



ENVIRONMENTAL IMPACT REPORT

for the **BICYCLE PLAN**

APRIL, 1976

DEPARTMENT OF CITY PLANNING



LOS ANGELES

CALIFORNIA

SUMMARY

The Bicycle Plan proposes a Citywide system of approximately 600 miles of bicycle routes. Of this total, 300 miles are designated a "backbone" system, to be given design and construction priority. Approximately 35% of the total length will be bike paths separated from motor vehicles, while the balance will make use of existing and future streets.

The long range benefits attributable to the Plan should be:

- 1) Reduced number of motor vehicle miles travelled.
 - a) Improved air quality.
 - b) Reduced traffic noise level.
 - c) Reduced demand for gasoline.
 - d) Economic gain for bike rider and for families, particularly if a second or third car can be eliminated.
 - e) Reduction in auto-auto accidents.
- 2) Improved physical fitness of regular bike riders.
- 3) Improved traffic circulation.
- 4) Better use made of other, existing modes of transportation (riding bike to bus stop or carpool, for example).

The short term, adverse impacts are expected to be:

- 1) Increase in bicycle involved accidents. (Mitigated by Safety, Education and Law Enforcement Program Proposals.)
- 2) Some slowing in some locations of traffic due to lanes-in-street and bicycle midblock street crossings.
 - a) Temporary increase in fuel consumption for affected areas.
 - b) Temporary local increases in air pollution.

3) Loss of street parking for some small businesses, resulting in some possible economic disadvantage.

4) Bicyclists using street lanes may be subject to local, temporarily high levels of air and noise pollution from motor vehicle traffic.

Generally, because of prior development, the Plan poses no threat to fauna and flora. No endangered species of either are involved; characteristic landforms and landscapes will be retained.

Please see chart, (last page) for a comparison of beneficial and adverse impacts attributable to the Plan, and mitigating measures proposed.

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ENVIRONMENTAL IMPACT REPORT
FOR THE
PROPOSED BICYCLE PLAN

INTRODUCTION

This Environmental Impact Report has been prepared for the Proposed Bicycle Plan, (which is to be a part of the Transportation Element of the General Plan of the City of Los Angeles) as required by the California Environmental Quality Act of 1970 (as amended), and the California Resources Agency, and City of Los Angeles Guidelines for implementation of that Act.

In preparing this Environmental Impact Report, policies and programs are considered to be "actions" or "projects" as defined in the California State Guidelines. A City General Plan or an element thereof is considered to be a compilation of actions, all of which are proposed to be implemented. All actions proposed by the Bicycle Plan are identified, categorized and evaluated as to their possible environmental impacts. Objectives of the Plan are generally considered to be goals and are not considered as commitments to future actions. Studies and administrative actions have been considered but not analyzed in detail. It is contemplated that environmental impact reports will be required as specific construction projects are implemented.

Each major group of proposals of the Proposed Bicycle Plan is considered independently as to direct or indirect impacts on the environment. In addition to the physical environment, the socio-economic environment is also considered. Environmental impacts have been further identified as either being short- or long-term, possibly beneficial, possibly detrimental, and/or possible significant (substantially adverse). Any adverse environmental effects which cannot be avoided if the proposal is implemented will be

discussed together with mitigation measures proposed by the Plan. Alternatives to the proposed actions and growth inducing impacts, where applicable, are evaluated.

As previously noted, the Proposed Bicycle Plan is a proposed part of the City's General Plan. The General Plan is mandated in Section 96.5 of the City Charter and in Section 11.5.6 of the City Municipal Code. It contains the following components:

1. Concept and Citywide Plan

The Concept of the General Plan, adopted by the City Council on April 3, 1974, is a long range document and related to Los Angeles and cities contiguous to its borders. By translating the goals expressed by citizens in the earlier Goals Program into objectives and policies, the Concept serves as the generalized conceptual framework for the entire General Plan. The Concept provides a long-range view of the City, characterized by:

- a. Centers having a high intensity of development and activity; and
- b. Low density suburban areas

Centers will include commercial, residential and appropriate industrial development, such as research facilities. Suburbs will be predominantly residential in character but will include local businesses, public service facilities, schools and parks. Centers and suburbs throughout the City will be tied together by a comprehensive transportation system.

The Citywide Plan, also adopted by the City Council on April 3, 1974, is for an intermediate time range and will serve as the policy guide

for planning and development in the City over the next twenty years. Designed to implement the Concept, it contains broad policies and programs of the Land Use, Circulation, Service Systems and Environmental Elements.

