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# pLAnning

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*The Plan creates a strong policy framework to offer Angelenos greater choice and access in their mobility options.*

## Mobility Plan 2035 Creates Transportation Options for Angelenos

by My La – City Planning Associate and Claire Bowin - Senior City Planner

Mobility Plan 2035 is Los Angeles' first comprehensive update of its transportation and mobility policies since the 1990s, creating a new policy foundation to complement and capitalize upon the nation's largest local investment in new transit infrastructure. The Plan seeks to balance the needs of all road users and guide the City's future mobility decisions, creating a comprehensive, integrated and connected network for all modes.

*(continued on p.4)*

### DEVELOPMENT SERVICE CENTERS:

**Metro Public Counter**  
201 N. Figueroa St., 4th Floor  
Los Angeles, CA 90012  
(213) 482-7077

**Valley Public Counter**  
6262 Van Nuys Blvd., 2nd Floor  
Van Nuys, CA 91401  
(818) 374-5050



Los Angeles  
Department  
of City Planning



## The Bicycle Parking Ordinance in Practice

by Priya Mehendale and Shannon Ryan - City Planning Associates



### A Message From the Director

Dear Stakeholder,

Over the past few years, Los Angeles has been slowly shedding its long-held reputation as a car-centric city. The Department of City Planning is playing an important role in this transformation, and this issue focuses on several citywide policy initiatives that are helping to create more mobility options for Angelenos. This issue of pLanning looks at policy initiatives that aim to create safe and convenient transportation options, and include mobility amenities such as bicycle parking and protected bicycle lanes.

In August, the City Council approved Mobility Plan 2035, which creates a strong policy framework for moving Los Angeles toward “complete streets,” offering Angelenos greater choice and access in their mobility options. The Plan accommodates a range of modes – from goods movement and cars, to biking and walking.

Finally, we showcase the implementation of the 2010 Bicycle Plan, which has resulted in over 189 new miles of bikeways since its adoption. The main objectives of the Plan are to provide bicycling as a viable travel option and to also reduce the number of collisions for all road users. David Somers, Bicycle Planner for the Department’s Citywide Policy team, works closely with LADOT’s Active Transportation Division on the Bike Plan’s implementation, and is our staff spotlight for this issue.

Sincerely,

A handwritten signature in black ink, appearing to read 'Michael J. LoGrande'.

**Michael J. LoGrande**  
Director of Planning

The lack of safe and secure bicycle parking is a major deterrent for people who would choose to commute by bike, and the lack of long-term bicycle parking in residential buildings is a disincentive for bicycle ownership. The City of Los Angeles addressed these needs through the Bicycle Parking Ordinance, which went into effect in early 2013. The Ordinance not only increases the amount of bicycle parking in new development, but also allows developers to replace one car stall for every four bicycle parking spaces they provide. While all new ordinances take time to yield demonstrable results, we should soon be seeing examples of completed new projects incorporating these new bicycle parking options.



*In addition to bicycle parking, several new development projects have additional bike amenities – here’s a bike repair station at AVA Little Tokyo.*

One example is a new mixed use condominium project at 4th and Broadway in Downtown. The project consists of 450 units and 6,904 square feet of commercial/retail use on the ground floor. Located within 1,500 feet of the Pershing Square Metro Station (a fixed rail station), the project was able to replace up to 15% of the required residential automobile parking spaces with bicycle parking. The project will provide 503 bicycle parking spaces - 450 spaces for long term bicycle parking and 45 spaces for short term bicycle parking. The Bicycle Parking Ordinance also has requirements for the commercial portion of the project.

The Ordinance also includes design standards and site requirements that address factors such as visibility, weather protection, security, and adequate clearance between bike racks. In providing fewer automobile parking spaces and more bicycle parking spaces, the project at 4th and Broadway and other future developments will help incentivize walking, biking, and transit use and take more residents and visitors out of their cars. ♣



*An example of secure long-term bicycle parking.*

# Implementing the 2010 Bicycle Plan: Planning in Constant Motion

by David Somers – City Planning Associate

The City Council's adoption of the 2010 Bicycle Plan represented a new day for transportation planning in Los Angeles. With a goal of completing 1,680 miles of bikeways by 2030, the Plan signaled that bicycling was no longer viewed as a marginal recreational activity, but as a respected and desired mode of transportation, offering Angelenos the opportunity to satisfy basic trips by bicycle.

The Planning Department has traditionally managed the update and adoption efforts of General Plan elements and delegated implementation of non-land use elements to sister agencies. However, in order for the ambitious goals of the 2010 Bicycle Plan to become reality, the Department committed to partnering with the Los Angeles Department of Transportation (LADOT) to realize this vision. Together, the Planning Department and LADOT are leading data-driven efforts to prioritize corridors to receive bicycle facilities, prepare project-level traffic and safety reports where road diets are involved along congested corridors, and apply for grants to fund projects to implement the Plan's goals. DCP and LADOT partner on outreach efforts by presenting to neighborhood councils and holding hearings. The departments also conduct and study post-project performance evaluations and report to the City Council on the progress in reaching the Plan's many goals and objectives.



*The My Figueroa Streetscape Project includes a protected bicycle lane that will run from USC to downtown.*

To date, LADOT has installed 380 total miles of bicycle lanes in the City, and 189 miles since the adoption of the 2010 Bicycle Plan, completing 45 percent of the facilities planned on the Backbone Network. Projects that implement the 2010 Bicycle Plan include the existing road diet along Colorado Blvd. in Eagle Rock and the future My Figueroa Streetscape Project.

