

# West Hollywood Bicycle Task Force Report



## Recommendations to City Council

November 21, 2011  
Long Range & Mobility Planning Division



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## FORWARD

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In many communities worldwide, cycling has taken a front and center role in local efforts to reduce auto congestion, reduce greenhouse gas emissions, enhance mobility and improve public health. Local governments are working to create safer cycling environments that address the needs of all different user levels – the experienced and confident adult, the casual and cautious, seniors and children. Cities are improving bicycle infrastructure and providing bike facilities to get people out of their cars, onto their bicycles, and moving towards a healthier lifestyle.

West Hollywood is well poised to make significant changes to its existing bicycle infrastructure. The recently adopted General Plan 2035 and Climate Action Plan contains goals, policies and important measures designed to improve mobility options and reduce traffic and greenhouse gas emissions.

The City is an established leader in sustainability. West Hollywood community members have increasingly voiced their support of environmental sustainability. In response, the City of West Hollywood adopted a ground breaking Green Building ordinance, and soon after formed an Environmental Task Force which published a report offering a numerous options for the City to follow.

Bicycling has emerged as a feasible and cost effective solution that can reduce auto congestion and bring foot traffic to our local businesses.

This report provides yet another opportunity: West Hollywood is now set to usher in a new era in mobility, and to continue to set an example for others to follow.

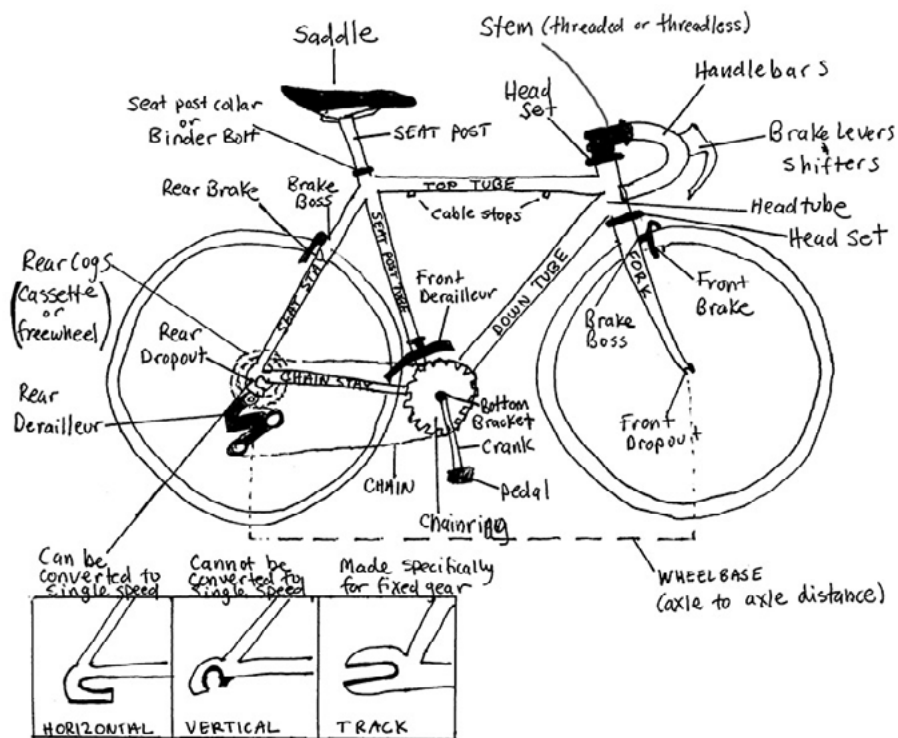


*Bicycle frames awaiting assembly for their new owners. Photo courtesy of the Bicycle Kitchen (Los Angeles)*

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# INTRODUCTION

When the Bicycle Task Force (BTF) was created in November 2010, the City was in the final stages of its first comprehensive General Plan update since the establishment of the City in 1984. The General Plan update included a multi-year outreach effort to gather input from community stakeholders. Staff heard from the community on many issues during this outreach process and improving traffic and mobility was consistently voiced as one of the leading goals.

Inspired by these voices from the community and a nationwide trend, City Council directed the creation of the West Hollywood BTF. The BTF is comprised of 18 members, representing a wide spectrum of community interests, and representation from City commissions.

<b>Bicycle Task Force Members</b>	
David Aghaei	Stacey Jones
John Adler	Brad Keistler
Alan Bernstein	Ryan Leaderman
Kevin Burton	Tess Lotta
Irwin Chodash	Taylor Nichols
Chris Clarkin	Victor Omelczenko
Ron Durgin	Alison Regan
Elyse Eisenberg	Scott Van Sooy
Rob Goubeaux	Stephen Wayland

The Bicycle Task Force was charged with preparing a range of recommendations to improve bicycle mobility throughout the City, and to develop recommendations for community education on bicycle safety. The BTF met over a period of 12 months to discuss how to best implement a bike program in West Hollywood. Specific goals established by the City Council for the BTF included:

1. Learn and duplicate best practices from other cities with successful bike programs;
2. Identify local routes for various types of bike lanes to expand and modify existing routes;
3. Educate the community on cycling and pedestrian safety.

This report summarizes the BTF recommendations which are included in their entirety as Appendix B. The City Council prepared a list of goals for the BTF that included learning best practices in bicycle transportation, and to develop of a series of specific recommendations for improving bicycle facilities, education, safety, and programming in the City of West Hollywood (Appendix A).

An important educational component of the BTF was listening to the presentations given by City staff and leaders in the bicycle planning community regarding best practices and community efforts within West Hollywood and within other communities. The BTF heard presentations from experts in the field, addressing topics on bicycle transportation, funding sources, bicycle safety, local and regional bicycle projects, and non-profit organizations. These presentations provided subcommittees with valuable background information on which to thoughtfully and knowledgeably base their recommendations. The BTF hosted presentations by the following individuals:

Alan Thompson -	Senior Regional Planner, Southern California Area Governments
Helen Collins -	Senior Administrative Analyst, City of West Hollywood Public Facilities Division
Ryan Snyder -	President, Ryan Snyder and Associates
Alexis Lantz -	Planning and Policy Director, Los Angeles County Bicycle Coalition
Harlan Flagg -	Owner, Hollywood Electrics, West Hollywood
Danny Roman -	Owner, Bikes and Hikes, West Hollywood
Anthony Jusay -	Transportation Planning Manager Bike Program, METRO
Rye Baerg -	Administrative Intern, METRO
Michelle Mowery -	Senior Project Coordinator, Bicycle Outreach and Planning, LADOT
Ken Yanecko -	Deputy, BEAR Program, Los Angeles County Sheriff's Department

The Task Force formed three subcommittees to focus discussion on specific topics:

- **Infrastructure**
- **Safety and Education**
- **Programs/Implementation and Funding**

The subcommittees were responsible for 1) establishing goals to organize their subcommittee's activities and 2) identifying and prioritizing appropriate changes to improve cycling in West Hollywood.

### Goals

Four primary goals were identified by the BTF:

1. Enhance cycling as a safe, healthy and enjoyable form of transportation and recreation;
2. Increase the number and types of cyclists who commute in and through the City;
3. Reduce auto congestion throughout the City; and
4. Provide infrastructure improvements to increase safety and connectivity.

### Organization of the Report

This report contains a summary of the Bicycle Task Force recommendations. The Subcommittee Recommendations Table (Page 20) lists objectives, actions, and recommended timeframes for selected subcommittee recommendations. The full individual subcommittee reports produced by the BTF, as well as the BTF Proposed Bicycle Infrastructure Map (page 19), provide extensive background information and details specific locations, best practices, and suggested priorities for implementation. Appendix B contains the three subcommittee reports, Section VII contains a glossary of terms, and Appendix A contains the BTF scope of work.

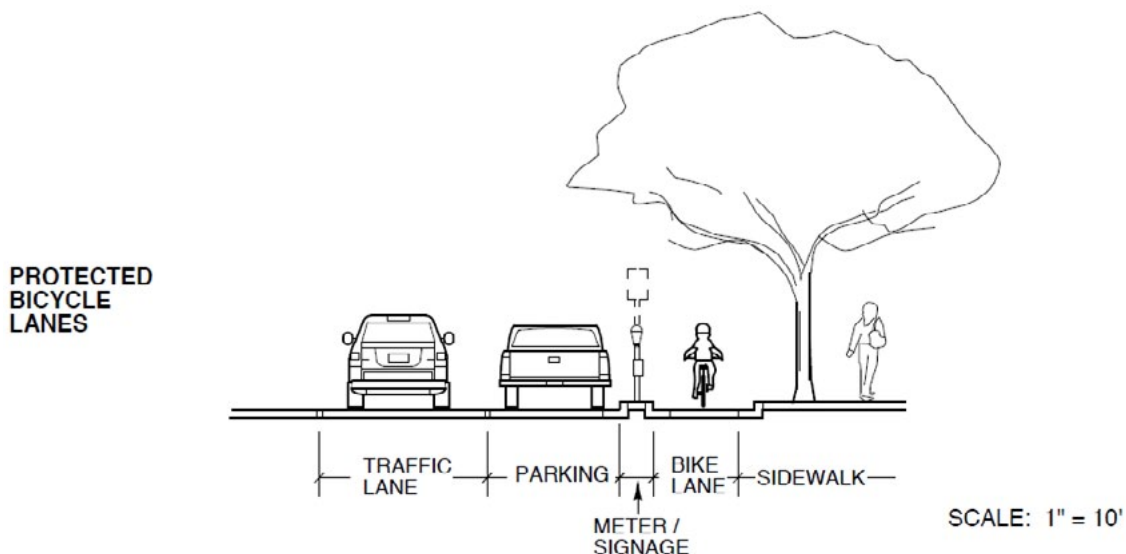
## FINDINGS AND RECOMMENDATIONS

During the past few years various City policy documents have identified the need to improve bicycle infrastructure and safety. The Environmental Task Force concluded in its 2008 report that the City should create bicycle priority streets and update the Zoning Ordinance with regulations that address bicycle facilities and safety. The General Plan 2035 and Climate Action Plan also include policies and programs to guide the City towards becoming a bicycle-friendly destination. The BTF recommendations build on existing and past City efforts, such as the 2003 West Hollywood Bicycle and Pedestrian Mobility Plan, to reduce auto congestion, increase bicycle ridership, and make West Hollywood a more sustainable and environmentally friendly city. West Hollywood is a dense, built-out city and is well poised to embrace multi-modal transportation to alleviate auto congestion, provide mobility options and to improve quality of life, as well as public health.

*Whenever I see an adult on a bicycle,  
I have hope for the human race.*

*- H.G. Wells*

Many of the recommendations contained in this report are ambitious and will require collaboration from the various user groups that share the City's streets to implement. In order to implement these recommendations they would have to be brought in line with the directives of the General Plan and the 2003 Bicycle and Pedestrian Mobility Plan would have to be updated.





*West Hollywood can accommodate pedestrians, bicyclists, transit users, motorists, children, the elderly, and the disabled in City streets.*




## → **Infrastructure Subcommittee**

The Infrastructure Subcommittee's recommendations have the potential to create the most visible physical changes to the urban landscape of the City. The Infrastructure Subcommittee proposes modifications to several key West Hollywood streets to create new bike lanes and to create bicycle-friendly streets throughout the City. All suggested roadway improvements are illustrated in the Proposed Bicycle Infrastructure Map, page 19. In addition, the Infrastructure Subcommittee recommends upgrading existing bicycle markings, signage and other graphics; expanding bicycle parking options; installing bicycle boxes at intersections; employing reverse angle parking, and creating bicycle friendly channels at existing traffic barriers.


Successful implementation will require community outreach and education and would be an integral component of the City's efforts to implement some of the more significant bicycle infrastructure improvements. Bicycle education will also be very important as more people turn to bicycling as a mode of transportation. The Infrastructure Subcommittee recommendations should be implemented in conjunction with those outlined in the Bicycle Education and Safety section.





The Infrastructure Subcommittee recommendations refer to three standard types, or classes, of bike lanes as summarized in the following table.

<p><b>Class I: Protected Bike Lane</b></p>	<p>Provides a completely separated right of way for the exclusive use of bicycles and pedestrians with cross-flow from vehicles minimized. Typically separated with barrier such as medians or plastic bollards.</p>	
<p><b>Class II: Unprotected Bike Lane</b></p>	<p>Provides a striped lane for bicycle travel on a street or roadway.</p>	
<p><b>Class III: Bike Route w/Sharrows</b></p>	<p>Provides for shared use with bicycle or motor vehicle traffic on streets and roadways: route signage and wayfinding, loop detection systems at controlled intersections, increased road surface standards for smoother cycling, and sharrow graphics indicating that drivers and cyclists must share the lane.</p>	

Additional Bicycle Friendly roadway applications include:

<p><b>Bicycle-Friendly Streets:</b></p>	<p>Bicycle friendly streets or boulevards in general carry less vehicle traffic and are typically located on residential streets and feature infrastructure such as curb extensions, chicanes, sharrows and traffic circles to serve the dual purpose of increasing bike and pedestrian safety while reducing cut-through traffic.</p>	
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<p><b>Bicycle Boxes:</b></p>	<p>Bicycle boxes are painted areas (usually green) that identify where cyclists should wait at intersections in front of motorists to increase their visibility to motorists.</p>	
<p><b>Green Conflict Stripe:</b></p>	<p>A transition area where conflict may occur. This may be a solid stripe near a right turn lane, or green zebra striping as pictured.</p>	

**Key Roadway Priorities**

The following are the Infrastructure Subcommittee’s main priorities for five key locations in the City’s street network. Additional improvements are also shown on the Proposed Bicycle Route Map (page 19)

- Fountain Avenue  
Road Diet
  - Transform the four-lane street into a three-lane configuration with a dedicated center turn lane to calm traffic and allow for installation of a Class II striped bike lane to provide better non-motorized access to Plummer Park as well as the small commercial portion of Fountain Avenue near Hayworth Avenue. The proposed restriping changes on Fountain Avenue correspond with the changes outlined for the Los Angeles portion of Fountain Avenue shown in the City of Los Angeles five-year Bike Plan, and correspond with Los Angeles’ land configuration.
  - A road diet (see glossary) is recommended to accommodate a striped bike lane and to shorten crossing distances for pedestrians.

- San Vicente Boulevard  
The recommended bicycle improvements along San Vicente Boulevard coincide with the recent completion of the new West Hollywood Library and the completion of the new Red Building of the Pacific Design Center.
  - Between Santa Monica Boulevard and Beverly Boulevard, install and/or upgrade the existing Class III bikeway to a Class II striped bike lane to connect numerous activity areas and create a major north-south bicycle route.
  - From Sunset Boulevard to Santa Monica Boulevard, upgrade the Class III bike lane to a Class II bike lane in the northbound/uphill direction while maintaining the existing Class III bike lane in the southbound/downhill direction. Connect to existing bike lanes on Santa Monica Boulevard.
  - Remove one lane of traffic and add a center turn lane to expand the sidewalk on each side of the street from Sunset to Santa Monica Boulevard only.

- Vista and Gardner Streets

This wide residential street segment traverses Santa Monica Boulevard, with Gardner Street to the north and Vista Street to the south. This north/south street segment spans from Fountain Avenue to Romaine Street.

- Install a Class II striped bicycle lane with reverse angled parking (See glossary). No removal of parking.

- Fairfax Avenue

- Install a striped Class II protected bike lane on Fairfax Avenue between Sunset Boulevard and Willoughby Avenue. This would create a north-south route through the City that would serve the east end of West Hollywood. It would connect to the existing Class III bike route on Sunset Boulevard, the proposed Fountain Avenue bike lane, and to the proposed bike lanes on the eastern segment of Santa Monica Boulevard. The bike lane would improve connections to nearby commercial destinations such as The Grove and Farmer's Market, as well as to nearby schools.

- A road diet (see glossary) is recommended to accommodate a striped bike lane and to shorten crossing distances for pedestrians.

- Santa Monica Boulevard

Santa Monica Boulevard is a major arterial in the greater Los Angeles area and must balance all travel modes with care. Currently many cyclists traverse the existing bicycle lane on the Boulevard, which is an inconsistent route, that varies from bike lane to sidewalk creating a circuitous travel pattern impeding both pedestrian safety and vehicle flow. The high pedestrian and automobile volumes on Santa Monica Boulevard require careful planning of bicycle lanes and pedestrian facilities to minimize potential conflict areas. Some of the more ambitious recommendations included will require outreach, further study for feasibility and collaboration with the business community to implement.

- East side: Install new Class II bike lanes between La Brea Avenue and Vista-Gardner Streets. Remove parking spaces and passenger loading zones to accommodate the bike lane. A striped bike lane in each direction on Santa Monica Boulevard will connect with proposed City of Los Angeles bicycle lanes.
- Mid-City: Remove metered on-street parking in certain segments of the Boulevard to allow for new Class II bike lanes.
- West side: Extend Class II striped bike lanes from Almont Drive to Doheny Drive at the City's boundary. This will allow for an uninterrupted bicycle connection from the western boundary with Beverly Hills through to the eastern border with Los Angeles.



### **Bicycle-Friendly Design Elements**

The design and improvement of the public right of way, including sidewalks, parking for cars and bicycles, travel lanes, and signage, is a critical component of creating a bicycle-friendly community. Appropriate amenities can make bicycling more convenient, comfortable, and safe for commuters and recreational cyclists, and improve the quality of life on our urban streets and neighborhoods. The Bicycle Task Force recommends that the City seek to incorporate the following design elements as part of a comprehensive approach to improving the bicycle network.

- Bicycle markings, Signage and Graphics  
Install citywide to increase visibility of bicycles for both vehicles and pedestrians and help to better organize the behavior of cyclists.
- Bicycle Boxes  
Bicycle boxes allow for bicyclists to get ahead of traffic and into the drivers sight line, while providing an additional buffer between pedestrians and vehicles.
- Bicycle Parking  
Install bicycle corrals, bike racks, and replace old parking meters with bicycle racks as feasible. The Task Force also recommends creating new Zoning Ordinance standards for bicycle parking (See full Infrastructure subcommittee report for details, Appendix B, section i).
- Reverse Angled Parking  
Reverse angled parking greatly improves the safety of cyclists without loss of parking. The automobile reverses into an angled parking space which allows for a good sight line when exiting, allows for people to exit the car with direct access to the sidewalk or public right-of-way without exposing them to traffic. Bike lanes would be striped between the reverse parking and the street.

- Bicycle Channels

A bicycle channel is a roadway that is blocked to vehicular traffic but allows for passage of bicycles and pedestrians. They are devices that reduce traffic and increase pedestrian and bicycle safety. The standard passage width recommended passage is 48 inches.



In addition to the major infrastructure street improvements recommended by the BTF, Class II and III bike lanes (sharrows), and bicycle friendly route designations are recommended in the following areas:

<b>Additional Long Term Bicycle Lane Improvements (refer to map)</b>	
Class II	Holloway Dr (unprotected), Sweetzer Ave (unprotected) from Fountain Ave to Santa Monica Blvd, Robertson Blvd (unprotected) from Santa Monica Blvd to Beverly Dr, La Brea Ave (unprotected)
Class III (Sharrows)	Sherwood Dr – Huntley Dr – Melrose Ave, Almont Dr, Cynthia St, Sunset Blvd, Melrose Ave, Palm Ave
Bicycle Friendly	Romaine St, Norton Ave, Almont Dr, Rosewood Ave, Edinburgh Ave, Sweetzer Ave from Santa Monica Blvd to Willoughby Ave, Formosa Ave, Laurel Ave, and Orlando Ave, from Holloway Dr via Westmount Dr and Westbourne Dr to Santa Monica Blvd

## → **Bicycle Education and Safety Subcommittee**

The objectives of the BTF recommendations are to create and develop a robust bicycle community; to make West Hollywood a destination for cyclists, not a shortcut; and to seek opportunities for bicycle accessibility and bicycle safety education. Promoting the benefits of cycling to the community as cycling can improve mobility, public health, and support our business community by bringing much needed “foot” traffic to our streets.



The recommendations from the Education and Safety Subcommittee focused on programmatic improvements primarily stemming from the 2003 West Hollywood Bicycle and Pedestrian Mobility Plan. The 2003 Plan provides the City with numerous recommendations to increase public awareness, education and promotional opportunities that can increase the safety of the bicyclist and boost ridership. The Safety and Education subcommittee recommendations highlight the need to update and fully implement the 2003 Bicycle & Pedestrian Mobility Plan to improve bicycle safety.