2. Technical Elements

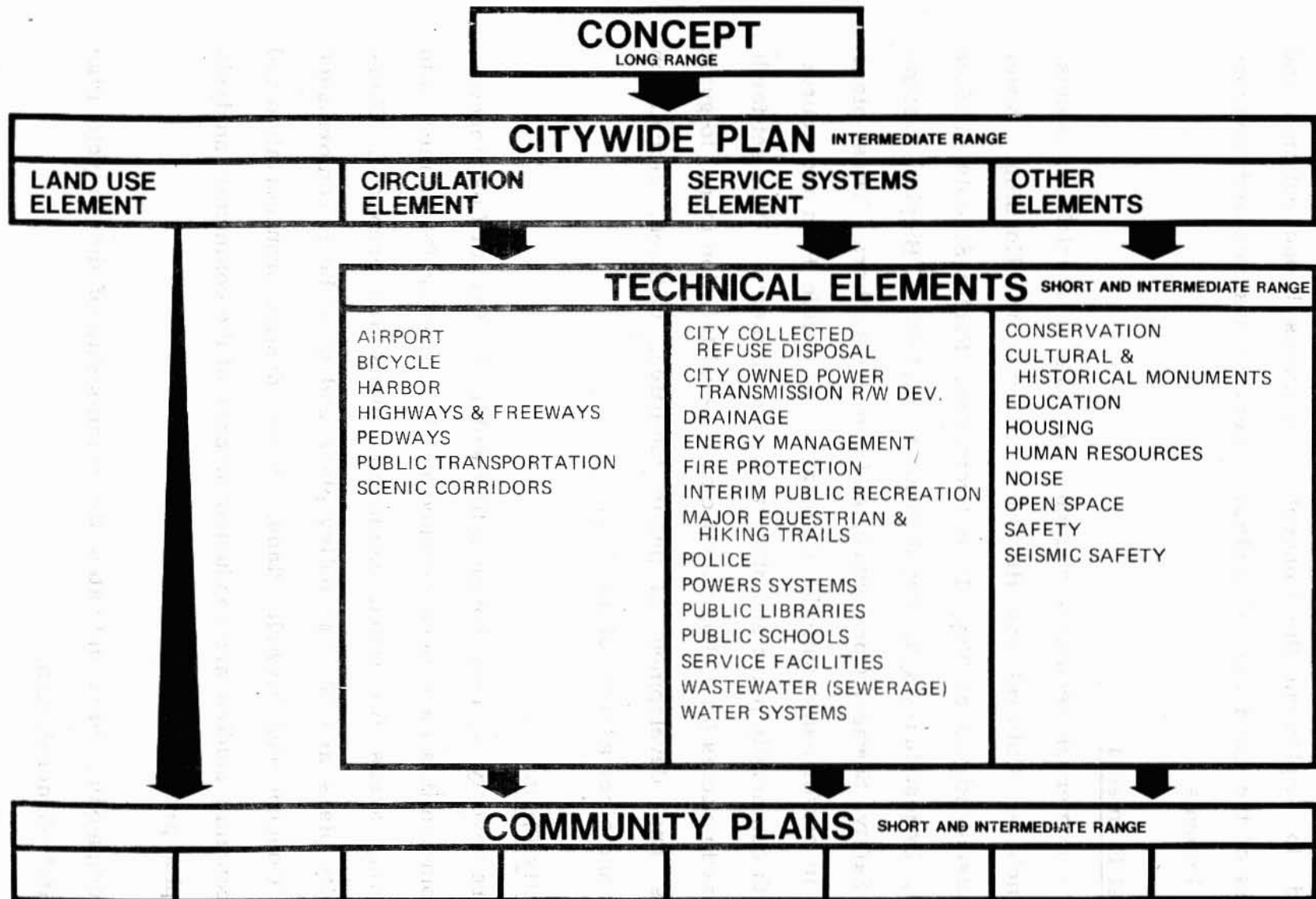
There are numerous technical elements relating to specialized issues. These include: Cultural and Historical Monuments, Housing, Power Transmission Rights-of-Way, Fire Protection, Public Schools, Refuse Disposal, Pedestrian-Ways, Rapid Transit, Highways, Bicycle System, Seismic Safety, Sewage, Open Space, and numerous others. These plans must be in conformance with the Concept and Citywide Plan and coordinated with community plans and other technical elements. They set forth generalized policies (including specific or general location maps) to guide locations and development of public facilities, utilities, circulation systems and other aspects of the City.

3. Community Plans

There are seventy separate communities within the City of Los Angeles. These communities have been grouped by the Planning Department into 35 planning areas for which community plans are prepared. These community plans are 20-year policy plans and must be in conformance with the Concept and Citywide Plans. Urban design, transportation and socio-economic studies are conducted as part of the community analysis during plan preparation.

