



ANTONIO R. VILLARAIGOSA
MAYOR

EXECUTIVE DIRECTIVE NO. 20

Issue Date: July 1, 2011

SUBJECT: Implementation of the 2010 Bicycle Plan

It is no secret that the quality of life in Los Angeles is directly influenced by the quality of one's daily commute. And for too many Angelenos, getting to work each and every day is synonymous with endless rows of honking cars, congestion and pollution. Recognizing Angelenos are hungry for more options than the single passenger automobile, I asked them to envision a new blueprint for traveling seamlessly throughout our City by supporting Measure R, a plan to invest in LA's infrastructure while also creating over 100,000 local jobs. With its passage, the City finally had the consensus to create a world-class, multi-modal transit network that links each and every neighborhood in Los Angeles.

The 2010 Bicycle Plan is the latest major milestone in putting our Measure R funds to work. By designating over 1600 miles of bicycle lanes throughout the City, this comprehensive plan supports bicycling as a viable transportation option at a time of spiking gas prices. Not only will this save Angelenos money, it will encourage them to lead healthy, active lifestyles. And by getting residents out of their cars and onto their bikes, we will also be able to better maintain our roads. This plan is not just healthy for us, bikes are healthy for our infrastructure too. And because bicycling is an emissions-free way to commute and travel, it's making the City cleaner and greener — for every car trip replaced by a bicycle, we are reducing emissions and improving our air quality.

To write this plan, we solicited feedback from different stakeholders throughout the City and conducted exhaustive research. I am proud of this final product that reflects diverse public input, detailed field work, and best practices from cities around the country. By promoting bicycles as a viable mode of transportation, we are creating a more livable and sustainable City for future generations.



2010 Bicycle Plan

The 2010 Bicycle Plan (http://www.labikeplan.org/public_involvement/) designates a 1,680 mile bikeway system comprised of three main bikeway networks: the Backbone Network, the Neighborhood Network and the Green Network.

- The 707 mile Backbone Network, comprised primarily of bicycle lanes, will enable access via arterial streets to major employment centers, transit stations and stops, and educational, retail, entertainment, and recreational resources.
- The 834 mile Neighborhood Network includes local streets with low traffic volumes and slower speeds where bicyclists of all experience levels can feel comfortable. The Neighborhood Network parallels the Backbone Network and will enable bicycle riders to access schools, libraries, shopping districts, parks and open space via slower streets with less automobile traffic. This network will also give neighborhoods a toolbox for reclaiming their streets by reducing cut-through automobile traffic and redesigning the roadways to reduce automobile speeds.
- The 139 mile Green Network enhances access with bicycle paths and shared use paths to the City's green open spaces such as the Los Angeles River.

When completed, the three networks will give the vast majority of Angelenos access to a City bikeway within one mile of their home.

Implementation Plan

The updated Bicycle Plan is novel because an implementation plan was adopted concurrently and for the first time ever. The goal is to develop our streets and bike paths into a citywide network that can be used by all levels of cyclists, from experienced commuters who ride their bike daily to casual recreational riders.

The implementation plan includes a commitment to build 40 miles of bikeways a year, four times more than the previous average, and focuses on closing gaps in the existing network and creating new bikeways in lower income and underserved communities. To be successful, all relevant City departments, commissions and agencies need to work together and incorporate bike-friendly practices into their policies and operations.

Bicycle Plan Implementation Team (BPIT)

The Department of City Planning and Los Angeles Department of Transportation are leading the Bicycle Plan Implementation Team, or BPIT, that is charged with implementing the 2010 Bicycle Plan. The current departmental leads of the BPIT are Claire Bowin (DCP) and Michelle Mowery (LADOT).

Incorporate Bicycle Facilities and Bike-Friendly Features in All Public Works Construction, All Public Facilities, and Other City Sponsored Projects

In addition to the implementation of specific elements of the city's adopted 2010 Bicycle Plan, it is paramount that city agencies integrate bicycle facilities and bike-friendly features – especially related to cyclist safety – into the design and construction of public works projects (streets, bridges, etc.) and municipal facilities (city office buildings, libraries, yards, etc.). This includes new construction as well as rehabilitation and maintenance work. In addition, the city should require joint development and private development to do the same.

For example, grates on city streets should be oriented to minimize bicycle accidents. City bridge reconstruction should accommodate bike lanes when called for in the Bicycle Plan. Existing municipal facilities should add or upgrade bike parking and other amenities. Joint developments should include the same. Private developments should be required to provide bicycle facilities.