**The Six E's** – The following is commonly used in the bicycle community as the basic tenets of a strong bicycle program:

1. **Encouragement** – Educating by means of fun, supportive and engaging programs.
2. **Enforcement** - Low-cost/high-benefit, enforcement can increase bicycle mode share and reduce injuries and fatalities.
3. **Engineering** – Install striping and standard bicycle infrastructure such as signage, pavement markings and signals to increase connectivity on all bike corridors.
4. **Evaluation** – Create transparency and accountability in implementing Task Force recommendations, along with other city policy documents with bike related goals.
5. **Education** – The bicycle is subject to the same rules of the road as the automobile. Educating the community about the rules of the road is a critical piece of the larger goal of increasing bicycle commuting and recreational cycling.
6. **Equity** – Seek to reach underrepresented groups.

The subcommittee recommends full implementation of this document as well as the following:

- Make community outreach on bicycle safety a priority. Encourage cycling through education for its environmental and social benefits.
- Encourage bicycling to all City events, and provide services such as bike valets.
- Incentivize bicycle commuting by City employees and provide adequate bicycle storage.
- Attract new riders by sponsoring first time rider events, and organized night/weekend rides.
- Encourage businesses to become more bicycle friendly and promote the League of American Bicyclist's Bicycle Friendly Business program.
- Develop a program to increase the safety of school children and improve access to schools.
- Add bicycle education as a condition of approval for all Conditional Use Permits.
- Gain support from the City for development of a permanent non-profit bicycle repair and educational organization, a permanent Bicycle Advisory Committee and a Bicycle Coordinator position, or assign a lead staff member at City Hall.
- Participate in a partnership with a private sector bicycle rental company and/or bicycle sharing program, now common in many American cities and widespread in Europe. Bicycle sharing is an opportunity to connect City neighborhoods by citing bicycle kiosks throughout the City for short trips.
- Creation of a new Bicycle/Pedestrian Coordinator position for the City is recommended to align West Hollywood's efforts with other cities in the region, such as Long Beach and Los Angeles. The coordinator would be tasked with overseeing all bicycle/pedestrian projects in the City and implementation of the BTF recommendations.



*Cycling events are a fun way to support a good cause, and also increase the confidence level of riders.*

## → Programs/Implementation & Funding Subcommittee

The Programs/Implementation & Funding Subcommittee provided a list of criteria for ranking bicycle projects and strategies to help implement recommendations. This subcommittee encourages the City to pursue all funding available from both state and federal programs help fund bicycle and pedestrian related improvement projects.

Many of the newly proposed recommendations of the Task Force are already being implemented by the City's Long Range Planning and Mobility Division, including the following:

- Bike valet at the West Hollywood Book Fair;
- Support of new West Hollywood Bicycle Coalition;
- Participation with regional agencies on bicycle planning efforts;
- Obtained grant funding from OTS to fund a joint bicycle education program between West Hollywood, Burbank and Santa Monica;
- Coordination of efforts with the Westside Council of Governments (COG);
- Working with existing projects to improve bicycle parking.

In Appendix B, (section iii.) the Programs/Implementation & Funding subcommittee lists five competitive grant funded programs as well as their application timelines to aid in preparing for grant application deadlines. The five main recommended grant types are:

1. Federal Highway Safety Improvement Projects (HSIP)
2. Office of Traffic Safety (OTS)
3. Metro Call for Projects (CFP)
4. State Legislated Safe Routes to Schools (SR2S)
5. Federal Safe Routes To Schools (SRTS)

In addition, the report contains various funding source opportunities, as well as key contacts, project eligibility requirements, and local financial matching requirements. Finally, it contains a list of online resources.

The subcommittee's recommendations outline a process in which the City can prioritize, fund and implement programs to develop bicycle infrastructure facilities, improve the safety of bicyclists and pedestrians, and educate motorists and cyclists on their rights and responsibilities in sharing the public roadways. Therefore, one of the ways short term goals for the City could be achieved would be to create a Bicycle/Pedestrian Mobility coordinator.



*A commuter loads his bike onto a Santa Monica Blvd bus on Bike-to-Work Day*



West Hollywood is already recognized as one of the most walkable cities in California by walkscore.com. As a pedestrian-friendly city, West Hollywood is well positioned to build upon its success in pedestrian mobility by taking steps to promote cycling, and evolve into a model of what can be accomplished through thoughtful, multi-modal planning.

The BTF Programs/Implementation Subcommittee created a ranking system in their subcommittee report to determine project priorities and to assign realistic timelines for implementation. The ranking system is intended for use by the City of West Hollywood. For example, infrastructure projects within each scheduling category can be ranked on a weighted point system using a 10-point scale system, that considers cost effectiveness the most important and degree of difficulty the least

1. Cost effectiveness
2. Funding availability (local discretionary funding or grant funding)
3. Timing with other related improvements
4. Connects to, or serves an existing or proposed bicycle facility
5. Potential for reducing bicycle accidents and improving safety
6. CEQA approvals
7. Connections to parks, libraries, recreational facilities, schools and employment centers
8. Type of facility (Class I, Class II, Class III, racks, lockers, etc)
9. Support by the community/political feasibility
10. Degree of difficulty/complexity to implement or install

## NEXT STEPS

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Effective implementation of the recommendations provided in this report will require a series of coordinated tasks led by the City and its community stakeholders with continued participation in regional bicycle planning efforts. Integration of the BTF recommendations into City work plans will involve further study; cost impacts, approval of each project separately or in small groups, funding and engineering cooperation and guidance.

As directed by the General Plan 2035 and influenced by the BTF recommendations, updating the 2003 Bicycle & Pedestrian Mobility Plan is recommended to use as a guide for future bicycle planning. Implementation of the recommendations would need to consider each project in context of a comprehensive approach that reviews all aspects of a proposed project.

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# PROPOSED BICYCLE INFRASTRUCTURE MAP



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## RECOMMENDATIONS SUMMARY TABLE

Objective	Action	Timeframe <sup>1</sup>	Subcommittee
Expand access to bicycling - promote bike sharing programs	Develop public-private partnerships for bike rentals, tours, sharing to expand access to bicycling	Long term	Infrastructure
Expand bike lanes	Install Class II striped bike lanes on San Vicente Blvd	Short term	Infrastructure
	Install Class II striped bike lanes on Vista-Gardner Streets	Short term	Infrastructure
	Install Class II striped bike lanes on Fountain Ave	Medium term	Infrastructure
	Install Class II striped bike lanes on Fairfax Ave	Long term	Infrastructure
	Install Class II striped bike lanes on Santa Monica Blvd	Long term	Infrastructure
Create bicycle-friendly	Install Class II & III bike lanes per the bike route map	Short term	Infrastructure
	Install graphics and signage; i.e, sharrows, where appropriate	Medium term	Infrastructure

<sup>1</sup> Recommendations have been identified as short, medium, long-term and ongoing. The following are explained below:

Short term: Six months to one year.

Medium term: One to three years.

Long term: Three to five years.

Ongoing: The City is in the process of implementing the recommended actions, or that it will be continuous activity, without a start/stop date.

Objective	Action	Timeframe <sup>1</sup>	Subcommittee
streets	Install signage, curb extensions, median island refuges, sharrow, chicanes, etc., where appropriate	Medium term	Infrastructure
Provide adequate bike parking	Install signage, curb extensions, median island refuges, sharrow, chicanes, etc.	Ongoing	Infrastructure
Improve bicycle safety and sightlines	Install bike racks and lockers where appropriate	Medium term	Infrastructure
Implement priority recommendations	Conduct a pilot project to test reverse-angle parking; Recommended on Vista-Gardner Streets	Medium term	Infrastructure
Seek funding and establish partnerships for bicycle improvements	Conduct a pilot project to test bicycle channels as a form of traffic control	Short term	Infrastructure
Enhance City capacity to implement bicycle programs	Create prioritization criteria to rank the level of priority of Task Force recommendations	Short term	Programs/Implementation & Funding
	Apply within recommended timelines for grants: HSIP, OTS, Metro, CFP, SR2S, SRTS	Short term	Programs/Implementation & Funding
	Pursue funding opportunities and partnerships with staff and community groups for implementation and sustaining Weho Bike Program; allocate a minimum of 2% of the City's annual transportation capital budget toward support of bicycle projects and leverage of other funds	Short term	Safety & Education
	Support development of a community-based bicycle advocacy organization (West Hollywood Bicycle Coalition)	Long term	Infrastructure, Safety & Education
	Create a Bicycle Coordinator position on City staff (and seek funding)	Short term	Safety & Education + Programs/Implementation & Funding

Objective	Action	Timeframe <sup>1</sup>	Subcommittee
Provide public information and resources on bicycling	Create and maintain a bicycling page on the City of West Hollywood website that includes topics such as events, maps, safety tips, and bike project updates	Ongoing	Safety & Education
Create public awareness and education to increase safety and ridership	Continue to implement Chapter 6 of the 2003 West Hollywood Bicycle Pedestrian Mobility Plan	Short term	Safety & Education
Increase bicycle mode share	Provide bike valets and advertise its availability	Ongoing	Safety & Education
	Encourage bicycle commuting among West Hollywood employees; create incentives to promote bicycling to work and provide bike lockers	Medium term	Safety & Education
	Sponsor a 'first-time' riders event to encourage new bicycle riders	Long term	Safety & Education
	Support the development of a permanent non-profit bicycle repair/education co-op	Long term	Safety & Education
Encourage bicycle-friendly businesses	Add a bike education condition to Conditional Use Permits and encourage businesses to engage in bike friendly programs	Long term	Safety & Education
Increase demographic and modal equity	Support diversified education and safety campaigns ensure delivery and format meets the needs of a diverse population	Long Term	Safety & Education
Improve Safety and Education for kids	Work with existing B.E.A.R. program operated by the Sheriff's department to implement a Safe Routes to School Program in all West Hollywood Schools	Long Term	Safety & Education

## SUBCOMMITTEE MEMBERS

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### Infrastructure Subcommittee

Taylor Nichols (*Subcommittee Chair*)  
Alan Bernstein (*Planning Commission*)  
Brad Keistler  
Ryan Leaderman  
Alison Regan  
Scott Van Sooy  
Stephen Wayland (*Transportation Commission*)

### Programs/Implementation & Funding Subcommittee

Ron Durgin (*Subcommittee Chair*)  
John Adler  
Kevin Burton  
Irwin Chodash  
Victor Omelczenko

### Safety & Education Subcommittee

Stacey Jones (*Subcommittee Chair*)  
Chris Clarkin (*Public Safety Commission*)  
Elyse Eisenberg (*Public Facilities Commission*)  
Rob Goubeaux  
Tess Lotta



*A bicycle kitchen provides an opportunity to promote safe cycling, teach bicycle maintenance, and fosters a cycling community. Photo courtesy of the Los Angeles Bicycle Kitchen.*



## GLOSSARY

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AASHTO	American Association of State Highway and Transportation Officials.
ADA	Americans with Disabilities Act.
ADT	Average Daily Traffic.
Bicycle network	Shared-use paths, bicycle lanes, bicycle routes, wide shoulders, and sometimes sidewalks.
Bicycle Facilities/ Infrastructure	Shared-use paths, bicycle lanes, bicycle routes, wide shoulders, sidewalks plus all other bicycle support facilities such as bicycle storage, lockers, crossing treatments, and street markings.
Bikeway	Shared-use path, bicycle lane, bicycle route, or wide shoulder.
Bicycle storage	Bicycle racks, locker, or other location for safety and securely storing bicycles.
BID	Business Improvement District.
BTA	California Bicycle Transportation Act.
CA MUTCD	California Manual on Uniform Traffic Control Devices.
Caltrans	California Department of Transportation.
CEQA	California Environmental Quality Act.
Class I/Shared-Use Path	Provides a completely separated right of way for the exclusive use of bicycles and pedestrians with cross-flow from vehicles minimized.
Class II/Bike Lane	Provides a striped lane for one-way bicycle travel on a street or roadway.
Class III/Bike Route	Provides for shared use with bicycle or motor vehicle traffic on streets and roadways.
Conditional Use Permits	A permit issued by the City that contains conditions of approval. This type of permit is often used for uses that may have impacts on the community - such as hotels, bars, and restaurants with alcohol.

Facilities	Shared-use paths, lanes, routes, sidewalks, bicycle storage, lockers, showers, crosswalks, street furniture, bike sharing kiosk, and other bicycle amenities.
LAB	League of American Bicyclists.
Mode split or mode share	Percentage of people who choose to take different forms of transportation, such as walking, bicycling, transit or driving.
Multi-modal	Various forms of transportation including, walking, bicycling, transit, as well as by automobile or other forms.
MUTCD	National Manual on Uniform Traffic Control Devices.
OTS	Office of Traffic Safety.
Pedestrian	Someone who travels by foot or by wheelchair.
Reverse Angle Parking	Also known as back-in angled parking, this parking design requires vehicles to back into angled parking spaces, improving safety for cyclists and pedestrians.
Road Diet	The narrowing of a wide roadway by either eliminating a travel lane and/or reducing lane width to calm auto traffic and/or accommodate a bicycle lanes or pedestrian enhancements.
Routes	Shared-use paths, lanes, and sidewalks.
SAFETEA	Safe Accountable Efficient Transportation Equity Act.
Sharrow	A Street marking indicating a route that is shared between vehicles and bicycles in the same right of way.
VMT	Vehicle Miles Travelled.

APPENDIX A  
**BICYCLE TASK FORCE SCOPE OF WORK**

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**CITY OF WEST HOLLYWOOD**

**SCOPE OF SERVICES**

**WEST HOLLYWOOD BICYCLE TASK FORCE**

**Task 1: Coordinate with City staff**

- Review goals & objectives
- Refine work scope and schedule
- Form subcommittees

**Task 2: Facilitate Task Force Meetings**

- Review current policies and practices
- Review 2003 Bicycle and Pedestrian Mobility Plan
- Collect and review current available data
- Identify existing facilities/infrastructure
- Review regional bicycle infrastructure
- Review nearby cities' current bicycle infrastructure and plans

**Task 3: Identify and Evaluate Potential Options**

- Identify current and future deficiencies
- Identify and evaluate potential improvements and programs
- Identify implementation strategies

**Task 4: Recommendations to the City Council**

- Prepare report of BTF findings and evaluations
- Prepare report of BTF recommendations
- Present findings to City Council

**APPENDIX B**  
**SUBCOMMITTEE REPORTS**

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i. Infrastructure	26
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August 2, 2011

Bicycle Task Force Infrastructure Subcommittee  
Taylor Nichols  
Scott Van Sooy  
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Brad Keistler  
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Alan Bernstein

## Summary of Recommendations

- Implement Bicycle Infrastructure improvements per the route map, with highest priority given to:
  1. Fountain Avenue
  2. San Vicente Boulevard
  3. Santa Monica Boulevard
  4. Fairfax Avenue
  5. Vista-Gardner Streets
- Remaining Goals
- Implement improved bicycle infrastructure markings, signage, and other graphics
- Expand bicycle parking
- Install bicycle boxes
- Modify angled parking to reverse angle parking
- Create bicycle friendly ‘channels’ at existing traffic barriers
- Develop partnership for bike rentals, tours, and sharing to expand access to bicycling
- Create position of Bicycle or Mobility Coordinator similar to positions in Long Beach and Los Angeles to oversee and facilitate implementation of BTF recommendations

## Other Attachments

Map of existing and proposed infrastructure improvements  
Definitions

***“Every time I see an adult on a bicycle, I no longer despair for the future of the human race”  
- H. G. Wells***

Increasing auto traffic has an inverse effect on the amount of foot traffic in a community. According to the 2009 National Household Travel Survey, 41% of all trips from home are less than two miles. Ninety-eight percent of those trips are in a car. “Errandville” is the two mile radius around one’s home base where commuting by bicycle is often easier, cheaper and faster than starting a car. The tortoise beats the hare.

The City of West Hollywood is 1.9 square miles.

Air pollution, noise pollution, traffic congestion, parking, energy dependence and obesity are problems that face many communities today... including the City of West Hollywood.

***“What is striking about biking is not that it solves any particular problem but, instead, that it is part of the solution to several.  
- J. Harry Wray***

The West Hollywood Bicycle Task Force represents a commitment by the City to improving our community. A move away from the auto-centric approach of the past and toward a sustainable transportation system which supports motor vehicle use, but also enables safe use of streets by other modes of transportation, such as bicycling, walking, and mass transit.

The goals of the Task Force are to *increase, improve and enhance* bicycling in West Hollywood as a safe, healthy and enjoyable form of transportation and recreation. These goals can be achieved by making the streets safe to ride a bike, thus increasing the number and types of cyclists who commute in and through the City from Plumber Park to the Pacific Design Center.

Fear is the number one reason people give for not riding bicycles. When an automobile traveling at 40 miles per hour hits a pedestrian or cyclists it kills that person 85% of the time, if traffic is calmed to 20 mph the death rate falls dramatically to five percent according to the NHTS.

A three percent reduction in traffic can result in a 30% reduction in traffic congestion. Cities from London to Long Beach are realizing the economic and social benefits of moving people from cars to bikes. Increasing bicycle infrastructure: bike paths, bike lanes, more and safer parking and educating the public, cyclists and drivers alike, to the benefits of sharing the road are the methods they use. Their *Best Practices* have been modified to suit West Hollywood.

Cycling is a freedom of choice of transportation and civic leaders have a responsibility to support and protect all road users. Below are the BTF Infrastructure recommendations.

***“If you build it, they will come.”  
- Voice in the corn field from a Kevin Costner movie***

Fountain Avenue  
From La Cienega Boulevard to La Brea Avenue

Fountain Avenue is currently a major thoroughfare through West Hollywood. The lane configuration of this street is inconsistent in the City, changing from 1 to 2 and back again. There is no left turn lane at most of the intersections, so motorists are constantly weaving in and out of lanes to avoid left-turning vehicles, and traffic backs up behind those same vehicles. This corridor has also seen an increase in traffic volumes with high vehicle speeds during many parts of the day.

