

LA COUNTY BICYCLE MASTER PLAN NETWORK REVISION

May 6, 2024~~April 30, 2024~~

Re: BMP Network Revision

Revision of the LA County Bicycle Master Plan (BMP) draft bicycle network took place between December 2023 and February 2024.

Revision Input

The network revision process drew from three main sources of input collected throughout the duration of Phase 2 of the Engagement Process:

- **Webmap comments:** The public webmap collected 2,367 comments on network segments and through custom drawn points. Comments on network segments provided information on whether commenters agreed or disagreed with recommendations, and what, if any, other type of facility they would like to see in that location.
- **Agency briefings:** Supervisorial District meetings identified relevant projects and plans to be reflected in network revisions.
- **Neighborhood meetings:** Discussions from meetings identified ongoing local planning efforts and projects, such as Pedestrian Plans, that should be reflected in the 2025 BMP network. They also identified preferred streets, recommended bikeway types, and ongoing projects that should be reflected in the BMP update.

Revision Process

Comments for each neighborhood and planning area were collected and reviewed beginning with segments that had received a high volume of comments. Segments with three or more “disagree” comments were flagged for reconsideration. Where respondents had noted an alternate facility type, that facility type was noted and considered against existing conditions such as current posted speed and daily vehicular volume.

Revised Network

Changes to the on-street draft bicycle network resulted in the revision of approximately 50 segments or corridors of changes across all five planning areas. Changes largely fell into one of three types:

- Upgrading of facility type by community request to provide a greater degree of separation from motorists
- Addition of facilities depicted in complementary planning documents or projects
 - o Example: The LADOT MLK-Gage Avenue active transportation project was highlighted as a potential for inter-jurisdiction coordinated. As the project abuts the western side of unincorporated Florence/Firestone, the facility type was added to Gage Avenue.

- Addition of new facilities, or relocation of proposed facilities to parallel corridors, by community request

Off-street path recommendations were revised through a separate process that involved additional plan review, feasibility assessments, and public comment review. The process resulted in a review and compilation of corridor-length segments. The 'Proposed Off-Street Bike Paths' layer is a regional network that is visionary in nature. It includes County-owned and maintained segments and segments owned by other cities and agencies within the County.

	2025 BMP NETWORK, REVISED (MILES)	REVISED SEGMENTS (MILES)	PERCENT OF TOTAL MILES REVISED
CLASS I (ON-STREET)	60*	12	21%
CLASS IV	398	27	48%
CLASS II	91	6	11%
CLASS III – BIKE BOULEVARD	132	11	20%
CLASS III – BIKE ROUTE	370	0.11	0.2%
TOTAL	1,051	56	5%