bicycle-Friendly Street	Central/South
42nd St	Stocker Pz	Broadway	2.20	Neighborhood	Bicycle-Friendly Street	Central/South
43rd St	Crenshaw Bl	11th Av	0.27	Neighborhood	Bicycle-Friendly Street	Central/South
46th St	11th Av	8th Av	0.21	Neighborhood	Bicycle-Friendly Street	Central/South
47th St	Figueroa St	Honduras St	2.22	Neighborhood	Bicycle-Friendly Street	Central/South
48th St	Crenshaw Bl	Figueroa St	2.75	Neighborhood	Bicycle-Friendly Street	Central/South

Street Name	From	To	Miles	Network	Status	Area
4th Av	30th St	29th Pl	0.04	Neighborhood	Bicycle-Friendly Street	Central/South
4th Av	9th St	Pico Bl	0.63	Neighborhood	Bicycle-Friendly Street	Central/South
4th Av	Exposition Bl	Rodeo Dr	0.10	Neighborhood	Bicycle-Friendly Street	Central/South
4th Av	Roxton Av	Southwest Dr	2.01	Neighborhood	Bicycle-Friendly Street	Central/South
4th Av	Southwest Dr	Florence Av	0.48	Neighborhood	Bicycle-Friendly Street	Central/South
4th Av	Pico Bl	Venice Bl	0.26	Neighborhood	Lane: Future	Central/South
4th Pl	4th St	Santa Fe Av	0.02	Neighborhood	Bicycle-Friendly Street	Central/South
4th St	Hauser Bl	Hoover St	3.83	Neighborhood	Bicycle-Friendly Street	Central/South
4th St	Stanford Av	Central Av	0.02	Neighborhood	Bicycle-Friendly Street	Central/South
4th St	Evergreen Av	Euclid Av	0.06	Neighborhood	Bicycle-Friendly Street	Central/South
4th St	Lorena St	Estudillo Av	0.20	Neighborhood	Bicycle-Friendly Street	Central/South
4th St	Santa Fe Av	4th Pl	0.06	Neighborhood	Bicycle-Friendly Street	Central/South
4th St	Union Av	Loma Dr	0.15	Neighborhood	Bicycle-Friendly Street	Central/South
4th St	La Brea Av	Hoover St	3.47	Neighborhood	Route: Existing	Central/South
50th Pl	Gramercy Pl	Hoover St	0.26	Neighborhood	Bicycle-Friendly Street	Central/South
51st St	Hoover St	Long Beach Av	3.79	Neighborhood	Bicycle-Friendly Street	Central/South
51st St	Hoover St	Long Beach Av	2.51	Neighborhood	Route: Existing	Central/South
52nd St	Victoria Av	Gramercy Pl	1.35	Neighborhood	Bicycle-Friendly Street	Central/South
59th Pl	Hoover St	Avalon	1.25	Neighborhood	Bicycle-Friendly Street	Central/South

Street Name	From	To	Miles	Network	Status	Area
60th Pl	Western Av	Vermont Av	1.00	Neighborhood	Bicycle-Friendly Street	Central/South
60th St	Overhill Dr	Central Av	3.19	Neighborhood	Bicycle-Friendly Street	Central/South
61st St	Harvard Bl	Denker Av	0.13	Neighborhood	Bicycle-Friendly Street	Central/South
62nd St	Harvard Bl	Denker Av	0.13	Neighborhood	Bicycle-Friendly Street	Central/South
62nd St	Van Ness Av	Gramercy Pl	0.24	Neighborhood	Bicycle-Friendly Street	Central/South
66th St	Estrella Av	Figueroa St	0.38	Neighborhood	Bicycle-Friendly Street	Central/South
66th St	Estrella Av	Figueroa St	0.13	Neighborhood	Bicycle-Friendly Street	Central/South
67th St	West Bl	Broadway	1.11	Neighborhood	Bicycle-Friendly Street	Central/South
67th St	West Bl	Broadway	1.15	Neighborhood	Bicycle-Friendly Street	Central/South
67th St	West Bl	Broadway	0.25	Neighborhood	Bicycle-Friendly Street	Central/South
68th St	Menlo Av	Estrella Av	0.25	Neighborhood	Bicycle-Friendly Street	Central/South
6th Av	Pico Bl	21st St	0.66	Neighborhood	Bicycle-Friendly Street	Central/South
6th Av	21st St	Adams Bl	0.37	Neighborhood	Bicycle-Friendly Street	Central/South
6th St	Estudillo Av	Esperanza St	0.12	Neighborhood	Bicycle-Friendly Street	Central/South
6th St	St Louis St	Mott St	0.47	Neighborhood	Bicycle-Friendly Street	Central/South
6th St	San Vicente Bl	Martel Av	1.58	Neighborhood	Bicycle-Friendly Street	Central/South
6th St	Virgil Av	Lucas Av	1.50	Neighborhood	Lane: Future	Central/South
6th St	Cochran Av	La Brea Av	0.19	Neighborhood	Bicycle-Friendly Street	Central/South
74th St	La Tijera Bl	Osage Av	0.06	Neighborhood	Bicycle-Friendly Street	West/Central

Street Name	From	To	Miles	Network	Status	Area
76th St	Sepulveda Bl	Airport Bl	0.35	Neighborhood	Bicycle-Friendly Street	West/Central
77th St	McConnell Av	Sepulveda Bl	1.11	Neighborhood	Bicycle-Friendly Street	West/Central
77th St	Osage Av	Benjamin Av	0.25	Neighborhood	Bicycle-Friendly Street	West/Central
79th St	Van Ness Av	Budlong Av	1.24	Neighborhood	Bicycle-Friendly Street	Central/South
79th St	Gulana Av	Berger Av	0.39	Neighborhood	Bicycle-Friendly Street	West/Central
7th Av	Adams Bl	Mont Clair St	0.22	Neighborhood	Bicycle-Friendly Street	Central/South
7th Av	Mont Clair St	Rodeo Dr	0.73	Neighborhood	Bicycle-Friendly Street	Central/South
7th Av	Rose Av	California Av	0.55	Neighborhood	Bicycle-Friendly Street	West/Central
7th St	St Andrews Pl	Mariposa Av	0.71	Neighborhood	Bicycle-Friendly Street	Central/South
7th St	Catalina St	Rampart Bl	0.71	Neighborhood	Lane: Future	Central/South
80th St	Loyola Bl	McConnell Av	0.23	Neighborhood	Bicycle-Friendly Street	West/Central
82nd St	Hoover St	83rd St	0.25	Neighborhood	Bicycle-Friendly Street	Central/South
83rd St	City Limits	Budlong Av	1.25	Neighborhood	Bicycle-Friendly Street	Central/South
83rd St	Budlong Av	Hoover St	0.51	Neighborhood	Bicycle-Friendly Street	Central/South
83rd St	Figueroa St	Central Av	1.52	Neighborhood	Bicycle-Friendly Street	Central/South
83rd St	Billowvista Av	La Tijera Bl	3.10	Neighborhood	Bicycle-Friendly Street	West/Central
88th Pl	Broadway	Mckinley Av	1.00	Neighborhood	Bicycle-Friendly Street	Central/South
88th St	Vermont Av	Broadway	0.58	Neighborhood	Bicycle-Friendly Street	Central/South
89th St	Gramercy Pl	Ruthelen St	0.03	Neighborhood	Bicycle-Friendly Street	Central/South

Street Name	From	To	Miles	Network	Status	Area
89th St	Gramercy Pl	Gramercy Pl	0.03	Neighborhood	Bicycle-Friendly Street	Central/South
8th Av	46th St	Slauson Av	1.50	Neighborhood	Bicycle-Friendly Street	Central/South
8th Av	Slauson Av	79th St	0.88	Neighborhood	Bicycle-Friendly Street	Central/South
8th St	Fairfax Av	Muirfield Rd	2.15	Neighborhood	Bicycle-Friendly Street	Central/South
8th St	Lucerne Bl	Windsor Bl	0.15	Neighborhood	Bicycle-Friendly Street	Central/South
8th St	Mariposa Av	New Hampshire Av	0.33	Neighborhood	Bicycle-Friendly Street	Central/South
8th St	Boyle Av	Olympic Bl	1.18	Neighborhood	Bicycle-Friendly Street	Central/South
8th St	Boyle Av	Olympic Bl	1.43	Neighborhood	Route: Existing	Central/South
8th St	Muirfield Rd	Lucerne Bl	0.28	Neighborhood	Lane: Future	Central/South
8th St	Windsor Bl	St Andrews Pl	0.67	Neighborhood	Lane: Future	Central/South
90th St	Vermont Av	Broadway	0.72	Neighborhood	Bicycle-Friendly Street	Central/South
92nd St	Gramercy Pl	Normandie Av	0.75	Neighborhood	Bicycle-Friendly Street	Central/South
92nd St	Baring Cross St	S Broadway	0.64	Neighborhood	Bicycle-Friendly Street	Central/South
92nd St	Firth Bl/Compton Av	Miner St	0.75	Neighborhood	Lane: Existing	Central/South
94th St	Vermont Av	Baring Cross St	0.15	Neighborhood	Bicycle-Friendly Street	Central/South
95th St	Clovis Av	Central Av	0.14	Neighborhood	Bicycle-Friendly Street	Central/South
96th St	Sepulveda Bl	Airport Bl	0.60	Neighborhood	Lane: Future	West/Central
97th St	Bandera St	Wilmington Av	0.04	Neighborhood	Bicycle-Friendly Street	Central/South
9th St	Lucerne Bl	Lucerne Bl	0.01	Neighborhood	Bicycle-Friendly Street	Central/South

Street Name	From	To	Miles	Network	Status	Area
9th St	Keniston Av	Rimpau Bl	0.14	Neighborhood	Bicycle-Friendly Street	Central/South
9th St	4th Av	Western Av	0.49	Neighborhood	Bicycle-Friendly Street	Central/South
9th St (San Pedro)	Miraleste Dr	Gaffey St	1.46	Neighborhood	Lane: Existing	Harbor
Abbot Kinney Bl	Main St	Washington Bl	1.36	Neighborhood	Bicycle-Friendly Street	West/Central
Academy Road	Morton Pl	Stadium Way	0.20	Neighborhood	Bicycle-Friendly Street	Central/South
Addison St	Lemona Av	Tyrone Av	0.89	Neighborhood	Bicycle-Friendly Street	Valley
Addison St	Hazeltine Av	Coldwater Canyon Av	1.49	Neighborhood	Bicycle-Friendly Street	Valley
Addison St	Riverton Av	Arcola Av	0.63	Neighborhood	Bicycle-Friendly Street	Valley
Addison St	Whitsett Av	Westpark Dr	1.30	Neighborhood	Bicycle-Friendly Street	Valley
Adlon Road	Empress Av	Hayvenhurst Av	0.24	Neighborhood	Bicycle-Friendly Street	Valley
Airdrome St	Rexford Dr	Venice Bl	1.96	Neighborhood	Bicycle-Friendly Street	Central/South
Airport Bl	76th St	La Tijera Bl	0.55	Neighborhood	Bicycle-Friendly Street	West/Central
Alcazar St	Soto St	Murchison St	0.21	Neighborhood	Bicycle-Friendly Street	Central/South
Alcott St	Glenville Dr	Beverly Dr	0.13	Neighborhood	Bicycle-Friendly Street	West/Central
Alcove Av	Addison St	180' n/o Addison St	0.03	Neighborhood	Bicycle-Friendly Street	Valley
Aldama St	281' ne/o Milwaukee Av	York Bl	0.18	Neighborhood	Route: Future	Central/South
Alden Dr	West Hollywood City Limits/Oakhu	San Vicente	0.68	Neighborhood	Bicycle-Friendly Street	Central/South
Alexandria Av	Romaine St	Lily Crest Av	0.04	Neighborhood	Bicycle-Friendly Street	Central/South
Alla Road	Bonaparte Av	Panama St	0.16	Neighborhood	Lane: Future	West/Central

Street Name	From	To	Miles	Network	Status	Area
Allesandro St	Riverside Dr	Rosebud Av	0.11	Neighborhood	Bicycle-Friendly Street	Central/South
Allesandro St	Rosebud Av	Duane St	0.73	Neighborhood	Bicycle-Friendly Street	Central/South
Allesandro St	Berkeley Av	Montana Av	0.23	Neighborhood	Bicycle-Friendly Street	Central/South
Alma St	17th St	37th St	1.12	Neighborhood	Bicycle-Friendly Street	Harbor
Alma St	40' N/O 30th St	30th St	0.01	Neighborhood	Bicycle-Friendly Street	Harbor
Almont Dr	City Limits	Alden Dr	0.08	Neighborhood	Bicycle-Friendly Street	West/Central
Alpine St	Broadway	Main St	0.19	Neighborhood	Route: Future	Central/South
Alta Vista Bl	First St	Third St	0.30	Neighborhood	Bicycle-Friendly Street	West/Central
Alumni Av	Eagle Rock Bl	Campus Rd	0.40	Neighborhood	Bicycle-Friendly Street	Central/South
Alumni Av	Eagle Rock Bl	Campus Dr	0.40	Neighborhood	Route: Existing	Central/South
Alvarado St	Duane St	Berkeley Av	0.43	Neighborhood	Bicycle-Friendly Street	Central/South
Alvarado St	Kent St	Kent St	0.02	Neighborhood	Bicycle-Friendly Street	Central/South
Amherst Av	Goshen Av	Texas Av	0.22	Neighborhood	Bicycle-Friendly Street	West/Central
Andasol Av	Sherman Wy	Enadia Wy	0.06	Neighborhood	Bicycle-Friendly Street	Valley
Ann St	N Spring St	N Main St	0.15	Neighborhood	Bicycle-Friendly Street	Central/South
Apperson St	Sherman Grove Av	Haines Canyon Av	2.46	Neighborhood	Bicycle-Friendly Street	Valley
Argyle Av	Dix St	Selma Av	0.40	Neighborhood	Bicycle-Friendly Street	Central/South
Arizona Av	City Limits	77th St	0.65	Neighborhood	Bicycle-Friendly Street	West/Central
Armstrong Av	West Silver Lake Dr	Silver Lake Bl	0.52	Neighborhood	Lane: Future	Central/South

Street Name	From	To	Miles	Network	Status	Area
Artisans Way	E Waterfront Dr	W Bluff Creek Dr	0.10	Neighborhood	Lane: Future	West/Central
Astoria St	Aults Av	Simshaw Av	0.11	Neighborhood	Bicycle-Friendly Street	Valley
Astoria St	San Fernando Rd	Eldrigde Av	2.19	Neighborhood	Bicycle-Friendly Street	Valley
Atwater Av	Glendale Bl	Fletcher Dr	0.75	Neighborhood	Bicycle-Friendly Street	Central/South
Aults Av	Egbert St	Astoria St	0.07	Neighborhood	Bicycle-Friendly Street	Valley
Av 19	San Fernando	Barranca	1.00	Neighborhood	Lane: Future	Central
Av 19	Barranca St	North Main St	0.68	Neighborhood	Bicycle-Friendly Street	Central/South
Av 28	Pepper Av	Figueroa St	0.48	Neighborhood	Lane: Future	Central/South
Av 33	Lacy St	Humboldt St	0.11	Neighborhood	Bicycle-Friendly Street	Central/South
Av 43	Figueroa St	Griffin Av	0.31	Neighborhood	Route: Existing	Central/South
Av 43	Figueroa St	Griffin Av	0.31	Neighborhood	Bicycle-Friendly Street	Central/South
Av 49	Oak Terrace Dr	80' ne/o Pasadena Frwy	0.08	Neighborhood	Bicycle-Friendly Street	Central/South
Av 50	Monte Vista St	Irvington Pl	0.65	Neighborhood	Lane: Existing	Central/South
Av 50	Irvington Pl	Stratford Rd	0.55	Neighborhood	Route: Existing	Central/South
Av 50	Stratford Rd	Irvington Pl	0.55	Neighborhood	Bicycle-Friendly Street	Central/South
Av 50	Monte Vista St	Figueroa St	0.18	Neighborhood	Bicycle-Friendly Street	Central/South
Av 50	Oak Terrace Dr	Pasadena Frwy	0.14	Neighborhood	Bicycle-Friendly Street	Central/South
Av 51	Hill Dr	Townsend Av	0.51	Neighborhood	Bicycle-Friendly Street	Central/South
Av 52	Glen Ellen Pl	Pasadena Frwy Exit	0.04	Neighborhood	Bicycle-Friendly Street	Central/South
Av 54	Meridian St	Glen Ellen Pl	1.24	Neighborhood	Bicycle-Friendly Street	Central/South

Street Name	From	To	Miles	Network	Status	Area
Av 59	Pasadena Frwy	Via Marisol	0.16	Neighborhood	Bicycle-Friendly Street	Central/South
Av 60	Figueroa St	Hill Dr	0.84	Neighborhood	Lane: Future	Central/South
Av 61	Aldama St	Figueroa St	0.40	Neighborhood	Bicycle-Friendly Street	Central/South
Av 63	Repton St	Meridian St	0.09	Neighborhood	Route: Existing	Central/South
Av 63	Meridian St	Repton St	0.09	Neighborhood	Bicycle-Friendly Street	Central/South
Av 66	York Bl	Repton St	0.35	Neighborhood	Route: Existing	Central/South
Av 66	Repton St	York Bl	0.35	Neighborhood	Lane: Future	Central/South
Av San Luis	Mulholland Dr	Topanga Canyon Bl	1.94	Neighborhood	Bicycle-Friendly Street	Valley
Avalon Bl	54th St	54th St	0.01	Neighborhood	Bicycle-Friendly Street	Central/South
Avalon Bl	59th Pl	60th St	0.03	Neighborhood	Bicycle-Friendly Street	Central/South
Avalon Bl	L St	246th St	1.11	Neighborhood	Lane: Existing	Central/South
Avalon Bl	Carson City Limits	246th St	0.15	Neighborhood	Lane: Future	Harbor
Avalon Bl	L St	Harry Bridges Bl	1.07	Neighborhood	Lane: Future	Harbor
Avenida Hacienda	Wells Dr	Tarzana Dr	0.08	Neighborhood	Bicycle-Friendly Street	Valley
Ayres Av	Military Av	Veteran Av	0.12	Neighborhood	Bicycle-Friendly Street	West/Central
Baden Av	Plummer St	Valley Circle Bl	0.50	Neighborhood	Bicycle-Friendly Street	Valley
Bagley Av	Cattaragus Av	Exposition Bl	0.55	Neighborhood	Bicycle-Friendly Street	West/Central
Bakman Av	Collins St	Burbank Bl	0.35	Neighborhood	Bicycle-Friendly Street	Valley
Balboa Av	Rancho St	Ventura Bl	0.19	Neighborhood	Bicycle-Friendly Street	Valley