The accompanying chart indicates the relationship of the Bicycle Plan to the City's General Plan.

GENERAL PLAN CITY OF LOS ANGELES



I. ENVIRONMENTAL SETTING

A. Regional Setting

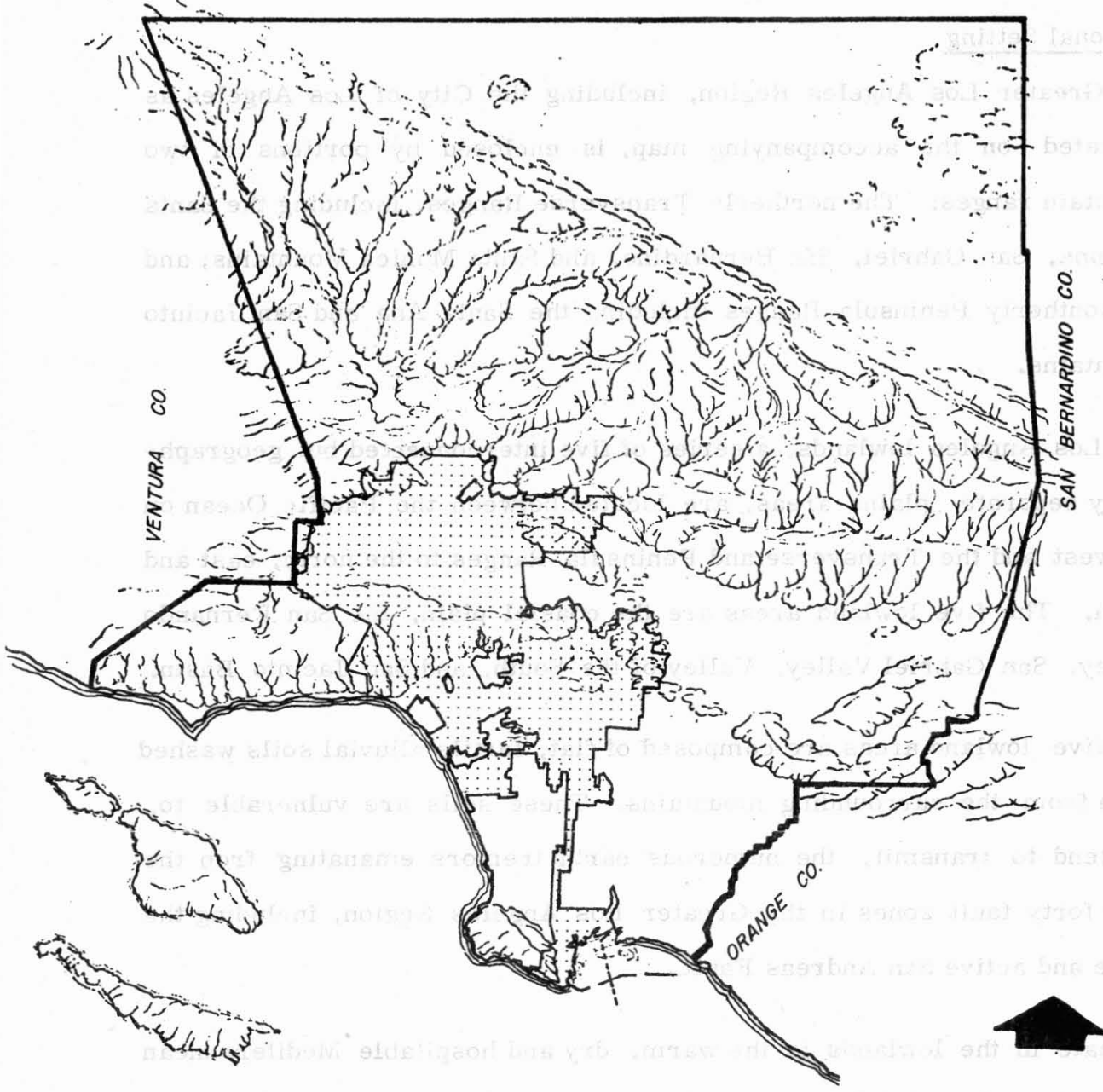
The Greater Los Angeles Region, including the City of Los Angeles as indicated on the accompanying map, is enclosed by portions of two mountain ranges: The northerly Transverse Ranges, including the Santa Susanna, San Gabriel, San Bernardino, and Santa Monica Mountains; and the southerly Peninsula Ranges including the Santa Ana and San Jacinto Mountains.

The Los Angeles lowlands, a series of five interconnected but geographically separate plains areas, are located between the Pacific Ocean on the west and the Transverse and Peninsula Ranges to the north, east and south. The five lowland areas are the coastal plain, the San Fernando Valley, San Gabriel Valley, Valley of the South, and San Jacinto Basin.