The My Figueroa Streetscape Project is a complete street project that includes a protected bicycle lane that will run from USC to downtown. To address stakeholder and political concerns about the impact of the project, Citywide Policy staff presented the benefits and costs of several alternatives along Figueroa, and made recommendations for operational changes to help ensure the project was a success. The Department also successfully applied for a Metro grant to develop a marketing and safety campaign, alerting downtown commuters of the street overhaul and educating new bicycle riders of their responsibilities to other road users.

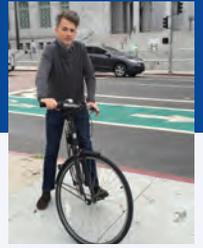


*To demonstrate the direct benefits of "low-stress bicycling infrastructure" DCP and LADOT experimented with outreach strategies such as #PopUpChandler, which piloted a protected bicycle lane for the public attending CicLAvia – the Valley.*

It is truly exciting to see the 2010 Bicycle Plan help spur broader conversations around the City's complete streets priorities, as shown by the Mayor's Great Streets Initiative, Mobility Plan 2035, and "Vision Zero" – LADOT's initiative aimed at eliminating traffic-related fatalities. Through implementation we help demonstrate that plans matter and that Los Angeles is committed to planning streets for a broader set of users. ♣

## David Somers

City Planning Associate



David Somers works in the Citywide Policy Unit as the Department's Bicycle Planner, tasked with implementing the 2010 Bicycle Plan. David started his career with the Department in the Environmental Unit, where he reviewed California Environmental Quality Act (CEQA) compliance for some of the City's major development projects such as the Village at Playa Vista, the Boyle Heights Mixed-Use Project, and the Casden Sepulveda Project. He then worked in the Plan Implementation Division for a year before transferring to his current assignment in 2011.

David's main responsibility is conducting outreach and analyzing studies for bike lane projects, including Colorado Boulevard, 7th Street, and the My Figueroa Project. He also recently secured grant funding for the Bicycle Plan performance evaluations, the My Figueroa Marketing and Safety Campaign, and a new initiative to prepare the City for new State-required metrics to evaluate transportation impacts under CEQA. David also provides Department feedback on state-level CEQA reform efforts, assists in the Department's CEQA streamlining effort, and has assisted in CEQA compliance for Citywide initiatives such as the Cornfield Arroyo Seco Specific Plan (CASP) and the Mobility Plan 2035. He is also assisting with the Mayor's Great Streets initiative. David enjoys working collaboratively with committed staff in other departments, agencies, and organizations in the shared goal of improving mobility across the City.

David has mainly traveled by bicycle since moving to Los Angeles almost ten years ago. While he tries not to get too attached to specific outcomes, he is gratified to see more Angelenos choosing to travel by bike and loves that he gets to help make biking a safer and more viable way of getting around in Los Angeles. ♣



# Mobility Plan 2035 Creates Transportation Options for Angelenos

*(continued from p. 1)*

The Plan incorporates new State requirements focused on Complete Streets, making our streets work for everyone – people who drive, people who walk, people who bike, and people who take transit.

The Plan's priorities emerged from an extensive public outreach campaign, "LA2B," that included multiple regional "think lab" workshops, an interactive "Great Streets,



*Public outreach for the Mobility Plan included over 140 public meetings such as "think lab" workshops that included a mapping exercise with stakeholders.*

Great Neighborhoods" activity kit for all Neighborhood Councils, and an online "virtual" town hall that engaged diverse, younger, and non-traditional participants, from 79 zip codes. The Plan itself is only the beginning of the public engagement process: the specific enhancements envisioned within the Plan's proposed networks will have their own, more geographically focused, public participation and approval processes.

The Plan establishes new policy objectives within the City's guiding vision document, its General Plan,

including objectives to: decrease transportation-related fatalities; establish slow school zones; provide frequent, reliable on-time bus arrival; increase vehicular travel time reliability; expand bicycle ridership; expand access to shared-use vehicles; share real time information to inform travel choices; and increase economic productivity by lowering the overall cost of travel.

The Plan seeks to move the City beyond its piecemeal and often-disjointed approach to transportation and street improvements, instead concentrating and prioritizing new public investments on the coordinated build-out of integrated networks and on mobility projects that will provide the most benefits for the greatest number of users. It establishes the principle of "Safety First" as the new number one goal for the City's transportation system – a goal that aligns with LADOT's new "Vision Zero" initiative that aims to eliminate transportation-related deaths in Los Angeles.

Since the inception of the Mobility Plan in the Fall of 2011, project staff have participated in over 140 public meetings throughout the City, held four "think lab" workshops, two scoping meetings, seven planning forums, an open house, partnered with GOOD Corps on launching the "LA2B" campaign, maintained a project website for easy access to materials, implemented an online town hall to hear from those unable to go to traditional meetings, and worked with various agencies, nonprofits, community groups, neighborhood councils, and council districts.

The City Planning Commission approved Mobility Plan 2035 in May, and on August 4th it was approved by the City Council's Transportation Committee and Planning & Land Use Management Committee. On August 11th, the Plan was adopted by City Council.

For up-to-date information on the Plan, please visit the project website: [la2b.org](http://la2b.org).



## OUR MISSION

To create and implement plans, policies and programs that realize a vision of Los Angeles as a collection of healthy and sustainable neighborhoods, each with a distinct sense of place, based on a foundation of mobility, economic vitality and improved quality of life for all residents.



*The Department is working on several policy initiatives to help create more mobility options for Angelenos.*

*Edited by: Priya Mehendale & Shannon Ryan*

*Designed by: Los Angeles Department of City Planning Graphic Services Section, August 2015*

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