Street Name	From	To	Miles	Network	Status	Area
Bandera St	Southern Av	97th St	0.35	Neighborhood	Bicycle-Friendly Street	Central/South
Banning Bl	M St	L St	0.15	Neighborhood	Bicycle-Friendly Street	Harbor
Banning Bl	Opp St	Opp St	0.01	Neighborhood	Bicycle-Friendly Street	Harbor
Barbara St	27th St	Hamilton Av	0.08	Neighborhood	Lane: Future	Harbor
Barbara St	31st St	Paseo Del Mar	0.45	Neighborhood	Bicycle-Friendly Street	Harbor
Baring Cross St	92nd St	94th St	0.10	Neighborhood	Bicycle-Friendly Street	Central/South
Barrington Av	National Bl	Navy St	0.14	Neighborhood	Lane: Future	West/Central
Barrington Av	Pearl St	Gateway Bl	0.03	Neighborhood	Bicycle-Friendly Street	West/Central
Barrington Av	Navy St	Federal Av	0.26	Neighborhood	Bicycle-Friendly Street	West/Central
Barrington Av	Federal Av/Indianapolis St	Ohio Av	2.22	Neighborhood	Route: Existing	West/Central
Beachwood Dr	Griffith Park	Scenic Av	1.39	Neighborhood	Bicycle-Friendly Street	Central/South
Beacon Av	7th St	11th St	0.48	Neighborhood	Bicycle-Friendly Street	Central/South
Beatrice St	Westlawn Av	City Limits	0.10	Neighborhood	Bicycle-Friendly Street	West/Central
Beaudry Av	Sunset Bl	College St	0.23	Neighborhood	Bicycle-Friendly Street	Central/South
Beck Av	Hart St	Erwin St	1.00	Neighborhood	Bicycle-Friendly Street	Valley
Bedford St	Gregory Way	Whitworth Dr	0.40	Neighborhood	Bicycle-Friendly Street	West/Central
Beethoven St	Palms Bl	City Limits	0.86	Neighborhood	Bicycle-Friendly Street	West/Central
Beethoven St	City Limits	Panama St	0.94	Neighborhood	Bicycle-Friendly Street	West/Central
Bell Cyn Bl	Ventura County Line	Valley Circle Bl	0.81	Neighborhood	Lane: Existing	Valley

Street Name	From	To	Miles	Network	Status	Area
Bellagio Road	Chalon Road	Bellagio Way	0.66	Neighborhood	Bicycle-Friendly Street	West/Central
Bellagio Road	Copa De Oro Road	Stone Canyon Road	0.14	Neighborhood	Bicycle-Friendly Street	West/Central
Bellagio Way	Bellagio Rd	Sunset Bl	0.04	Neighborhood	Bicycle-Friendly Street	West/Central
Bellaire Av	Coldwater Canyon Av	Huston St	4.12	Neighborhood	Bicycle-Friendly Street	Valley
Bellevue Av	Hoover St	Coronado Terr	0.89	Neighborhood	Bicycle-Friendly Street	Central/South
Bellevue Av	Waterloo St	Rosemont Av	0.07	Neighborhood	Bicycle-Friendly Street	Central/South
Bellevue Av	Bonnie Brae St	Glendale Av	0.20	Neighborhood	Bicycle-Friendly Street	Central/South
Bellevue Av	Marlon Av	Sunset Bl	0.27	Neighborhood	Bicycle-Friendly Street	Central/South
Bellevue Av	Echo Park Av	E Kensington Rd	0.49	Neighborhood	Lane: Future	Central/South
Belmont Av	Bellevue Av	200' s/o Bellevue Av	0.04	Neighborhood	Bicycle-Friendly Street	Central/South
Beloit Av	La Grange Av	Olympic Bl	0.24	Neighborhood	Bicycle-Friendly Street	West/Central
Benedict Canyon Dr	City Limits	Philbert Dr	0.96	Neighborhood	Bicycle-Friendly Street	West/Central
Berendo St	San Marino St	12th St	0.37	Neighborhood	Bicycle-Friendly Street	Central/South
Berendo St	15th St	Venice Bl	0.09	Neighborhood	Bicycle-Friendly Street	Central/South
Bergamo Dr	Noeline Av	Clear Valley Dr	0.13	Neighborhood	Bicycle-Friendly Street	Valley
Berkeley Av	Allesandro St	Lake Shore Av	0.20	Neighborhood	Bicycle-Friendly Street	Central/South
Berkeley Dr	Oxford Av	Thatcher Av	0.05	Neighborhood	Bicycle-Friendly Street	West/Central
Beverly Dr	Alcott St	Monte Mar Dr	0.34	Neighborhood	Bicycle-Friendly Street	West/Central
Beverlywood St	McConnell Dr	Castle Heights Av	0.22	Neighborhood	Bicycle-Friendly Street	West/Central

Street Name	From	To	Miles	Network	Status	Area
Beverwil Dr	Cashio St	Horner St	0.08	Neighborhood	Lane: Future	Central/South
Beverwil Dr	Beverly Hills City Limits	Cashio St	0.32	Neighborhood	Lane: Future	West/Central
Beverwil Dr	Horner St	Castle Heights Av	0.36	Neighborhood	Bicycle-Friendly Street	West/Central
Beverwil Dr	Castle Heights Av	Kincardine Av	0.74	Neighborhood	Bicycle-Friendly Street	West/Central
Blinn Av	100' S/O East Lomita Bl	Opp St	1.12	Neighborhood	Bicycle-Friendly Street	Harbor
Bluff Creek Dr	Lincoln Bl	Dawn Creek	0.59	Neighborhood	Lane: Existing	West/Central
Bluff Creek Dr	Dawn Creek	Centinela Av	1.37	Neighborhood	Lane: Future	West/Central
Bluff Creek Dr	Dawn Creek	Centinela Av	1.37	Neighborhood	Route: Existing	West/Central
Bluff Trail Road	Coastal View Dr	Lincoln Bl	0.14	Neighborhood	Bicycle-Friendly Street	West/Central
Bonaparte Av	Alla Rd	McConnell Av	0.27	Neighborhood	Bicycle-Friendly Street	West/Central
Bonner Av	Burbank Av	Cumpston St	0.15	Neighborhood	Bicycle-Friendly Street	Valley
Bonnie Brae St	Sunset Bl	Kent St	0.30	Neighborhood	Bicycle-Friendly Street	Central/South
Bonnie Brae St	Kent St	Bellevue Av	0.14	Neighborhood	Bicycle-Friendly Street	Central/South
Bonnie Brae St	Bellevue Av	11th St	1.76	Neighborhood	Bicycle-Friendly Street	Central/South
Boulder St	Soto St	Sloat St	0.49	Neighborhood	Bicycle-Friendly Street	Central/South
Boyle Av	Pleasant Av	First St	0.09	Neighborhood	Lane: Future	Central/South
Boyle Av	First St	Whittier Bl	0.80	Neighborhood	Route: Future	Central/South
Braddock Dr	Culver Bl	City Limits	1.44	Neighborhood	Bicycle-Friendly Street	West/Central
Bradford Pl	Cascade Canyon Dr	Signature Dr	1.23	Neighborhood	Bicycle-Friendly Street	Valley
Branden St	Lobdell Pl	Effie St	0.04	Neighborhood	Bicycle-Friendly Street	Central/South

Street Name	From	To	Miles	Network	Status	Area
Breed St	Sheridan St	Inez St	1.05	Neighborhood	Bicycle-Friendly Street	Central/South
Bringham Av	Montana Av	San Vicente Bl	0.27	Neighborhood	Bicycle-Friendly Street	West/Central
Bronson Av	Rosewood Av	Elmwood Av	0.03	Neighborhood	Bicycle-Friendly Street	Central/South
Bronson Av	Carlos Av	166' n/o 101 Fwy	0.06	Neighborhood	Bicycle-Friendly Street	Central/South
Bronson Av	Lexington Av	Lexington Av	0.01	Neighborhood	Bicycle-Friendly Street	Central/South
Bronson Av	Country Club Dr	Country Club Dr	0.06	Neighborhood	Bicycle-Friendly Street	Central/South
Bronson Av	La Mirada Av	Fountain Av	0.05	Neighborhood	Route: Existing	Central/South
Bronson Av	Fountain Av	La Mirada Av	0.05	Neighborhood	Lane: Future	Central/South
Brunswick Av	Goodwin Av	Glendale Bl	1.43	Neighborhood	Bicycle-Friendly Street	Central/South
Bryant St	Variel Av	Independence Av	0.13	Neighborhood	Bicycle-Friendly Street	Valley
Buckingham Road	Adams Bl	Santa Rosalia Dr	1.46	Neighborhood	Bicycle-Friendly Street	Central/South
Budlong Av	Washington Bl	36th Pl	1.25	Neighborhood	Bicycle-Friendly Street	Central/South
Budlong Av	Exposition Bl	47th St	1.22	Neighborhood	Bicycle-Friendly Street	Central/South
Budlong Av	48th St	67th St	1.45	Neighborhood	Bicycle-Friendly Street	Central/South
Budlong Av	67th St	76th St	0.52	Neighborhood	Bicycle-Friendly Street	Central/South
Budlong Av	79th St	195' s/o Manchester Av	0.54	Neighborhood	Bicycle-Friendly Street	Central/South
Burbank	Ventura	Balboa	2.42	Neighborhood	Bicycle-Friendly Street	Valley
Burbank Bl	Tujunga Av	Vineland Av	0.50	Neighborhood	Route: Future	Valley
Burbank Bl	Valerie Av	Platt Av/Burbank Bl	0.82	Neighborhood	Lane: Existing	Valley

Street Name	From	To	Miles	Network	Status	Area
Burkshire Av	Radio Dr	National Bl	0.25	Neighborhood	Bicycle-Friendly Street	West/Central
C St	Figueroa St	Eubank Av	1.42	Neighborhood	Bicycle-Friendly Street	Harbor
Cabrillo Av	Sepulveda St	26th St	1.72	Neighborhood	Bicycle-Friendly Street	Harbor
Cadillac Av	Robertson Bl	La Cienega Bl	0.63	Neighborhood	Bicycle-Friendly Street	West/Central
Cahuenga	Cole	Yucca	0.56	Neighborhood	Lane: Future	Central/South
Calabasas Road	Valley Circle Bl	El Canon Av	0.14	Neighborhood	Lane: Future	Valley
Caldus Av	Valerio St	Encino Av	0.11	Neighborhood	Bicycle-Friendly Street	Valley
California Av	7th Av	Oakwood Av	0.05	Neighborhood	Bicycle-Friendly Street	West/Central
Campus Rd	Alumni Av	Stratford Rd	0.30	Neighborhood	Route: Existing	Central/South
Campus Road	Escarpa Dr/Campus Rd	York Bl	0.95	Neighborhood	Bicycle-Friendly Street	Central/South
Capistrano Av	Miranda St	Clarendon St	0.42	Neighborhood	Bicycle-Friendly Street	Valley
Capistrano Av	Miranda St	Hatteras Av	0.06	Neighborhood	Route: Existing	Valley
Capistrano Way	Wilshire Bl	Warner Dr	0.07	Neighborhood	Bicycle-Friendly Street	Central/South
Capitol Dr	Palos Verdes City Limits	Gaffey St	1.06	Neighborhood	Bicycle-Friendly Street	Harbor
Cardiff Av	Airdrome St	Monte Mar Dr	0.06	Neighborhood	Bicycle-Friendly Street	West/Central
Carlos Av	Vista Del Mar Av	Gower St	0.26	Neighborhood	Bicycle-Friendly Street	Central/South
Carlos Av	Gower St	Bronson Av	0.08	Neighborhood	Bicycle-Friendly Street	Central/South
Carrillo Dr	San Vicente Bl	Olympic Bl	0.17	Neighborhood	Bicycle-Friendly Street	Central/South
Cascade Canyon Dr	Sesnon Bl	Bradford Pl	0.31	Neighborhood	Bicycle-Friendly Street	Valley

Street Name	From	To	Miles	Network	Status	Area
Cashio St	Roxbury Dr	Crescent Heights Bl	1.67	Neighborhood	Bicycle-Friendly Street	West/Central
Castle Heights Av	Kincardine Av	National Bl	0.32	Neighborhood	Bicycle-Friendly Street	West/Central
Castle Heights Av	Beverwil Dr	Cattaraugus Av	0.65	Neighborhood	Bicycle-Friendly Street	West/Central
Catalina St	4th St	4th St	0.01	Neighborhood	Bicycle-Friendly Street	Central/South
Catalina St	7th St	San Marino St	0.36	Neighborhood	Bicycle-Friendly Street	Central/South
Catalina St	12th St	15th St	0.25	Neighborhood	Bicycle-Friendly Street	Central/South
Catalina St	36th Pl	Exposition Bl	0.27	Neighborhood	Bicycle-Friendly Street	Central/South
Catalina St	Venice Bl	Washington Bl	0.29	Neighborhood	Bicycle-Friendly Street	Central/South
Cattaraugus Av	Castle Heights Av	City Limits	1.04	Neighborhood	Bicycle-Friendly Street	West/Central
Cedros Av	Plummer St	Chase St	1.24	Neighborhood	Bicycle-Friendly Street	Valley
Cedros Av	Kittridge St	140' n/o 101 Frwy	2.21	Neighborhood	Bicycle-Friendly Street	Valley
Centinela Av	126' S/O Washinton Bl	Ballona Creek	0.96	Neighborhood	Lane: Future	West/Central
Centinela Av	Inglewood Bl	Arizona Pl	0.56	Neighborhood	Bicycle-Friendly Street	West/Central
Cerro Gordo St	Echo Park Av	Lake Shore Av	0.26	Neighborhood	Bicycle-Friendly Street	Central/South
Chalon Road	Roscomare Rd	Bellagio Rd	0.17	Neighborhood	Bicycle-Friendly Street	West/Central
Channel Rd/Entrada Dr	Pacific Coast Highway	152' nw/o Adelaide Dr	0.86	Neighborhood	Bicycle-Friendly Street	West LA
Charnock Road	Military Av	Military Av	0.02	Neighborhood	Bicycle-Friendly Street	West/Central
Charnock Road	Kelton Av	Midvale	0.06	Neighborhood	Bicycle-Friendly Street	West/Central
Chase St	Sale Av	Remmet Av	1.09	Neighborhood	Bicycle-Friendly Street	Valley

Street Name	From	To	Miles	Network	Status	Area
Chase St	International Av	Louise Av	5.14	Neighborhood	Bicycle-Friendly Street	Valley
Chase St	Havenhurst Av	Sandusky Av	4.10	Neighborhood	Bicycle-Friendly Street	Valley
Chatsworth St	Corbin Av	Arleta Av	6.62	Neighborhood	Route: Future	Valley
Chelsea St	Soto St	Murchison St	0.19	Neighborhood	Bicycle-Friendly Street	Central/South
Cherokee Av	Sunset Bl	De Longpre Av	0.13	Neighborhood	Bicycle-Friendly Street	Central/South
Chick Hearn Ct	11th St	11th St	0.30	Neighborhood	Bicycle-Friendly Street	Central/South
Church Lane	Sepulveda Bl	Waterford St	1.16	Neighborhood	Bicycle-Friendly Street	West/Central
Cimarron St	Adams Bl	Jefferson Bl	0.49	Neighborhood	Bicycle-Friendly Street	Central/South
Cimarron St	67th St	67th St	0.02	Neighborhood	Bicycle-Friendly Street	Central/South
Cimarron St	Van Ness Av	96th St	0.30	Neighborhood	Bicycle-Friendly Street	Central/South
Claire Av	Mayall St	Mayall St	0.02	Neighborhood	Bicycle-Friendly Street	Valley
Clarendon St	Sale Av	Capistrano Av	0.13	Neighborhood	Bicycle-Friendly Street	Valley
Clear Valley Dr	Bergamo Dr	High Valley Rd	0.48	Neighborhood	Bicycle-Friendly Street	Valley
Cleland Av	Division St	El Paso Dr	0.74	Neighborhood	Bicycle-Friendly Street	Central/South
Cloverdale Av	Hahn State Rec Area Entrance	Sanchez Dr	0.57	Neighborhood	Bicycle-Friendly Street	Central/South
Clovis Av	95th St	Colden Av	0.07	Neighborhood	Bicycle-Friendly Street	Central/South
Club Dr	Forrester Dr	McConnell Pl	0.06	Neighborhood	Bicycle-Friendly Street	West/Central
Club View Dr	Comstock Av	Santa Monica Bl	0.59	Neighborhood	Bicycle-Friendly Street	West/Central
Clybourn Av	.39 miles n/o Stonehurst Av	Stonehurst Av	0.39	Neighborhood	Bicycle-Friendly Street	Valley

Street Name	From	To	Miles	Network	Status	Area
Clybourn Av	Stonehurst Av	.32 mi s/o Stonehurst Av	0.32	Neighborhood	Bicycle-Friendly Street	Valley
Clybourn Av	Victory Bl	Magnolia Bl	1.37	Neighborhood	Bicycle-Friendly Street	Valley
Clybourn Av	Forman Av	Huston St	0.09	Neighborhood	Bicycle-Friendly Street	Valley
Clyde Av	Rodeo Rd	Coliseum St	0.18	Neighborhood	Bicycle-Friendly Street	Central/South
Coastal View Dr	Shore Cliff Dr	Bluff Trail Rd	0.18	Neighborhood	Bicycle-Friendly Street	West/Central
Cochran Av	3rd St	Pickford St	1.79	Neighborhood	Bicycle-Friendly Street	Central/South
Colden Av	Vermont Av	Broadway	0.76	Neighborhood	Bicycle-Friendly Street	Central/South
Colden Av	Broadway	Clovis Av	1.26	Neighborhood	Bicycle-Friendly Street	Central/South
Coldwater Canyon Av	Willard St	Bellaire Av	0.03	Neighborhood	Bicycle-Friendly Street	Valley
Coldwater Canyon Av	Maxwell Fire Rd	Mulholland Dr	0.10	Neighborhood	Bicycle-Friendly Street	Valley
Cole	Melrose	De Longpre Av	0.88	Neighborhood	Lane: Future	Central/South
Colfax Av	Victory Bl	Chandler Bl	1.26	Neighborhood	Bicycle-Friendly Street	Valley
Colfax Av	Chandler Bl	Acama St	1.58	Neighborhood	Lane: Existing	Valley
Colgate	Orlando	La Jolla	0.37	Neighborhood	Bicycle-Friendly Street	Central/South
Colgate Av	La Jolla Av	Ogden Dr	0.46	Neighborhood	Bicycle-Friendly Street	Central/South
Coliseum St	Genesee Av	Clyde Av	0.12	Neighborhood	Bicycle-Friendly Street	Central/South
Coliseum St	Clyde Av	Santa Rosalia Dr	1.34	Neighborhood	Bicycle-Friendly Street	Central/South
Coliseum St	Santa Rosalia Dr	Rodeo Dr	1.32	Neighborhood	Bicycle-Friendly Street	Central/South
College St	Beaudry Av	Figueroa Ter	0.18	Neighborhood	Bicycle-Friendly Street	Central/South