The five lowland areas are composed of flat, fertile alluvial soils washed down from the surrounding mountains. These soils are vulnerable to, and tend to transmit, the numerous earth tremors emanating from the over forty fault zones in the Greater Los Angeles Region, including the large and active San Andreas Fault.

Climate in the lowlands is the warm, dry and hospitable Mediterranean type. Annual rainfall ranges from approximately 12 to 25 inches. Average daily temperature in Pasadena, a representative Southern California location, varies only from 53 degrees Fahrenheit in January (the coldest month) to 74 degrees Fahrenheit in August (the hottest month).

KERN CO.



VENTURA CO.

SAN BERNARDINO CO.

ORANGE CO.



REGIONAL SETTING MAP

LOS ANGELES CITY AND COUNTY

The Mediterranean climate produces characteristically dry vegetation. Extensive grasslands, green in the winter rainy season and dry the rest of the year, once covered the lowlands. This vegetation has, however, been supplanted by urban growth and agricultural development.

Much hillside is still covered by natural vegetation, chaparral, a wiry brush cover of evergreen shrubs and scrubby trees. In summer it becomes extremely flammable. Pine forests occupy mountainous areas above an altitude of 4,000 feet.

All of the lowland areas, except of San Jacinto Basin, are highly populated. The City of Los Angeles, in the coastal plain and the San Fernando Valley, is the nucleus of a sprawling conurbation which houses over 9 million inhabitants.

There are over three million dwelling units in the greater Los Angeles Region as well as over 9,000 factories employing 840,000 industrial workers. Over 600 miles of freeways and thousands of miles of surface streets accommodate over three million automobiles.

High population density and heavy automobile use have created a severe air pollution problem in the region. The problem in Los Angeles is compounded by the poor natural ventilation of the lowlands. The surrounding mountain barrier prevents the horizontal dispersion of the pollution and a phenomenon known as temperature inversion frequently prevents its vertical dissipation. Temperature inversions and, therefore, air pollution are most common in summer and occur when the natural air circulation is at a minimum. Rains and occasional Santa Ana winds clear the air during the winter months.

B. Local Setting

General

The planned bicycle routes traverse a total distance of approximately 600 miles throughout the City. Consequently, they encounter practically every type of terrain and land use within the City. This encompasses the primitive hills of the Mulholland area, the ocean front and beach and residential areas in each planning district, as well as many of the commercial and industrial areas of the City. The local setting of the planned routes is therefore a cross section of the City.

C. Social Environment

A bicyclist following the planned routes will probably encounter the entire social and standard of living spectra of Los Angeles. A person to person relationship with bystanders, pedestrians and other cyclist will generally exist. This is in contrast to the sometimes observed behavior of occasional automobile drivers, who tend toward the machine to machine encounter, with decreasing regard for the usually expected human courtesies. An antagonism toward the bicyclist may result, increasing the hazard to the cyclist as much as the disparity in size, weight and speed.

The "common interest" aspect will often result in impromptu acquaintances and the formation of informal groups. Groups formally organized to promote their bicycling interest are well established and have their own social implications and impact.

D. Physical Environment

While some of the planned bicycle routes will follow the ocean front, parks and rights-of-way along power lines and drainage systems, and

will thus be well separated from motor vehicle traffic, the majority of the routes will be associated with existing streets, being located within the street right-of-way. The physical environment, therefore, generally includes the presence of motor vehicles. Since City streets are also designed to carry rainwater run-off from adjacent areas for a City block or more, the bicyclist may encounter uncomfortable or unmanageable water flow in wet weather. The average number of rainy days is 19 per year. Conversely, the bicyclist will occasionally encounter air temperatures exceeding 100 degrees Fahrenheit in the San Fernando Valley area in summer and fall. Winter "Santa Ana" winds, reaching velocities of sixty or more miles per hour occasionally blow, and in open areas, particularly the San Fernando Valley, may carry objectionable amounts of dust and fine sand. However, the local weather conditions will be acceptable or ideal for bicycle riding approximately 90% of the time.

1. Land use and Zoning

The accompanying route map (back cover) shows the planned land uses adjacent to the backbone bicycle routes. Land Uses are of significance because of the interface of bicycles/motor vehicles, and because of potential conflicts of interests, particularly in single-family residential districts, and in street oriented commercial areas where a bikeway may disrupt established parking practices and hinder motor vehicle movement.