The West Hollywood Bicycle Taskforce proposes to increase the number and types of bicyclists who bicycle in the City; provide connectivity with existing, proposed and reasonably foreseeable bike improvements; and make the City of West Hollywood a bicycle friendly community. Therefore, the Bicycle Task Force proposes the following for Fountain Avenue from La Cienega Blvd. to La Brea Blvd:

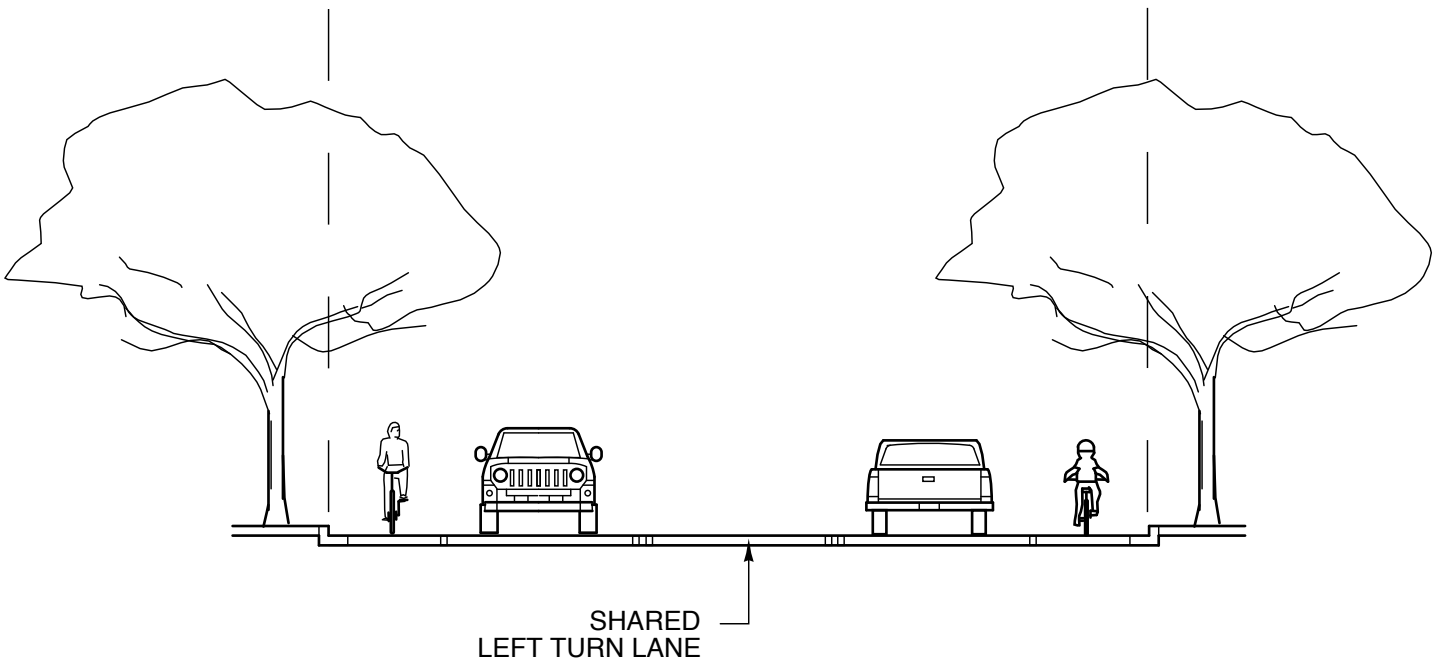
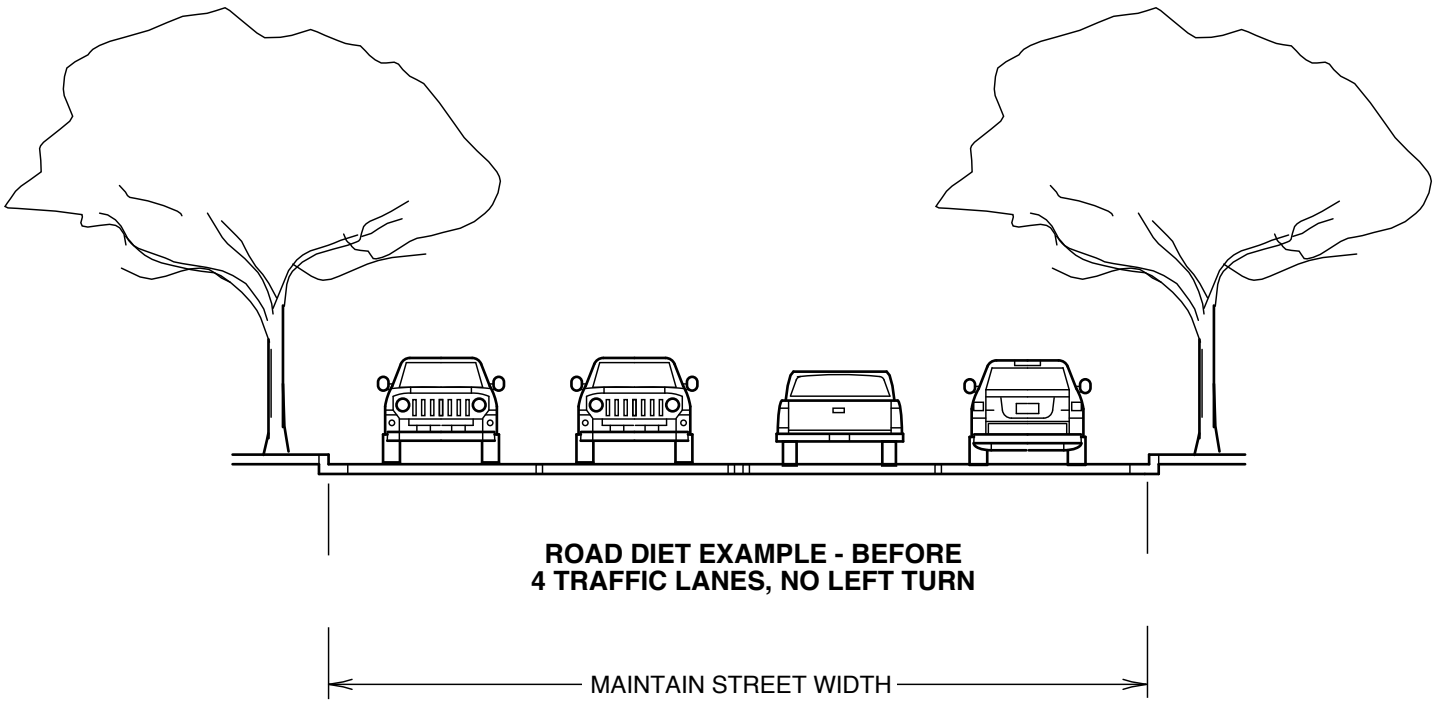
Converting Fountain Avenue from a 4-lane to a 3-lane configuration with a dedicated center turn lane to calm traffic and installing Class II protected bike lanes.

This plan will not only take more cars off the road as residents can make short trips by bicycle, it will also make motorists safer by eliminating the hazards created by stopped vehicles in a thru-lane waiting to turn left and calming the traffic to more appropriate and safe speeds.

Moreover, bike lanes on Fountain Avenue will offer critical connectivity in the City's bicycling infrastructure by allowing an alternate route to Santa Monica Blvd. where the bike lanes terminate on the east side. This proposal also mirrors the Los Angeles 5-year bicycle plan for bike lanes on Fountain Avenue in Los Angeles.

In addition, with the proposal to provide bike lanes on Sweetzer linking Santa Monica Blvd and Fountain, the bike lanes on Fountain will close the gap in the City's east-west bike lane infrastructure, allowing continuous bike travel through the entire length of the City.

If this proposal is implemented, residents in this part of the City would have enhanced access to such destinations as Plummer Park and the retail district near Hayworth Avenue.



**ROAD DIET EXAMPLE - AFTER**  
**2 TRAFFIC LANES, SHARED LEFT TURN, 2 BICYCLE LANES**



## San Vicente Boulevard

According to the National Highway Traffic Safety Administration, about 51,000 American cyclists suffered injuries as a result of encounters with motor vehicles in 2009. As a result, more vulnerable populations, such as seniors and parents who cycle with their children, are unlikely to cycle on non-marked lanes.

The Infrastructure Subcommittee of the Bicycle Task Force proposes the provision of Class II (protected) bike lanes on San Vicente Blvd. between Santa Monica Blvd. and Beverly Blvd. and a combination of a Class II (unprotected) bike lane and Class III bike route on San Vicente Blvd. between Sunset and Santa Monica. Class II bike lanes provide a striped and stenciled lane for one-way travel on a street. Class II lanes improve the visibility of bicyclists and increase safety for both motorists and cyclists through a clearly identified lane designated for bicycle use.

### From Santa Monica Blvd. to Beverly Blvd.

This portion of the project would be to upgrade the existing Class III bikeway to provide Class II (protected) bike lanes between Santa Monica and Beverly Boulevards. The bike lanes would connect several activity areas in West Hollywood, including Santa Monica Boulevard, West Hollywood Park, the Pacific Design Center, and the Beverly Center. It would also link with a planned bikeway along San Vicente Boulevard in the City of Los Angeles. San Vicente is a relatively low-volume arterial (compared to others in the City) that is a major north-south route for bicycle travel in West Hollywood. This proposed bikeway project would intersect the existing Santa Monica Boulevard Class II bike lanes and the existing Class III routes along Melrose Avenue and Beverly Boulevard. The portion of the project from Santa Monica Boulevard to Melrose is already under redesign as part of the West Hollywood Park Master Plan and incorporates Class II bike lanes as part of the redesign.

### From Sunset Blvd. to Santa Monica Blvd.

This portion of the project would enhance pedestrian access and upgrade the existing Class III bikeway between Sunset and Santa Monica Boulevards. A Class II (unprotected) bike lane would be provided in the northbound direction to provide for bicyclists traveling slowly in the uphill direction. A Class III designation would be maintained in the southbound direction. It would connect with the existing Class II (unprotected) bike lanes along Santa Monica Boulevard and serve the Sunset Strip. This section of San Vicente would be restriped to reduce the number of travel lanes to one in each direction with a continuous center turn lane. The current lane configurations will be maintained at the approaches to Sunset and Santa Monica Boulevards. Sidewalks would be widened by 3 feet on each side of the street.

## Santa Monica Boulevard

Santa Monica Boulevard is the ‘Main Street’ of the City of West Hollywood. It connects the City of West Hollywood on the west to the City of Beverly Hills and the City of Los Angeles to the east. From Flores Street to Almont Drive, there is presently a Class II (unprotected) bike lane on Santa Monica Boulevard in each the westbound and eastbound directions. To the west of the City of West Hollywood, Beverly Hills is currently making plans to improve Santa Monica Boulevard in Beverly Hills. Proposals for Beverly Hills potentially include a bike lane along Santa Monica Boulevard in one or both directions. To the west of Beverly Hills, a Class II (unprotected) bike lane exists along Santa Monica Boulevard from Century City to Sepulveda Boulevard. East of the City’s border, the City of Los Angeles has included Class II bike lanes along Santa Monica Boulevard as part of the City of Los Angeles’ 2010 Bicycle Plan, a portion of the City’s Transportation Element of the General Plan.

The West Hollywood Bike Taskforce proposes to increase the number and types of bicyclists who bicycle in the City; provide connectivity with existing, proposed and reasonably foreseeable bike improvements; make Santa Monica Boulevard a safe place to ride a bicycle; and make the City of West Hollywood a bicycle friendly community. To this end, the West Hollywood Bike Taskforce proposes the following with regard to Santa Monica Boulevard:

- Install Class II (unprotected) bike lanes along Santa Monica Boulevard between the easterly City border (east of La Brea Avenue) and Vista/Gardner

Justification: This area is characterized by several new redevelopment projects that have been approved or have been recently constructed. Due to the many development projects, each providing public parking, on-street Santa Monica Boulevard parking is not necessary, and bike lanes in each direction can take their place. Plummer Park is being renovated to provide additional parking spaces. Movietown Plaza has approved plans for a new mixed use development and copious amounts of off-street public parking will be provided on-site. The Lot provides adequate parking for uses on-site. The West Hollywood Gateway provides public parking on-site. The approved Monarch Development (Carl’s Junior) will be providing parking on-site. Along eastbound Santa Monica Boulevard, in this long stretch, there are only 20 parking spaces plus one yellow loading space and one passenger loading space. Along westbound Santa Monica, there would be a loss of 33 parking spaces plus 3 passenger loading spaces. Considering the ample public parking available or planned to be available with the number of approved and pending development projects, and the close proximity of the new parking spaces, there would be a minimal impact on businesses using these parking spaces.

Adding bike lanes here will allow connectivity to the City of Los Angeles’ proposed Santa Monica Boulevard bike lanes. Adding bike lanes here will also allow connectivity with Plummer Park and proposed bike improvements to Vista/Gardner. The City also recently removed parking spaces on Santa Monica Boulevard adjacent to The Lot to accommodate a new westbound left turn lane at Poinsettia Place. As the City has already committed to removing parking spaces to improve traffic flow for cars, why would the City not do the same for bicyclists, especially as there is limited need for those on-street parking spaces?

The loss of parking would improve traffic flow, as motorists would not slow down traffic to stop and hunt for parking on the street.

The loss of parking would also improve bike safety as opening driver's-side car doors would not be a threat to bicyclists. Further, with the removal of parking, bicyclists could ride on the roadway, and would not potentially need to ride on the sidewalk in this area, as they are currently legally permitted. This would improve pedestrian safety as well.

- Install pavement markings, such as solid and wide “bicycle green” striping between Vista/Gardner and Fairfax Avenue<sup>1</sup>

Justification: Unlike the stretch of Santa Monica Boulevard west of Fairfax Avenue, this segment has limited on- or off-street parking. There are also no current development plans that would provide large scale parking for neighborhood uses. Thus, removing parking would create more impacts than along other segments of Santa Monica Boulevard. While bike lanes would be difficult at this time due to limited alternatives for parking in this part of the City, measures to improve bicycle visibility and safety should be implemented, such as sharrows, solid and wide bicycle green striping to the left of the parking lane.

- Extend the Class II (unprotected) bike lanes along Santa Monica Boulevard from Fairfax Avenue<sup>2</sup> to Flores Street

Justification: There is sufficient right-of-way width to add bike lanes in each direction with the removal of parking spaces. With the addition of the new parking garage behind City Hall, the existing public surface lot between La Jolla and Hayvenhurst, and the proposed new parking garage part of the Walgreens development, ample parking will be provided to serve customers within a short distance of impacted businesses. Eastbound Santa Monica Boulevard between Fairfax Avenue and Flores Street only has 24 parking spaces, as there are many no parking areas already in this stretch of Santa Monica.

The most impacted area on westbound Santa Monica Boulevard is between La Jolla Avenue and Sweetzer Avenue; it has 16 parking spaces. Due to the proximity of the new City parking lot, Walgreens development, and the existing public parking lot, westbound Santa Monica Boulevard can accommodate the loss of these few parking spaces for a new bike lane. With regard to an eastbound bike lane, it can be accommodated with the removal of parking along eastbound Santa Monica Boulevard. While this would result in the loss of 46 parking spaces plus one yellow loading space (in the eastbound direction), due to the existing and proposed off-street parking spaces, there would be no impact. Of the 46 eastbound parking spaces, between Sweetzer and Crescent Heights there would be a loss of 30 parking spaces plus one passenger loading space. However, the proposed City Hall parking garage; the La Jolla public parking lot; and the proposed Walgreens development would more than

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<sup>1</sup> There are no on-street parking spaces between Fairfax Avenue and Orange Grove Dr. in either direction. Bike lanes can be extended to Orange Grove without impacting parking. If bike lanes are extended to Orange Grove, pavement markings would begin at Orange Grove.

<sup>2</sup>

accommodate the loss of on-street parking.

The loss of parking would improve traffic flow, as motorists would not slow down traffic to stop and hunt for parking on the street.

The loss of parking would also improve bike safety as opening driver's-side car doors would not be a threat to bicyclists. Further, with the removal of parking, bicyclists could ride on the roadway, and would not potentially need to ride on the sidewalk in this area, as they are currently legally permitted. This would improve pedestrian safety as well.

- Extend the Class II (unprotected) bike lanes from Almont Drive to the westerly City boundary at Doheny Drive.

Justification: The eastbound bike lane suddenly ends at Almont Drive, yet the vast majority of bicyclists are headed west and do not suddenly stop their trips at Almont Drive, a local roadway. Adding a bike lane would make it safer for bicyclists who now get squeezed by cars and opening car doors in the parking lane. A westbound bike lane can be added by slightly narrowing the extra-wide median and this would not result in the removal of any on-street parking spaces. The bike lane in the eastbound direction could be accommodated, at least in part, by restriping of the traffic lanes and a slight narrowing of the extra-wide median. The lane closest to the median is extra-wide and with re-striping, a few feet can be taken from this lane and added to a new bike lane.

## **Fairfax Avenue, Protected Bike lane**

Create a Class II, protected Bike Lane, along Fairfax Ave. North and South through the City of West Hollywood from Sunset Blvd. to Willoughby Ave.

This proposed Bike Lane will meet both of the city's needs of moving cyclists safely through West Hollywood and allowing cyclists of all abilities to connect with the city's commercial, employment and educational resources.

This bike lane will complete the City of Los Angeles' proposed Class II Bike Lanes on Fairfax Ave. North of Sunset Blvd. and South of Willoughby Ave.

The Fairfax Bike Lane will intersect with the Class III - Bike Route at Sunset, the Class II (protected) Bike Lane at Fountain, a transit connection and bike route at Santa Monica Blvd. and the Romaine and Waring Bicycle Friendly Streets.

Justification: This North/South artery connects commercial outlets on Sunset to local Churches, Larchmont Charter West Hollywood School, the Post Office and Whole Foods. By joining the City of Los Angeles Bike proposals it will connect West Hollywood to Fairfax High School, the Fairfax District, the Farmers Market and the Grove. A protected bike lane will allow cyclists of all ages and abilities a freedom of choice in transportation to and from many of the cities favorite locations.

On much of Fairfax there are three lanes of traffic in each direction, a parking lane and left turn breaks in the medium. A total of nine lanes of traffic. The traffic moves very fast along Fairfax making it a dangerous street for pedestrians and vulnerable road users to cross. The number three lane is very narrow and often difficult to drive in. A road diet along this stretch would allow cyclists to travel safely as well as slowing and smoothing the traffic flow. Floating the parking to provide for the Class II - protected bike lane has the added benefit of shortening the distance for pedestrians to cross the street.

\* (See diagram for bicycle\_lanes)

## Vista / Gardner Bicycle Lanes

Class II - Protected bicycle lanes are recommended for Vista Street, from Santa Monica Boulevard south to the city limit, and on Gardner Street, from Santa Monica Boulevard north to the city limit. These streets are aligned at the traffic light at Santa Monica Boulevard.

These sections of Vista and Gardner streets have generous lane and street parking width, and should be able to accommodate bicycle lanes without major modifications. A large amount of the parking is angled parking, and the recommendation is that this parking be reconfigured as “reverse angle” parking (reference reverse angle parking section). Reverse angle parking will greatly improve safety for cyclists without a loss of parking capacity. If reverse angle parking is deemed impractical, the recommendation would be to construct the bicycle lanes between the parking and the sidewalk, creating “protected” bicycle lanes, because of the visibility problems associated with traditional angled parking and cyclists.

Where street parking is parallel rather than angled, the bicycle lane should have generous width (6 feet), possibly with a 3’ wide striping between the parked car and the edge of the bicycle lane, to protect against the open door / bicycle potential conflict.

Vista Street, with ample lane and parking width:



## Other suggested infrastructure improvements

6. **Romaine.** Bicycle Friendly Street. East/West from LaBrea to Sweetzer. Connecting the West Hollywood Gateway to The Lot, new Movie Town plaza, Poinsettia Park all the way to Kings Road Park. Possible bike channels at Romaine and Vista and Crescent Heights.
7. **Sherwood-Huntly-Melrose Ave.** Class 3—bike route—signage including Sharrows. To connect the Pacific Design Center, Park and library to the LA bike plan Waring Bicycle Friendly street. *Paramount to Pinks to the PDC*. Change to reverse angle parking along Melrose.
8. **Holloway.** Class 2—bike lane (unprotected)—East/West from Sunset to Santa Monica Blvd.
9. **Sweetzer.** Class 2—bike lanes (unprotected)—North/South from Sunset to Willoughby. Connecting with the Class 2 (protected) bike lanes at Fountain, the Norton bike friendly street and the Romaine BFS.
10. **Cynthia St.** Class 3—bike route—Sharrows E/W from Doheny to San Vicente. Connecting to West Hollywood Elementary School.
11. **Almont.** Class 3—bike route—Sharrows N/S Santa Monica to Beverly Blvd.
12. **Robertson.** Class 2, Unprotected bike lane from Santa Monica N/S to Beverly Blvd.
13. **Norton.** Bicycle Friendly Street. East/West from Sweetzer to Fairfax through Whole Foods to Gardner and Plummer Park.
14. **Sunset Blvd.** Class 3—bike route - Sharrows.
15. **LaBrea.** Class 2—bike lane (unprotected)—North/South from Fountain to Romaine to connect with planned LA bike plan class 2 upgrade.
16. Please see route map for other recommendations.

## Bicycle marking, signage and graphics

It is recommended that the city develop consistent, identifiable road markings, signage, and other graphics to identify bicycle infrastructure. This will increase safety by making bicycles more visible to vehicles and pedestrians, and by helping to organize the behavior of cyclists. Identifiable markings throughout the city will promote the use of bicycles and serve as a constant reminder of their presence in the city.

Adoption of a consistent, identifiable color to be used with signage, lane markings, and other infrastructure is recommended to provide a quickly identifiable cue; a unique green color, or “bicycle green”, is being adopted in many cities, such as Long Beach and San Francisco.

### Pavement markings

It is recommended that graphics and color be used on road pavement to clarify bicycle usage and sharing of the roadway with vehicular and pedestrian traffic. Color should be used in potential conflict areas, such as right turn lane / bicycle lane crossings, in unprotected bicycle lanes with adjacent parking, and other areas where vehicular traffic may conflict with bicycle traffic. Examples:

“Bicycle green” color used in right turn lane conflict areas



Sharrows (photo in San Francisco)





## Bicycle Boxes



## Signage

Bicycle infrastructure signage created for wayfinding, points of interest, storage, or other purposes should be consistent and visually correspond with other markings and graphics used.