Street Name	From	To	Miles	Network	Status	Area
College St	Broadway	Main St	0.19	Neighborhood	Route: Future	Central/South
Collis Av	South Pasadena	Huntington Dr	1.20	Neighborhood	Lane: Future	Central/South
Commodore Sloat Dr	Hayes Dr	Carrillo Dr	0.09	Neighborhood	Bicycle-Friendly Street	Central/South
Commonwealth Av	4th St	6th St	0.20	Neighborhood	Bicycle-Friendly Street	Central/South
Commonwealth Av	Los Feliz Bl	Price St	0.22	Neighborhood	Bicycle-Friendly Street	Central/South
Commonwealth Av	Council St	4th St	0.58	Neighborhood	Bicycle-Friendly Street	Central/South
Compton Av	Century Bl	103rd St	0.17	Neighborhood	Lane: Future	Central/South
Comstock Av	Hilgard Av	Club View Dr	1.09	Neighborhood	Bicycle-Friendly Street	West/Central
Copa De Oro Road	Sunset Bl	Bellagio Road	0.29	Neighborhood	Bicycle-Friendly Street	West/Central
Corbin Av	Runnymede St	Valerio St	0.08	Neighborhood	Route: Future	Valley
Corbin Av	Rinaldi St	Devonshire St	1.29	Neighborhood	Bicycle-Friendly Street	Valley
Corbin Av	Mason Av	Rinaldi St	1.37	Neighborhood	Lane: Existing	Valley
Corinth Av	Tennessee Av	Pico Bl	0.12	Neighborhood	Bicycle-Friendly Street	West/Central
Cornwell St	Zonal Av	Charlotte St	0.13	Neighborhood	Route: Future	Central/South
Coronado St	Montana St	Plata St	0.75	Neighborhood	Bicycle-Friendly Street	Central/South
Cotner Av	La Grange Av	Olympic Bl	0.23	Neighborhood	Bicycle-Friendly Street	West/Central
Cotner Av	Olympic Bl	Tennessee Av	0.13	Neighborhood	Bicycle-Friendly Street	West/Central
Council St	Commonwealth Av	Hoover St	0.11	Neighborhood	Bicycle-Friendly Street	Central/South
Council St	Hoover St	Robinson St	0.06	Neighborhood	Bicycle-Friendly Street	Central/South
Country Club Dr	Lucerne Bl	Bronson Av	0.36	Neighborhood	Bicycle-Friendly Street	Central/South

Street Name	From	To	Miles	Network	Status	Area
Country Club Dr	Bronson Av	Manhattan Pl	0.79	Neighborhood	Bicycle-Friendly Street	Central/South
Court St	East Edgeware Road	Toluca St	0.03	Neighborhood	Bicycle-Friendly Street	Central/South
Creed Av	43rd St	Martin Luther King Jr Bl	0.48	Neighborhood	Bicycle-Friendly Street	Central/South
Crescent Heights Bl	Olympic Bl	18th St	1.06	Neighborhood	Bicycle-Friendly Street	Central/South
Croft Av	City Limits	Willoughby Av	0.19	Neighborhood	Bicycle-Friendly Street	Central/South
Culver Bl	McConnell Av	Braddock Dr	0.03	Neighborhood	Bicycle-Friendly Street	West/Central
Culver Bl	Trolleyway	Pershing Dr	0.41	Neighborhood	Bicycle-Friendly Street	West/Central
Culver Bl	Pacific Av	Nicholson St	0.41	Neighborhood	Route: Existing	West/Central
Cumpston St	Riverton Av	Denny Av	0.05	Neighborhood	Bicycle-Friendly Street	Valley
Cumpston St	Tujunga Av	Vineland Av	0.50	Neighborhood	Bicycle-Friendly Street	Valley
Curson Av	8th St	Pickford St	1.00	Neighborhood	Bicycle-Friendly Street	Central/South
Curson Av	Pickford St	Airdrome St	0.17	Neighborhood	Bicycle-Friendly Street	Central/South
Darwin Av	5 N Exit	Thomas St	0.62	Neighborhood	Bicycle-Friendly Street	Central/South
Davana Ter	Hazeltine Av	Murietta Av	0.07	Neighborhood	Bicycle-Friendly Street	Valley
Day St	Haines Canyon Av	Haines Canyon Av	0.07	Neighborhood	Bicycle-Friendly Street	Valley
De Longpre Av	Cherokee Av	Las Palmas Av	0.06	Neighborhood	Bicycle-Friendly Street	Central/South
De Longpre Av	El Centro Av	Gower St	0.08	Neighborhood	Bicycle-Friendly Street	Central/South
Degnan Bl	Exposition Bl	43rd St	1.10	Neighborhood	Bicycle-Friendly Street	Central/South
Del Valle Dr	McCarthy Vista	Fairfax Av	0.27	Neighborhood	Bicycle-Friendly Street	Central/South

Street Name	From	To	Miles	Network	Status	Area
Dell Av	Mildred Av	Washington Bl	0.49	Neighborhood	Bicycle-Friendly Street	West/Central
Denker Av	39th St	Century Bl	6.77	Neighborhood	Bicycle-Friendly Street	Central/South
Denny Av	Cumpston St	Chandler Bl	0.09	Neighborhood	Bicycle-Friendly Street	Valley
Densmore Av	Valley Vista Bl	Woodvale Rd	0.14	Neighborhood	Bicycle-Friendly Street	Valley
Dewey St	23rd (City Limit)	Walgrove Av	0.08	Neighborhood	Bicycle-Friendly Street	West/Central
Dickens St	Libbit Av	Woodley Av	0.25	Neighborhood	Bicycle-Friendly Street	Valley
Division St	Cypress Av	Cleland Av	1.09	Neighborhood	Bicycle-Friendly Street	Central/South
Dix St	Vista Del Mar Av	Argyle Av	0.07	Neighborhood	Bicycle-Friendly Street	Central/South
Dockweiler St	Rimpau Bl	West Bl	0.18	Neighborhood	Bicycle-Friendly Street	Central/South
Don Lorenzo Dr	La Brea Av	Don Miguel Dr	0.06	Neighborhood	Bicycle-Friendly Street	Central/South
Don Miguel Dr	Don Lorenzo Dr	Stocker St	0.70	Neighborhood	Bicycle-Friendly Street	Central/South
Douglas St	Elysian Park Dr	East Kensington Road	0.29	Neighborhood	Bicycle-Friendly Street	Central/South
Dronfield Av	Foothill Bl	City Limits	1.86	Neighborhood	Bicycle-Friendly Street	Valley
Dronfield Av	City Limits	Pierce St	1.35	Neighborhood	Bicycle-Friendly Street	Valley
Dronfield Av	Pierce St	Terra Bella St	0.27	Neighborhood	Bicycle-Friendly Street	Valley
Duane St	Allesandro St	Alvarado St	0.14	Neighborhood	Bicycle-Friendly Street	Central/South
Dumetz Road	San Feliciano Dr	Wells Dr	1.22	Neighborhood	Bicycle-Friendly Street	Valley
Dunbarton Av	Altamor Dr	77th St	0.26	Neighborhood	Bicycle-Friendly Street	West/Central
Eagle Rock Bl	Hill Dr	Colorado Bl	0.26	Neighborhood	Bicycle-Friendly Street	Central/South

Street Name	From	To	Miles	Network	Status	Area
Eagle Vista Dr	Colorado	Figueroa	0.75	Neighborhood	Bicycle-Friendly Street	Central/South
East Edgeware Road	Bellevue Av	Court St	0.29	Neighborhood	Bicycle-Friendly Street	Central/South
East Kensington Road	Douglas St	Marlon Av	0.34	Neighborhood	Bicycle-Friendly Street	Central/South
Eastborne Av	Warnall Av	Club View Dr	0.13	Neighborhood	Bicycle-Friendly Street	West/Central
Eccles St	Fallbrook Av	Sale St	0.24	Neighborhood	Bicycle-Friendly Street	Valley
Echandia St	Prospect Park	Pleasant Av	0.64	Neighborhood	Lane: Future	Central/South
Echo Park Av	Cerro Gordo St	Bellevue Av	1.76	Neighborhood	Bicycle-Friendly Street	Central/South
Edgehill Dr	Adams Bl	29th St	0.25	Neighborhood	Bicycle-Friendly Street	Central/South
Edgemont St	Los Feliz Bl	Lily Crest Av	1.54	Neighborhood	Bicycle-Friendly Street	Central/South
Edgemont St	Lily Crest Av	Melrose Av	0.31	Neighborhood	Bicycle-Friendly Street	Central/South
Edgewood Pl	Redondo Bl	Lucerne Bl	0.96	Neighborhood	Bicycle-Friendly Street	Central/South
Edgewood Pl	Curson Av & Alley behind Edgewood Pl	Cochran Av	0.46	Neighborhood	Bicycle-Friendly Street	Central/South
Edinburgh Av	West Hollywood border n/o Romaine	Colgate Av	1.35	Neighborhood	Bicycle-Friendly Street	Central/South
Effie St	Commonwealth Av	Talmadge St	0.13	Neighborhood	Bicycle-Friendly Street	Central/South
Effie St	Branden St	Lake Shore Av	0.10	Neighborhood	Bicycle-Friendly Street	Central/South
Egbert St	Polk St	Aults Av	0.33	Neighborhood	Bicycle-Friendly Street	Valley
El Centro Av	Selma Av	De Longpre Av	0.25	Neighborhood	Bicycle-Friendly Street	Central/South
El Oro Way	Signature Dr	Midwood	0.13	Neighborhood	Bicycle-Friendly Street	Valley
El Paso Dr	Cleland Av	Av 50	0.18	Neighborhood	Bicycle-Friendly Street	Central/South

Street Name	From	To	Miles	Network	Status	Area
Elanita Dr	19th St	Patton Av	0.36	Neighborhood	Bicycle-Friendly Street	Harbor
Elden Av	11th St	12th St	0.12	Neighborhood	Bicycle-Friendly Street	Central/South
Eldridge Av	Sayre St	Hubbard St	0.27	Neighborhood	Lane: Future	Valley
Eldridge Av	Olive View Dr	Sayre St	0.74	Neighborhood	Bicycle-Friendly Street	Valley
Eldridge Av	Hubbard St	Maclay St	0.74	Neighborhood	Bicycle-Friendly Street	Valley
Eldridge Av	Terra Bella St	Osborne Pl	0.57	Neighborhood	Bicycle-Friendly Street	Valley
Ellenwood Dr	York Bl	Hill Dr	1.43	Neighborhood	Bicycle-Friendly Street	Central/South
Elmwood Av	Bronson Av	Western Av	0.50	Neighborhood	Bicycle-Friendly Street	Central/South
Emerson Av	77th St	Westchester Pkwy	1.19	Neighborhood	Bicycle-Friendly Street	West/Central
Emily St	37th St	Paseo Del Mar	0.09	Neighborhood	Bicycle-Friendly Street	Harbor
Empress Av	Mooncrest Dr	Adlon Rd	0.03	Neighborhood	Bicycle-Friendly Street	Valley
Enadia Way	Encino Av	Andasol Av	0.10	Neighborhood	Bicycle-Friendly Street	Valley
Encino Av	Chase St	Sherman Wy	1.54	Neighborhood	Bicycle-Friendly Street	Valley
Encino Av	Enadia Way	Victory Bl	0.92	Neighborhood	Bicycle-Friendly Street	Valley
Erwin St	Ranchito Av	Ethel Av	1.00	Neighborhood	Bicycle-Friendly Street	Valley
Erwin St	Colfax Av	Fair Av	0.75	Neighborhood	Bicycle-Friendly Street	Valley
Esperanza St	6th St	8th St	0.72	Neighborhood	Bicycle-Friendly Street	Central/South
Estrella Av	66th St	68th St	0.08	Neighborhood	Bicycle-Friendly Street	Central/South
Estudillo Av	Lanfranco St	6th St	0.07	Neighborhood	Bicycle-Friendly Street	Central/South

Street Name	From	To	Miles	Network	Status	Area
Estudillo Av	Lanfranco St	4th St	0.22	Neighborhood	Bicycle-Friendly Street	Central/South
Ethel Av	Erwin St	Chandler Bl	1.00	Neighborhood	Bicycle-Friendly Street	Valley
Etiwanda Av	Chase St	340' n/o Victory Bl	2.56	Neighborhood	Bicycle-Friendly Street	Valley
Etiwanda Av	Victory Bl	Topham St	0.41	Neighborhood	Bicycle-Friendly Street	Valley
Eubank Av	Q St	Alameda St	1.59	Neighborhood	Bicycle-Friendly Street	Harbor
Euclid Av	4th St	8th St	0.97	Neighborhood	Bicycle-Friendly Street	Central/South
Evergreen Av	120' S/O 10 Frwy	Lafranco St	1.51	Neighborhood	Bicycle-Friendly Street	Central/South
Fair Av	Vanowen St	Kittridge St	0.26	Neighborhood	Bicycle-Friendly Street	Valley
Fair Av	Kittridge St	Burbank Bl	1.24	Neighborhood	Bicycle-Friendly Street	Valley
Fair Av	Cumpston St	Chandler Bl	0.13	Neighborhood	Bicycle-Friendly Street	Valley
Fairfax-Hauser Power Line ROW	Adams Bl	La Brea Av	1.72	Neighborhood	Bicycle-Friendly Street	Central/South
Fallbrook Av	Chatsworth Reservoir Nature Prese	Roscoe Bl	0.51	Neighborhood	Bicycle-Friendly Street	Valley
Farralone Av	Nordhoff St	Gault St	2.58	Neighborhood	Bicycle-Friendly Street	Valley
Farralone Av	Oxnard St	Miranda St	0.25	Neighborhood	Bicycle-Friendly Street	Valley
Federal Av	Wilshire Bl	Ohio Av	0.44	Neighborhood	Lane: Future	West/Central
Federal Av	Ohio Av	Tennessee Av	0.99	Neighborhood	Bicycle-Friendly Street	West/Central
Federal Av	Wilshire Bl	Ohio Av	0.44	Neighborhood	Route: Existing	West/Central
Fenwick St	Sherman Grove Av	Sherman Grove Av	0.07	Neighborhood	Bicycle-Friendly Street	Valley
Fern Dell Dr	Moco Ln	Los Feliz Bl	0.53	Neighborhood	Bicycle-Friendly Street	Central/South

Street Name	From	To	Miles	Network	Status	Area
Ferndale St	Harcourt Av	Palm Grove Av	0.12	Neighborhood	Bicycle-Friendly Street	Central/South
Figueroa St	82nd St	83rd St	0.01	Neighborhood	Bicycle-Friendly Street	Central/South
Figueroa St	42nd St	42nd St	0.02	Neighborhood	Bicycle-Friendly Street	Central/South
Figueroa St	47th St	48th St	0.09	Neighborhood	Bicycle-Friendly Street	Central/South
Figueroa St	66th St	67th St	0.03	Neighborhood	Bicycle-Friendly Street	Central/South
Figueroa St N	Av 19	San Fernando Railway	0.05	Neighborhood	Lane: Future	Central/South
Finley Av	Edgemont St	Talmadge St	0.76	Neighborhood	Bicycle-Friendly Street	Central/South
Fiume Wk	Sherman Oaks Av	Sepulveda Bl	0.05	Neighborhood	Bicycle-Friendly Street	Valley
Folsom Av	Sloat St	LA City Border	0.44	Neighborhood	Bicycle-Friendly Street	Central/South
Forest Av	Cesar Chavez Av	Wabash Av	0.50	Neighborhood	Lane: Future	Central/South
Forman Av	Huston St	Valley Spring Ln	0.86	Neighborhood	Bicycle-Friendly Street	Valley
Formosa Av	West Hollywood City Limit (at Rom	Rosewood Av	0.60	Neighborhood	Bicycle-Friendly Street	Central/South
Forrester Dr	Motor Av	Club Dr	0.18	Neighborhood	Bicycle-Friendly Street	West/Central
Fountain Av	Myra Av	Griffith Park Bl	0.26	Neighborhood	Bicycle-Friendly Street	Central/South
Fountain Av	La Brea Av	Bronson Av	1.50	Neighborhood	Route: Existing	Central/South
Fountain Av	Van Ness Av	Sunset Bl	1.81	Neighborhood	Route: Existing	Central/South
Fountain Av	Fairfax Av	Bronson Av	2.50	Neighborhood	Lane: Future	Central/South
Fountain Av	Van Ness Av	Hoover St	1.82	Neighborhood	Lane: Future	Central/South
Frampton Av	240th St	Lomita Av	0.64	Neighborhood	Bicycle-Friendly Street	Harbor
Francisco St	Western Av	Normandie Av	0.58	Neighborhood	Bicycle-Friendly Street	Harbor