2. The People

People living, working, shopping, studying and playing along the proposed bikeway routes will be fairly representative of Los

Los Angeles. In turn, it is expected that everyone having a bicycle available and desirous of using it on the System will be free to do so. Demographic, economic, and social distinction will, in effect, not exist as far as bikeway usage is concerned. To describe the people involved is to describe Los Angeles.

3. Public and Private Programs

a. Circulation

The City's freeways and arterials, along with appropriate development of local and collector streets has provided a circulation system for motor vehicles that is second to none. In spite of this, the rapid increase in automobiles in the Southern California Region over the past few years threatens to overwhelm portions of the system. Improvement of public transportation, along with operating subsidies to reduce the necessary fare show promise of alleviating a critical traffic situation for the near term. Long range rapid transit systems have been proposed and studied for years. On two occasions over the past six years rapid transit financing proposals have been presented to the voter; each failed to carry the required votes. However, recent proposals making use of matching Federal Funds show promise.

To date, some provisions have been made for recreational bicycling, and this is producing considerable interest in the bicycle as a mode of personal transportation. Due primarily to the hazard of cycling in automobile traffic, as well as the

physical effort required, there has been no significant replacement of automobile trips. However, more than 20,000 students regularly bicycle to school. Since half of all of the approximately 10 million daily automobile trips made in Los Angeles are less than 3-1/2 miles in length, the potential for replacing more auto trips with bike trips is good.*

b. Schools

Public and private schools are located throughout the City, generally within easy access to residential neighborhoods if not in fact located in the neighborhood. A comparatively large number of universities, colleges and trade schools serve a wide variety of interests and yield a large percentage of graduates to the professions.

Through junior high school, bicycles are a significant mode of transportation, along with school busses. Conversely, high school and college transportation is dominated by personal automobiles. However, some universities such as UCLA have a large on-campus usage and an estimated 1000 bicycle commuters.

c. Parks and Recreation

Every Los Angeles neighborhood has its public parks and recreation areas supplemented with regional parks, public golf courses, pools, tennis courts, public beaches and so forth. In addition, the recreational facilities include several bicycle paths.

* Background Report, P. 7.

d. Other Public Facilities

Libraries and local municipal buildings, along with police and fire facilities are distributed throughout the City to provide decentralized service where this is economically feasible. Libraries particularly are considered bicycle trip generators, and this potential is factored into route location.

4. Unique or Rare Environmental Resources

As stated previously, bikeroutes will be located predominantly within existing street rights-of-way. Since considerable improvement has already been accomplished in such circumstances, rare environmental resources will not generally be involved. One possible exception might be the ocean beach front southerly from Washington Street in Venice to the Marina del Rey Channel. In this instance, a favorable precedent has been set by Bikeways now in use on the beach to the north of Washington Street and to the south of the Marina del Rey Channel. The width of the beach here is on the order of 1,000 to 1,500 feet; the Bikeway thus occupies only a very small fraction of the sand area.

The atmosphere should be considered a rare environmental resource, since clean air is becoming a scarce commodity. In any case, project environmental studies for each phase of Bikeway implementation will consider environmental resources on an individual project basis.

5. Air Quality and Noise

a. Air Pollution

On a regional basis, the air quality for the Los Angeles Basin is poor, with local peaks of pollution exceeding acceptable levels (as defined by the Clean Air Act, State of California) some place in the region almost every day. In the Los Angeles Basin, the major contribution to atmospheric pollution is the private automobile.* Lack of consistent winds and frequent atmosphere temperature inversions hinder normal dissipation processes.

It is particularly unfortunate that accelerated breathing typical of bicycling, along with the physical exertion, can be a health hazard rather than a benefit with impure air. (The Los Angeles County Air Pollution Control District recommends minimizing physical exertion even under first stage alert conditions.)

b. Noise

The noise encountered in travelling the proposed Bikeway routes covers an extreme range, from the comparative quiet of the mountains and the beach, to the din of heavy motor vehicle traffic. Occasional construction work and low flying jet aircraft can bring the noise to uncomfortable and perhaps damaging levels for the human ear. Steps are being taken to reduce extreme and/or annoying repetitious sound to acceptable levels within the City by legal means.

* For example, 90% of atmospheric carbon monoxide in the Los Angeles Basin is traceable to motor vehicles.

II. Description of the Plan

This plan is basically concerned with bicycle usage. Its primary purpose is to encourage and guide the design of a Los Angeles Bike Route System. In scope it is Citywide. It defines a Backbone System having first priority, and provides for the time phased extension and expansion of bike routes to complete the long range plan. In addition, it states several policy proposals and programs, some of which, when implemented, will have an effect on the local environment. The Plan is general in nature, since precise location and type of construction for each segment of the system will be established by a specific engineering design when that segment is approved and financed for design and construction. Each such engineering design project will be accompanied by a Project EIR since certain essential impact information will only be available at that time. The significant proposals of the Plan and an evaluation of their environmental impact are given in the following section.