## Storage

Public storage should also graphically correspond to other infrastructure.



## Bicycle Parking Recommendations

1. The City Engineer/Director of Public Works or appropriate staff shall be directed to provide bicycle corrals in the right-of-way adjacent to sidewalk bulb outs where feasible. Bicycle corrals are on-street public parking spaces in which multiple short-term bicycle parking racks have been installed.
2. Where parking meters are proposed to be removed from City streets, the City Engineer/Director of Public Works or appropriate staff shall be directed to replace them with aesthetically pleasing and secure bicycle racks.
3. Where automobile parking spaces are required by the WHMC, automobile parking spaces may be replaced at a ratio of one car spaces for five bicycle parking spaces (NOTE: THERE IS FLEXIBILITY WITH THIS STANDARD). No more than ten percent of the required automobile parking spaces may be replaced in this manner (NOTE: THERE IS FLEXIBILITY WITH THIS STANDARD). For buildings with less than ten automobile parking spaces, no more than one automobile parking space may be replaced (NOTE: THERE IS FLEXIBILITY WITH THIS STANDARD).
4. For all multi-family dwelling units, bicycle parking shall be provided at a rate of one bicycle parking space per dwelling unit, except that for senior, congregate care, or assisted living housing, one bicycle space shall be provided per five bedrooms (NOTE: THERE IS FLEXIBILITY WITH THIS STANDARD). Bicycle parking shall be provided in a secure location, whether in a common area, bicycle storage room, and/or within each dwelling unit (NOTE: THERE IS FLEXIBILITY WITH THIS STANDARD. I HAVE NOT TRIED TO DICTATE LONG OR SHORT TERM PARKING STANDARDS, THOUGH THEY WOULD PROBABLY BE APPROPRIATE).
5. For all City owned buildings and parking lots, one bicycle parking space shall be provided per 20 automobile parking spaces (NOTE: THERE IS FLEXIBILITY WITH THIS STANDARD). This shall apply to existing City property and parking lots as well.
6. For all City parks where automobile parking is provided, one bicycle parking space per ten automobile parking spaces shall be provided (NOTE: THERE IS FLEXIBILITY WITH THIS STANDARD). This shall apply to existing parks as well.

## Bicycle Boxes

Bicycle boxes are designated areas at intersections with stop lights, where bicyclists can get ahead of queued traffic and transition into their desired lanes. Bicycle boxes make cyclists more visible. They allow a cyclist to transition during a red light from a right hand bicycle lane to a left lane for making left turns. They group bicyclists in front of vehicular traffic in order to clear the intersection more quickly, and to help avoid vehicular right-hand-turn 'clipping' conflicts. They also have the benefit of providing additional pedestrian buffer from the vehicles. Loop detection should be implemented within bicycle boxes to trigger traffic signals if only cyclists are waiting at the lights.

It is recommended that the City of West Hollywood create bicycle boxes at major intersections controlled by stop lights where bicycle lanes currently exist, and as new bicycle lanes are created.

There are existing bicycle boxes in the city, however the box depth is too small for a cyclist to easily maneuver across, and the markings are not visible enough to alert vehicles to avoid them. It is recommended that these boxes modified as described below.

Existing bicycle box, Santa Monica Blvd. @ La Cienega, too small and not visible enough:



The recommended implementation of a bicycle box would be to make the box at least as deep as the length of a bicycle, paint the entire box and its connection to the bicycle lane a "bicycle green" color, with bicycle indicator markings, similar to the photo below.

Bicycle box best practice, Tucson, AZ:



## Reverse Angle Parking

Reverse Angle Parking is a way to modify traditional angled parking that has been shown to increase safety for both motor vehicles and for cyclists. Safety is increased because parked drivers can see oncoming traffic without looking backwards, and are pulling forwards into traffic from the parking spaces. The biggest change from traditional angle parking is that they back into the parking space, which is considered to be safer than backing into traffic.

From "The Case Against Pull-in Angle Parking", streetsblog.org, New York, published on January 3rd, 2008, which references a Nelson/Nygaard report for the city of San Francisco:

This type of parking provides a safer environment for bicyclists using the roadways. The driver is able to see the cyclist easily when exiting the stall. Several cities where back-in angle parking has been implemented have seen a reduction in number of accidents compared to the number of accidents at regular parallel parking schemes. Matt Zoll at Tucson-Pima County Bicycle Advisory Committee says that after implementing the back-in/head-out angle parking scheme in Tucson they "went from an average of 3-4 bike/car accidents per month to no reported accidents for 4 years following implementation."

(referenced from Salt Lake City: <http://www.slcgov.com/transportation/Parking/RAP.htm> ):

As SLCTrans (2004) states, "one of the most common causes of accidents is people backing out of standard angled parking without being able to see on-coming traffic. Reverse angled parking removes this difficulty." It also improves safety for cyclists, and for loading/and unloading the trunk of the car. Similarly, the Urban Transportation Monitor's recent article on back-in angle parking reported reduced accidents and benefits for bicyclists in several communities. In all, back-in/head-out angle parking is a good choice when compared to conventional head-in angle/ back-out parking and parallel parking.

It is recommended that reverse angle parking be implemented wherever bicycle lanes or routes and angle parking both exist. If the recommendations from this report are implemented, this will occur on Vista, Gardner, Melrose, and possibly San Vicente streets in West Hollywood.

Reverse Angle Parking signage in Syracuse, New York:



Implemented example with bicycle lane in Vancouver, WA:



## Bicycle Channels

A bicycle channel is an area along a roadway where motor vehicles cannot pass but bicycles (and pedestrians) can. Channels are an important component for creating bicycle friendly streets, as they reduce vehicular traffic and should encourage bicycle traffic. However, they should be implemented anywhere vehicular traffic is blocked where bicycle traffic is allowed to pass, even on streets without a specific bicycle route designation.

Channels should provide for a minimum of 48" wide unobstructed opening, in each direction of travel, for cyclists. They can be implemented with bollards, curbs with openings or curb cuts, landscaped islands, etc. It is recommended that separate openings be created for pedestrians to reduce potential conflicts.

Effective Bicycle Channel example from Berkeley, CA:



West Hollywood has a few existing 'channels', where roads have been blocked for vehicular traffic, however these have not necessarily been implemented to be bicycle-friendly. It is recommended that these 'channel' locations be improved to be more bicycle friendly, by creating 48" (min.) unobstructed opening for cyclists, in both directions of traffic flow, along the road surface without forcing cyclists to use the sidewalks.

This existing channel in West Hollywood on Almont, near Melrose, has a passable opening on the sidewalks for pedestrians, however only has about 18"-24" of clear space between the bollard and signage for bicycles to pass. This space should be widened as mentioned above:



This channel on Hilldale near Sunset is only passable on the sidewalk, with no nearby curb cuts:



On Huntley near Beverly Place, this channel forces cyclists to use the sidewalk via residential driveway curb cuts:



On Westbourne near Beverly Place, cyclists are diverted to sidewalks without convenient curb cuts:



## Bicycle Sharing, Rentals and Tours

The City of West Hollywood is serviced by two bicycle outlets, *Hollywood Electric*, a store specializing in the sales of electric bikes at the corner of Fairfax and Willoughby and *Bikes and Hikes*, a rental and bike tour provider on Santa Monica Blvd. Just outside the city limits are two more bike stores, *Spokes and Stuff* on Melrose at Ogden Dr. and *iMartin Imports* on Beverly Blvd. at Flores St.

**Bicycle Sharing:** As reported in the New York Times bike sharing is an idea that is suffering from its own success. For a nominal fee people have access to well maintained generic bicycles at locations throughout the city. These bikes are safely locked and are available for pick up and drop off at any time, thus removing the burden of maintenance and theft from the individual. Cities all over the world are starting bike share programs including Washington D. C. and Minneapolis. A Bike Share program could be coordinated with the City of Los Angeles or a small, trial program could be started to connect Plummer and West Hollywood Parks in and around West Hollywood.

**Bicycle Station:** Combine a Public/Private partnership to develop a location where locals can safely store and repair their bicycles while visitors use the space for tourist information and bike rental. This would increase the number of bicycles on the street and offer another - last mile - transportation option. A private/public partnership would remove much of the operational upkeep from the city and provide an economic boost. Recently *Bikes and Hikes* bussed into West Hollywood over one hundred tourists staying Downtown to take one of their six offered tours. This is a group that could have spent their tourists dollars in Santa Monica, Hollywood or the newly pedestrian friendly Culver City, but rather chose West Hollywood.

Los Angeles is planning to develop a Bike Hub as a “last mile” transportation choice at the Hollywood and Vine complex, Long Beach has a Bike Station and it is a *Best Practices* idea that is taking root in many cities around the country. West Hollywood will benefit from the presence of more bike on our streets and a safe storage and repair facility that doubles as a tourist information and bike rental and tour location will help.

Video of Union Station Bike Station:

<http://www.streetfilms.org/?s=union+station+bike+station&searchsubmit.x=0&searchsubmit.y=0&searchsubmit=Search>

## **Bicycle Lanes**

Bicycle lanes are recommended in West Hollywood for the routes that are projected to be most widely used by cyclists. Dedicated lanes for cyclists are the best method for providing infrastructure for cyclists - a portion of a road is dedicated to bicycles only, which helps make cyclists more visible and clarifies interaction between cyclists and motor vehicles. Consistent bicycle lane markings, with clear and visible graphics at intersections are recommended for all bicycle lanes in West Hollywood (see the Bicycle Boxes and Infrastructure Graphics section).

We are categorizing Class II bicycle lanes into 2 types: protected, and unprotected.

Unprotected bicycle lanes are bicycle-only traffic lanes which are minimally divided from traffic and/or parked cars. The existing bicycle lanes along Santa Monica Boulevard in West Hollywood fall into this category, where the lane runs between vehicular traffic and street parking, with no buffer zone between. There are potential hazards that exist in this configuration that both cyclists and motorists must be aware of.

Protected bicycle lanes are bicycle-only traffic lanes that have a buffer or divider between motor vehicle traffic, parked vehicles, and the active bicycle lane. The buffer can be a striped area 3 feet (min) wide which indicates a buffer between the lanes, however is more effective with a physical barrier, such as a curb or partial curb barriers. Protected bicycle lanes are always preferred over unprotected lanes, however are not always practical because they require more road 'real estate' and more complicated intersection design.

Class I - Bike Lane is a completely separated bike path such as the LA River Bike Path.

Class III - Bike Route, the designation is signage only, including Sharrows painted on the street.

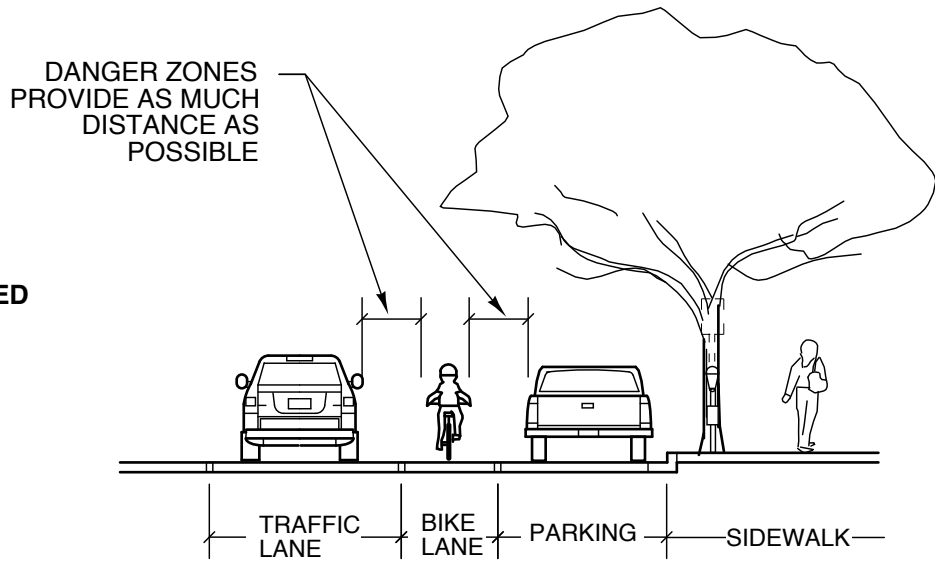
Refer to the attached diagram which illustrates bicycle lane implementation.





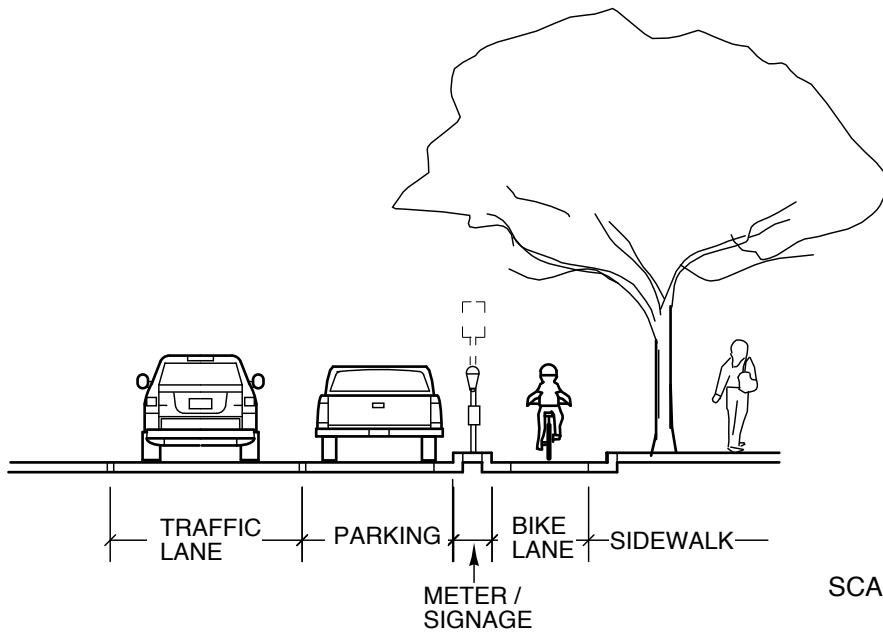


**UNPROTECTED  
BICYCLE  
LANES**



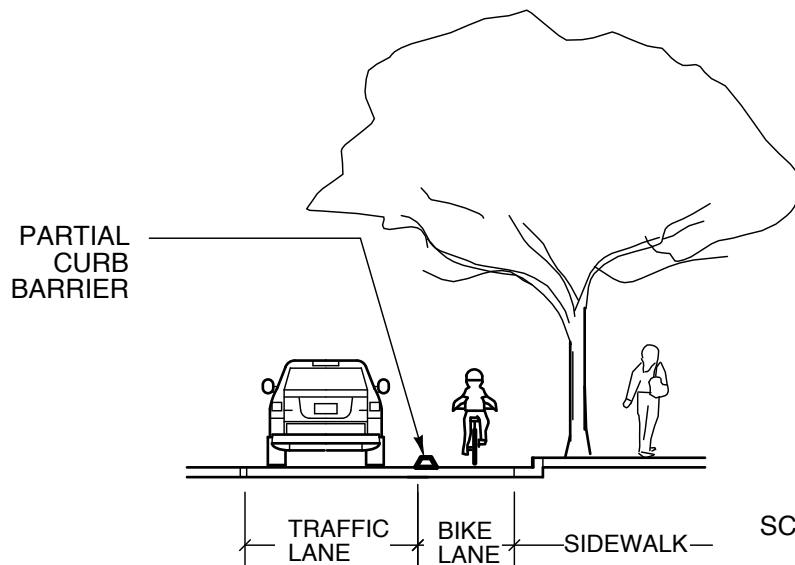
SCALE: 1" = 10'

**PROTECTED  
BICYCLE  
LANES**



SCALE: 1" = 10'

**PROTECTED  
BICYCLE  
LANES  
WITHOUT  
STREET  
PARKING**



SCALE: 1" = 10'

## Bicycle Route

A Bicycle Route is a street where improvements are made to accommodate cyclists. These improvements can be:

Increased road surface standards: tolerance levels for uneven pavement are much lower for cyclists than for motor vehicles; uneven surfaces can be dangerous. It is recommended that streets designated as Bicycle routes receive a high level of maintenance to maintain higher than normal surface standards.

Loop detection: should be implemented wherever a cyclist may need to trigger a stop light in the absence of motor vehicles.

Sharrrows are symbols that remind both drivers and cyclists that they are sharing the same lane, should be marked on the pavement surface of all streets with a Bicycle Route designation; see the below example from San Francisco:



Median Island Refuge: Where secondary streets cross primary streets at uncontrolled intersections, median island refuges should be implemented. This should apply to all streets with improved bicycle infrastructure. Median Island Refuges allow cyclists to cross one direction of traffic at a time, and make the crossing of primary traffic ways safer.



Signage should mark bicycle routes, be simple, clear, and consistent:



## Bicycle Friendly Street

A 'Bicycle Friendly Street' is a bicycle route with additional infrastructure to calm and limit motor vehicle traffic. Bicycle Friendly Streets are intended to improve bicycle safety and encourage bicycling by people of all ages and skill levels. 'Bicycle Boulevard' is another term sometimes used for this concept, however it is recommended that West Hollywood use 'Bicycle Friendly Street' to avoid the implication that bicycles are the only consideration.

Bicycle Friendly Streets are recommended on secondary streets that carry a limited amount of vehicular traffic, where vehicular use is mostly limited to local access. On these streets, traffic calming and traffic limiting measures are generally supported by the community.

It is recommended that traffic calming measures be implemented on Bicycle Friendly Streets to slow down motor vehicle traffic to improve bicycle safety; these measures can include low speed limits, bicycle friendly speed bumps, curb extensions, chicanes, and traffic circles.

Curb Extensions: a narrowing of the street will encourage motor vehicles to slow down and to pay attention to other activity, such as pedestrians and cyclists. Curb extensions can be useful at pedestrian cross walks, and can provide a bicycle channel to avoid cyclist and motor vehicle conflicts. Below is a photograph of a curb extension in Seal Beach.



Chicanes: Chicanes are curved driving paths, that can be implemented with curb extensions as shown. These will slow vehicular traffic speeds. The photo below is a chicane in Austin, TX:



Bicycle friendly speed bumps: useful for slowing traffic, speed bumps can be made more bicycle friendly by reducing the slope of the bump:



Traffic circles: create circular intersections that slow traffic without forcing cyclists to stop when no intersecting traffic is present. On low traffic volume roads these provide advantages over 4 way stops because no stops are required. Below is an example from Berkeley, CA:



Traffic limiting measures should be implemented on Bicycle Friendly Streets to reduce motor vehicle traffic and constrain the use of the street to local traffic only. This can be done by limiting the distance that a motor vehicle can travel on a Bicycle Friendly Street by creating traffic diverters which allow cyclists to pass through.