Street Name	From	To	Miles	Network	Status	Area
Franklin Av	Highland Av	Vermont Av	2.62	Neighborhood	Bicycle-Friendly Street	Central/South
Franklin Canyon Dr	Mulholland Dr	Franklin Canyon Park	1.91	Neighborhood	Bicycle-Friendly Street	Valley
Fries Av	L St	L St	0.02	Neighborhood	Bicycle-Friendly Street	Harbor
Frigate Av	G St	G St	0.04	Neighborhood	Bicycle-Friendly Street	Harbor
Fryman Rd	Laurel Canyon Bl	Maxwell Fire Rd	0.03	Neighborhood	Bicycle-Friendly Street	Valley
Fullerfarm St	Zelzah Av	White Oak Av	0.20	Neighborhood	Bicycle-Friendly Street	Valley
G St	Figueroa St	Alameda St	1.92	Neighborhood	Bicycle-Friendly Street	Harbor
Gage Av	Gramercy Pl	Gramercy Pl	0.01	Neighborhood	Bicycle-Friendly Street	Central/South
Gardner St	Franklin Av	Fountain Av	0.62	Neighborhood	Bicycle-Friendly Street	Central/South
Garthwaite Av	11th Av	Stocker Pl	0.31	Neighborhood	Bicycle-Friendly Street	Central/South
Gateway Bl	Pico Bl	Granville Av	0.54	Neighborhood	Bicycle-Friendly Street	West/Central
Gault St	Farralone Av	Glade Av	0.13	Neighborhood	Bicycle-Friendly Street	Valley
Gavina Av	Hubbard	Pacoima Wash Path	0.48	Neighborhood	Lane: Future	Valley
Gayley Av	Strathmore Dr	Le Conte Av	0.37	Neighborhood	Lane: Future	West/Central
Gayley Av	Weyburn Av	Wilshire Bl	0.29	Neighborhood	Lane: Future	West/Central
Gayley Av	Le Conte Av	Weyburn Av	0.12	Neighborhood	Lane: Existing	West/Central
Gayley Av	Le Conte Av	Veteran Av	0.77	Neighborhood	Route: Existing	West/Central
Glade Av	Gault St	Kittridge St	0.53	Neighborhood	Bicycle-Friendly Street	Valley
Gladstone Av	Polk St	Maclay St	1.68	Neighborhood	Bicycle-Friendly Street	Valley

Street Name	From	To	Miles	Network	Status	Area
Glenbarr Av	Lorenzo Pl	Motor Av	0.26	Neighborhood	Bicycle-Friendly Street	West/Central
Glencoe Av	City Limits	Alla Rd	0.99	Neighborhood	Bicycle-Friendly Street	West/Central
Glendon Av	Lindbrook Dr	Wellworth Av	0.42	Neighborhood	Route: Existing	West/Central
Glenville Dr	Whitworth Dr	Alcott St	0.20	Neighborhood	Bicycle-Friendly Street	West/Central
Gless St	First St	Fourth St	0.31	Neighborhood	Bicycle-Friendly Street	Central/South
Goshen Av	Gretna Green Way	Amherst Av	0.03	Neighborhood	Bicycle-Friendly Street	West/Central
Gower St	Scenic Av	Primrose Av	0.07	Neighborhood	Bicycle-Friendly Street	Central/South
Gower St	Carlos Av	Carlos Av	0.01	Neighborhood	Bicycle-Friendly Street	Central/South
Gower St	De Longpre Av	Melrose Av	0.88	Neighborhood	Bicycle-Friendly Street	Central/South
Gramercy Pl	18th St	Adams Bl	0.63	Neighborhood	Bicycle-Friendly Street	Central/South
Gramercy Pl	Jefferson Bl	54th St	2.23	Neighborhood	Bicycle-Friendly Street	Central/South
Gramercy Pl	54th St	Slauson Av	0.28	Neighborhood	Bicycle-Friendly Street	Central/South
Gramercy Pl	62nd St	Gage Av	1.53	Neighborhood	Bicycle-Friendly Street	Central/South
Gramercy Pl	Ruthelen St	89th St	0.22	Neighborhood	Bicycle-Friendly Street	Central/South
Gramercy Pl	Gage Av	Ruthelen St	0.10	Neighborhood	Bicycle-Friendly Street	Central/South
Gramercy Pl	89th St	96th St	0.50	Neighborhood	Bicycle-Friendly Street	Central/South
Grand Av	Washington Bl	110 Fwy	1.52	Neighborhood	Lane: Future	Central/South
Grand Av	170' N/O Oliver St	24th St	1.72	Neighborhood	Bicycle-Friendly Street	Harbor
Grand Bl	Main St	Venice Bl	0.40	Neighborhood	Bicycle-Friendly Street	West/Central

Street Name	From	To	Miles	Network	Status	Area
Grand View Bl	Venice Bl	Washington Pl	0.36	Neighborhood	Bicycle-Friendly Street	West/Central
Grand View Bl	Palms Bl	Venice Bl	0.56	Neighborhood	Lane: Existing	West/Central
Granville Av	Gateway Bl	Radio Dr	0.07	Neighborhood	Bicycle-Friendly Street	West/Central
Greenleaf St	Saugus Av	Hazeltine Av	1.56	Neighborhood	Bicycle-Friendly Street	Valley
Gregory Way	City Limits	Schumacher Dr	0.03	Neighborhood	Bicycle-Friendly Street	Central/South
Gregory Way	Bedford St	Le Doux Rd	0.17	Neighborhood	Bicycle-Friendly Street	West/Central
Gretna Green Way	Montana Av	Goshen Av	0.44	Neighborhood	Bicycle-Friendly Street	West/Central
Griffin Av	Av 43	Mission Rd	2.21	Neighborhood	Bicycle-Friendly Street	Central/South
Griffin Av	Mission Rd	Av 43	2.21	Neighborhood	Route: Existing	Central/South
Griffith Av	14th St	Martin Luther King Jr Bl	1.52	Neighborhood	Bicycle-Friendly Street	Central/South
Gulana Av	83rd St	79th St	0.04	Neighborhood	Bicycle-Friendly Street	West/Central
Hahn State Rec Area Entrance	Hahn State Rec Area Entrance	Cloverdale Av	0.08	Neighborhood	Bicycle-Friendly Street	Central/South
Haines Canyon Av	Apperson St	Day St	0.17	Neighborhood	Bicycle-Friendly Street	Valley
Haines Canyon Av	Day St	Tujunga Canyon Bl	0.26	Neighborhood	Bicycle-Friendly Street	Valley
Hamilton Av	27th St	26th St	0.19	Neighborhood	Bicycle-Friendly Street	Harbor
Hammack St	Randall St	Inglewood Bl	0.17	Neighborhood	Bicycle-Friendly Street	West/Central
Harborgate Way	190th St	Francisco St	0.58	Neighborhood	Bicycle-Friendly Street	Harbor
Harcourt Av	21st St	Hickory St	0.51	Neighborhood	Bicycle-Friendly Street	Central/South
Harcourt Av	Hickory St	Westhaven St	0.25	Neighborhood	Bicycle-Friendly Street	Central/South

Street Name	From	To	Miles	Network	Status	Area
Harcourt Av	Jefferson Bl	Exposition Bl	0.07	Neighborhood	Route: Future	Central/South
Hart St	Mason Av	Balboa Bl	4.49	Neighborhood	Bicycle-Friendly Street	Valley
Hart St	Hazeltine Av	Varna Av	0.81	Neighborhood	Bicycle-Friendly Street	Valley
Hart St	350' W/O Laurelgrove Av	Farmdale Av	1.19	Neighborhood	Bicycle-Friendly Street	Valley
Harvard Bl	4th St	11th St	1.13	Neighborhood	Bicycle-Friendly Street	Central/South
Harvard Bl	Franklin Av	Hollywood Bl	0.25	Neighborhood	Bicycle-Friendly Street	Central/South
Harvard Bl	61st St	62nd St	0.09	Neighborhood	Bicycle-Friendly Street	Central/South
Hatteras St	Platt Av	Capistrano Av	1.52	Neighborhood	Route: Existing	Valley
Hauser Bl	6th St	Jefferson Bl	2.81	Neighborhood	Bicycle-Friendly Street	Central/South
Hauser Bl	3rd St	6th St	0.40	Neighborhood	Lane: Future	Central/South
Hawthorn Av	La Brea Av	Highland Av	0.35	Neighborhood	Bicycle-Friendly Street	Central/South
Hawthorn Av	Curson Av	La Brea Av	0.59	Neighborhood	Bicycle-Friendly Street	Central/South
Hayes Dr	Schumacher Dr	Commodore Sloat Dr	0.23	Neighborhood	Bicycle-Friendly Street	Central/South
Haynes St	Encino Av	Aldea Av	0.38	Neighborhood	Bicycle-Friendly Street	Valley
Hayvenhurst Av	Burbank Bl	Libbit Av	0.92	Neighborhood	Lane: Future	Valley
Hayvenhurst Av	Adlon Rd	Libbit Av	0.59	Neighborhood	Bicycle-Friendly Street	Valley
Hayvenhurst Av	Ventura Bl	Burbank Bl	0.65	Neighborhood	Route: Existing	Valley
Hazeltine Av	Valerio St	Davana Terrace	3.82	Neighborhood	Bicycle-Friendly Street	Valley
Hazeltine Av	Ventura Bl	Davana Ter	0.24	Neighborhood	Bicycle-Friendly Street	Valley

Street Name	From	To	Miles	Network	Status	Area
Heliotrope Dr	Santa Monica Bl	Beverly Bl	1.01	Neighborhood	Bicycle-Friendly Street	Central/South
Herrick Av	McQueen St	177ft s/o Hubbard St	2.70	Neighborhood	Bicycle-Friendly Street	Valley
Herrick Av	Brownell St	Pierce St	1.34	Neighborhood	Bicycle-Friendly Street	Valley
Hickory St	Harcourt Av	Vineyard Av	0.12	Neighborhood	Bicycle-Friendly Street	Central/South
High Valley Pl	High Valley Rd	Woodvale Rd	0.01	Neighborhood	Bicycle-Friendly Street	Valley
High Valley Road	Clear Valley Dr	High Valley Pl	0.14	Neighborhood	Bicycle-Friendly Street	Valley
Highlander Rd	Elmsbury Ln	Platt Av	1.06	Neighborhood	Bicycle-Friendly Street	Valley
Hilgard Av	Sunset Bl	Le Conte Av	1.07	Neighborhood	Lane: Future	West/Central
Hill Dr	Eagle Vista Dr	.33 mi e/o Eagle Vista Dr	0.33	Neighborhood	Bicycle-Friendly Street	Central/South
Hill Dr	Av 60	City Limits	0.02	Neighborhood	Lane: Future	Central/South
Hill St	4th	23rd	1.85	Neighborhood	Lane: Future	Central
Hillhurst Av	Vermont Av	Los Feliz Bl	0.26	Neighborhood	Bicycle-Friendly Street	Central/South
Hillhurst Av	Finley Av	Sunset Bl	0.64	Neighborhood	Lane: Future	Central/South
Hillsboro Av	Monte Mar Dr	Robertson Bl	0.53	Neighborhood	Bicycle-Friendly Street	West/Central
Hindry Av	Benjamin Av	City Limits	0.37	Neighborhood	Bicycle-Friendly Street	West/Central
Hobart Bl	Hollywood Bl	Fountain Av	0.46	Neighborhood	Bicycle-Friendly Street	Central/South
Hollenbeck Dr	Boyle Av	Inez St	0.15	Neighborhood	Bicycle-Friendly Street	Central/South
Homeland Dr	170' sw/o Crenshaw Bl	Crenshaw Bl	0.03	Neighborhood	Bicycle-Friendly Street	Central/South
Honduras St	Vernon Av	47th St	0.20	Neighborhood	Bicycle-Friendly Street	Central/South

Street Name	From	To	Miles	Network	Status	Area
Hooper Av	51st St	51st St	0.03	Neighborhood	Bicycle-Friendly Street	Central/South
Hoover St	Santa Monica Bl	Temple St	0.98	Neighborhood	Bicycle-Friendly Street	Central/South
Hoover St	Martin Luther King Jr Bl	98th St	4.41	Neighborhood	Bicycle-Friendly Street	Central/South
Hoover St	Venice Bl	Jefferson Bl	1.39	Neighborhood	Lane: Existing	Central/South
Hoover St	120th St	98th St	1.61	Neighborhood	Lane: Existing	Central/South
Hoover St	98th St	MLK Jr Bl	4.40	Neighborhood	Route: Existing	Central/South
Hoover St	7th St	Venice Bl	1.11	Neighborhood	Lane: Future	Central/South
Hoover St	Santa Monica Bl	Myra Av	0.01	Neighborhood	Lane: Future	Central/South
Hoover St	120th St	Rosecrans Av	1.51	Neighborhood	Bicycle-Friendly Street	Harbor
Hope St	320' NE/O 6th St	Pico Bl	0.93	Neighborhood	Bicycle-Friendly Street	Central/South
Hughes Av	National Bl	Washington Bl	0.60	Neighborhood	Bicycle-Friendly Street	West/Central
Humboldt St	Av 33	Av 19	0.72	Neighborhood	Bicycle-Friendly Street	Central/South
Huston St	Forman Av	Clybourn Av	0.04	Neighborhood	Bicycle-Friendly Street	Valley
Hyde Park Bl	West Bl	60th St	1.24	Neighborhood	Bicycle-Friendly Street	Central/South
Hyperion Av	Tracy St	Tracy St	0.03	Neighborhood	Bicycle-Friendly Street	Central/South
Idaho Av	Wellesley Av	Federal Av	0.71	Neighborhood	Bicycle-Friendly Street	West/Central
Ignatian Cir	Leavey Rd	Loyola Bl	0.17	Neighborhood	Bicycle-Friendly Street	West/Central
Independence Av	430' N/O Knapp St	Bryant St	1.06	Neighborhood	Bicycle-Friendly Street	Valley
Inez St	Chicago St	Breed St	0.08	Neighborhood	Bicycle-Friendly Street	Central/South

Street Name	From	To	Miles	Network	Status	Area
Inglewood Bl	National Bl	Palms Bl	0.70	Neighborhood	Bicycle-Friendly Street	West/Central
Inglewood Bl	Venice Bl	City Limits	0.64	Neighborhood	Bicycle-Friendly Street	West/Central
Inglewood Bl	City Limits	Centinela Av	1.38	Neighborhood	Bicycle-Friendly Street	West/Central
Ingomar St	Valley Circle Bl	Platt Av	0.43	Neighborhood	Lane: Existing	Valley
James M Wood Bl	Western Av	Westmoreland Av	1.15	Neighborhood	Bicycle-Friendly Street	Central/South
Jefferson Bl	Inglewood Bl	Margaret Av	0.12	Neighborhood	Bicycle-Friendly Street	West/Central
Jeffries Av	Cypress Av	Av 26	0.24	Neighborhood	Bicycle-Friendly Street	Central/South
Johanna Av	McBroom St	Sunland Bl	0.78	Neighborhood	Bicycle-Friendly Street	Valley
June St	Waring Av	Wilshire Bl	1.62	Neighborhood	Bicycle-Friendly Street	Central/South
Kalmia St	103rd St	Santa Ana Bl	0.53	Neighborhood	Bicycle-Friendly Street	Harbor
Kelton Av	Rochester Av	Massachusetts Av	0.35	Neighborhood	Bicycle-Friendly Street	West/Central
Kelton Av	Rose Av	Charnock Rd	0.36	Neighborhood	Bicycle-Friendly Street	West/Central
Keniston Av	Wilshire Bl	9th St	0.21	Neighborhood	Bicycle-Friendly Street	Central/South
Kent St	Rosemont Av	Alvarado St	0.12	Neighborhood	Bicycle-Friendly Street	Central/South
Kent St	Alvarado St	Bonnie Brae St	0.11	Neighborhood	Bicycle-Friendly Street	Central/South
Kenya St	Vanalden Av	San Fernando Mission Bl	0.56	Neighborhood	Bicycle-Friendly Street	Valley
Kester Av	Kittridge St	Ventura Bl	2.65	Neighborhood	Lane: Future	Valley
Kester Av	Saticoy St	Kittridge St	1.25	Neighborhood	Lane: Future	Valley
Kester Av	Raymer St	Keswick St	0.33	Neighborhood	Bicycle-Friendly Street	Valley

Street Name	From	To	Miles	Network	Status	Area
Kester Av	Ventura Bl	Greenleaf St	0.18	Neighborhood	Bicycle-Friendly Street	Valley
Kester Av	Greenleaf St	Valley Vista Bl	0.26	Neighborhood	Bicycle-Friendly Street	Valley
Kingsley Dr	519' nw/o Ardmore Av	Romaine St	0.10	Neighborhood	Bicycle-Friendly Street	Central/South
Kittridge St	Glade Av	Randi Av	0.07	Neighborhood	Bicycle-Friendly Street	Valley
Kittridge St	Quakertown Av	Wilbur Av	1.45	Neighborhood	Bicycle-Friendly Street	Valley
Kittridge St	Kester Av	Cedros Av	0.25	Neighborhood	Bicycle-Friendly Street	Valley
Kittridge St	Archwood St	Encino Av	1.65	Neighborhood	Bicycle-Friendly Street	Valley
Kittridge St	Atoll Av	Rhodes Av	0.93	Neighborhood	Bicycle-Friendly Street	Valley
Kittridge St	Sepulveda Bl	Kester Av	0.50	Neighborhood	Bicycle-Friendly Street	Valley
Kittridge St	Saint Claire Av	Clybourn Av	2.06	Neighborhood	Bicycle-Friendly Street	Valley
Kittridge St	Cedros Av	Matilija Av	1.13	Neighborhood	Bicycle-Friendly Street	Valley
Kittyhawk Av	Thornburn St	Knowlton St	0.31	Neighborhood	Bicycle-Friendly Street	West/Central
Knowlton St	Kittyhawk Av	La Tijera Bl	0.08	Neighborhood	Bicycle-Friendly Street	West/Central
L St	Figueroa Pl	Blinn Av	2.09	Neighborhood	Bicycle-Friendly Street	Harbor
L St	Harbor Park Bike Path	Figueroa Pl	0.53	Neighborhood	Lane: Existing	Harbor
L St	Figueroa Pl	Figueroa St	0.05	Neighborhood	Route: Existing	Harbor
La Grange Av	Bundy Dr	Beloit Av	0.90	Neighborhood	Bicycle-Friendly Street	West/Central
La Grange Av	Cotner Av	Prosser Av	1.05	Neighborhood	Bicycle-Friendly Street	West/Central
La Jolla Av	Colgate Av	Wilshire Bl	0.42	Neighborhood	Bicycle-Friendly Street	Central/South

