

Programs – PLANNING

Programs in the planning category identify areas, corridors, and routes for future integration into existing and proposed transportation networks and zones. In doing so, the programs focus on increasing access to significant community facilities, transit/activity centers, and destinations. They also distinguish between corridors appropriate for goods movement as opposed to pedestrian or slow-school zones.

Regional Transportation Plan (RTP). Coordinate with Metro and SCAG on the development of the Regional Transportation Plan (RTP), Sustainable Communities Strategy, and the Long Range Transportation Plan.

Truck Corridors. Identify and plan truck corridors in Community Plan updates that avoid neighborhoods and schools.

Overweight Corridors. Designate Alameda and Santa Fe as overweight corridors to accommodate heavier loads.

Transit Circulators. Identify locally serving circulators (i.e. DASH) in Community Plans to increase access to the Transit Enhanced Network and area amenities including medical facilities.

Access to Centers. Promote the development of transit alignments and station locations which maximize transit service to activity centers and allow for the concentration of development within regional centers, community centers, major economic activity areas and along mixed-use boulevards serviced by transit investments.

Neighborhood Access. Work with senior service and residential providers to ensure that neighborhoods surrounding senior centers and residential communities include continuous, predictable and safe sidewalks, intersections, bikeways, and transit support facilities. *Improve sidewalk conditions, pedestrian crosswalks at intersections and transit stop/stations to make it easier for residents to walk, bike, or take transit.*

Pedestrian Improvements. Designate pedestrian overlay areas and identify needed pedestrian improvements around community facilities, schools and locations in Community Plan updates. *Pedestrian improvements consist of street lighting, trees, benches, trash cans, and other amenities that make the street a more inviting space for pedestrians.*

Urban Walking Zones. Designate urban walking zones in Community Plan Updates with streetscape improvements, wider sidewalks, and maximum pedestrian convenience and safety.

Car-Free Zones. Identify temporary and/or permanent opportunities to establish car free zones in select locations around the City.

Slow-School Zones. Designate Slow-School Zones in Community Plan Updates with streetscape improvements, wider sidewalks, bicycle friendly street treatments, and other features to calm traffic in and around schools and maximize pedestrian and bicycle convenience and safety.

For more information:

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staff contact | My La: my.la@lacity.org



Network Additions. Identify and designate bicycle, and transit enhanced streets and pedestrian enhanced designation areas in Community Plan updates to provide local complements to the Citywide Transit and Bicycle Enhanced Networks and Pedestrian Enhanced Destinations. *Ensure that local bicycle streets and transit networks are included in the Citywide networks.*

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.

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.

Green Network, Los Angeles River Path. 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.

Bicycle Lanes. Continue to plan and install bicycle lanes as part of the implementation of the Bicycle Plan in the Backbone and Neighborhood Networks. This program in part of the larger policy to reduce automobile trips and greenhouse gas emissions by making 5% of all daily trips and 3% of commute trips bicycle trips by 2020.

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.

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 peak hour travel lane on Transit/Priority Bicycle Priority Streets, install only where feasible.

Bicycle Routes: Shared Lane Markings. Upgrade existing routes with shared lane markings and signage to increase motorist awareness of bicycle presence.

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.

Mountain Bicycle Access Program. Pursue opportunities for mountain bicycle access that may exist on land within and adjacent to the City of Los Angeles.

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.

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Bicycle Funding Priority Grading System. Potential projects for the Five Year Implementation Strategy shall be based upon a 20-point Grading System. Points are awarded to projects in the Backbone or Neighborhood Networks, or School Strategic Plan. Bikeway projects in communities with low-income housing and those that fill a gap in an existing bikeway corridor are also given points. (For specific details, see the 2010 Bicycle Plan).

Selection Process. Utilize the BFPGS 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.

Bicycle Plan Implementation Team. Continue the 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.

Bicycle Sharing Network-Job Access and Reverse Commute Program (JARC) Grant-initial opportunity. Utilize JARC grant funding to develop initial Bicycle Share Network.

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