In the traffic diverter pictured below, in Berkeley, CA, cyclists can pass through while motor vehicles are forced to turn:











Bicycle Channels can be used to block access, such as this one in Berkeley, CA:

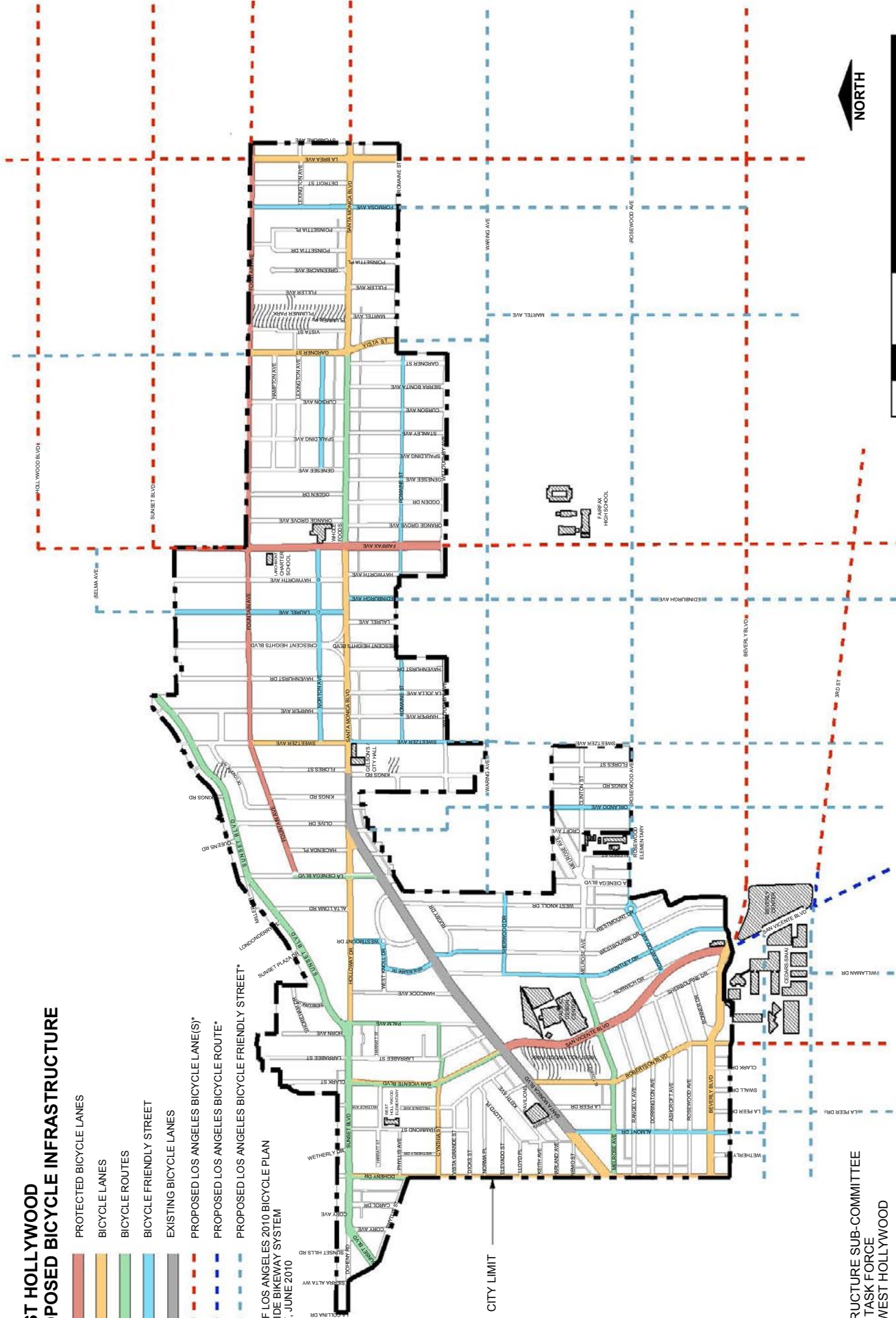




# WEST HOLLYWOOD PROPOSED BICYCLE INFRASTRUCTURE

-  PROTECTED BICYCLE LANES
-  BICYCLE LANES
-  BICYCLE ROUTES
-  BICYCLE FRIENDLY STREET
-  EXISTING BICYCLE LANES
-  PROPOSED LOS ANGELES BICYCLE LANE(S)\*
-  PROPOSED LOS ANGELES BICYCLE ROUTE\*
-  PROPOSED LOS ANGELES BICYCLE FRIENDLY STREET\*

\* CITY OF LOS ANGELES 2010 BICYCLE PLAN  
CITYWIDE BIKEWAY SYSTEM  
DRAFT, JUNE 2010



## **SAFETY / EDUCATION SUBCOMMITTEE RECOMMENDATIONS**

The Safety & Education Subcommittee enumerated the following **primary goals**:

- Create & develop a bicycle riding community and galvanize the existing bicycle community in West Hollywood.
- Make West Hollywood a destination for cyclists, not a bike-through or shortcut.
- Create and promote opportunities for bicycle accessibility and riding as well as bicycle safety education.

To that end, the Safety & Education Subcommittee wishes first to address Chapter 6 of the existing West Hollywood Bicycle and Pedestrian Mobility Plan.

### **NON-INFRASTRUCTURE SAFETY & EDUCATION INITIATIVES**

Chapter 6 of the 2003 West Hollywood Bicycle and Pedestrian Mobility Plan (the “Plan”) provides details of potential education and promotional programs. This chapter outlines numerous public awareness, education and promotional opportunities for increasing the safety of bicyclists and encouraging more ridership.

The 2011 West Hollywood Bicycle Task Force, Safety and Education Committee (the “Committee”) recognizes the contents of Chapter 6 as a foundation for its recommendations. In some cases our ideas will overlap with the existing Plan. These instances are not intentional, but may indicate ongoing areas of concern for cyclists as well as unmet needs identified by our predecessors.

The Committee offers the following non-infrastructure recommendations to increase the safety of bicyclists in West Hollywood. The recommendations are categorized according to the 6 E’s— Encouragement, Enforcement, Engineering, Equity, Evaluation, and Education.

#### **Education and Safety through Encouragement**

Community outreach and encouragement is arguably The City of West Hollywood’s most rewarding and exciting opportunity for bicycle education. With its pulse on the community’s true wants and needs, the City also gains a tremendous opportunity for self-education. The West Hollywood Bicycle Task Force is one example of a community outreach initiative that provides a wide range of stakeholders the opportunity to better understand the needs of bicyclists. The list of recommendations for education and safety through **Encouragement** builds from section 6.1 of the Plan.

*Expand section 6.1 of the Plan to include the following recommendation:*

- Create and maintain a City of West Hollywood bicycle program website that includes topics such as a calendar of events, maps, safety tips and bike project updates.
  - Examples of good bike program websites include:
    - City of Long Beach <http://www.bikelongbeach.org/>
    - City of Madison, WI <http://www.cityofmadison.com/bikeMadison/>
    - City of Seattle, WA <http://www.seattle.gov/transportation/bikeprogram.htm>
    - City of Minneapolis, MN <http://www.ci.minneapolis.mn.us/bicycles/>

*Add a new subsection to 6.1.5 of the Plan to include the following recommendation:*

- The City must lead by example
  - City Council members and staff can encourage the public to ride a bike for transportation by riding a bike themselves. Council meetings, Bicycle Task Force meetings, and other City functions are excellent opportunities for City leadership to demonstrate the ease and joy of riding a bike in West Hollywood to constituents.
  - The month of May is National Bike Month, an opportune time of the year to invite all City employees to begin riding as a routine practice.

*Expand section 6.1.5 (d) of the Plan to include the following recommendations:*

- Encourage bicycle-commuting challenges between businesses or schools.
  - Best practice example: Portland, OR Bicycle Transportation Alliance, <http://bikecommutechallenge.com/>.
- Encourage employers to conduct commuter fairs that include bicycle commuting as an integral component of the fair.
  - Rideshare Week, held the first week of October annually, is seen as the primary opportunity to communicate City support for bicycle commuting to local employers: <http://www.metro.net/about/commute-services/rideshare-week/>.

*Expand section 6.1.5 (h)(i) of the Plan to include the following recommendation:*

- Organize and participate in bicycle events, both locally and in collaboration with neighboring jurisdictions. Examples of events that encourage bicycling for commuting, recreation and sport include Bike Fairs, CicLAvia, Races, National Bike Month, and Bike Week/Bike to Work Day.

Local best practices include:

- In conjunction with National Bike Month (May annually), The City of Santa Barbara, CA co-sponsors CycleMAYnia, a month-long celebration reaching thousands of cyclists and community members with a wide range of bike events. Highlights include a bicycle fashion show, bicycle parades, and bicycle fairs: <http://cyclemaynia.ning.com/>.
- The City of Los Angeles currently hosts Ciclavia events four times annually, drawing an estimated 100,000 participants of all ages and backgrounds. Find information at <http://www.ciclavia.org/>.
- The City of Beverly Hills hosted the Gran Fondo USA bicycle racing series in June 2011: <http://granfondousa.com/losangeles/>. The event was part of a weeklong series of events that celebrated “Italian Week.” Over 1,300 cyclists participated in the race; spectators enjoyed celebrity appearances and Italian-themed food and music.
- 4th Annual Brentwood Grand Prix, August 7, 2011: <http://www.brentwoodgrandprix.com/about.html>. In 2010, the event drew 750 racers and over 3000 spectators.
- San Francisco Bike To Work Day boasts having more than 100,000 Bay Area bicycle riders participate in the annual event, <http://www.sfbike.org/?btwd>. The City of West Hollywood could target employees who live within five miles of their workplaces, encouraging them to ditch the car for the day and ride a bike instead.

### **Education and Safety through Enforcement**

Following are some low-cost/high-benefit initiatives that will help increase bicycle mode share and increase the safety of bicyclists. The purpose of these initiatives is to prevent cycling citations, injuries, and fatalities via proactive enforcement methods.

#### ***Implement section 6.2.1 of the Plan.***

#### ***Expand section 6.2.4 of the Plan to include the following recommendations:***

- The existing B.E.A.R. program operated by the Sheriff should be targeted for expansion to help develop a Safe Routes to Schools safety education program in all West Hollywood schools.
  - Bicycle Education And Registration (B.E.A.R.), <http://la-sheriff.org/bear/index.html>.
- Establish a court-approved bicyclist diversion program for juveniles and adults whereby citizens charged with a civil traffic violation(s) while operating a bicycle may be eligible to attend a Bicycle Safety Diversion Program.

- West Hollywood could serve as one hub of a greater LA County system of bicycle diversion locations.
- Bicycle operators who violate traffic laws such as running a stop sign or signal often put themselves at higher risk of injury or fatality, whereas a similar act by a motor vehicle operator imposes greater risk to others sharing the road. Since civil traffic violation citation fees do not account for the degree of risk imposed on others, bicyclists must have an option to waive a citation fee by taking a traffic school-type course for bicyclists.
- Best practice examples include:
  - Pima County, Arizona: <http://jp.pima.gov/BikeDiversionProgram.htm>
  - Bend, OR outsources the program to League Cycling Instructors: <http://www.bikearoundbend.com/2011/07/bicycle-diversion-program-educates-to-prevent-need-for-enforcement/>
  - Huntington Beach Police Department: [http://www.facebook.com/note.php?note\\_id=219527331409901](http://www.facebook.com/note.php?note_id=219527331409901)

*Expand section 6.2.6 of the Plan to include the following recommendations:*

- Support a West Hollywood Sheriff’s Department (the “Sheriff”) bike bait program to deter thieves. The Los Angeles Police Department has run several successful bicycle bait sting operations in collaboration with [local bicycle shops](#). In such sting operations, a bike worth over \$500 - the amount needed for a felony charge - is cable-locked to a bike rack. When a thief clips the cable, officers are waiting to apprehend the individual.
- Utilize the Sunset Strip Business Association to combat bicycle theft and to help educate the public about bicycle laws.
- Create targeted enforcement and educational initiatives that focus on specific bicycle law violations including riding a bicycle on the sidewalk, riding a bicycle without a light at night, motorists parked/stopped in bike lanes, and vehicles speeding along corridors with marked bicycle lanes.
- Launch a bicycle headlight/taillight giveaway program.
  - Best practices:
    - Seattle DOT Bike Smart program gave away 420 bike light sets in December 2010 in collaboration with local nonprofit Cascade Bicycle Club: <http://blog.cascade.org/2010/12/lighten-up-already/>.
    - Los Angeles County Bicycle Coalition, City of Lights program gives away light sets and provides bicycle safety education to Latino immigrant cyclists: <http://la-bike.org/projects/city-lights>.
  - Targeted practices:
    - The Davis, CA Police Department issues a “Fix-It ticket” in which enforcement gives a warning ticket to cyclists that lets

them know they need to get a safety addition such as a light or helmet. These tickets can be used at local bike shops to get 10 percent off the needed item.

### **Education and Safety through Engineering**

- **Systematic improvements**: Install shared use pavement markings (sharrows) and wayfinding signage on all corridors that have been identified in the 2003 Mobility Plan and more recently by the Bicycle Task Force. Because some corridors may not allow for bike lanes at the present time, installing sharrows as a temporary measure (until more enhanced bikeway facilities can be installed as part of a reconstruction project) will help improve safety and encourage road sharing by motorists.
- **Spot improvements**: Implement a crash reduction program in which individual intersections with high numbers of bicycle crashes are evaluated and needed countermeasures implemented.

Below are some moderate- to high-cost/high-benefit engineering ideas to increase bicyclist safety and increase mode share:

- Create a network of “greenways” where roadways are converted to bicycle- and pedestrian-only corridors. Rosewood is an example of a street that may be a good candidate for this concept.
- Create a network of “bicycle boulevard” streets that are traffic calmed via a number of countermeasures to create a welcoming cycling environment.
- Pursue a bike share program with kiosk locations throughout the City of West Hollywood. Collaborate with the City of Los Angeles and other regional Westside communities to ensure the bicycle share system is compatible in neighboring jurisdictions.
- Evaluate infrastructure needs and implement infrastructure improvements around schools as part of a Safe Routes to School initiative.
- Encourage private developers to construct a bike station via parking variances, grant funding and/or other methods.
  - Local examples:
    - Santa Monica Bikecenter: [City Council report](#), <http://bikesm.com/>
    - Long Beach, Claremont, Covina, Santa Barbara Bike Stations: <http://home.bikestation.com/longbeach>
- Encourage private developers to construct a bike co-op space via parking variances, grant funding or other methods. **See also SUPPORT DEVELOPMENT OF A PERMANENT NONPROFIT BICYCLE REPAIR EDUCATIONAL ORGANIZATION (BICYCLE CO-OP/COLLECTIVE) below**

Following are some low-cost/high-benefit engineering ideas that can improve safety and mode share:

- Install bike racks at all schools, parks and public buildings that do not have them. Replace old or dysfunctional racks.
- Initiate a bicycle rack request program for businesses, churches and neighborhood offices and allow creative/artistic styles to be placed in the public right-of-way. See *also* **BIKE RACK DESIGN COMPETITION** *below*
- Implement bicycle detour routes and install wayfinding signage and/or bypass path for bicyclists when a corridor is under construction.
- Require City transportation professionals to complete annual continuing education units specific to bicycle planning, design, and engineering. Some upcoming opportunities for City staff to receive credits include:
  - Caltrans offers numerous half- and full-day workshops with an emphasis on planning, designing and engineering for bicycles: <http://www.dot.ca.gov/hq/tpp/offices/bike/>.
  - The American Planning Association (APA) is holding its National conference in Los Angeles April 14-17, 2012: <http://www.planning.org/conference/>.
  - The International Pro Bike/Pro Walk conference will be held in Long Beach, CA September 10-13, 2012: <http://www.bikewalk.org/2012conference/index.php>.
- Designate a representative from City Planning & Transportation to attend and participate in local Bicycle Advisory Committee meetings. Examples include:
  - Caltrans District 7 BAC. Contact is Dale Benson, [dale\\_benson@dot.ca.gov](mailto:dale_benson@dot.ca.gov)
  - Caltrans Challenge Area 13 teleconference. Contact is Penny Gray, [penny\\_gray@dot.ca.gov](mailto:penny_gray@dot.ca.gov)
  - City of Los Angeles BAC, [http://ladot.lacity.org/tf\\_Bicycle\\_advisory.htm](http://ladot.lacity.org/tf_Bicycle_advisory.htm)
- Utilize the latest technology to make it easy for the public to submit service requests such as uneven pavement, potholes, signal actuation deficiencies, signal timing problems, gas-powered leaf blowers, overactive sprinklers, graffiti, etc.
  - Best Practice: [GoRequest](#) by Government Outreach is available for iPhone and Android users. Fellow Westside COG cities such as [Santa Monica](#), Beverly Hills, and Culver City are currently using this system.

### **Education and Safety through Equity**

The Committee feels it is very important to reach bicyclists in the community who may not be represented by bicycle advocacy groups, or who may be unwilling to participate directly in traditional public processes for reasons such as language barriers or lack of trust in the government. We affectionately refer to them as the

invisible rider, or “ghost rider,” community.

Following are strategies to increase demographic and modal equity for bicyclists in West Hollywood.

*Expand section 6.2.2 of the Plan to include the following recommendations:*

- Make bicycling appealing for minority communities, especially for those whose primary language is not English, by supporting cultural rides and events that will attract them to bicycling.
  - Beverly Hills hosted the [Gran Fondo USA](#) cycling race in June 2011 as part of a weeklong event celebrating Italian Week. The City of West Hollywood could support a similar event in conjunction with the annual [Russian Style Festival](#).
- Institute cross-educational campaigns that help underrepresented bicyclists and minority communities understand bicycle safety and develop a voice on bicycle issues.
  - Educational materials should be translated & made available in at least one other language (besides English), possibly two—namely, Spanish and Russian.
    - Los Angeles County Bicycle Coalition, City of Lights campaign targets Latino immigrant cyclists with hands-on safety education and Spanish language cycling guides: <http://la-bike.org/projects/city-lights>. The City should consider purchasing Spanish cycling guidebooks from LACBC instead of creating its own from scratch.

*Expand section 6.2.3 of the Plan to include the following recommendations:*

- Create and encourage cycling programs for seniors.
  - City of Claremont, CA Senior Services co-sponsors the [Claremont Senior Bicycling Group](#), a member-supported club offering group rides for recreation, fitness and fun.
  - City of Portland’s Parks and Recreation [Senior Cyclist Program](#) offers free biking classes to seniors with three-wheeled recumbent tricycles and helmets provided for participants.
  - Baltimore County, Maryland’s [Ateaze Senior Center Cycling Seniors](#) conducts both fitness and casual bicycle rides for seniors.
- The ratio of men to women cyclists is roughly 3:1. Projects and initiatives need to consider how to remove bicycling barriers for women.
  - Creating a survey geared towards women would be a great first step in determining such barriers.

*Expand section 6.2.5 of the Plan to include the following recommendations:*



- Create a West Hollywood children’s bike map.
- Create a Family-Friendly Local Landmark route map.
  - Example: City of Santa Monica, [PDF](#) & [Google Map](#)

### **Education and Safety through Evaluation**

- Establish a bicycle mode share goal for City employees. Example: at least 10% of employee commutes to work will be made by bicycle by 2015.
- Monitor the number of businesses in the City that have bicycle-friendly programs and encourage more businesses to develop their own programs.
- Identify people who work in West Hollywood and live within five miles of their workplaces as primary candidates for bicycle commuting. The City should realize the full potential of bicycle commuting as a key data set for potential funding, emissions offsets, and reductions of vehicle trips in the City.
- Monitor the number of students biking to school at all schools throughout the City.
- Conduct bicycle-parking counts throughout the city on a quarterly basis.
- Collaborate with Colleges/Universities to conduct bicycle-specific research projects in West Hollywood that can lead to innovative solutions for increasing safety and bicycle mode share.
- Work with other agencies to install and evaluate innovative bicycle treatments.
- Work with neighboring jurisdictions such as Westside Council of Governments to identify system-wide bicycle crash trends and develop cohesive strategies to reduce those crashes that result in serious injury or death of bicyclists.
- Work with local hospitals and emergency rooms to track the type and severity of bicycle injuries. Local trauma centers may also be able to collaborate on Safe Routes to School applications and help educate the public about preventing bicycle related injuries.
  - Best practice hospital SRTS: [Rady Children’s Hospital San Diego](#)

### **Bicycle Safety Education**

#### ***Implement sections 6.2.4 & 6.2.5 of the Plan.***

Best practice: [League of American Bicyclists Certified League Cycling Instructors](#) (LCI). Nonprofit groups and volunteer organizations may be better situated to take on implementation roles. Local resources include [Sustainable Streets](#), [LACBC](#), and [C.I.C.L.E.](#)

#### ***Expand section 6.2.4 of the Plan to include the following recommendations:***

- Offer bike education classes for City employees as continuing education credit.
- Require City employees who use a bicycle at work to complete a Traffic Skills 101 course (or equivalent) before being allowed to operate a city-owned bicycle. Annual refresher courses are also recommended for these employees.
  - Traffic Skills 101 is a 9-hour comprehensive bicycle education course taught by LCI qualified individuals. The City should recognize this class and other League of American Bicyclists curricula as its standard.

In addition to the above, the Subcommittee would also like to make the following recommendations:

## **BICYCLES SHOULD BE INCLUDED IN THE PLANNING OF ALL CITY EVENTS AS AN ALTERNATIVE FORM OF TRANSPORTATION**

- Require/recommend that relevant all city-sponsored events have bicycle safety materials available at the the City Information Booth
  - Further investigate having Bicycle Valets at City-sponsored events
- Acquire equipment and set up volunteer corps through a local non-profit organization to run bike valet at all city sponsored events
  - West Hollywood should procure its own rig/corral for bike parking. This service should be provided free of charge at events in the City.
  - The City of Santa Monica has a successful bike valet system that WeHo can emulate.