Street Name	From	To	Miles	Network	Status	Area
La Mirada Av	Bronson Av	Van Ness Av	0.13	Neighborhood	Route: Existing	Central/South
La Mirada Av	Bronson Av	Van Ness Av	0.13	Neighborhood	Lane: Future	Central/South
Lake Shore Av	Cerro Gordo St	Lobdell Pl	0.44	Neighborhood	Bicycle-Friendly Street	Central/South
Lake Shore Av	Effie St	Berkeley Av	0.15	Neighborhood	Bicycle-Friendly Street	Central/South
Lake Shore Av	Glendale Bl	Montana Av	0.07	Neighborhood	Bicycle-Friendly Street	Central/South
Lanark St	Sepulveda Bl	Ranchito Av	1.84	Neighborhood	Bicycle-Friendly Street	Valley
Lanfranco St	Lorena St	Estudillo Av	0.12	Neighborhood	Bicycle-Friendly Street	Central/South
Lapeer Dr	Alden Dr	City Limits	0.20	Neighborhood	Bicycle-Friendly Street	West/Central
Larchmont Bl	Melrose Av	3rd St	1.00	Neighborhood	Bicycle-Friendly Street	Central/South
Larga Av	Glendale Bl	Fletcher Dr	0.77	Neighborhood	Bicycle-Friendly Street	Central/South
Las Flores	Sumner Av	Eagle Rock Bl	0.57	Neighborhood	Bicycle-Friendly Street	Central/South
Las Flores	Maywood	Townsend Av	0.60	Neighborhood	Bicycle-Friendly Street	Central/South
Las Palmas Av	Selma Av	Sunset Bl	0.12	Neighborhood	Bicycle-Friendly Street	Central/South
Las Palmas Av	De Longpre Av	Waring Av	0.75	Neighborhood	Bicycle-Friendly Street	Central/South
Lassen St	Orange Line Bikeway (W/O Old Der	De Soto Av	0.62	Neighborhood	Bicycle-Friendly Street	Valley
Lassen St	Orange Line Bikeway (W/O Old Der	Canoga Av	0.12	Neighborhood	Route: Existing	Valley
Laurel Av	Selma Av	City Limits	0.19	Neighborhood	Bicycle-Friendly Street	Central/South
Laurel Cyn Bl	Crestknoll Dr	Polk St	0.50	Neighborhood	Lane: Existing	Valley
Laurelgrove Av	Addison St	Addison St	0.02	Neighborhood	Bicycle-Friendly Street	Valley

Street Name	From	To	Miles	Network	Status	Area
Le Conte Av	Levering Av	Gayley Av	0.05	Neighborhood	Bicycle-Friendly Street	West/Central
Le Conte Av	Hilgard Av	Malcolm Av	0.13	Neighborhood	Bicycle-Friendly Street	West/Central
Le Conte Av	Gayley Av	Hilgard Av	0.41	Neighborhood	Lane: Existing	West/Central
Leadwell St	Oso Av	Winnetka Av	0.25	Neighborhood	Bicycle-Friendly Street	Valley
Leavey Rd	LMU Dr	Ignatian Cir	0.27	Neighborhood	Bicycle-Friendly Street	West/Central
Leland St	Walker Av	26th Av	0.03	Neighborhood	Bicycle-Friendly Street	Harbor
Lemon Grove Av	Wilton Pl	Kingsley Dr	0.59	Neighborhood	Bicycle-Friendly Street	Central/South
Lemona Av	Chatsworth St	Nordhoff St	2.00	Neighborhood	Bicycle-Friendly Street	Valley
Leslie Way	110 Frwy Exit	80' s/o Arroyo Seco	0.04	Neighborhood	Bicycle-Friendly Street	Central/South
Levering Av	Montana Av	Le Conte Av	0.70	Neighborhood	Bicycle-Friendly Street	West/Central
Lexington Av	Gower St	St Andrews Pl	0.65	Neighborhood	Bicycle-Friendly Street	Central/South
Lexington Av	Edgemont St	Myra Av	0.79	Neighborhood	Bicycle-Friendly Street	Central/South
Libbit Av	Hayvenhurst Av	Noeline Av	0.17	Neighborhood	Bicycle-Friendly Street	Valley
Libbit Av	Moorpark St	Dickens St	0.19	Neighborhood	Bicycle-Friendly Street	Valley
Lily Crest Av	Alexandria Av	Heliotrope Dr	0.17	Neighborhood	Bicycle-Friendly Street	Central/South
Lincoln Park Av	Flora Av	Mission Rd	0.87	Neighborhood	Route: Future	Central/South
Lindley Av	San Fernando Mission Rd	Halsted St	1.93	Neighborhood	Bicycle-Friendly Street	Valley
Lindley Av	Nordhoff St	Valley Vista Bl	5.29	Neighborhood	Bicycle-Friendly Street	Valley
LMU Dr	Lincoln Bl	Leavey Rd	0.28	Neighborhood	Bicycle-Friendly Street	West/Central

Street Name	From	To	Miles	Network	Status	Area
Lobdell Pl	Lake Shore Av	Branden St	0.14	Neighborhood	Bicycle-Friendly Street	Central/South
Loma Dr	4th St	2nd St	0.28	Neighborhood	Bicycle-Friendly Street	Central/South
Lomita Bl	340' W/O Western Av	230' e/o McCoy Av	1.14	Neighborhood	Lane: Future	Harbor
Lomita Bl	S Figueroa St	Eubank Av	1.51	Neighborhood	Lane: Future	Harbor
London St	Rampart Bl	Coronado St	0.08	Neighborhood	Bicycle-Friendly Street	Central/South
Longfellow St	Av 54	Av 54	0.02	Neighborhood	Bicycle-Friendly Street	Central/South
Lorenzo Pl	Patricia Av	Glenbarr Av	0.18	Neighborhood	Bicycle-Friendly Street	West/Central
Louise Av	Rinaldi St	Index St	0.25	Neighborhood	Lane: Future	Valley
Louise Av	Plummer St	Nordhoff St	0.50	Neighborhood	Lane: Future	Valley
Louise Av	Oxnard St	101 Fwy	0.61	Neighborhood	Lane: Future	Valley
Louise Av	Index St	Chatsworth St	0.75	Neighborhood	Bicycle-Friendly Street	Valley
Louise Av	Nordhoff St	Roscoe Bl	1.03	Neighborhood	Bicycle-Friendly Street	Valley
Louise Av	Ventura Bl	Rancho St	1.02	Neighborhood	Bicycle-Friendly Street	Valley
Louise Av	Rancho St	Nance St	0.58	Neighborhood	Bicycle-Friendly Street	Valley
Louise Av	Devonshire St	Lassen St	0.50	Neighborhood	Lane: Existing	Valley
Loyola Bl	W 80th St	W 83rd St	0.18	Neighborhood	Bicycle-Friendly Street	West/Central
Loyola Bl	Ignatian Cir	80th St	0.18	Neighborhood	Bicycle-Friendly Street	West/Central
Loyola Bl	83rd St	Manchester Av	0.24	Neighborhood	Bicycle-Friendly Street	West/Central
Loyola Bl	Lincoln Bl	Westchester Pkwy	0.32	Neighborhood	Bicycle-Friendly Street	West/Central
Lucas Av	Beverly Bl	7th St	0.81	Neighborhood	Bicycle-Friendly Street	Central/South

Street Name	From	To	Miles	Network	Status	Area
Lucerne Bl	Beverly Bl	Rosewood Av	0.19	Neighborhood	Bicycle-Friendly Street	Central/South
Lucerne Bl	3rd St	Pico Bl	1.52	Neighborhood	Bicycle-Friendly Street	Central/South
Lucile St	City Limits	Randall St	0.10	Neighborhood	Bicycle-Friendly Street	West/Central
Maclay St	Harding St	8th St	1.08	Neighborhood	Bicycle-Friendly Street	Valley
Madison Av	Monroe St	Normal Av	0.07	Neighborhood	Bicycle-Friendly Street	Central/South
Main St	Santa Monica City Limits	Venice Bl	0.87	Neighborhood	Lane: Future	West/Central
Malta St	Shanley Av	Av 50	0.16	Neighborhood	Route: Existing	Central/South
Manhattan Pl	Country Club Dr	Pico Bl	0.15	Neighborhood	Bicycle-Friendly Street	Central/South
Manitou Av	Av 21	Lincoln Park Av	0.89	Neighborhood	Bicycle-Friendly Street	Central/South
Mansfield Av	4th St	8th St	0.45	Neighborhood	Bicycle-Friendly Street	Central/South
Manton Av	Mariano St	Hatteras St	0.46	Neighborhood	Bicycle-Friendly Street	Valley
Maple Av	Washington Bl	11th St	0.64	Neighborhood	Lane: Future	Central
Maple Av	Washington Bl	Woodlawn Av	1.39	Neighborhood	Bicycle-Friendly Street	Central/South
Maplewood Av	St Andrews Pl	St Andrews Pl	0.01	Neighborhood	Bicycle-Friendly Street	Central/South
Mariano St	Manton Av	Sale Av	1.26	Neighborhood	Bicycle-Friendly Street	Valley
Marietta St	Whittier Bl	8th St	0.48	Neighborhood	Bicycle-Friendly Street	Central/South
Marion Av	E Kensington Rd	Sunset Bl	0.09	Neighborhood	Lane: Future	Central/South
Mariposa Av	7th St	8th St	0.14	Neighborhood	Bicycle-Friendly Street	Central/South
Marmion Way	Pasadena Frwy	Arroyo Dr	0.10	Neighborhood	Bicycle-Friendly Street	Central/South

Street Name	From	To	Miles	Network	Status	Area
Marmion Way	Av 45	Shanley Av	0.68	Neighborhood	Route: Existing	Central/South
Marr St	Abbot Kinney Bl	Oxford Av	0.05	Neighborhood	Bicycle-Friendly Street	West/Central
Martel Av	Waring Av	3rd St	1.06	Neighborhood	Bicycle-Friendly Street	Central/South
Martin Luther King Jr Bl	Main St	Central Av	1.01	Neighborhood	Lane: Existing	Central/South
Mason Av	Sesnon Bl	Trentino Ln	0.81	Neighborhood	Lane: Future	Valley
Mason Av	Trentino Ln	Celtic St	0.87	Neighborhood	Lane: Existing	Valley
Mason Av	Sesnon Bl	Northern City Limits	0.50	Neighborhood	Lane: Existing	Valley
Massachusetts Av	Kelton Av	Veteran Av	0.06	Neighborhood	Bicycle-Friendly Street	West/Central
Mateo St	Santa Fe St	Olympic Bl	1.13	Neighborhood	Bicycle-Friendly Street	Central/South
Maxella Av	Lincoln Bl	Glencoe Av	0.21	Neighborhood	Bicycle-Friendly Street	West/Central
Maxwell Fire Rd	Fryman Rd	Coldwater Canyon Av	1.50	Neighborhood	Bicycle-Friendly Street	Valley
Mayall St	Lurline Av	Wilbur Av	2.24	Neighborhood	Bicycle-Friendly Street	Valley
Mayall St	White Oak Av	Lemona Av	3.39	Neighborhood	Bicycle-Friendly Street	Valley
Mc Connell Av	Runway Road	Millennium	0.05	Neighborhood	Lane: Future	West/Central
McBroom St	Sheldon St	Wheatland Av	1.43	Neighborhood	Bicycle-Friendly Street	Valley
Mccarthy Vis	Warner Dr	San Vicente Bl	0.11	Neighborhood	Bicycle-Friendly Street	Central/South
McClintock Av	Jefferson Bl	30th St	0.19	Neighborhood	Lane: Existing	Central/South
McConnell Av	Bonaparte Av	Panama St	0.15	Neighborhood	Bicycle-Friendly Street	West/Central
McConnell Av	Culver Bl	Ballona Creek Path	0.27	Neighborhood	Bicycle-Friendly Street	West/Central
McConnell Av	77th St	80th St	0.31	Neighborhood	Bicycle-Friendly Street	West/Central

Street Name	From	To	Miles	Network	Status	Area
McConnell Av	Ballona Creek Bike Path	Culver Bl	0.27	Neighborhood	Route: Existing	West/Central
McConnell Dr	McConnell Pl	Beverlywood St	0.05	Neighborhood	Bicycle-Friendly Street	West/Central
McConnell Pl	Club Dr	McConnell Dr	0.06	Neighborhood	Bicycle-Friendly Street	West/Central
Mcdonald St	Inglewood Bl	City Limits	0.29	Neighborhood	Bicycle-Friendly Street	West/Central
McLaughlin Av	Woodbine St	Venice Bl	0.68	Neighborhood	Lane: Future	West/Central
Mclaughlin Av	Federal Av	Woodbine St	1.05	Neighborhood	Bicycle-Friendly Street	West/Central
McLaughlin Av	Federal Av/Indianapolis St	Venice Bl	0.89	Neighborhood	Route: Existing	West/Central
Melrose Av	Gower St	Larchmont Bl	0.08	Neighborhood	Bicycle-Friendly Street	Central/South
Melrose Av	Oxford Av	Oxford Av	0.01	Neighborhood	Bicycle-Friendly Street	Central/South
Melrose Av	Edgemont St	Heliotrope Dr	0.04	Neighborhood	Bicycle-Friendly Street	Central/South
Melrose Av	Heliotrope Dr	Heliotrope Dr	0.02	Neighborhood	Bicycle-Friendly Street	Central/South
Menlo Av	66th St	68th St	0.07	Neighborhood	Bicycle-Friendly Street	Central/South
Menlo Av	Exposition Bl	Martin Luther King Jr Bl	0.50	Neighborhood	Bicycle-Friendly Street	Central/South
Meridian St	Av 50	140' e/o Av 64	1.62	Neighborhood	Bicycle-Friendly Street	Central/South
Meridian St	Av 50	Av 63	1.62	Neighborhood	Route: Existing	Central/South
Meyler St	Herbert Av	240' s/o Oliver St	0.32	Neighborhood	Bicycle-Friendly Street	Harbor
Meyler St	Sepulveda St	1st St	0.16	Neighborhood	Bicycle-Friendly Street	Harbor
Michigan St	St Louis St	Evergreen Av	0.73	Neighborhood	Bicycle-Friendly Street	Central/South
Midvale Av	Wilshire Bl	Rochester Av	0.20	Neighborhood	Bicycle-Friendly Street	West/Central

Street Name	From	To	Miles	Network	Status	Area
Midvale Av	Charnock Rd	Venice Bl	0.31	Neighborhood	Bicycle-Friendly Street	West/Central
Midwood Dr	El Oro Way	Balboa Bl	0.08	Neighborhood	Bicycle-Friendly Street	Valley
Mildred Av	Riviera Av	Dell Av	0.004	Neighborhood	Bicycle-Friendly Street	West/Central
Military Av	Pico Bl	Charnock Rd	1.62	Neighborhood	Bicycle-Friendly Street	West/Central
Military Av	Charnock Rd	Venice Bl	0.31	Neighborhood	Bicycle-Friendly Street	West/Central
Millennium	McConnell Av	E Waterfront Dr	0.64	Neighborhood	Lane: Future	West/Central
Miner St	W 22nd St (San Pedro)	end of Jetty	0.76	Neighborhood	Lane: Future	Harbor
Miner St	Crescent Av	22nd St	0.25	Neighborhood	Lane: Existing	Harbor
Miranda St	Capistrano Av	Farralone Av	0.42	Neighborhood	Bicycle-Friendly Street	Valley
Miranda St	Capistrano Av	Shoup Av	0.12	Neighborhood	Route: Existing	Valley
Missouri Av	Bundy Dr	405 Fwy	0.92	Neighborhood	Bicycle-Friendly Street	West/Central
Missouri Av	405 Fwy	Holmby Av	1.30	Neighborhood	Bicycle-Friendly Street	West/Central
Monroe St	Heliotrope Dr	Madison Av	0.33	Neighborhood	Bicycle-Friendly Street	Central/South
Montague St	Glenoaks Bl	Woodman Av	3.00	Neighborhood	Bicycle-Friendly Street	Valley
Montana Av	Bundy Dr	Stanford St	0.74	Neighborhood	Lane: Future	West/Central
Montana Av	San Vicente Bl	Bundy Dr	0.21	Neighborhood	Route: Future	West/Central
Montana Av	Sepulveda Bl	Veteran Av	0.46	Neighborhood	Bicycle-Friendly Street	West/Central
Montana Av	Sepulveda Bl	Veteran Av	0.46	Neighborhood	Route: Existing	West/Central
Montana St	Coronado St	Morton Av	0.67	Neighborhood	Bicycle-Friendly Street	Central/South
Montclair St	Edgehill Dr	Arlington/Van Ness Av	0.71	Neighborhood	Bicycle-Friendly Street	Central/South

Street Name	From	To	Miles	Network	Status	Area
Monte Mar Dr	Beverwil Dr	Robertson Bl	0.78	Neighborhood	Bicycle-Friendly Street	West/Central
Mooncrest Dr	Nance St	Empress Av	0.23	Neighborhood	Bicycle-Friendly Street	Valley
Moorpark St	Hayvenhurst Av	Libbit Av	0.25	Neighborhood	Bicycle-Friendly Street	Valley
Morton Av	Echo Park Av	Morton Pl	0.29	Neighborhood	Bicycle-Friendly Street	Central/South
Morton Pl	Morton Av	Academy Rd	0.07	Neighborhood	Bicycle-Friendly Street	Central/South
Mosher Av	Av 43	Montecito Heights Rec Ctr	0.18	Neighborhood	Route: Existing	Central/South
Mott St	Wabash Av	Whittier Bl	1.46	Neighborhood	Bicycle-Friendly Street	Central/South
Mozart St	Av 19	Av 19	0.02	Neighborhood	Bicycle-Friendly Street	Central/South
Mt Gleason Av	Big Tujunga Canyon Rd	McGroarty St	1.94	Neighborhood	Bicycle-Friendly Street	Valley
Mulholland Dr	Encino Hills Dr	Laurel Canyon Bl	9.40	Neighborhood	Bicycle-Friendly Street	Valley
Mulholland Dr	Woodrow Wilson Dr	Lakeridge Pl	0.07	Neighborhood	Bicycle-Friendly Street	Valley
Mulholland Dr	Mulholland Hwy	Southern City Limits	0.07	Neighborhood	Lane: Existing	Valley
Mulholland Dr	JWO of Flamingo St	Topanga Cyn Bl	0.83	Neighborhood	Route: Existing	Valley
Mullen Av	Wilshire Bl	8th St	0.07	Neighborhood	Bicycle-Friendly Street	Central/South
Murchison St	Alcazar St	Chelsea St	0.40	Neighborhood	Bicycle-Friendly Street	Central/South
Murietta Av	Davana Ter	Valley Vista Bl	0.21	Neighborhood	Bicycle-Friendly Street	Valley
N Spring St	Ord St	Cesar Chavez Av	0.12	Neighborhood	Bicycle-Friendly Street	Central/South
Nance St	Louise Av	Mooncrest Dr	0.17	Neighborhood	Bicycle-Friendly Street	Valley
National Bl	Inglewood Bl	Westwood Bl	1.31	Neighborhood	Lane: Future	West/Central