III. Environmental Impact

The significant proposals are grouped for similar impact where appropriate, and each has been analyzed with respect to the following, legally required factors:

1. Environmental impact area

- | | |
|------------------|------------------|
| a) biota | d) air quality |
| b) land reserves | e) water quality |
| c) land forms | f) ambient noise |

- g) aesthetics
- h) historic values
- i) energy
- j) population
- k) social system
- l) economic system

2. Unavoidable adverse effects if the Plan is implemented.
3. Irreversible changes.
4. The relationship between local short term uses of man's environment and the maintenance of long term productivity.
5. Growth inducing impact.
6. Mitigation measures proposed to reduce adverse impact.
7. Alternatives to the proposed action.

It is evident that not all of these factors will be pertinent to every case. Although each factor is considered, only those that are applicable appear in the following discussion. (Proposals that are clearly administrative or legislative are omitted per City and State Guidelines.) Proposals which have a potentially adverse effect, no matter how small, are included.

Proposals Groups A

- . The Plan proposes a bicycle transportation system totaling approximately 600 miles in length. The system would be a dual purpose network serving both recreational and transportation needs. Corridors are shown on the accompanying Plan Map. A "backbone" system of approximately 300 miles total is proposed. This system includes Bike Routes completed, in process of design, or under construction.

Bicycle riding will be encouraged as an important mode of personal transportation as well as a pleasant source of outdoor exercise.

Where the Bike Route must be in the useable roadway and the pavement is sufficiently wide, a lane for the exclusive use of bicycles may be designated and identified by striping and signs. Bicycles and motor traffic may merge at intersections and bus stops.

Environmental Impact.

The Plan Map shows a network of bike routes extending throughout the City of Los Angeles along with significant bicycle trip attractors and currently planned or actual land uses. Bicycles at present may use any City street or State highway, and are only legally excluded from the freeway system. As the Plan is implemented, it is expected that when bicyclists use streets in which bike lanes exist, the bicyclist will use that lane. As presently planned, about 65% of the total route length, or 390 miles will be located within existing street rights-of-way. Since there are more than 6,400 miles of streets and highways within the City, bike routes will involve only 7% of this total.

On the basis of City streets involved in planned bicycle routes, 7% indicates the extent of street impact on a City-wide basis. However, most of the off-street bike paths proposed will require some street crossings in addition to existing street intersections. The net effect of such crossings will generally be a very small additional motor vehicle traffic delay. The total number of street intersections in the City is on the order of 40,000; the number of new crossings resulting from proposed bike paths is estimated to not exceed 100. This amounts to 1/4% on a City wide basis.

The general impact of these proposals is somewhat adverse, since in some cases the traffic carrying capacity of the street may be slightly reduced, resulting in increased congestion, lack of driver convenience, increased trip time and greater generation of pollutants per motor vehicle mile travelled.* However, the overall effect is certainly not expected to be severe since only (7%) of the total length of Los Angeles City streets will be affected. Mitigation of these effects may be accomplished to the extent that bicycle trips replace automobile trips. In fact, the overall long range effect may be a general improvement in circulation.

While the percentages of streets and crossings affected by this Plan are small, use of arterials is general, and the impacts will affect approximately four million motor vehicle miles travelled per day.

A possible consequence of encouraging people to ride bicycles for transportation and commuting is an increase in the number of bicycle involved accidents. For example, it is estimated that in 1970 there were one and

*See Background Report, pp. 5, 6.

one quarter million operational bicycles within the City of Los Angeles. During the four years 1970 through 1973 there were 210,000 new registrations. This indicates an increase of 18% in total number of bicycles. During these same four years, bicycle involved accidents increased from 895 per year to 1,346 per year, an increase of 451 corresponding to 50.5%***. This is greater than the expected one-to-one correspondence, and may indicate that newer riders are much more prone to accidents than Los Angeles riders of the 1,250,000 pre 1970 bicycles. It is also possible that this class of bicycles is just not ridden as much as the post 1970 class. In any case, it would seem that only the most diligent effort in training and law enforcement can prevent a continuing increase in number of accidents with increased bicycle usage. However, in the long range, with fewer autos on the street, fewer auto-auto accidents can be expected so that the total of all traffic injuries could decrease. The Plan proposes programs in bicycle safety training and more appropriate law enforcement, plus improvement of existing laws to mitigate this impact.