## **ENCOURAGE BIKE COMMUTING AMONG WEHO CITY EMPLOYEES**

- A series of incentives should be implemented to encourage city employees to employ bicycles, and other forms of alternative transportation, to commute to city jobs.
- Secure bike lockers or other storage facilities should be required at all city work sites.

## **CONNECTIONS**

### ● **EXISTING CONDITIONS**

There currently exists comparably little access to information about bicycling in the City of West Hollywood. This section outlines ways to improve the information that is available as well as makes recommendations for new materials.

### ● **REGIONAL CONNECTIVITY**

Especially when it comes to maps, the Subcommittee recommends that all printed materials refer not only to cycling within the city but outside of it as well. See recommendation below regarding bicycle maps for riders in the City of West Hollywood.

### ● **OPPORTUNITIES/CONSTRAINTS**

All told, many of the recommendations below are low-cost, high-benefit suggestions that would not only be easy to execute but would reach all new residents of West Hollywood and potentially all or most of the existing West Hollywood resident population as well. That said, funding for the development, design, and printing of printed collateral must always be taken into consideration and will be budget-dependent.

### ● **BEST PRACTICES**

The Safety & Education Subcommittee would like to recommend that the City of West Hollywood City Council adopt the Cyclists' Bill of Rights (<http://bikewriterscollective.com/index.html>). The Cyclists' Bill of Rights has been endorsed by two members of the LA City Council as well as a number of local neighborhood councils and organizations around the city of Los Angeles. A full list of endorsements can be found here: <http://bikewriterscollective.com/endorsements.html>

- **ANALYSIS**

Again, all of the recommendations below would be relatively easy to execute but have the potential to impact a large number of the City of West Hollywood's residents. Bottom line, the City of West Hollywood, as a body that is known for adopting progressive policies long before the rest of the country, must recognize and address the needs of present and future bicyclists in the City. This is imperative.

- **RECOMMENDATIONS**

- Information about bicycling in the city and links to other bicycling resources should be posted on the City of West Hollywood website
- In the welcome packet that is distributed to new residents, information about bicycle safety, bicycle laws (especially those pertaining to bikes on sidewalks), and bicycle facilities should be included
- Subcommittee recommends a magnet about bicycle safety/laws/facilities be created and distributed in new resident packets and events like the Kids' Fair
- Subcommittee also recommends that all vehicle parking permits, whether obtained at the parking counter at City Hall or by mail, be accompanied by information about bicycle safety and parking. Temporary permits granted at other locations (Kings Road, West Hollywood Sheriff Station, etc.) would also be accompanied by such information.
- Bicycling should be promoted as a viable transportation alternative in the city. Information about bicycling and bicycle safety education opportunities should be included in the West Hollywood Recreation Services Brochure.
- Develop infrastructure for community outreach to poll neighborhoods targeted for bike improvements and to do grassroots outreach to ensure entire community is on board with any future projects.
- The Safety & Education Subcommittee does NOT recommend that a West Hollywood-only bike map be printed. This is discouraged by the Subcommittee. The Subcommittee instead recommends that a bicycle map of West Hollywood be included on the LADOT bike map, and that information about biking in West Hollywood be included in LADOT's bicycle safety brochure.

### **CITY SHOULD TRY TO ATTRACT NEW RIDERS**

- City to sponsor First-Time Rider event (night ride or weekend ride)
- City should regularly offer bike safety and skills classes
- Apply for grants and implement Safe Schools program.

### **BUSINESSES SHOULD BE ENCOURAGED TO BE MORE BICYCLE FRIENDLY**

- City to investigate the permitting and licensing of pedicabs and investigate how they can be utilized within the Business Improvement Districts and Boystown.
- Investigate areas where bike education/use for employees a can be

made arequirement CUPs (Conditional Use Permits) and development agreements.

- Per Stacey Jones' meeting with Councilmember Abbe Land on 4/20/11 regarding this topic, the Safety & Education Subcommittee / BTF should develop a set of conditions for bike accessibility/ education/use/etc. that would be reasonable for special event CUPs that the West Hollywood City Council could consider when granting CUPs. This set of conditions should be included in the BTF's final recommendation to staff.
- Encourage Bicycle-friendly eateries to sponsor events with West Hollywood destinations and assist with the necessary permits and encroachments.
- Encourage businesses to qualify for the League of American Bicyclists' Bicycle Friendly Business (BFB) program – virtually none in Southern California (see master list at [http://www.bikeleague.org/programs/bicyclefriendlyamerica/bicyclefriendlybusiness/pdfs/bfb\\_master\\_list\\_spring2011\\_updated.pdf](http://www.bikeleague.org/programs/bicyclefriendlyamerica/bicyclefriendlybusiness/pdfs/bfb_master_list_spring2011_updated.pdf))
- Organize local rides starting in West Hollywood that interconnect with the existing rides in the surrounding communities.
- Sponsor contest to design artistic “themed” bike racks (befitting the “creative city”) and obtain funding to have them manufactured and installed.

### **BIKE RACK DESIGN COMPETITION**

#### **● EXISTING CONDITIONS**

- West Hollywood city events are not bike friendly. No accommodations are made to encourage people to ride to events such as the CSW Pride Festival, Book Fair, Halloween Carnival, and weekly Farmer's Markets. Arriving by bicycle could help to reduce the automobile congestion at many city events.

#### **● REGIONAL CONNECTIVITY**

- Many cities have begun offering free, secure bike valet service at all city events to encourage people to commute by bicycle rather than by car.

#### **● BEST PRACTICES**

- Sumire Gant, Long Beach transportation programs officer recently noted: “The whole idea is just to make an encouraging environment for people to ride their bikes. If they have somewhere safe to park, they'll do so.”

"In order to elevate the status of biking, we have to accomplish a cultural shift," states

Andrea White, executive director of the Long Beach Bikestation. "Facilities that are aesthetically pleasing with conveniences make people feel that they're part of something cool."

Long Beach, Santa Barbara, and Santa Monica are good local examples of how bike valets can be made a regular feature of city events.

<http://longbeachcyclists.com/tag/bike-valet/>

<http://www.bicicentro.org/bikevalet>

<http://smspoke.org/>

- **OPPORTUNITIES / CONSTRAINTS**

- Tess Lotta, of the 2011 West Hollywood Bike Task Force, has been working with the organizing committee of the WEHO Book Fair to try to have bike valet service provided at this year's Book Fair.

- **ANALYSIS**

- There are two ways that bike valet service could be provided for West Hollywood city events: contract with the Los Angeles County Bicycle Coalition (LACBC) to provide the service for individual events or purchase the equipment that can be provided to city event planners at no cost.
- Contracting with the LACBC would be the quickest and easiest method for providing valet services at West Hollywood city events, but in the long term would be quite expensive.  
<http://la-bike.org/projects/bike-valet>
- The equipment required for a successful bike valet is minimal and not overly expensive. While it would require an initial financial outlay, the cost to maintain and transport the equipment would be minimal. Plans on how to build the moveable bike racks can be found at:
- In most cities, the valets are manned by volunteers coordinated through the local bicycle advocacy groups.

- **RECOMMENDATIONS**

- The city of West Hollywood should require all city events to include on site bike valet parking services and to advertise that fact in all promotional materials.
- The city should acquire the necessary equipment to set up and maintain a bike

valet facility and organize with the city bike coordinator and West Hollywood Bicycle advocates to create a list of volunteers who would be available to maintain the bike valet at all city events.

- Sunset Strip Security Ambassadors should recommend assist with bicycle safety (Business Development District is part of bid)

## **SUPPORT DEVELOPMENT OF A PERMANENT NONPROFIT BICYCLE REPAIR EDUCATIONAL ORGANIZATION (BICYCLE CO-OP/COLLECTIVE)**

### **● EXISTING CONDITIONS**

“47% of Americans say they would like more bike facilities in their communities” (Royal, D., and D. Miller-Steiger. “National Survey of Bicyclist and Pedestrian Attitudes and Behavior.” National Highway Traffic Safety Administration 2008 <<http://www.bikesbelong.org/>>).

At present, West Hollywood is viewed by cyclists as a “pass-through” region, rather than a cycling destination. Currently, there are no bicycle repair and retail shops in the City of West Hollywood (although a positive step, Bikes and Hikes is a tour-based business). More importantly, unlike neighboring communities, there are no organizations or permanent programs that provide bicycle education, accessibility programs, and repair facilities to the community. The result is a palpable shortage of the business core and community service organizations needed to foster the growth of a cycling community, a lack of visibility that gravely impacts the safety of motorists, cyclists, and pedestrians, as well as the success of bicycle policy in West Hollywood.

### **● REGIONAL CONNECTIVITY**

Nonprofit bicycle repair education organizations are operating successfully throughout Los Angeles, including the Bike Oven (Highland Park/District 1 <http://bikeoven.com/>), the Bicycle Kitchen (East Hollywood/District 13) <http://www.bicyclekitchen.com/>, and Bikerowave (West Los Angeles/ District 11 <http://www.bikerowave.org/>).

These organizations not only serve as community centers/social spaces and neighborhood revitalization hubs, but also as strong allies in the development of regional bicycle policy. The recent approval of the Bicycle Master Plan by the LA City Council has created what supporting Councilman Ed Reyes has identified as a “cultural shift toward different types of transportation” (Linthicum, Kate. “LA City Council approves bicycle master plan.” Los Angeles

Times 1 March 2011 <<http://latimesblogs.latimes.com/lanow/2011/03/los-angeles-bicycle-master-plan.html>>).

A nonprofit bicycle repair education organization in West Hollywood would cultivate and advance community partnerships with established bike co-ops. In addition, a bicycle co-op would bring cycling interests to West Hollywood, as well as serve as a visible presence and informed voice in the larger “cultural shift” toward a multi-modal transportation policy.

- As community partners: Bikerowave and Bike to Work Week. “We had a great time this morning . . . helping out those intrepid bicycle commuters who work at Sony Pictures Studios. Approximately 20 cyclists brought us their rides and we did some minor adjustments and tune-ups. One Sony employee even rode all the way from Echo Park—the long distance award winner!” (Bikerowave blog, May 2010).
- As policy advocates: Bicycle Kitchen blog encourages participation in discussions on master plan. “Join us in conversation with Commissioner Roschen and Alexis Lantz discussing the Los Angeles City Bicycle Master Plan, approved in March by the City Council. . . . Learn how the Los Angeles County Bicycle Coalition, Los Angeles City Planning Commission, and Department of Transportation collaborated to make this vision come true” (Bicycle Kitchen blog, June 2011).

● **OPPORTUNITIES/CONSTRAINTS**

“The U.S. bicycle industry generated \$6 billion in sales in 2010, including retail sales of bicycles, related parts and accessories, through all channels of distribution” (“A Look at the Bicycle Industry’s Vital Statistics.” National Bicycle Dealers Association 2010).

A nonprofit bicycle repair education organization in West Hollywood achieves all of the primary goals identified by the Safety and Education Subcommittee: “Create & develop a bicycle community and galvanize the existing bicycle community in West Hollywood. Make West Hollywood a destination for cyclists, not a bike-through or shortcut. Create and promote opportunities for bicycle accessibility and riding, as well as bicycle safety education.”

Beyond these opportunities for building community, the presence of a bicycle co-op revitalizes neighborhoods and promotes business growth. The mission of a bicycle co-op is noncompetitive with neighboring business—including retail bicycle businesses—and



serves to draw cyclists and potential cyclists to the area, increasing local business revenue. As an educational organization, volunteer apprentice mechanics not only learn a skilled trade, but also gain experience as an active member of a nonprofit, skills and experience that can be used to start new businesses.

- Examples based on the Bicycle Kitchen:
  - Two active “Cook” mechanic/collective members started Orange 20, an independent retail bicycle store and repair shop located on the same block as the Bicycle Kitchen. Operating in an expansive former furniture store, Orange 20 soon financed their online commerce as an extension of the retail and repair store. <http://orange20bikes.com/>
  - Active “Cook” mechanic/collective members started Pure Luck, a vegan/vegetarian restaurant directly across the street from the Bicycle Kitchen location.

- **BEST PRACTICES**

A nonprofit bicycle repair educational organization in West Hollywood would operate as a 501(c)(3) status organization whose primary mission is to offer the community affordable experiential bicycle repair, maintenance, and safety education. An all-volunteer staff of trained bicycle mechanics would teach hands-on repair and maintenance. Flagship services would also include programs geared for kids/teens and families, under-served and marginalized communities, non-English speaking communities, and integrative school programs. Outreach activities would include organized social rides (often used as fundraisers and safety training), on site community events, topical workshops, and bicycle policy advocacy.

As one of the longest-running nonprofit bicycle repair educational organizations in Los Angeles, the Bicycle Kitchen, established in 2002, serves as a superior model for best practices.

- Sample mission statements:
  - Bicycle Kitchen: “Our mission is to promote the bicycle as a fun, safe, and accessible form of transportation, to foster healthy urban communities, and to provide a welcoming space to learn about building maintaining, and riding bicycles.”
  - “Bikerowave’s primary mission is to empower the cycling public by providing affordable hands-on education about bicycle repair and maintenance. We aim to provide the space and tools necessary to assist cyclists in repairing and maintaining their own bicycles. We also seek to serve as a community

center for Westside cyclists by providing a venue for gatherings and events. We are a not-for-profit, all-volunteer organization that strives to be eco-friendly in all aspects of its operation. We believe the success of our mission will lead to a safer, stronger, larger and more vital Westside cycling community.

■ Organizational Structure:

- Consensus-based co-op or collective (based on Bicycle Kitchen's "Cooks" model): all-volunteer bike mechanic/collective members train on site as apprentice mechanics and staff the open business hours. Currently, Bicycle Kitchen has 30 working mechanic/collective members--called "Cooks."
- Grant funded positions (based on Bicycle Kitchen) - an operations administrator and a bookkeeper.
- Advisory Board made up of community/constituency, local business owners, and City Council liaison. Advisory Board supports collective as a consultative committee - quarterly meetings.
- Operational decision-making (programming, general & administrative, fundraising): Mechanic/collective members serve as officers and board members, making operational decisions by consensus - monthly meetings.

■ Programming:

- Flagship Program example (based on Bicycle Kitchen's primary program): Open Business Hours - walk-in or appointment customers (of all ages) learn how to build, repair, maintain bicycle mentored by a mechanic/collective member, using new and refurbished donated parts.
- Flagship Program example (based on Bicycle Kitchen's Earn-A-Bike program): Build-A-Bike - a youth and family program in which kids between the ages of 12 -18 learn how to build/maintain a bicycle and ride safely through an "earning" program that includes a community service component.
- Flagship Program example (based on Bicycle Kitchen's Bicycle Bitchen): Go For It, Girls - a weekly women-only repair and bike maintenance night inclusive of gender identified and transgendered folks staffed by women mechanic/collective members. Includes an organized local ride for bike safety education and community-building.

- Flagship Program example (based on Bicycle Kitchen's La Bici Digna program): Bicycle Exchange - integrative/mobile bicycle repair education that works in partnership with organizations that provide services and resources to under-served and marginalized groups, such as day laborers and working-poor communities.
  - Topical Workshop example offered by Bicycle Kitchen: "Biking in L.A.! This is a one hour workshop that covers: safe riding, how to make a route, how to use different online mapping stuff, how to find other people who are riding and how to interact with angry drivers. 10 spots available. Suggested Donation: \$10" (Bicycle Kitchen website).
- Location/Build Out/Equipment:
    - A business core stretch or surrounding neighborhood would serve as an ideal permanent location
      - Approx 400-1000 plus sq. feet of space
        - Bicycle Kitchen, Bikerowave, and Bike Oven operate in rented store fronts
          - Street parking is accessible
          - Bike parking infrastructure
      - A garage or other secondary space that is part of an existing commercial development would serve as an ideal start-up space (increased business incentives for owner).
      - A dedicated workshop space at Plummer Park or West Hollywood Park would serve as an ideal start-up space.
      - As an extension of an after-school program, a dedicated space on school grounds would serve as an ideal start-up space.
      - City of West Hollywood incentive for developers that include plans for a designated, donated co-op space in new building/development.
    - Space build out (based on Bicycle Kitchen):
      - all-volunteer labor
      - materials provided by donors and purchased with donated/fundraiser funds.
    - Basic equipment (based on Bicycle Kitchen start-up):
      - Bike repair station:
        - portable bicycle repair stand and tools (purchased with donated funds)

- Bicycle parts and frames (donated via collection drive/in-kind donations).
  - Funding and Expenses:
    - Grants for start up funds (based on Bicycle Kitchen)
      - Durfee Springboard Grant (<http://www.durfee.org/programs/springboard/index.html>)
      - Bikes Belong Foundation - Paul David Clark Best Practices Grant (<http://www.bikesbelong.org/bikes-belong-foundation>).
    - Fundraisers for start-up funds (based on Bicycle Kitchen)
    - City of West Hollywood allocation of start-up funds as incentive for matching funds drive and/or grant writer stipend.
    - Revenue streams (based on Bicycle Kitchen):
      - Open Business Hours - walk-in or appointment customers working with mechanic/collective member at an hourly rate of \$7 or free (no one is turned away). Parts are made available (at an affordable suggested donation). Greatest source of revenue.
      - Program-specific grants
        - Grant funded positions
        - Fundraising events and drives
        - Equipment donation drives.
    - Basic expenses (based on Bicycle Kitchen)
      - Rent - estimate 30% of operating budget
      - Insurance (liability, worker's comp, etc.) - estimate 5-10% of operating budget
      - Merchant services expense - business bank account fees are often waived as incentives, credit card processing 2.9% average per transaction (terminal fees are often waived or discounted for incentive).
      - Labor - all-volunteer
      - Equipment, parts - in-kind donations, operational budget.

- **ANALYSIS**

The existence of a bicycle repair educational organization in West Hollywood would not only serve as a highly visible locus for cycling community outreach, education, and advocacy, it would foster the growth of a retail-driven bicycle district, much like the example of the Bicycle Kitchen and other regional bicycle repair educational organizations.

Importantly, specific programming, such as Build-A-Bike, could be tailored to support or attract public interest in current programs, like Safe Routes to School, as well as serve as enrichment education for after school and teen programs. ([http://www.bikesbelong.org/assets/documents/uploads/SRTS\\_Promo\\_Piece\\_v15.pdf](http://www.bikesbelong.org/assets/documents/uploads/SRTS_Promo_Piece_v15.pdf)).

As a welcoming public image and voice for cyclists, a bicycle co-op not only works in a cooperative spirit with motorists, but also encourages potential cyclists. The mission of a bicycle co-op supports mutual respect between motorists, pedestrians, and cyclists, while programs build know-how and confidence in traffic. In addition, a bicycle co-op offers an inclusive and safe space to explore the bicycle as alternative transportation.

- **RECOMMENDATIONS**

The City of West Hollywood and a nonprofit bicycle co-op would be natural partners in the “cultural shift” toward sustainable city planning and eco-conscious transportation policy. Therefore, the City of West Hollywood should develop the growth of cycling interests within its borders. City Council should investigate grant funding to support the formation of a bicycle co-op or award an existing organization the incentive to start satellite programs or branches in West Hollywood.

## **SUPPORT DEVELOPMENT OF A PERMANENT BICYCLE ADVISORY COMMITTEE (BAC)**

- **EXISTING CONDITIONS**

At present West Hollywood has no permanent citizen based organization to advocate for the needs of bicyclists and to help city officials create, implement, and prioritize bicycle programs, facilities, and policies. Such a local advocacy group is essential in ensuring that the recommendations of the 2011 Bicycle Task Force will be implemented and to create an ongoing group to advocate for bike interests in the city of West Hollywood.

- **REGIONAL CONNECTIVITY**

The Los Angeles County Bicycle Coalition (LACBC) offers a program that allows communities to organize local coalition chapters to advocate for the specific needs of their constituencies. Under the program, local chapters can qualify for 501C3 non-profit status and are encouraged to collaborate with other local chapters and LACBC at large. At present there are seven regional

chapters: [Antelope Valley Bicycle Coalition](#), [Better Bike Beverly Hills](#), [Culver City Bicycle Coalition](#), [Montebello Bicycle Coalition](#), [Santa Monica Spoke](#), [South Bay Bicycle Coalition](#), and [West San Gabriel Valley Bicycle Coalition](#).