Street Name	From	To	Miles	Network	Status	Area
National Bl	Palms Bl	Venice Bl	0.99	Neighborhood	Route: Future	West/Central
National Bl	National Bl	Motor Av	0.07	Neighborhood	Bicycle-Friendly Street	West/Central
National Bl	Overland Av	Motor Av	0.40	Neighborhood	Route: Existing	West/Central
Neptune Av	Lomita Bl	Anaheim St	1.33	Neighborhood	Bicycle-Friendly Street	Harbor
Neptune Av	Anaheim St	Harry Bridges Bl	0.60	Neighborhood	Route: Future	West/Central
Nestle Av	Tarzana Dr	Valley Vista Bl	0.21	Neighborhood	Bicycle-Friendly Street	Valley
Nevada Av	Erwin St	Oxnard St	0.28	Neighborhood	Bicycle-Friendly Street	Valley
New England St	17th St	20th St	0.35	Neighborhood	Bicycle-Friendly Street	Central/South
New Hampshire Av	Monroe St	Melrose Av	0.15	Neighborhood	Bicycle-Friendly Street	Central/South
New Hampshire Av	Rosewood Av	Oakwood Av	0.09	Neighborhood	Bicycle-Friendly Street	Central/South
New Hampshire Av	Oakwood Av	8th St	1.37	Neighborhood	Bicycle-Friendly Street	Central/South
New Hampshire Av	8th St	James M Wood Bl	0.13	Neighborhood	Bicycle-Friendly Street	Central/South
New High St	Ord St	Cesar Chavez Av	0.14	Neighborhood	Route: Future	Central/South
Nicolet Av	Coliseum St	Santo Tomas Dr	0.45	Neighborhood	Bicycle-Friendly Street	Central/South
Noeline Av	Libbit Av	Bergamo Dr	0.33	Neighborhood	Bicycle-Friendly Street	Valley
Nordhoff St	Farralone Av	Orange Line Extension Nordhoff Station	0.60	Neighborhood	Bicycle-Friendly Street	Valley
Normal Av	Madison Av	Hoover St	0.27	Neighborhood	Bicycle-Friendly Street	Central/South
Normandie Av	Pico Bl	22nd St	0.77	Neighborhood	Bicycle-Friendly Street	Central/South
Normandie Av	42nd St	42nd Pl	0.09	Neighborhood	Bicycle-Friendly Street	Central/South

Street Name	From	To	Miles	Network	Status	Area
Normandie Av	48th St	48th St	0.03	Neighborhood	Bicycle-Friendly Street	Central/South
Norton Av	2nd St	8th St	0.90	Neighborhood	Bicycle-Friendly Street	Central/South
Nugent Dr	Bradford Pl	Shoshone Av	0.88	Neighborhood	Bicycle-Friendly Street	Valley
Oakwood Av	Western Av	Vermont Av	1.00	Neighborhood	Bicycle-Friendly Street	Central/South
Oakwood Av	California Av	Palms Bl	0.13	Neighborhood	Bicycle-Friendly Street	West/Central
Ogden Dr	Colgate Av	3rd St	0.15	Neighborhood	Bicycle-Friendly Street	Central/South
Ohio Av	City Limits	Santa Monica Bl	0.37	Neighborhood	Bicycle-Friendly Street	West/Central
Ohio Av	Westgate Av	Federal Av	0.34	Neighborhood	Bicycle-Friendly Street	West/Central
Ohio Av	Butler Av	Purdue Av	0.08	Neighborhood	Bicycle-Friendly Street	West/Central
Ohio Av	Sepulveda Bl	Selby Av	0.68	Neighborhood	Bicycle-Friendly Street	West/Central
Ohio Av	Federal Av	Butler Av	0.13	Neighborhood	Bicycle-Friendly Street	West/Central
Ohio Av	Westgate Av	Purdue Av(E/B)/Sepulveda Bl (W/B)	0.90	Neighborhood	Route: Existing	West/Central
Ohio Av (E/B Only)	Purdue Av	Sepulveda Bl	0.37	Neighborhood	Lane: Existing	West/Central
Ohio Av (W/B Only)	Purdue Av	Sepulveda Bl	0.37	Neighborhood	Lane: Future	West/Central
Olive View Dr	Roxford St	Cranston Av	1.47	Neighborhood	Bicycle-Friendly Street	Valley
Oliver Vickery Circle Wy	Stephen M White Dr	Cabrillo Beach	0.14	Neighborhood	Route: Existing	Harbor
Olympic Bl	Carrillo Dr	Crescent Heights Bl	0.01	Neighborhood	Bicycle-Friendly Street	Central/South
Olympic Bl	Beloit Av	Cotner Av	0.07	Neighborhood	Bicycle-Friendly Street	West/Central
Opp St	Frigate Av	Eubank Av	1.32	Neighborhood	Bicycle-Friendly Street	Harbor

Street Name	From	To	Miles	Network	Status	Area
Orange Dr	Franklin Av	4th St	2.57	Neighborhood	Bicycle-Friendly Street	Central/South
Orchard Av	29th St	30th St	0.07	Neighborhood	Bicycle-Friendly Street	Central/South
Ord St	New High St	N Main St	0.11	Neighborhood	Bicycle-Friendly Street	Central/South
Orlando Av	Willoughby Av	City Limits	0.27	Neighborhood	Bicycle-Friendly Street	Central/South
Orlando Av	City Limits	San Vicente Bl	0.87	Neighborhood	Bicycle-Friendly Street	Central/South
Ormond St	Wheatland Av	Ormond St Cul-de-Sac	0.24	Neighborhood	Bicycle-Friendly Street	Valley
Osage Av	74th St	77th St	0.10	Neighborhood	Bicycle-Friendly Street	West/Central
Osborne St	Woodman Av	San Fernando Rd	2.22	Neighborhood	Route: Existing	Valley
Oso Av	Devonshire St	350' N/O Metrolink Ventura County Line Bike Path	1.36	Neighborhood	Bicycle-Friendly Street	Valley
Oso Av	450' S/O Metrolink Ventura County	Vanowen St	2.86	Neighborhood	Bicycle-Friendly Street	Valley
Oso Av	Hemmingway St	Hemmingway St	0.01	Neighborhood	Bicycle-Friendly Street	Valley
Otsego St	Tuhunga Av	Riverton Av	0.73	Neighborhood	Bicycle-Friendly Street	Valley
Overhill Dr	160' n/o 63rd St	336' s/o 63rd St	0.09	Neighborhood	Bicycle-Friendly Street	Central/South
Owensmouth Av	Lassen St	Marilla St	0.16	Neighborhood	Lane: Future	Valley
Owensmouth Av	Andora Av	Valerio St	4.52	Neighborhood	Bicycle-Friendly Street	Valley
Oxford Av	Romaine St	7th St	1.99	Neighborhood	Bicycle-Friendly Street	Central/South
Oxford Av	Marr St	Berkeley Dr	0.55	Neighborhood	Bicycle-Friendly Street	West/Central
Oxnard St	Farralone Av	Topanga Canyon Pl	0.30	Neighborhood	Bicycle-Friendly Street	Valley
Oxnard St	Winnetka Av	Tampa Av	1.11	Neighborhood	Bicycle-Friendly Street	Valley

Street Name	From	To	Miles	Network	Status	Area
Oxnard St	Topanga Cyn Bl	Winnetka Av	2.04	Neighborhood	Lane: Existing	Valley
Pacific Av	62nd Av	Culver Bl	0.42	Neighborhood	Bicycle-Friendly Street	West/Central
Pacific Av (Venice) (N/B Only)	S Venice Bl	N Venice Bl	0.05	Neighborhood	Lane: Existing	West/Central
Pacific Promenade	Playa Vista Dr	Seabluff Dr	0.27	Neighborhood	Lane: Existing	West/Central
Packard St	Curson Av	Redondo Bl	0.64	Neighborhood	Bicycle-Friendly Street	Central/South
Palms Bl	McLaughlin Av	National Bl	1.78	Neighborhood	Route: Future	West/Central
Palms Bl	Abbot Kinney Bl	Mclaughlin Av	2.71	Neighborhood	Bicycle-Friendly Street	West/Central
Panama St	Alla Rd	McConnell Av	0.29	Neighborhood	Bicycle-Friendly Street	West/Central
Para Way	Runway Rd	Pacific Promenade	0.05	Neighborhood	Lane: Existing	West/Central
Park Av	Glendale Bl	Echo Park Av	0.20	Neighborhood	Bicycle-Friendly Street	Central/South
Parthenia St	Van Nuys Bl	Woodman Av	0.81	Neighborhood	Bicycle-Friendly Street	Valley
Patricia Av	Tennessee Av	Lorenzo Pl	0.69	Neighborhood	Bicycle-Friendly Street	West/Central
Pearl St	Centinela Av	Barrington Av	0.48	Neighborhood	Bicycle-Friendly Street	West/Central
Penmar Av	Rose Av	Palms Bl	0.40	Neighborhood	Bicycle-Friendly Street	West/Central
Penrose St	Tujunga Av	Glenoaks Bl	0.86	Neighborhood	Bicycle-Friendly Street	Valley
Pepper Av	San Fernando Rd	Av 28	0.21	Neighborhood	Route: Future	Central/South
Pershing Dr	500' sw/o Culver Bl on Pershing Dr	Westchester Pkwy	0.70	Neighborhood	Lane: Future	West/Central
Pershing Dr	Culver Bl	103' s/o Nicolson St	0.20	Neighborhood	Bicycle-Friendly Street	West/Central
Pershing Dr	Westchester Pkwy	Imperial Hwy	1.56	Neighborhood	Lane: Existing	West/Central
Pickford St	Spaulding Av	Curson Av	0.15	Neighborhood	Bicycle-Friendly Street	Central/South

Street Name	From	To	Miles	Network	Status	Area
Pickford St	Cochran Av	Redondo Bl	0.15	Neighborhood	Bicycle-Friendly Street	Central/South
Pico Bl	Hope St	Stanford Av	1.04	Neighborhood	Route: Future	Central/South
Pierce St	Woodman Av	Foothill Bl	3.54	Neighborhood	Bicycle-Friendly Street	Valley
Plata St	Rampart Bl	Coronado St	0.08	Neighborhood	Bicycle-Friendly Street	Central/South
Platt Av	Ingomar St	Sherman Way	1.06	Neighborhood	Lane: Existing	Valley
Platt Av	Victory Bl	Burbank Bl/Platt Av	0.92	Neighborhood	Lane: Existing	Valley
Playa Vista Dr	Ballona Creek BP	Jefferson Bl	0.30	Neighborhood	Lane: Future	West/Central
Playa Vista Dr	Jefferson Bl	Bluff Creek Dr	0.35	Neighborhood	Lane: Existing	West/Central
Pleasant Av	Echandia St	Boyle Av	0.03	Neighborhood	Lane: Future	Central/South
Plummer St	Variel Av	Winnetka Av	1.24	Neighborhood	Lane: Future	Valley
Plummer St	Vanalden Av	Reseda Bl	0.75	Neighborhood	Lane: Future	Valley
Plummer St	Balboa Bl	Woodman Av	3.27	Neighborhood	Lane: Future	Valley
Plummer St	Etiwanda Av	Lindley Av	0.25	Neighborhood	Lane: Future	Valley
Plummer St	Shoup Av	Canoga Av	0.98	Neighborhood	Bicycle-Friendly Street	Valley
Plummer St	Reseda Bl	Etiwanda Av	0.25	Neighborhood	Lane: Existing	Valley
Plummer St	Winnetka Av	Vanalden Av	1.27	Neighborhood	Lane: Existing	Valley
Plummer St	Zelzah Av	Balboa Bl	1.18	Neighborhood	Lane: Existing	Valley
Plummer St	Balboa Bl	Woodman Av	3.32	Neighborhood	Route: Existing	Valley
Plummer St	Vanalden Av	Reseda Bl	0.70	Neighborhood	Route: Existing	Valley
Plummer St	De Soto Av	Winnetka Av	1.00	Neighborhood	Route: Existing	Valley
Poinsettia Pl	Rosewood Av	First St	0.47	Neighborhood	Bicycle-Friendly Street	West/Central

Street Name	From	To	Miles	Network	Status	Area
Polk St	Sunrise Ridge Rd	Laurel Canyon Bl	0.32	Neighborhood	Lane: Existing	Valley
Polk St	Sunrise Ridge Rd	San Fernando Rd	0.33	Neighborhood	Route: Existing	Valley
Porter Ranch Dr	SR-118 Fwy	Sesnon Bl	1.36	Neighborhood	Lane: Existing	Valley
Prairie St	Wilbur Av	University Dr	0.75	Neighborhood	Bicycle-Friendly Street	Valley
Prairie St	Bertrand Av	Balboa Bl	1.34	Neighborhood	Bicycle-Friendly Street	Valley
President Av	Lomita Av	Palos Verdes Dr	1.69	Neighborhood	Bicycle-Friendly Street	Harbor
Price St	Talmadge St	Myra Av	0.13	Neighborhood	Bicycle-Friendly Street	Central/South
Primrose Av	Gower St	Vista Del Mar Av	0.07	Neighborhood	Bicycle-Friendly Street	Central/South
Princeton Dr	Thatcher Av	Carter Av	0.16	Neighborhood	Bicycle-Friendly Street	West/Central
Prosser Av	Santa Monica Bl	Tennessee Av	0.64	Neighborhood	Bicycle-Friendly Street	West/Central
Prosser Av	Tennessee Av	Pico Bl	0.17	Neighborhood	Bicycle-Friendly Street	West/Central
Purdue Av	La Grange Av	Tennessee Av	0.36	Neighborhood	Bicycle-Friendly Street	West/Central
Q St	Figueroa St	Eubank Av	1.49	Neighborhood	Bicycle-Friendly Street	Harbor
Queen Anne Pl	12th St	Edgewood Pl	0.19	Neighborhood	Bicycle-Friendly Street	Central/South
Radio Dr	Granville Av	Burkshire Av	0.06	Neighborhood	Bicycle-Friendly Street	West/Central
Rampart Bl	London St	Temple St	0.16	Neighborhood	Bicycle-Friendly Street	Central/South
Rampart Bl	8th St	Temple St	1.15	Neighborhood	Route: Existing	Central/South
Rampart Bl	Temple St	Beverly Bl	0.24	Neighborhood	Lane: Future	Central/South
Rampart Bl	W 7th St	Beverly Bl	0.79	Neighborhood	Lane: Future	Central/South
Ranchito Av	Lanark St	Strathern St	0.12	Neighborhood	Bicycle-Friendly Street	Valley

Street Name	From	To	Miles	Network	Status	Area
Ranchito Av	Valerio St	Erwin St	1.50	Neighborhood	Bicycle-Friendly Street	Valley
Rancho St	White Oak Av	Balboa Bl	0.71	Neighborhood	Bicycle-Friendly Street	Valley
Randall St	Lucile St	Hammack St	0.11	Neighborhood	Bicycle-Friendly Street	West/Central
Randi Av	Kittridge St	Erwin St	0.65	Neighborhood	Bicycle-Friendly Street	Valley
Rayen St	Wilbur Av	Lindley Av	1.00	Neighborhood	Bicycle-Friendly Street	Valley
Rayen St	Lindley Av	115' w/o 405 Frwy	3.08	Neighborhood	Bicycle-Friendly Street	Valley
Rayen St	110' E/O 405 Bl	Van Nuys Bl	1.28	Neighborhood	Bicycle-Friendly Street	Valley
Raymer St	Kester Av	Saticoy St	0.62	Neighborhood	Bicycle-Friendly Street	Valley
Reno St	Hoover St	Beverly Bl	0.36	Neighborhood	Route: Existing	Central/South
Repton St	Av 63	Av 66	0.22	Neighborhood	Bicycle-Friendly Street	Central/South
Repton St	Av 63	Av 66	0.22	Neighborhood	Route: Existing	Central/South
Reseda Bl	Rinaldi St	Sesnon Bl	1.62	Neighborhood	Lane: Existing	Valley
Rimpau Bl	4th St	9th St	0.55	Neighborhood	Bicycle-Friendly Street	Central/South
Rimpau Bl	Dockweiler St	Pico Bl	0.16	Neighborhood	Bicycle-Friendly Street	Central/South
Rimpau Bl	9th St	12th St	0.46	Neighborhood	Bicycle-Friendly Street	Central/South
Rimpau Bl	12th St	Dockweiler St	0.13	Neighborhood	Bicycle-Friendly Street	Central/South
Rimpau Bl	58th Pl	64th Pl	0.47	Neighborhood	Bicycle-Friendly Street	Central/South
Rinaldi St	Variel Av	Sierra Canyon	0.13	Neighborhood	Route: Future	Valley
Riverton Av	Whitnall Hwy	Cumpston St	1.38	Neighborhood	Bicycle-Friendly Street	Valley

Street Name	From	To	Miles	Network	Status	Area
Riverton Av	Otsego St	Addison St	0.09	Neighborhood	Bicycle-Friendly Street	Valley
Riviera Av	Grand Bl	Mildred Av	0.10	Neighborhood	Bicycle-Friendly Street	West/Central
Robinson St	Council St	Temple St	0.12	Neighborhood	Bicycle-Friendly Street	Central/South
Rochester Av	Veteran Av	Westwood Bl	0.20	Neighborhood	Route: Future	West/Central
Rochester Av	Wilshire Bl	Rochester Av	0.01	Neighborhood	Bicycle-Friendly Street	West/Central
Rochester Av	Selby Av	Warnall Av	0.82	Neighborhood	Bicycle-Friendly Street	West/Central
Rodeo Road	City Limits	Clyde Av	0.50	Neighborhood	Bicycle-Friendly Street	West/Central
Romaine St	Kingsley Dr	Alexandria Av	0.31	Neighborhood	Bicycle-Friendly Street	Central/South
Roscomare Road	Mulholland Dr	Chalon Rd	3.48	Neighborhood	Bicycle-Friendly Street	West/Central
Rose Av	Lincoln Bl	Pacific Av	0.73	Neighborhood	Lane: Future	West/Central
Rose Av	Sepulveda Bl	National Bl	0.86	Neighborhood	Bicycle-Friendly Street	West/Central
Rose Av	Venice Beach	Pacific Av	0.14	Neighborhood	Bicycle-Friendly Street	West/Central
Rose Av	185' E/O Lincoln Bl	Walgrove Av	0.89	Neighborhood	Lane: Existing	West/Central
Rosemont Av	Bellevue Av	Kent St	0.12	Neighborhood	Bicycle-Friendly Street	Central/South
Rosewood Av	Lucerne Bl	Bronson Av	0.40	Neighborhood	Bicycle-Friendly Street	Central/South
Rosewood Av	Alfred St	220' e/o June St	2.40	Neighborhood	Bicycle-Friendly Street	Central/South
Rosewood Av	Heliotrope Dr	Heliotrope Dr	0.02	Neighborhood	Bicycle-Friendly Street	Central/South
Rosewood Av	Heliotrope Dr	New Hampshire Av	0.12	Neighborhood	Bicycle-Friendly Street	Central/South
Rowena Av	St George St	Hyperion Av	0.13	Neighborhood	Bicycle-Friendly Street	Central/South