The following City departments shall incorporate bicycle facilities and bike-friendly features in their projects: Convention Center, General Services, Housing, Public Works, and Transportation.

In addition, the commissions of the Community Redevelopment Agency (CRA) and the following proprietary departments are requested to direct their respective general manager to incorporate bicycle facilities and bike-friendly features in their projects: Airports (Los Angeles World Airports), Harbor (Port of Los Angeles), and Water and Power (DWP).

The following City departments shall be responsible for developing code amendments requiring private development to incorporate bicycle facilities: Building and Safety, Planning.

Develop Consistent Bicycle-Related Standards and Integrate them into Departmental Guidelines and Enforcement Procedures

The 2010 Bicycle Plan marks a major shift away from the City's past piecemeal implementation of bicycle-related policy and programs. Instead, the plan envisions a citywide network that will deliver a consistent experience in terms of the type and quality of bikeways and bicycle facilities. Creating such a network depends on the development of and adherence to uniform design, installation, inspection, and enforcement standards.

Moreover as the City builds more bikeways and bike parking facilities and integrates bicycles into City codes, it will be imperative for City agencies both to enforce existing standards and to develop appropriate additional standards to protect these new resources.

The following City departments shall develop consistent standards and guidelines governing the design, implementation, and maintenance of bikeways and bicycle facilities: Building and Safety, Convention Center, Planning, Public Works, and Transportation.

In addition, the commissions of the Community Redevelopment Agency (CRA) and the following proprietary departments are requested to direct their respective general manager to develop consistent standards and guidelines related to bicycle facilities: Airports (Los Angeles World Airports), Harbor (Port of Los Angeles), and Water and Power (DWP).

Expand Existing Public Education Campaigns and Training Programs to Include Bicycle Related Information

Knowledge is a crucial asset in creating a supportive environment for bicycling in Los Angeles. Accurate information and public awareness is especially important in improving the safety of the City's roadways for all types of users including bicyclists.

The City currently conducts numerous public education and safety campaigns that could easily be enhanced to include bicycle-related material. To build on these existing resources, the following departments shall incorporate and integrate bicycle-related education and training materials – especially safety information – into existing outreach and educational campaigns: Fire, Personnel, Police, Recreation and Parks, and Transportation.

The following departments shall facilitate bicycle events that support public education efforts and encourage bicycle riding such as CicLAvia, and seasonal and recreation rides: Fire, Police, Public Works, and Transportation.

Summary of Required Actions

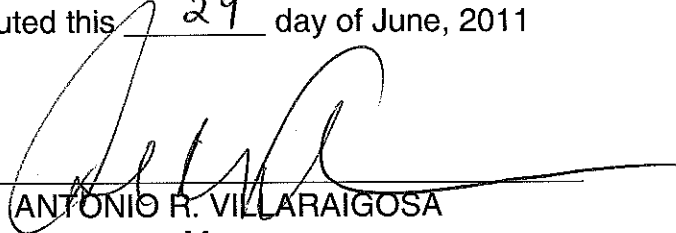
Pursuant to this Executive Directive, the following instructions shall be implemented:

1. All General Managers, Directors, and Administrators of Departments, Offices, and Agencies and Boards and Commissions of City Government identified in this Executive Directive shall incorporate bicycle facilities and bike-friendly features in all public works construction, all public facilities, and other city sponsored projects, including joint development and redevelopment projects.
2. The Department of City Planning and Department of Building and Safety shall develop changes to the Zoning Code and Building Code that include bike infrastructure requirements and construction standards.
3. All General Managers, Directors, and Administrators of Departments, Offices, and Agencies and Boards and Commissions of City Government identified in this

Executive Directive shall incorporate consistent standards governing the design, implementation, and maintenance of bikeways and bicycle facilities.

4. All General Managers, Directors, and Administrators of Departments, Offices, and Agencies and Boards and Commissions of City Government identified in this Executive Directive shall incorporate and integrate bicycle-related education and training materials – especially safety information – into existing outreach and educational campaigns and support bicycle events.
5. This Directive shall remain in effect unless rescinded or superseded by another Directive, ordinance, and/or other applicable law.

Executed this 29 day of June, 2011


ANTONIO R. VILLARAIGOSA
Mayor