Information on the program is available at: <http://la-bike.org/node/41/create-local-chapter>

- **OPPORTUNITIES/CONSTRAINTS**

Tess Lotta and Kevin Burton, members of the 2011 West Hollywood Bike Task Force, have begun the process of gathering interest in organizing a West Hollywood Bicycle Coalition through LACBC Regional Partners Program. At present they are gathering input from local bicycling advocates, through a Doodle Poll (<http://doodle.com/cqgbffii8wnii7np>), on how best to organize such a subcommittee.

- **BEST PRACTICES**

According to the League of American Bicyclists, a highly respected national advocacy group:

“A Bicycle Advisory Committee/Council (BAC) is a critical component of a successful Bicycle Friendly Community and can play an important role in helping local officials create, implement, and prioritize bicycle programs, facilities, and policies.

There are various ways a community can go about creating their BAC. Typically it is a citizen based organization rather than an extension of the local government, helping to create a more autonomous organization immune to political changes. Since it is typically not recognized as an official member of the governing council, the committee can act independent of procedural requirements, have broader participation, and also act as a watchdog on governing policy and project implementation. An effective BAC ensures an opportunity for public input into bicycle related projects, programs, and policy.”

- Santa Monica Spokes, a local chapter of the LACBC, is a good example of the types of activities that a West Hollywood BAC might undertake:

<http://smspoke.org/>

- Long Beach Cyclists, is another example of a successful bicycle advocacy group:

<http://longbeachcyclists.com/>

- Davis, California, considered one of the most bicycle friendly cities in the entire country, also is a good example for how a successful BAC might be structured:

<http://cityofdavis.org/meetings/agenda.cfm?c=29>

- **ANALYSIS**

The formation of a West Hollywood Bicycle Coalition would be a powerful force for bicycle advocacy in the city of West Hollywood and ensure that the work of the 2011 West Hollywood Bike Task Force is brought to fruition. Since it would function as an independent 501C3 charitable organization, the WHBC would require no funding from the city of West Hollywood. The WHBC would, however, greatly benefit from official recognition from the city and a close partnership to make the city of West Hollywood a safe and inviting place for bicycles.

- **RECOMMENDATIONS**

The city of West Hollywood should officially support the creation of a West Hollywood Bicycle Coalition chapter.

Although an independent advisory committee, the WHBC should be officially recognized by the city of West Hollywood and a chain of command developed, ensuring communications between the WHBC and the city council.

## **APPOINTMENT OF CITY BICYCLE ADVOCATE**

### **EXISTING CONDITIONS**

At present the City of West Hollywood has no official Bicycle Advocate on staff who consistently acts as the official city representative in interfacing with regional and national bicycling advocacy groups; who will be responsible for overseeing the implementation of the recommendations of the 2011 WEHO Bicycle Task Force; and who will spearhead efforts to submit grant proposals to fund future bicycle related improvement projects.

### **REGIONAL CONNECTIVITY**

A West Hollywood city appointed Bike Advocate should regularly attend meetings of the Westside Council of Governments and its Transportation, Sustainability and Bicycle Safety subcommittees as well as opening a dialog with other local bicycle advocacy groups including:

- Los Angeles County Bike Coalition
- Culver City Bike Coalition
- Santa Monica SPOKE

- Parks & Recreation Commission Bike Committee

The West Hollywood Bike Advocate should also be sent to the State of California's OTS (Office of Traffic Safety) Conference for the purpose of completing its Bicycle & Pedestrian Safety Track.

**BEST PRACTICES**

Every community to earn the Platinum Level award as the best Bike Friendly Communities in the United States employ at least one full time bicycle coordinator.

**DAVIS, CA**

[http://www.bikeleague.org/programs/bicyclefriendlyamerica/communities/bfc\\_davis.php](http://www.bikeleague.org/programs/bicyclefriendlyamerica/communities/bfc_davis.php)

**PORTLAND, OR**

[http://www.bikeleague.org/programs/bicyclefriendlyamerica/communities/bfc\\_portland.php](http://www.bikeleague.org/programs/bicyclefriendlyamerica/communities/bfc_portland.php)

**BOULDER, CO**

[http://www.bikeleague.org/programs/bicyclefriendlyamerica/communities/bfc\\_boulder.php](http://www.bikeleague.org/programs/bicyclefriendlyamerica/communities/bfc_boulder.php)

This job posting for a Boulder bike planning position illustrates the requirements for and benefits of the position.

<http://www.apacolorado.org/content/bicycle-planner-employee-transportation-coordinator>

**NEW YORK, NY**

Much of New York's recent success in transforming itself into a bike friendly city has been attributed to the work of Bicycle Coordinator Joshua Benson.

<http://cityroom.blogs.nytimes.com/2008/05/12/ask-about-cycling-in-new-york/>

**ANALYSIS**

Other communities have demonstrated that to become truly bike friendly, a city employee must be officially charged with the task of developing and implementing a bike friendly agenda.

**RECOMMENDATIONS**

The City of West Hollywood should consider the hiring of a permanent bicycle coordinator to develop and plan a bike friendly agenda for the City of West Hollywood. If that is not possible, the city should officially designate a present employee with the duties of bicycle coordinator for West Hollywood and provide them with the time and resources to implement bike friendly practices for the city.

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The structure and format of reports should be in bullet form and each category



should touch on (if applicable):

1. Existing conditions
2. Regional connectivity
3. Opportunities/Constraints
4. Best practices
5. Analysis
6. Recommendations

# Programs, Implementation & Funding Subcommittee

*Ron Durgin, John Adler, Kevin Burton, Irwin Chodash, Victor Omelczenko*

The *Programs, Implementation & Funding Subcommittee* of the West Hollywood Bicycle Task Force has developed recommendations to prioritize, fund and implement programs to develop bicycle infrastructure facilities, improve safety of bicyclists and pedestrians, and educate motorists and bicyclists on the rights and responsibilities of all groups who share public roadways.

Acceptance of a set of proposals is only the first step in creating an environment that promotes bicycling in a community. It is necessary to institute policies and procedures to carry out those proposals, and this has presented a challenge to many communities, especially in auto-centric areas like Southern California. West Hollywood is recognized as being more walkable than other cities in California and has also distinguished itself by promoting pedestrian-friendly policies, both of which require balancing the needs of pedestrians and motorists. Acceptance of the recommendations of the Bicycle Task Force would represent a commitment by the City to institute similar policies and procedures to support bicycle transportation.

The recommendations in the following sections draw on similar efforts by many communities and agencies to support bicycle plans by establishing objective criteria for prioritizing projects, seeking funding to support them, and establishing strategies for implementing and sustaining bicycle programs.

## Section 1: Pre—Grant Timelines for Bicycle Projects

The Program Implementation and Funding Subcommittee has listed five competitive grant funded programs and associated pre-grant timelines to help the City develop a process of preparing final grant applications in advance of deadlines. The selected grant programs include Federal Highway Safety Improvement Projects (HSIP), Office of Traffic Safety (OTS), Metro Call for Projects (CFP), Federal Safe Routes to Schools (SRTS), and State Legislated Safe Route to Schools (SR2S), see table 1.

The pre-grant time lines should be followed in order to improve chances for securing funding and applying for the most cost effective project. The committee recommends a City Bicycle/Pedestrian Mobility Coordinator take the lead in compiling the projects to be submitted for grant applications and work closely with the City Council Members, Mobility Planning Division, Engineering Division, Public Safety Division, and County Sherriff’s office in ensuring success for funding approval.

TABLE 1: SAMPLE PRE-GRANT TIME LINES.

PRE-GRANT TIME LINE FOR BICYCLE PROJECTS							
TYPE OF GRANT	PROPOSE INITIAL LIST OF PROJECTS	REDUCE LIST	RECEIVE APP.	PREPARE APP.	SOLICIT SUPPORT	SEND REPORT TO CITY COUNCIL	SUBMIT FINAL APP.
<b>FEDERAL HIGHWAY SAFETY IMPROVEMENT PROJECTS (HSIP)</b>	BEGIN IN MAY ANNUALLY (8 MONTHS LEAD TIME)	BEGIN IN JULY ANNUALLY	SEPT. / OCT. ANNUALLY	SEPT. / OCT. ANNUALLY	SUBMIT BY NOV. ANNUALLY	SUBMIT BY NOV. ANNUALLY	DECEMBER ANNUALLY
<b>OFFICE OF TRAFFIC SAFETY (OTS)</b>	BEGIN IN JUNE ANNUALLY (6-8 MONTHS LEAD TIME)	BEGIN IN AUGUST ANNUALLY	NOV. ANNUALLY	NOV. THRU JANUARY ANNUALLY	NOVEMBER THRU JANUARY ANNUALLY	SUBMIT BY DECEMBER ANNUALLY	JANUARY ANNUALLY

<b>METRO CALL FOR PROJECTS (CFP)</b>	BEGIN IN JUNE-EVEN YEARS (6-8 MONTHS LEAD TIME)	BEGIN IN AUGUST EVEN YEARS	NOV. EVEN YEARS	NOV. EVEN YEARS	SUBMIT BY DECEMBER EVEN YEARS	SUBMIT BY DECEMBER EVEN YEARS	JANUARY ODD YEARS
<b>STATE LEGISLATED SAFE ROUTES TO SCHOOLS (SR2S)</b>	INFRASTRUCTURE PROJECTS: BEGIN JANUARY ANNUALLY (12 MONTH LEAD TIME)	MARCH / APRIL	SEPT.	OCT/NOV	SUBMIT BY NOV.	SUBMIT BY NOV.	DECMEBER
<b>FEDERAL SAFE ROUTES TO SCHOOLS (SRTS)</b>	INFRASTRUCTURE PROJECTS: BEGIN AUGUST ANNUALLY (12 MONTHS LEAD TIME); NON-INFRASTRUCTURE PROJECTS: BEGIN JANUARY ANNUALLY (6 MONTHS LEAD TIME)	INFRASTRUC-TURE: OCTOBER ANNUALLY; NON-INFRASTRUC-TURE: MARCH ANNUALLY	APRIL/MAY ANNUALLY	MAY/JUNE ANNUALLY	SUBMIT BY JUNE ANNUALLY	SUBMIT BY JUNE ANNUALLY	JULY ANNUALLY

## Section 2: Prioritization Criteria for Ranking Bicycle Projects

The Program Implementation and Funding Subcommittee propose ten (10) criteria that can be used to rank bicycle projects. The ranking can be used to implement the infrastructure type projects in three scheduling categories: Short—Term (1-3 years), Mid—Term (3-5 years and Long—Term (>5years). The projects can be ranked on a point system using a 100-scale system or some other scaling measure. Each criterion is listed in terms of importance such as, (1) **Cost Effectiveness** as the most important to (10) **Degree of Difficulty** as the least important. A number can be assigned to give criteria a degree of importance.

1. Project Cost
2. Funding availability (local discretionary funding or grant funding)
3. Timing with other related improvements
4. Connects to or serves an existing or proposed bicycle facility
5. Potential for reducing bicycle accidents and improving safety
6. CEQA approvals
7. Connects to or serves parks, libraries, recreation facilities, schools and high employment centers
8. Type of Facility (Class I, Class II, Class III, racks, lockers)
9. Support by the community
10. Degree of difficulty to install i.e. (dropping a travel lane, vehicle parking removal, street widening)

## Section 3: Strategies for Implementing and Sustaining the WeHo Bicycle Program

Successful implementation of the recommendations of the Bicycle Task Force will require a series of ongoing activities by the City and its community partners in the following areas:

- 3.1 Funding and Data Collection
- 3.2 City Staff and Community Resources
- 3.3 City Council and Administrative Support
  - a. Annual Work Plan and Report
  - b. Implementation of Bicycle Proposals
  - c. Best Practices

### 3.1 Pursue Funding and Data Collection

1. Actively pursue diverse sources of funding for implementation (see Tables 2 & 3).
2. Work with regional government groups to advocate funding for bicycle programs and infrastructure projects.
3. Allocate 10% of Measure R funding to bicycle and pedestrian projects.
4. Allocate a minimum of 2% of the City's annual transportation capital budget toward support of bicycle projects and leverage of other funds.

*Funding opportunities require staff time and resources to gather supporting data and assemble applications, and even if awarded many require matching funds. A program with a constant funding stream helps balance staff workloads and creates structure for implementing projects at a steady rate. The BTF recommends a minimum set-aside for funding the bicycle program and this recommended 2% allocation is seen as a starting point not a cap.*

5. Until other sources are secured, allocate at least 1% of the Public Works operations and maintenance budget to maintaining bicycle facilities.

*Long-term maintenance planning and funding is critical to implementation of the BTF recommendations. Bicycle facilities should be treated the same as other public investments, which are prioritized according to objective criteria and not rejected simply because long-term maintenance funds are not firmly secured in advance. The BTF recommends a minimum set-aside for funding routine maintenance. Establish a timeline of projects: short, medium and long term.*

6. The Division of Long Range and Mobility Planning should conduct citywide bike counts annually and whenever auto traffic counts are conducted.
7. Create an on-line link to vehicle, pedestrian and bicycle counts, and crash data.

### 3.2 Provide City Staff and Leverage Community Resources

1. Create the position of City Bicycle/Pedestrian Coordinator.
2. Promote community involvement and regular consultation with bicycle advocacy groups.

### 3.3 Provide City Council Backing and Administrative Support

#### 3.3(a) Annual Work Plan and Report

1. All applicable City Departments and Divisions will prepare an annual work plan for the City Council, City Commissions and public detailing specific measurable tasks recommended by the Bicycle Task Force and/or detailed in the Bicycle and Pedestrian Mobility Plan, Climate Action Plan and General Plan.

2. An annual report shall be provided to the city Council, City Commissions, and public by applicable City Departments and Divisions describing funding and implementation of the proposals recommended by the Bicycle Task Force and/or detailed in the Bicycle and Pedestrian Mobility Plan, Climate Action Plan and General Plan.

*The City Council will take a continuing interest in progress on implementation of the proposals, as will the Transportation, Public Safety, and other City Commissions. In addition, effective implementation will require consultation with partners in the bicycling and wider community. It is recommended that City staff be instructed to produce a plan of action during the upcoming year, and an annual report describing successes and challenges in fulfilling the action plan for the previous year. The plan and report will be made available to the City Council, City Commissions, and the public.*

### **3.3(b) Implementation of Bicycle Proposals**

1. Direct all City Managers, Directors, and Administrators of Departments, Divisions and Commissions to incorporate bicycle facilities and bicycle-friendly features in all public works construction, public facilities, roadway studies and projects, and other city sponsored projects, including joint development and redevelopment projects.

*Implementation of bicycle proposals contained in the Bicycle Task Force report, the Bicycle and Pedestrian Mobility Plan, Climate Action Plan and General Plan will require that they be taken into account in city activities and projects. Similarly, more than one City Department and/or Division will usually be involved in putting bicycle proposals into effect. It is recommended that all relevant entities within city government be directed to work closely together to put bicycle proposals into effect in all applicable City projects, as currently occurs for motor vehicles.*

### **3.3(c) Best Practices**

1. All applicable Departments and Divisions shall incorporate consistent standards and best practices governing the design, implementation, and maintenance of bikeways and bicycle facilities.

*Putting bicycle proposals into practice can only be effective if recognized standards are applied. It is recommended that the City refer to published descriptions of best practices and consult with the bicycle community for up-to-date information. The City should enact ordinances to require best practices be adhered to by its contractors.*

2. The City shall incorporate bicycle-related education and training materials – especially safety information – into existing and future outreach and educational campaigns.

*Use of bicycles as a mobility option is incumbent on the perceived safety of cyclists on city streets. In addition to infrastructure facilities, it is essential that both motorists be aware of and have respect for bicyclists, and in turn that bicyclists obey the rules of the road and in so doing demonstrate consideration of motorists. This can only be achieved through education of both groups about sharing the road in a safe manner. It is recommended that educational materials describing the rights and responsibilities of cyclists be incorporated into outreach campaigns carried out by the City via the Public Safety Commission, Transportation Commission and other means.*

3. The City shall seek a Negative Declaration for EIR's on minor projects to meet CEQA requirements.
4. The City shall modify the Zoning and Building Codes to include bicycle facilities and amenities as a standard requirement.
5. The City shall require, as a condition of approval of discretionary projects, the dedication of right of way for bikeways proposed by the Bicycle Task Force and bikeways identified in the 2003 Mobility Plan.

### 3.3(d) Council & Administrative Support: City Codes

1. The City shall identify necessary new/changed ordinances needed to proceed.
2. The City will modify the Zoning Code and Building Code to include new bike infrastructure requirements and construction standards.
3. Require as a condition of approval of discretionary projects the dedication of right-of-way for and/or construction of bikeways proposed by the Task Force or Bicycle & Pedestrian Mobility Plan.
4. The City will seek a Negative Declaration for EIR's for minor projects to meet CEQA requirements.

## Section 4: Suggested Funding Sources for Pedestrian and Bicycle Safety Projects

### 4.1 Listservs and Websites

1. Federal: [www.grants.gov](http://www.grants.gov) and [www.fedbizops.gov](http://www.fedbizops.gov): all RFPs from federal agencies are posted here. Can set up email alerts to receive RFPs from specific agencies.
2. Community of science: <http://fundingopps.cos.com/>: This is a subscription service that lists all RFPs from all foundations. Individual subscriptions are free.
3. The Foundation Center: <http://foundationcenter.org/> Funding resource for non profits that provides weekly updates on current RFPs.
4. The National Center for Environmental Research: <http://epa.gov/ncer/listserv/> sends out listserv announcements announcing new funding opportunities.

### 4.2 Funding sources

1. State:
  - a. Office of Traffic Safety [http://www.ots.ca.gov/grants/Program\\_Information/default.asp](http://www.ots.ca.gov/grants/Program_Information/default.asp)
  - b. California Department of Transportation <http://www.dot.ca.gov/hq/tpp/grants.html>
    - i. Caltrans Community–Based Transportation Planning Grants
    - ii. Safe Routes to School (federal and state programs)
    - iii. HSIP—Highway Safety Improvement Program
    - iv. BTA—Bicycle Transportation Account
  - c. The Strategic Growth Council [http://www.sgc.ca.gov/planning\\_grants.html](http://www.sgc.ca.gov/planning_grants.html)
  - d. The California Endowment [http://www.calendow.org/grant\\_guide/](http://www.calendow.org/grant_guide/)
  - e. Robert Wood Johnson- Active Living Research <http://www.activelivingresearch.org/grantsearch/grantopportunities/current>
  - f. Safe Routes to School National Partnership <http://www.saferoutespartnership.org/> (resource page)
2. Federal
  - a. Department of Transportation:
    - i. National Highway Traffic Safety Administration.
    - ii. Federal Highway Administration.
    - iii. Housing and Urban Development (HUD)-Department of Transportation (DOT)-Environmental Protection Agency (EPA) Partnership for Sustainable Communities Livability Initiative (<http://www.epa.gov/smartgrowth/partnership/>)
  - b. Center for Disease Control <http://www.cdc.gov/Features/HealthyCommunities/>
  - c. Environmental Protection Agency
  - d. The Partnership for Sustainable Communities <http://www.epa.gov/smartgrowth/partnership/#background>

Table 2 provides an overview of the availability of Federal transportation funds for a wide variety of bicycle and pedestrian projects and offers guidance as to the most appropriate potential funding category for a range of typical projects and programs. Table 3 lists federal, state and local funding opportunities along with key contacts at funding agencies.