Street Name	From	To	Miles	Network	Status	Area
Roxbury Dr	City Limits	Cashio St	0.45	Neighborhood	Bicycle-Friendly Street	West/Central
Roxford St	Foothill Bl	Olive View Dr	0.16	Neighborhood	Bicycle-Friendly Street	Valley
Roxton Av	Rodeo Dr	Martin Luther King Jr Bl	0.52	Neighborhood	Bicycle-Friendly Street	Central/South
Runnymede St	Corbin Av	Shirley Av	0.25	Neighborhood	Bicycle-Friendly Street	Valley
Runway Rd	McConnell Av	Dawn Creek	0.17	Neighborhood	Lane: Future	West/Central
Runway Rd	Dawn Creek	Para Way	0.21	Neighborhood	Lane: Existing	West/Central
Ruthelen St	36th Pl	Exposition Bl	0.23	Neighborhood	Bicycle-Friendly Street	Central/South
Ruthelen St	Gramercy Pl	89th St	0.23	Neighborhood	Bicycle-Friendly Street	Central/South
Sale Av	Clarendon St	Mariano St	0.06	Neighborhood	Bicycle-Friendly Street	Valley
Sampson Way	W 6th St (San Pedro)	W 22nd St (San Pedro)	0.90	Neighborhood	Lane: Future	Harbor
San Feliciano Dr	Mulholland Dr	Av Morelos	0.66	Neighborhood	Bicycle-Friendly Street	Valley
San Fernando Mission	Reseda Bl	Lindley Av	0.55	Neighborhood	Lane: Future	Valley
San Fernando Mission	Louise Av	5 Fwy exit 157	3.37	Neighborhood	Lane: Future	Valley
San Fernando Mission Bl	East Canyon Channel	87' ne/o Amboy Av	0.30	Neighborhood	Bicycle-Friendly Street	Valley
San Fernando Mission Bl	Lindley Av	Louise Av	1.06	Neighborhood	Bicycle-Friendly Street	Valley
San Fernando Mission Bl (Old Mission Trail)	Rinaldi St	Mason Av	0.25	Neighborhood	Bicycle-Friendly Street	Valley
San Marino St	Catalina St	Berendo St	0.10	Neighborhood	Bicycle-Friendly Street	Central/South
San Pascual Av	Stoney Dr	York Bl	0.87	Neighborhood	Bicycle-Friendly Street	Central/South
San Pascual Av	York Bl	San Ramon Dr	0.87	Neighborhood	Route: Existing	Central/South
San Pedro	Temple	Vernon Av	3.84	Neighborhood	Lane: Future	Central

Street Name	From	To	Miles	Network	Status	Area
San Pedro St	Vernon Av	Florence Av	2.03	Neighborhood	Bicycle-Friendly Street	Central/South
San Pedro St	115th St	120th St	0.44	Neighborhood	Lane: Existing	Central/South
San Pedro St	Florence Av	115th St	3.03	Neighborhood	Lane: Future	Central/South
San Vicente Bl	Bundy Dr	Wilshire Bl	0.95	Neighborhood	Route: Existing	Central/South
Sanchez Dr	Cloverdale Av	Veronica St	0.31	Neighborhood	Bicycle-Friendly Street	Central/South
Sandusky Av	Montague St	Chase St	0.16	Neighborhood	Bicycle-Friendly Street	Valley
Santa Fe Av	4th Pl	Washington Bl	1.09	Neighborhood	Bicycle-Friendly Street	Central/South
Santa Fe Av	1st St	7th St	0.92	Neighborhood	Bicycle-Friendly Street	Central/South
Santa Rosalia Dr	Coliseum St	Buckingham Rd	0.96	Neighborhood	Bicycle-Friendly Street	Central/South
Santo Tomas Dr	Buckingham Rd	Marlton Av	0.14	Neighborhood	Bicycle-Friendly Street	Central/South
Santo Tomas Dr	Nicolet Av	Buckingham Rd	0.43	Neighborhood	Bicycle-Friendly Street	Central/South
Saticoy St	Woodman Av	Saticoy St S	1.13	Neighborhood	Bicycle-Friendly Street	Valley
Saticoy St	Whitsett Av	Clybourn Av	2.41	Neighborhood	Bicycle-Friendly Street	Valley
Saticoy St S	Saticoy St	Whitsett Av	0.32	Neighborhood	Bicycle-Friendly Street	Valley
Saturn St	Curson Av	Cochran Av	0.42	Neighborhood	Bicycle-Friendly Street	Central/South
Saugus Av	Valley Vista Bl	Greenleaf St	0.18	Neighborhood	Bicycle-Friendly Street	Valley
Sawtelle Bl	Ohio Av	Pico Bl	1.12	Neighborhood	Route: Future	West/Central
Scenic Av	Beachwood Dr	Gower St	0.05	Neighborhood	Bicycle-Friendly Street	Central/South
Schumacher Dr	San Vicente Bl	Olympic Bl	0.41	Neighborhood	Bicycle-Friendly Street	Central/South

Street Name	From	To	Miles	Network	Status	Area
Scott Av	Allesandro St	Allesandro St	0.01	Neighborhood	Bicycle-Friendly Street	Central/South
Seabluff Dr	Runway Rd	Pacific Promenade	0.05	Neighborhood	Lane: Existing	West/Central
Selby Av	Weyburn Av	Ohio Av	0.51	Neighborhood	Bicycle-Friendly Street	West/Central
Selma Av	Laurel Av	Fairfax Av	0.16	Neighborhood	Bicycle-Friendly Street	Central/South
Selma Av	Highland Av	El Centro Av	0.86	Neighborhood	Bicycle-Friendly Street	Central/South
Sepulveda St	Meyler St	Cabrillo Av	0.13	Neighborhood	Bicycle-Friendly Street	Harbor
Serrania Av	Ventura Bl	Dumetz Rd	0.52	Neighborhood	Bicycle-Friendly Street	Valley
Sesnon Bl	2376' W/O Mason Av	Mason Av	0.45	Neighborhood	Lane: Future	Valley
Sesnon Bl	Tampa Av	Reseda Bl	0.44	Neighborhood	Lane: Future	Valley
Sesnon Bl	Cascade Canyon Dr	Balboa Bl	1.62	Neighborhood	Lane: Future	Valley
Sesnon Bl	773' w/o Longacre Av	Cascade Canyon Dr	0.91	Neighborhood	Bicycle-Friendly Street	Valley
Sesnon Bl	Mason Av	Tampa Av	1.88	Neighborhood	Lane: Existing	Valley
Shanley Av	Marmion Wy	Malta St	0.11	Neighborhood	Route: Existing	Central/South
Sheldon St	McBroom St	Wentworth St	0.57	Neighborhood	Bicycle-Friendly Street	Valley
Shenandoah St	Whitworth Dr	Cattaraugus Av	1.63	Neighborhood	Bicycle-Friendly Street	West/Central
Sherbourne Dr	Olympic Bl	Cadillac Av	1.37	Neighborhood	Bicycle-Friendly Street	West/Central
Sheridan St	State St	Soto St	0.48	Neighborhood	Bicycle-Friendly Street	Central/South
Sherman Grove Av	Le Berthon St	Fenwick St	0.39	Neighborhood	Bicycle-Friendly Street	Valley
Sherman Grove Av	Fenwick St	Apperson St	0.38	Neighborhood	Bicycle-Friendly Street	Valley
Sherman Oaks Av	Valley Vista Bl	Fiume Wk	0.03	Neighborhood	Bicycle-Friendly Street	Valley

Street Name	From	To	Miles	Network	Status	Area
Shirley Av	Business Center Dr	Kittridge St	2.79	Neighborhood	Bicycle-Friendly Street	Valley
Shore Cliff Dr	Pedestrian/Bicycle Accessway	Coastal View Dr	0.16	Neighborhood	Bicycle-Friendly Street	West/Central
Short Av	McConnell Bl	Centinela Av	0.56	Neighborhood	Route: Future	West/Central
Shoshone Av	Nugent Dr	Rinaldi St	0.26	Neighborhood	Bicycle-Friendly Street	Valley
Shoup Av	Valerio St	Sherman Wy	0.25	Neighborhood	Bicycle-Friendly Street	Valley
Signature Dr	Bradford Pl	El Oro Way	0.05	Neighborhood	Bicycle-Friendly Street	Valley
Silver Lake Dr	Rowena Av	Silver Lake Bl	1.44	Neighborhood	Lane: Future	Central/South
Simshaw Av	Astoria St	Gridley St	0.98	Neighborhood	Bicycle-Friendly Street	Valley
Sotello St	N Spring St	N Main St	0.16	Neighborhood	Bicycle-Friendly Street	Central/South
Southwest Dr	4th Av	4th Av	0.01	Neighborhood	Bicycle-Friendly Street	Central/South
Spaulding Av	Pickford St	18th St	0.26	Neighborhood	Bicycle-Friendly Street	Central/South
Spring St	S Av 18	Ord St	1.26	Neighborhood	Lane: Future	Central/South
St Andrews Pl	Fountain	Lexington Av	0.15	Neighborhood	Bicycle-Friendly Street	Central/South
St Andrews Pl	Melrose Av	18th St	2.88	Neighborhood	Bicycle-Friendly Street	Central/South
St Andrews Pl	29th	36th Pl	0.50	Neighborhood	Bicycle-Friendly Street	Central/South
St George St	Rowena Av	Franklin Av	0.48	Neighborhood	Bicycle-Friendly Street	Central/South
St Louis St	110 Frwy Exit 19	Boyle Av	1.32	Neighborhood	Bicycle-Friendly Street	Central/South
Stanford Av	Pico Bl	14th St	0.06	Neighborhood	Lane: Future	Central
Stanford Av	14th St	4th St	1.12	Neighborhood	Route: Future	Central/South

Street Name	From	To	Miles	Network	Status	Area
Stanford Av	Century Fwy	120th St	0.26	Neighborhood	Bicycle-Friendly Street	Harbor
Stanley Av	Rosewood Av	Beverly Bl	0.28	Neighborhood	Bicycle-Friendly Street	Central/South
State St	Marengo Av	Fourth St	1.15	Neighborhood	Route: Future	Central/South
Stephen M White Dr	Pacific Av	Oliver Vickery Circle Wy	0.15	Neighborhood	Route: Existing	Harbor
Stern Av	Valleyheart Dr	Ventura Bl	0.43	Neighborhood	Bicycle-Friendly Street	Valley
Stocker Pl	Stocker Pz	Garthwaite Av	0.02	Neighborhood	Bicycle-Friendly Street	Central/South
Stocker Pz	Garthwaite Av	Stocker Pl	0.06	Neighborhood	Bicycle-Friendly Street	Central/South
Stocker St	Crenshaw Bl	Creed Av	0.44	Neighborhood	Bicycle-Friendly Street	Central/South
Stone Canyon Road	Bellagio Road	Fontenelle Wy	1.19	Neighborhood	Bicycle-Friendly Street	West/Central
Stratford Rd	Campus Dr	Av 50	0.24	Neighborhood	Route: Existing	Central/South
Stratford Road	Campus Rd	Av 50	0.24	Neighborhood	Bicycle-Friendly Street	Central/South
Strathern St	Mason Av	Balboa Bl	4.50	Neighborhood	Bicycle-Friendly Street	Valley
Strathern St	Ranchito Av	Coldwater Canyon Av	1.20	Neighborhood	Bicycle-Friendly Street	Valley
Strathern St	Laurel Canyon Bl	San Fernando Rd	1.89	Neighborhood	Bicycle-Friendly Street	Valley
Strathern St	Coldwater Canyon Av	Laurel Cyn Bl	1.02	Neighborhood	Lane: Existing	Valley
Strathmore Dr	Levering Av	Gayley Av	0.22	Neighborhood	Bicycle-Friendly Street	West/Central
Sunset Bl	Laurel Av	Laurel Av	0.01	Neighborhood	Bicycle-Friendly Street	Central/South
Sweetzer Av	Waring Av	Wilshire Bl	1.47	Neighborhood	Bicycle-Friendly Street	Central/South
Sylmar Av	Plummer St	Tupper St	0.29	Neighborhood	Bicycle-Friendly Street	Valley

Street Name	From	To	Miles	Network	Status	Area
Sylvia Av	Mayall St	Mayall St	0.02	Neighborhood	Bicycle-Friendly Street	Valley
Talmadge St	Price St	Effie St	0.91	Neighborhood	Bicycle-Friendly Street	Central/South
Tampa Av	Oxnard St	Topham St	0.12	Neighborhood	Bicycle-Friendly Street	Valley
Tampa Av	Sesnon Bl	Rinaldi St	1.79	Neighborhood	Lane: Existing	Valley
Tarzana Dr	Avenida Hacienda	Tarzana St	0.08	Neighborhood	Bicycle-Friendly Street	Valley
Tarzana St	Tarzana Dr	Newcastle Av	0.06	Neighborhood	Bicycle-Friendly Street	Valley
Telfair Av	Pacoima Wash	Paxton St	0.39	Neighborhood	Bicycle-Friendly Street	Valley
Telfair Av	Roxford St	Oro Grande St	1.28	Neighborhood	Lane: Future	Valley
Telfair Av	Paxton St	Montague St	1.90	Neighborhood	Bicycle-Friendly Street	Valley
Temescal Canyon Rd	Pacific Coast Hwy	Sunset Bl	1.05	Neighborhood	Lane: Existing	West/Central
Tennessee Av	Federal Av	Purdue Av	0.20	Neighborhood	Bicycle-Friendly Street	West/Central
Tennessee Av	Purdue Av	Corinth Av	0.07	Neighborhood	Bicycle-Friendly Street	West/Central
Tennessee Av	Corinth Av	Sawtelle Bl	0.07	Neighborhood	Bicycle-Friendly Street	West/Central
Tennessee Av	Cotner Av	Prosser Av	1.05	Neighborhood	Bicycle-Friendly Street	West/Central
Tennessee Av	Prosser Av	Patricia Av	0.15	Neighborhood	Bicycle-Friendly Street	West/Central
Tennessee Av	Patricia Av	1605' e/o Fox Hills Dr	0.44	Neighborhood	Bicycle-Friendly Street	West/Central
Terra Bella St	Tierra Vista Way	Dronfield	1.21	Neighborhood	Bicycle-Friendly Street	Valley
Texas Av	Centinela Av	Federal Av	0.91	Neighborhood	Bicycle-Friendly Street	West/Central
Texas Av	Centinela Av	Westgate Av	0.57	Neighborhood	Route: Existing	West/Central

Street Name	From	To	Miles	Network	Status	Area
Thatcher Av	Berkeley Dr	Harbor Crossing Lane	0.20	Neighborhood	Bicycle-Friendly Street	West/Central
The Grove Dr	Beverly Bl	3rd St	0.37	Neighborhood	Lane: Future	Central/South
Thornburn St	La Tijera Bl	Kittyhawk Av	0.07	Neighborhood	Bicycle-Friendly Street	West/Central
Tiverton Av	Lindbrook Dr	Le Conte Av (N/B)	0.26	Neighborhood	Route: Existing	West/Central
Toluca St	Court St	1st St	0.21	Neighborhood	Bicycle-Friendly Street	Central/South
Townsend Av	Hill Dr	Av 51	1.33	Neighborhood	Bicycle-Friendly Street	Central/South
Tracy St	Talmadge St	Griffith Park Bl	0.75	Neighborhood	Bicycle-Friendly Street	Central/South
Tujunga Av	Strathern St	Vanowen St	1.50	Neighborhood	Lane: Future	Valley
Tujunga Av	Vanowen St	Riverside Dr/Camarillo St	2.00	Neighborhood	Route: Future	Valley
Tujunga Av	Penrose St	Strathern St	0.53	Neighborhood	Bicycle-Friendly Street	Valley
Tujunga Av	Oxnard St	Burbank Bl	0.50	Neighborhood	Bicycle-Friendly Street	Valley
Tujunga Canyon Bl	Wentworth St	Foothill Bl	2.13	Neighborhood	Bicycle-Friendly Street	Valley
Tupper St	Balboa Bl	Gerald Av	0.34	Neighborhood	Bicycle-Friendly Street	Valley
Tupper St	Lemona Av	Natick Av	0.07	Neighborhood	Bicycle-Friendly Street	Valley
Tupper St	Kester Av	Cedros Av	0.15	Neighborhood	Bicycle-Friendly Street	Valley
Tuscany Av	83rd St	Manchester Av	0.08	Neighborhood	Bicycle-Friendly Street	West/Central
Union Av	Temple St	4th St	1.79	Neighborhood	Bicycle-Friendly Street	Central/South
Union Av	6th St	24th St	0.67	Neighborhood	Bicycle-Friendly Street	Central/South
Union Dr	4th St	6th St	0.18	Neighborhood	Bicycle-Friendly Street	Central/South