The direct impact on most of the items concerned with the natural environment (fauna, flora) is practically non-existent because of prior development of street improvements.

a) Air Quality

There may be some very small amount of local degradation of air quality due to increased peak hour congestion of motor vehicles, but this should be compensated by a reduction in VMT. Bicyclists using street lanes may be exposed to exhaust pollutants of hazardous concentrations at some very local sites, but one criteria, in the placement of bike lanes will be air quality for the bicyclist.

**See Background Report, pp. 7, 17.

b) Ambient Noise

Some increase in local noise level will be due to traffic congestion, as well as to (temporary) construction activity. In addition, even though bicycles are inherently quiet machines, the riders may add noise to otherwise quite neighborhoods. Bicyclists using street lanes may be exposed to the high noise levels resulting from motor traffic.

c) Aesthetics

The proper comparison here is bicycle traffic vs. automobile traffic, in trip categories where either could be used. This again is a subjective evaluation, very dependent on personal vigor, age, preferences and to some extent, social background (i. e. bicycle riding to and from high schools is not at all popular since the car is the thing, the status symbol). The bicycle has a more human scale however, and it would seem that the non-polluting, energy conserving aspects plus the satisfaction of using ones own capability in bicycling give this mode a definite aesthetic edge.

d) Energy

The impact in this category appears to be beneficial since human energy is substituted for the limited source fossil fuel needed by motor vehicles. This assumes that auto trips are being displaced by bike trips, and that the human energy needed for bicycling is not depriving some essential human activity. Since an estimated 4 million motor vehicle miles travelled per day may be subject to some showing due to full implementation of the Plan, a corresponding increase in fuel consumption could result if there is no significant replacement of automobile trips with bicycle trips.

e) Social System

The completion of a citywide bikeway system is certain to have its social impact. Whether this is beneficial or adverse is rather subjective and dependent on different personal viewpoints. The very demand for bike routes in itself indicates changing conditions in this area of the social system.

The bike routes present the opportunity for person to person encounters and personal recognition. This is indeed a sharp contrast to automobile traffic, where individual human personalities are obliterated and engulfed by a steel shell.

Since people are likely to bicycle to and through areas where they would ordinarily neither walk or drive a car, a better understanding between people of different ways of life could be promoted by that Bike Route System.

f) Economic System

On a citywide scale, these proposals are not expected to have any significant economic impact. However, on an individual or household basis, every auto trip saved by a bicycle trip will be of direct economic benefit. In view of projected costs of owning and operating a family automobile, particularly if a second car can be eliminated by bicycle trips, individual and household cost savings can be very significant. A continued increase in business for bicycle and components distributors as well as for sales and repairs shops can be expected. In some business districts where parking must be restricted to provide a street bicycle lane, some negative economic impact may result for individual

business if off-street parking cannot be provided. Off-street parking is generally encouraged by City policy.

2. Unavoidable Adverse Effects if the Plan is Implemented

Generally, the bike routes will not encroach on land that has not had some prior development. From the aspect of the natural environment, there will be no significant unavoidable adverse effects.

3. Irreversible Changes

There are no significant aspects of irreversibility in these proposals since these bike routes can be fairly easily converted to prior uses should the need arise.

4. The Relationship Between Local Short Term Uses of Man's Environment and the Maintenance of Long Term Productivity

If it should turn out that the proposed bike routes are in fact a short term use, the long term productivity of the land involved should not be affected, so there is no significant adverse impact here.

5. Growth Inducing Impact

It does not appear that these proposals will have any effect on growth whatsoever.

6. Mitigation Measures Proposed to Reduce the Impact

- a) Bicycle involved accidents will be monitored and minimized through programs for: bicycle safety training and equipment maintenance (over a range of ages), law enforcement (and violation follow-up), improvements in state and local laws, and improvements in traffic control and riding conditions.

- b) The competition of bicycles and automobiles for road space will be mitigated to the extent that automobile trips are replaced by bicycle trips. In some instances, improved roadway shoulders or restricted parking will also alleviate the problem.
- c) For each increment of the proposed bicycle route system, a specific engineering design evaluation will be used to determine precise location and type of bike route in such a way that potentially adverse effects such as auto/bicycle confrontation, encroachment on limited road space, hazardous bicycle operating conditions and so forth are minimized. A Task Force composed of representatives of the City Engineer, Traffic Department, Department of Recreation and Parks and Planning Department will make these determinations with the assistance of the Citizens Bicycle Advisory Committee.

7. Alternatives to the Proposed Action

A significant alternate to these proposals is to have no Plan. This would not recognize the needs of the rapidly increasing segment of the population who ride bicycles.

A second alternate to a citywide bikeway system would be to limit bikeways to just those areas of greatest need.

A third alternate would limit the Plan to areas of complete separation of auto, pedestrian and bicycle.

A fourth alternate would be to limit bike routes to recreational uses only.