Signal improvements	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Curb cuts and ramps	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Traffic calming		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Coordinator positions/programs		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Safety/education position		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Police Patrol		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Helmet Promotion		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Safety brochure/book		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Training		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*

**Table 2**

For a detailed description of the eligibility requirements and other factors related to each funding program, please refer to Appendix 2 available in the

**FHWA Guidance: Bicycle and Pedestrian Provisions of Federal Transportation Legislation**, <http://www.fhwa.dot.gov/environment/bikeped/bp-guid.htm>

Table 3: Federal, State and Local funding sources

Funding Source	Deadline	Administering Agency	Key Contact	Total Amount + Local Match	Project Eligibility	Online Resources
Bicycle Transportation Account <sup>i</sup>	mid-March	CalTrans	Dale Benson, District 7 Bicycle and Pedestrian Coordinator, Sr. Engineer, Office of Local Assistance, CA Dept. of Trans. (213) 897-2934 <a href="mailto:dale_benson@dot.ca.gov">dale_benson@dot.ca.gov</a>	\$7.2 million <b>At least 10% local match required</b>	Acquisition, planning, design, construction, education and maintenance  <b>Requires a current Bicycle Transportation Plan approved by the City of WeHo within the last 5 years.</b>	<a href="http://www.dot.ca.gov/hq/LocalPrograms/bta/btawebPage.htm">http://www.dot.ca.gov/hq/LocalPrograms/bta/btawebPage.htm</a>
Community-Based Transportation Planning Grants <sup>ii</sup>	End of March	CalTrans	Dale Benson, District 7 Bicycle and Pedestrian Coordinator, Sr. Engineer, Office of Local Assistance, CA Dept. of Trans. (213) 897-2934 <a href="mailto:dale_benson@dot.ca.gov">dale_benson@dot.ca.gov</a>	\$3 million (each project not to exceed \$300,000)	Planning, design and education	<a href="http://www.dot.ca.gov/hq/tpp/grants.html">http://www.dot.ca.gov/hq/tpp/grants.html</a>
Environmental Justice: Context Sensitive Planning <sup>iii</sup>	End of March	CalTrans Division of Local Assistance	Dale Benson, District 7 Bicycle and Pedestrian Coordinator, Sr. Engineer, Office of Local Assistance, CA Dept. of Trans. (213) 897-2934 <a href="mailto:dale_benson@dot.ca.gov">dale_benson@dot.ca.gov</a>	\$3 million (grant cap is \$250,000)	Planning, design and education	<a href="http://www.dot.ca.gov/hq/tpp/grants.html">http://www.dot.ca.gov/hq/tpp/grants.html</a>

Funding Source	Deadline	Administering Agency	Key Contact	Total Amount + Local Match	Project Eligibility	Online Resources
Office of Traffic Safety (OTS) <sup>iv</sup>	End of January	Office of Traffic Safety	Ron Miller, Regional Coordinator (LA County Region), California Office of Traffic Safety (916) 509-3020 <a href="mailto:rmiller@ots.ca.gov">rmiller@ots.ca.gov</a>	\$82M Statewide <b>No local match required</b>	Bike & Ped education and enforcement programs	<a href="http://www.ots.ca.gov/grants/default.asp">http://www.ots.ca.gov/grants/default.asp</a>
State legislated Safe Routes to School (SR2S) <sup>v</sup>	Announcing Sept 2011 Proposals due Dec 2011	CalTrans Division of Local Assistance: Safe Routes To School	Dale Benson, District 7 Bicycle and Pedestrian Coordinator, Sr. Engineer, Office of Local Assistance, CA Dept. of Trans.  (213) 897-2934 <a href="mailto:dale_benson@dot.ca.gov">dale_benson@dot.ca.gov</a>	District 7 awarded \$14.2 Million in Cycle 9 (2010/11 fiscal years)  <b>10% local match required</b>	Acquisition, design, construction and education for K-12.	<a href="http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/sr2s.htm">http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/sr2s.htm</a>

Funding Source	Deadline	Administering Agency	Key Contact	Total Amount + Local Match	Project Eligibility	Online Resources
Strategic Growth Council (SGC)	Round 2 RFP – pending, <a href="http://www.sgc.ca.gov/docs/funding/PGIP-guidelines-2011.pdf">http://www.sgc.ca.gov/docs/funding/PGIP-guidelines-2011.pdf</a>	Dept. of Conservation	<b>Sustainable Communities Planning Grants Program</b> c/o Department of Conservation Division of Land Resource Protection 801 K Street, MS Floor 18-01 Sacramento, CA 95814 <a href="mailto:SGCSustainablecommunity@conservation.ca.gov">SGCSustainablecommunity@conservation.ca.gov</a> (916) 322-3439	\$100K - \$1M	Cities and Counties are eligible for planning grants and planning incentives that <b>reduce energy consumption</b> , conserve water, <b>improve air and water quality</b> , and provide other community benefits	<a href="http://www.sgc.ca.gov/planning-grants.html">http://www.sgc.ca.gov/planning-grants.html</a>
Federal Safe Routes to Schools (SRTS) <sup>vi</sup>	July - annually	Caltrans Division of Local Assistance: Safe Routes to School	Dale Benson, District 7 Bicycle and Pedestrian Coordinator, Sr. Engineer, Office of Local Assistance, CA Dept. of Trans. (213) 897-2934 <a href="mailto:dale_benson@dot.ca.gov">dale_benson@dot.ca.gov</a>	\$48.5M-federal; <b>No local match required</b>	Infrastructure projects up to \$1M targeted to within 2 mi of K – 8 schools; Non-infrastructure programs up to \$500K	<a href="http://www.saferoutesinfo.org/legislation_funding/">http://www.saferoutesinfo.org/legislation_funding/</a> or <a href="http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/srts.htm">http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/srts.htm</a>

Funding Source	Deadline	Administering Agency	Key Contact	Total Amount + Local Match	Project Eligibility	Online Resources
Federal Highway Safety Improvement Program (HSIP) <sup>vii</sup>	End of year	CalTrans Division of Local Assistance	Dale Benson, District 7 Bicycle and Pedestrian Coordinator, Sr. Engineer, Office of Local Assistance, CA Dept. of Trans.  (213) 897-2934 <a href="mailto:dale_benson@dot.ca.gov">dale_benson@dot.ca.gov</a>	Statewide Cycle 4 grants = \$74.5 M (2010/11);  SCAG region awarded \$45.6 M of the State total in Cycle 4	Projects correcting or improving a hazardous road location or addressing a safety problem	<a href="http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm">http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm</a>
Centers for Disease Control (CDC)	Check in Jan 2012 for next potential RFP	LA County Dept. of Public Health	Gayle Haberman, MPH Policy Analyst  L. A. County Department of Public Health  695 Vermont Ave. 14th Flr  Los Angeles, CA 90005  (213) 351-1958  <a href="mailto:ghaberman@ph.lacounty.gov">ghaberman@ph.lacounty.gov</a>		Non-infrastructure planning and policy projects aimed at encouraging healthy active lifestyles	<a href="http://www.lapublichealth.org/index.htm">http://www.lapublichealth.org/index.htm</a>

Funding Source	Deadline	Administering Agency	Key Contact	Total Amount + Local Match	Project Eligibility	Online Resources
Local Prop C, TEA, SLPP, CMAQ	Odd-numbered years: January	Metro CFP: Regional Surface Transportation Program (RSTP) /Improvements (RSTI) <sup>viii</sup>	Walt Davis, RSTI Lead, Los Angeles County Metropolitan Transportation Authority (213) 922-3079 <a href="mailto:davisw@metro.net">davisw@metro.net</a>	\$450 million (2008/09) <b>35% 2011</b>	Acquisition, planning, design, construction, maintenance, and capital improvements	<a href="http://www.metro.net/projects/call_projects/">http://www.metro.net/projects/call_projects/</a> ("Modes" tab)
RTPA	January	Metro: TDA Article 3 Funds <sup>ix</sup>	Susan Richan, Bikeways Improvements Lead, Los Angeles County Metropolitan Transportation Authority (213) 922-7675 <a href="mailto:richans@metro.net">richans@metro.net</a>	\$7.4 million (2007/08) <b>X%</b> in 2011	Acquisition, planning, design, construction and education	<a href="http://www.dot.ca.gov/hq/MassTrans/State-TDA.html">http://www.dot.ca.gov/hq/MassTrans/State-TDA.html</a> ; <a href="http://www.metro.net/images/tda-guideline-2011.pdf">www.metro.net/images/tda-guideline-2011.pdf</a>
TEA, CMAQ, RSTP	Odd-numbered years: January	Metro CFP: Transportation Enhancement Activities (TEA) <sup>x</sup>	Reinland Jones, Transportation Enhancements Lead, Los Angeles County Metropolitan Transportation Authority (213) 922-2231 <a href="mailto:ionesr@metro.net">ionesr@metro.net</a>	<b>20%</b>	Provision of pedestrian and bicycle facilities and the provision of pedestrian and bicycle safety and educational activities.	<a href="http://www.metro.net/projects/call_projects/">http://www.metro.net/projects/call_projects/</a> ("Modes" tab)

Funding Source	Deadline	Administering Agency	Key Contact	Total Amount + Local Match	Project Eligibility	Online Resources
CMAQ	Odd-numbered years: January	Metro CFP: Transportation Demand Management (TDM) <sup>xii</sup>	Rufina Juarez, Transportation Demand Management Lead, Los Angeles County Metropolitan Transportation Authority (213) 922-7405 <a href="mailto:rjuarez@metro.net">rjuarez@metro.net</a>	3% of total funds available, \$3M (2011)	Construction of bicycle transportation facilities or for non-construction projects related to safe bicycle use (maps, brochures, etc.).	<a href="http://www.metro.net/projects/call_projects/">http://www.metro.net/projects/call_projects/</a> ("Modes" tab)
TEA, CMAQ	Odd-numbered years: January	Metro CFP: Bikeway Improvements <sup>xii</sup>	Tony Jusay, Bikeways Improvements Lead, Los Angeles County Metropolitan Transportation Authority (213) 922-7675 <a href="mailto:tjusaya@metro.net">tjusaya@metro.net</a>	20% Local Match	Refer to latest Call for Projects Application Package for eligibility requirements.	<a href="http://www.metro.net/projects/call_projects/">http://www.metro.net/projects/call_projects/</a> ("Modes" tab)
Environmental Enhancement and Mitigation Program (EEMP) <sup>xiii</sup>	October 1	Caltrans & California Natural Resources Agency	Dale Benson, District 7 Bicycle and Pedestrian Coordinator, Sr. Engineer, Office of Local Assistance, CA Dept. of Trans. (213) 897-2934 <a href="mailto:dale_benson@dot.ca.gov">dale_benson@dot.ca.gov</a>	\$10 million (each project not to exceed \$350,000)	Acquisition, design, construction, mitigation of environmental impacts of an existing transportation project, and restoration and management of coastal lands or waters	<a href="http://resources.ca.gov/eem/">http://resources.ca.gov/eem/</a>

Funding Source	Deadline	Administering Agency	Key Contact	Total Amount + Local Match	Project Eligibility	Online Resources
California Coastal Conservancy <sup>xiv</sup>	Applications accepted on a Continuous basis	California Coastal Conservancy		From \$10,000 to several million	Some examples of the kinds of projects the Coastal Conservancy may fund include trails and other public access to and along the coast, natural resource protection and restoration in the coastal zone or affecting coastal areas, restoration of coastal urban waterfronts, protection of coastal agricultural land, and resolution of land use conflicts. The Coastal Conservancy can also provide advice about forming and running a nonprofit.	<a href="http://scc.ca.gov/category/grants/">http://scc.ca.gov/category/grants/</a>
Transportation & Community and System Preservation Program (TCSP) <sup>xv</sup>	June Annually	Federal Highway Administration		\$61.25M Nationally, 20% local match required	Applications submitted should support planning, development, and implementation of strategies to integrate transportation, community and system preservation plans and practices.	<a href="http://www.fhwa.dot.gov/tcsp/">http://www.fhwa.dot.gov/tcsp/</a>



Funding Source	Deadline	Administering Agency	Key Contact	Total Amount + Local Match	Project Eligibility	Online Resources
Developer Fees or Exactions	N/A	City or County		--	Mitigation required during land use approval process	--
Measure R <sup>xvi</sup>		City via County		15% of all sales tax revenue (per capita basis)	For local needs such as bikeways	<a href="http://www.metro.net/projects/MeasureR/">http://www.metro.net/projects/MeasureR/</a>
Bikes Belong	Three open cycles per year	Bikes Belong		\$5,000 - \$10,000	See website	<a href="http://www.bikesbelong.org/grants/apply-for-a-grant/">http://www.bikesbelong.org/grants/apply-for-a-grant/</a>

CFP—Call For Projects, CMAQ—Congestion Mitigation & Air Quality, RSTP—Regional Surface Transportation Program, RTPA—Regional Transportation Planning Agency, SLPP—State Local Partnership Program, TDA—Transportation Development Act, TEA—Transportation Enhancement Activities

<sup>i</sup> The Bicycle Transportation Account (BTA) is an annual program providing state funds for city and county projects that improve safety and convenience for bicycle commuters. In accordance with the Streets and Highways Code (SHC) Section 890-894.2 - California Bicycle Transportation Act, projects must be designed and developed to achieve the functional commuting needs and physical safety of all bicyclists. Local agencies first establish eligibility by preparing and adopting a Bicycle Transportation Plan (BTP) that complies with SHC Section 891.2. The BTP must be approved by the local agency's Regional Transportation Planning Agency. Caltrans anticipates appropriation of \$7.2 million annually for projects that improve safety and convenience for bicycle commuters. SHC Section 2106 stipulates the annual BTA funding level in the approved State budget, with awards announced after enactment. Per SHC 891.4(b), funds are allocated to cities and counties on a matching basis that requires the applicant to furnish a minimum of 10 percent of the total project cost. No applicant shall receive more than 25 percent of the total amount transferred to the BTA in a single fiscal year. Funding is from the Highway User's Tax Account (HUTA) and Transportation Tax Fund. Key partners include Local agencies, Regional Transportation Planning Agencies, District Local Assistance Engineers, Caltrans District Bicycle Coordinators, and Bicycle Advocacy Organizations. (<http://www.dot.ca.gov/hq/LocalPrograms/bta/btawebPage.htm>)

<sup>ii</sup> CBTP promotes integration of transportation and land-use planning with community values so "livable" communities are realized. The purpose is to fund planning projects statewide that support "livable" community concepts, coordinate land-use and transportation planning, and promote community involvement. The goals are to (1) to improve Mobility and Accessibility by expanding the system and enhancing modal choices and connectivity to meet the State's future transportation demands; (2) to preserve the Transportation System by maintaining, managing, and efficiently using California's existing transportation system; (3) to support the economy by maintaining, managing, and enhancing the movement of goods and people to spur economic growth, job creation, and trade; (4) to enhance public safety and security by ensuring the safety and security of people, goods, services, and information in all modes of transportation; (5) to reflect community values by finding transportation solutions that balance and integrate community values with transportation safety and performance, and encourage public involvement in transportation decisions; and (6) to enhance the environment by planning and providing transportation services while protecting our environment, wildlife, and historical and cultural assets. Contingent upon passage of the annual State budget, \$3 million anticipated. Local contribution-minimum:

10% match of requested grant amount; up to 1/4 of local match amount may be in-kind contribution. The program is reimbursable. (<http://www.dot.ca.gov/hq/tpp/grants.html>)

- iii EJ grants are designed to improve mobility and accessibility by expanding the system and enhancing modal choices and connectivity to meet the State's future transportation demands; preserve the transportation system by maintaining, managing, and efficiently utilizing California's existing transportation system; support the economy by maintaining, managing, and enhancing the movement of goods and people to spur economic development and growth, job creation, and trade; enhance public safety and security by ensuring the safety and security of people, goods, services, and information in all modes of transportation; reflect community values by finding transportation solutions that balance and integrate community values with transportation safety and performance, and encourage public involvement in transportation decisions; enhance the environment by planning and providing transportation services while protecting our environment, wildlife, and historical and cultural assets; identify low-income and minority communities, Native American Tribal Governments, other under-represented groups, community-based organizations, and businesses; describe the outreach methods to traditionally under-represented communities. Contingent upon passage of the annual State budget, \$3 million anticipated. Competitive grant program. Local contribution-minimum 10% match of requested grant amount. Up to 1/2 of local match amount may be in-kind contribution. Funds are only for planning-related activities. Reimbursable program. (<http://www.dot.ca.gov/hq/tpp/grants.html>)
- iv Office of Traffic Safety (OTS) funds 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. (<http://www.ots.ca.gov/grants/default.asp>)
- v Established in 1999, the State-legislated Safe Routes to School (SR2S) program seeks to reduce injuries and fatalities to schoolchildren 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 state 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. 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). (<http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm>)
- vi The Federal Safe Routes to School (SRTS) is a reimbursement funding program for reducing injuries and fatalities through capital (engineering) projects that improve safety for children in grades K-8 who walk or bicycle to school and through non-infrastructure projects that incorporate education, encouragement, and enforcement activities that are intended to change community behavior, attitudes, and social norms to increase the numbers of children walking and bicycling to school. \$42 M in federal funds is the targeted funding projected for the 2011 call based upon the total amount of programming capacity available in the current Federal Transportation Improvement Program (FTIP). Caltrans Districts are apportioned funds based upon student enrollment. Any local or regional agency is eligible to apply for SRTS funds. The local or regional agency is the City/County/Metropolitan Planning Organization (MPO)/Regional Transportation Planning Agency (RTPA) who serves as the responsible agency and partner to a Project Sponsor such as the School District, County Public Health Agencies and other non-profit organizations. Capital projects must fall under the broad categories of pedestrian facilities, traffic calming measures, installation of traffic control devices, construction of bicycle facilities, and public outreach/education/enforcement. Up to 10% of the construction cost can fund an

education/encouragement/enforcement element in an infrastructure project. Stand alone non-infrastructure projects may include: conducting SRTS workshops, walk ability audits, conducting student assemblies for pedestrian and bicycle safety, and developing walking school bus or bicycle train programs to name a few. There is no local match required. \$1,000,000 is the maximum amount that can be requested for an infrastructure project and \$500,000 for a non-infrastructure project. (<http://bikepedwiki.scag.ca.gov/bikepedtransportation/node/106>)

vii The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the overall purpose of achieving a significant reduction in traffic fatalities and serious injuries on all public roads through the implementation of infrastructure-related highway safety improvements. The specific provisions pertaining to the HSIP are defined in Section 1401 of SAFETEA-LU which amended Section 148 of Title 23, United States Code (23 USC 148) to incorporate these provisions. These provisions are still in effect due to Continuing Resolutions passed by Congress during Federal Fiscal Year 2009/10. On September 3, 2010, Caltrans announced a call for Highway Safety Improvement Program (HSIP) – Cycle 4 - projects. On February 23, 2011, Caltrans released the Cycle 4 list of projects approved for funding. The list contains 179 projects totaling nearly \$75 million in federal funds. (<http://www.dot.ca.gov/hq/LocalPrograms/hisp.htm>)

viii 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 (CFP) program, a competitive process that distributes discretionary capital transportation funds to regionally significant projects. Every other year Metro accepts CFP 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. 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. ([http://www.labikeplan.org/public\\_involvement](http://www.labikeplan.org/public_involvement))

ix 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. ([http://www.labikeplan.org/public\\_involvement](http://www.labikeplan.org/public_involvement))

x Bicycle 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. ([http://www.labikeplan.org/public\\_involvement](http://www.labikeplan.org/public_involvement))

xi 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. ([http://www.labikeplan.org/public\\_involvement](http://www.labikeplan.org/public_involvement))

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- xii 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. ([http://www.labikeplan.org/public\\_involvement](http://www.labikeplan.org/public_involvement))
- xiii Environmental Enhancement and Mitigation Program (EEMP) 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. ([http://www.labikeplan.org/public\\_involvement](http://www.labikeplan.org/public_involvement))
- xiv To achieve its goals, the Coastal Conservancy may award grants to public agencies and nonprofit organizations that qualify under Section 501(c)(3) of the United States Internal Revenue Code and whose purposes are consistent with Division 21 of the California Public Resources Code (commencing with section 31000). Some examples of the kinds of projects the Coastal Conservancy may fund include trails and other public access to and along the coast, natural resource protection and restoration in the coastal zone or affecting coastal areas, restoration of coastal urban waterfronts, protection of coastal agricultural land, and resolution of land use conflicts. The Coastal Conservancy can also provide advice about forming and running a nonprofit. For more information about the kind of work the Coastal Conservancy does, please see programs and projects. The stages of a project generally funded by the Coastal Conservancy include pre-project feasibility studies, property acquisition, planning (for large areas or specific sites) and design, environmental review, construction, monitoring, and, in limited circumstances, maintenance. (<http://scc.ca.gov/category/grants>)
- xv 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.
- xvi 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 administering agency, made the first disbursement of funds to the City in December 2009. ([http://www.labikeplan.org/public\\_involvement](http://www.labikeplan.org/public_involvement))