Street Name	From	To	Miles	Network	Status	Area
University Av	28th St	30th St	0.08	Neighborhood	Lane: Existing	Central/South
Valerio St	Valerio St	Gazette Av	0.04	Neighborhood	Lane: Future	Valley
Valerio St	Canoga Av	Deering Av	0.05	Neighborhood	Bicycle-Friendly Street	Valley
Valerio St	Faust Av	Oso Av	2.49	Neighborhood	Bicycle-Friendly Street	Valley
Valerio St	Winnetka Av	Corbin Av	0.50	Neighborhood	Bicycle-Friendly Street	Valley
Valerio St	Shirley Av	Caldus Av	2.43	Neighborhood	Bicycle-Friendly Street	Valley
Valerio St	Caldus Av	Balboa Bl	0.74	Neighborhood	Bicycle-Friendly Street	Valley
Valerio St	Woodley Av	100' w/o 405 Frwy	0.56	Neighborhood	Bicycle-Friendly Street	Valley
Valerio St	150' E/O 405 Frwy	140' w/o Ventura Canyon Av	2.53	Neighborhood	Bicycle-Friendly Street	Valley
Valley Circle Bl	Plummer St	Roscoe Bl	2.61	Neighborhood	Route: Future	Valley
Valley Circle Bl	Baden Av	Devonshire St	0.63	Neighborhood	Bicycle-Friendly Street	Valley
Valley Spring Ln	Cahuenga Bl	Forman Av	0.50	Neighborhood	Bicycle-Friendly Street	Valley
Valley Vista Bl	Nestle Av	White Oak Av	0.76	Neighborhood	Bicycle-Friendly Street	Valley
Valley Vista Bl	Woodley Av	Densmore Av	0.35	Neighborhood	Bicycle-Friendly Street	Valley
Valley Vista Bl	Woodvale Rd	Sherman Oaks Av	0.25	Neighborhood	Bicycle-Friendly Street	Valley
Valley Vista Bl	Sepulveda Bl	Ventura Bl	3.52	Neighborhood	Bicycle-Friendly Street	Valley
Valmar Rd	Mulholland Dr	Ventura Co Line (Peacock Ct)	0.40	Neighborhood	Lane: Existing	Valley
Van Ness Av	Harold Way	Fountain Av	0.32	Neighborhood	Bicycle-Friendly Street	Central/South
Van Ness Av	La Mirada Av	2nd St	1.56	Neighborhood	Bicycle-Friendly Street	Central/South

Street Name	From	To	Miles	Network	Status	Area
Van Ness Av	La Mirada Av	Fountain Av	0.07	Neighborhood	Route: Existing	Central/South
Van Ness Av N	Fountain Av	La Mirada Av	0.07	Neighborhood	Lane: Future	Central/South
Van Noord Av	Roscoe Bl	Willard St	0.23	Neighborhood	Bicycle-Friendly Street	Valley
Van Nuys Bl	101 Fwy	Valley Vista Bl	0.70	Neighborhood	Route: Future	Valley
Vanalden Av	Wilbur Av	400' n/o Metrolink Ventura County Line Bike Path	2.85	Neighborhood	Bicycle-Friendly Street	Valley
Vanalden Av	Halsted St	Halsted St	0.01	Neighborhood	Bicycle-Friendly Street	Valley
Vanalden Av	60' S/O Metrolink Ventura County I	Calvert St	3.42	Neighborhood	Bicycle-Friendly Street	Valley
Variel Av	Victory Bl	Oxnard St	0.63	Neighborhood	Route: Future	Valley
Variel Av	Rinaldi St	Plummer St	1.88	Neighborhood	Bicycle-Friendly Street	Valley
Variel Av	Bryant St	130' n/o Orange Line	2.61	Neighborhood	Bicycle-Friendly Street	Valley
Varna Av	Hart St	Vanowen St	0.30	Neighborhood	Bicycle-Friendly Street	Valley
Ventura Canyon Av	Strathern St	Strathern St	0.01	Neighborhood	Bicycle-Friendly Street	Valley
Vermont Av	Vermont Canyon Road	Hillhurst Av	0.29	Neighborhood	Bicycle-Friendly Street	Central/South
Vermont Canyon Road	Boyscout Rd	Vermont Av	0.15	Neighborhood	Bicycle-Friendly Street	Central/South
Vernon Av	Honduras St	Long Beach Av	0.04	Neighborhood	Bicycle-Friendly Street	Central/South
Veronica St	Sanchez Dr	La Brea Av	0.13	Neighborhood	Bicycle-Friendly Street	Central/South
Veteran Av	Massachusetts Av	Ayres Av	1.12	Neighborhood	Bicycle-Friendly Street	West/Central
Via Marisol	50' E/O Arroyo Dr	Bushnell Wy	0.21	Neighborhood	Bicycle-Friendly Street	Central/South
Vineland Av	Burbank Bl	Magnolia Bl	0.46	Neighborhood	Lane: Future	Valley
Vineland Av	Chandler Bl N	Chandler Bl S	0.04	Neighborhood	Lane: Existing	Valley

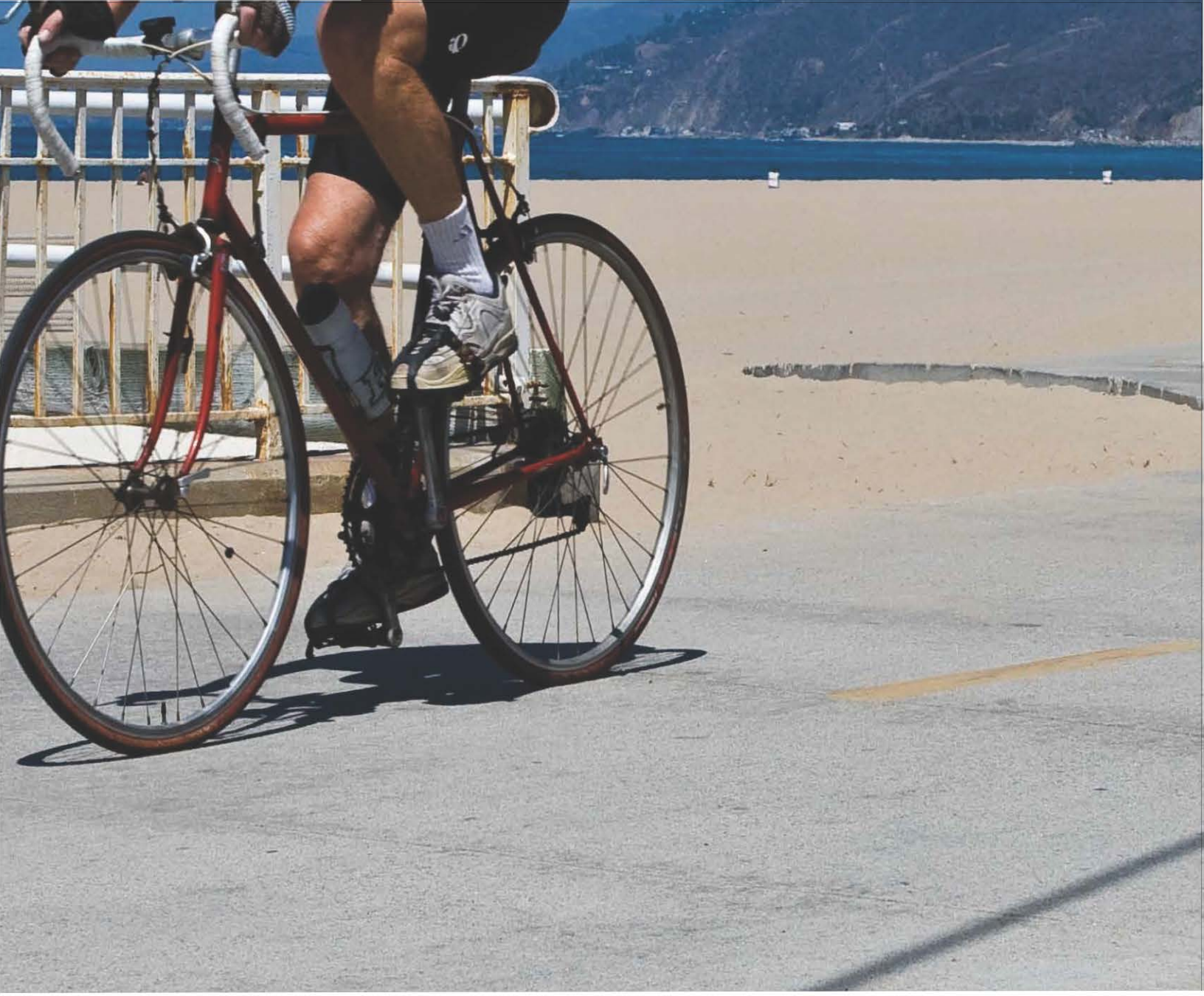
Street Name	From	To	Miles	Network	Status	Area
Vineyard Av	Venice Bl	21st St	0.71	Neighborhood	Bicycle-Friendly Street	Central/South
Vineyard Av	21st St	23rd St	0.06	Neighborhood	Bicycle-Friendly Street	Central/South
Vista Del Mar Av	Primrose Av	Dix St	0.27	Neighborhood	Bicycle-Friendly Street	Central/South
Vista Del Mar Av	Yucca St	Carlos Av	0.06	Neighborhood	Bicycle-Friendly Street	Central/South
Vista St	City Limits	Waring Av	0.25	Neighborhood	Bicycle-Friendly Street	Central/South
Wabash Av	Soto St	City Terrace Dr	0.69	Neighborhood	Route: Future	Central/South
Wabash Av	Evergreen Av	Evergreen Av	0.04	Neighborhood	Bicycle-Friendly Street	Central/South
Walgrove Av	Dewey St	Zanja St	1.25	Neighborhood	Bicycle-Friendly Street	West/Central
Walker Av	7th St	Leland St	1.33	Neighborhood	Bicycle-Friendly Street	Harbor
Wall St	98th St	107th St	0.56	Neighborhood	Bicycle-Friendly Street	Central/South
Waring	West Hollywood City Limits/La Cien	June St	3.10	Neighborhood	Bicycle-Friendly Street	Central/South
Warnall Av	Rochester Av	Eastborne Av	0.24	Neighborhood	Bicycle-Friendly Street	West/Central
Warner Dr	Capistrano Way	McCarthy Vista	0.14	Neighborhood	Bicycle-Friendly Street	Central/South
Waterford St	End of Waterford St	Church Ln	0.16	Neighborhood	Bicycle-Friendly Street	West/Central
Waterfront Dr	S Campus Center Dr	Artisans Way	0.38	Neighborhood	Lane: Future	West/Central
Wellesley Av	Ohio Av	Idaho Av	0.13	Neighborhood	Bicycle-Friendly Street	West/Central
Wells Dr	Dumetz Road	Avenida Hacienda	3.56	Neighborhood	Bicycle-Friendly Street	Valley
Wellworth Av	Westwood Bl	Glendon Av	0.06	Neighborhood	Route: Existing	West/Central
Wentworth St	Oro Vista Av	Tujunga Canyon Bl	1.13	Neighborhood	Bicycle-Friendly Street	Valley

Street Name	From	To	Miles	Network	Status	Area
West Bl	12th St	Pico Bl	0.25	Neighborhood	Bicycle-Friendly Street	Central/South
West Bl	Pico Bl	Adams Bl	1.17	Neighborhood	Bicycle-Friendly Street	Central/South
West Bl	Floresta Av	Florence Av	1.51	Neighborhood	Bicycle-Friendly Street	Central/South
Westdale Av	Eagle Rock Bl	Campus Rd	0.18	Neighborhood	Bicycle-Friendly Street	Central/South
Western Av	Elmwood Av	Oakwood Av	0.05	Neighborhood	Bicycle-Friendly Street	Central/South
Western Av	24th St	22nd St	0.12	Neighborhood	Bicycle-Friendly Street	Central/South
Western Av	42nd St	42nd Pl	0.09	Neighborhood	Bicycle-Friendly Street	Central/South
Western Av	60th St	60th Pl	0.01	Neighborhood	Bicycle-Friendly Street	Central/South
Western Av	Florence Av	98th St	1.91	Neighborhood	Bicycle-Friendly Street	Central/South
Western Av	Los Feliz Bl	Franklin Av	0.16	Neighborhood	Lane: Future	Central/South
Western Canyon Road	Observatory Rd	Moco Ln	1.62	Neighborhood	Bicycle-Friendly Street	Central/South
Westgate Av	Ohio Av	Texas Av	0.23	Neighborhood	Route: Existing	West/Central
Westhaven St	Hauser Bl	Harcourt Av	0.81	Neighborhood	Bicycle-Friendly Street	Central/South
Westholme Av	Hilgard Av	Santa Monica Bl	1.26	Neighborhood	Bicycle-Friendly Street	West/Central
Westholme Av	Santa Monica Bl	Hilgard Av	1.26	Neighborhood	Route: Existing	West/Central
Westlawn Av	Beatrice St	Bluff Creek Dr	0.39	Neighborhood	Bicycle-Friendly Street	West/Central
Westmont Dr	Western Av	Gaffey St	1.06	Neighborhood	Route: Existing	Harbor
Westmoreland Av	7th St	Pico Bl	0.86	Neighborhood	Bicycle-Friendly Street	Central/South
Westmoreland Av	Pico Bl	17th St	0.28	Neighborhood	Lane: Future	Central/South

Street Name	From	To	Miles	Network	Status	Area
Westpark Dr	Addison St	Hesby St	0.06	Neighborhood	Bicycle-Friendly Street	Valley
Weyburn Av	Le Conte Av	Selby Av	0.03	Neighborhood	Bicycle-Friendly Street	West/Central
Weyburn Av	Tiverton Av	Glendon Av (w/b)	0.08	Neighborhood	Route: Existing	West/Central
Weymouth Av	Western Av	19th St	1.08	Neighborhood	Bicycle-Friendly Street	Harbor
Wheatland Av	McBroom St	Ormond St	1.52	Neighborhood	Bicycle-Friendly Street	Valley
Wheatland Av	McBroom St	Wentworth St	0.12	Neighborhood	Bicycle-Friendly Street	Valley
White Oak Av	San Fernando Mission Bl	Plummer St	2.00	Neighborhood	Bicycle-Friendly Street	Valley
White Oak Av	Nordhoff St	Parthenia St	0.50	Neighborhood	Bicycle-Friendly Street	Valley
White Oak Av	Chase St	Roscoe Bl	0.26	Neighborhood	Bicycle-Friendly Street	Valley
White Oak Av	White Oak Av	White Oak Av	0.34	Neighborhood	Bicycle-Friendly Street	Valley
Whitsett Av	Saticoy St	Saticoy St S	0.27	Neighborhood	Bicycle-Friendly Street	Valley
Whitworth Dr	Beverly Dr	Curson Av	2.23	Neighborhood	Bicycle-Friendly Street	West/Central
Wilbur Av	Chatsworth St	Tampa Av	2.14	Neighborhood	Lane: Future	Valley
Wilbur Av	Nordhoff St	Chatsworth St	2.01	Neighborhood	Lane: Existing	Valley
Wilbur Av	Chatsworth St	Tampa Av	2.14	Neighborhood	Route: Existing	Valley
Wiley Post Av	La Tijera Bl	Airlane Av	0.46	Neighborhood	Bicycle-Friendly Street	West/Central
Will Rogers St	Airlane Av	Westchester Pkwy	0.30	Neighborhood	Bicycle-Friendly Street	West/Central
Willaman Dr	3rd St	City Limits	0.27	Neighborhood	Bicycle-Friendly Street	West/Central
Willard St	Van Noord Av	Coldwater Canyon Av	0.06	Neighborhood	Bicycle-Friendly Street	Valley

Street Name	From	To	Miles	Network	Status	Area
Willis Av	Chase St	Metrolink Ventura County Line Bike Path	0.79	Neighborhood	Bicycle-Friendly Street	Valley
Willoughby Av	Croft Av	Orlando Av	0.06	Neighborhood	Bicycle-Friendly Street	Central/South
Wilmington Av	97th St	Imperial Hwy	1.29	Neighborhood	Bicycle-Friendly Street	Central/South
Wilmington Bl	Q St	Q St	0.03	Neighborhood	Bicycle-Friendly Street	Harbor
Wilmington Bl	L St	L St	0.02	Neighborhood	Bicycle-Friendly Street	Harbor
Wilton Pl	Country Club Drive	Pico Bl	0.15	Neighborhood	Bicycle-Friendly Street	Central/South
Wilton Pl	Pico Bl	18th St	0.38	Neighborhood	Bicycle-Friendly Street	Central/South
Wilton Pl	54th St	62nd St	0.65	Neighborhood	Bicycle-Friendly Street	Central/South
Windward Av	Park Row	Riviera Av	0.18	Neighborhood	Bicycle-Friendly Street	West/Central
Woodlawn Av	Washington Bl	Martin Luther King Jr Bl	0.05	Neighborhood	Bicycle-Friendly Street	Central/South
Woodley Av	Nordhoff St	Sherman Way	2.40	Neighborhood	Lane: Future	Valley
Woodley Av	Balboa Bl	Rinaldi St	2.08	Neighborhood	Bicycle-Friendly Street	Valley
Woodley Av	Dickens St	Valley Vista Bl	0.13	Neighborhood	Bicycle-Friendly Street	Valley
Woodley Av	Rinaldi St	Nordhoff St	3.00	Neighborhood	Lane: Existing	Valley
Woodley Av	Sherman Wy	Victory Bl	1.00	Neighborhood	Lane: Existing	Valley
Woodley Av	Sherman Wy	Nordhoff St	2.38	Neighborhood	Route: Existing	Valley
Woodrow Wilson Dr	Laurel Canyon Bl	Mulholland Dr	2.65	Neighborhood	Bicycle-Friendly Street	Valley
Woodvale Road	High Valley Pl	Haskell Av	0.57	Neighborhood	Bicycle-Friendly Street	Valley
Workman St	Pasadena Av	Alhambra Av	1.15	Neighborhood	Bicycle-Friendly Street	Central/South

Street Name	From	To	Miles	Network	Status	Area
York Bl	Delevan Dr	Ellenwood Dr	0.40	Neighborhood	Bicycle-Friendly Street	Central/South
Yosemite Dr	Eagle Rock Bl	Figueroa St	1.49	Neighborhood	Route: Future	Central/South
Yucca St	Argyle	Vista Del Mar Av	0.08	Neighborhood	Bicycle-Friendly Street	Central/South
Zelzah Av	Chase St	Sherman Wy	1.69	Neighborhood	Bicycle-Friendly Street	Valley
Zelzah Av	Gault St	Burbank Bl	1.84	Neighborhood	Bicycle-Friendly Street	Valley
Zonal Av	Mission Rd	Cornwell St	0.49	Neighborhood	Route: Future	Central/South
Gaffey St	W Channel St	22nd St	1.62	None	Route: Existing	Harbor



City of Los Angeles 2010 Bicycle Plan