Alternatives 2, 3 and 4 would tend to minimize bicycle-auto accidents, but would prevent fulfillment of long range goals.

Proposal, Group B

- . In the opening or widening of any city street, the appropriateness of a Bike Route shall be considered and such a facility will be included if found appropriate.*

The impact here is secondary and short term. The expected effect will be bike route segments completed in a time sequence (subject to available funding) that is dictated by street and highway needs rather than by bicycle plan needs. However, this provides a real opportunity for cost savings. Such segments will eventually be connected by similar construction. Their interim use can be realized by making use of street lanes, sidewalks and temporary routing.

Proposals, Group C

- . To the extent feasible, complete separation of motor vehicles traffic from bicycle traffic should be achieved by making use of offstreet rights-of-way, such as those associated with electric power transmission, drainage, public land and abandoned railways.*
- . It is recognized that on city roadways, bicyclists have practically the same privileges and responsibilities as motorists. However, in the interest of accident prevention, streets having heavy traffic volume in a confined space or streets*

carrying high speed traffic are not, in general, designated as Bike Routes. Alternate routes carrying less traffic and/or operating at lower speeds are so designated.

- . Bike Routes are designated in locations which are especially suited for recreational riding, since the proposed system is not only a part of the overall transportation system of the City, but also provides recreational facilities.*

The impact of these proposals is indirect, since they only influence the location of the bicycle routes. From the viewpoint of consistency within the Plan, they may result in something less than the most direct route from point to point as would be desirable from the strictly transportation point of view. However, the resulting arrangement is in conformance with the grid or network concept.

INDIVIDUALS AND AGENCIES
CONSULTED IN THE PREPARATION
OF THE DRAFT EIR

City of Los Angeles

- Department of Environmental Quality
- Bureau of Engineering
 - Division of Geology and Soils Engineering
 - Division of Transportation
- Department of Traffic
- Department of Recreation and Parks

County of Los Angeles

- Department of Regional Planning
- Department of Roads

Inter-County

- Southern California Association of Governments

State of California

- Department of Transportation

Citizens Organizations

- Bicycle Advisory Committee
- League of American Wheelmen

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COMMISSIONER OF HIGHWAYS

COMPARISON OF IMPACTS

PROPOSALS	PAGE IN PLAN	ADVERSE IMPACT	MITIGATING MEASURES	PAGE IN PLAN	BENEFICIAL IMPACT
Bike Route System for L. A.; 300 mi. Backbone; 600 mi. Citywide	3	<ul style="list-style-type: none"> • Approx 7% of City streets affected— • 4 million vehicle miles travelled per day may experience delays 	<ul style="list-style-type: none"> • Bicycle trips replacing auto trips-program 7 • Bicycles as a viable mode of transit, supplementing auto, bus, fixed rail etc. 	6 4	<ul style="list-style-type: none"> • Provides non-motorized transportation system
Bicycle Riding to be encouraged	3	<ul style="list-style-type: none"> • Possible increase in accidents due to increased exposure 	<ul style="list-style-type: none"> • Objective 1, programs 1 (Education), 2 (Safety Anal) 3 (Legal), 4 (Law enforcement) 	2 5 6	<ul style="list-style-type: none"> • Energy conservation • Atmos, pollution reduction by replacement of auto trips. • Improved physical fitness
Bicycle Lanes in existing streets	3	<ul style="list-style-type: none"> • Decrease in auto capacity & parking, exposure to noise & fumes 	<ul style="list-style-type: none"> • Replacement of auto trips with bicycle trips (EIR P11) 		<ul style="list-style-type: none"> • Reserves pavement for Bicyclists • Improve motorist awareness of bicyclists
Bike Routes to be considered in street improvements (Opening & Widening)	3	<ul style="list-style-type: none"> • May result in some discontinuous segments 	<ul style="list-style-type: none"> • Guide signs may be used to connect segments 	2	<ul style="list-style-type: none"> • Minimizes construction cost
Separation of bicycles from motor vehicles to the extent feasible	3	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • None needed 		<ul style="list-style-type: none"> • Minimal bicycle/motor vehicle confrontation
Streets with heavy and/or fast traffic may not be recommended	3	<ul style="list-style-type: none"> • May require longer or more indirect route 	<ul style="list-style-type: none"> • None provided 		<ul style="list-style-type: none"> • Reduce accident potential
Locations for recreational riding will be sought out and developed.	3	<ul style="list-style-type: none"> • May detract from bike transportation needs 	<ul style="list-style-type: none"> • Program 7, to encourage use of bicycle for transportation 	6	<ul style="list-style-type: none"> • Increase recreation availability • Provide safest training and practice area.