

Where did the Bicycle Plan go?

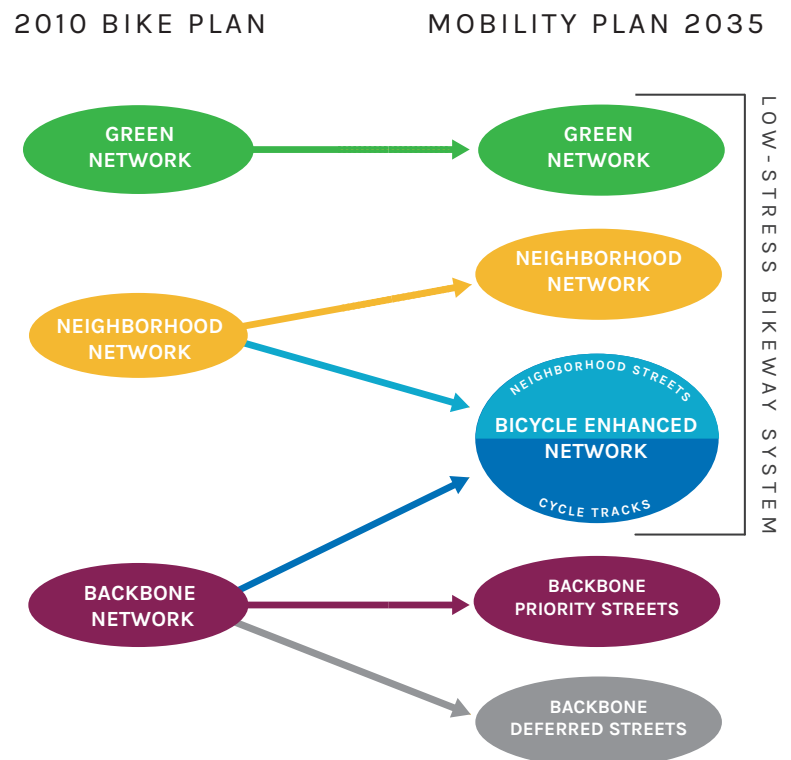
- ▶ The goals, objectives, policies and programs of the 2010 Bicycle Plan are incorporated into **Mobility Plan 2035**, which lays the policy foundation necessary for the City to plan, design and operate streets that accommodate all users including pedestrians, bicyclists, transit riders, and motorists.

THE BIKEWAY SYSTEM PROPOSED IN THE 2010 BICYCLE PLAN

- ▶ The 2010 Bicycle Plan developed a 1684-mile Citywide Bikeway System composed of three networks: *Backbone, Neighborhood, and Green.*
- ▶ The 719-mile Backbone Network provided bicycle lanes along streets with high traffic volumes (arterials). Backbone streets would enhance bicycling over longer distances, especially beneficial for commuters.
- ▶ The 825-mile Neighborhood Network provided Bicycle Friendly Streets on streets with lower traffic volumes. The addition of street calming features (e.g. bulb-outs, traffic diverters, and round-a-bouts) results in lower-stress bicycling environments with lower speeds and less traffic.
- ▶ The 140-mile Green Network, composed of bicycle paths physically separated from roadway traffic, appeals to the greatest range of cyclists - from experienced cyclists who enjoy riding longer distances unimpeded by roads and traffic signals, to cyclists commuting to work, to families with children appreciating a safe, comfortable place to ride.

Have elements of the 2010 Bicycle Plan been modified?

A few components of the 2010 Bicycle Plan have been modified during the Plan's integration into Mobility Plan 2035. These modifications were made in order to reflect the latest input from the community, as well as to reflect further refinements of the bikeway system.



How has the bikeway system been modified?

MOBILITY PLAN 2035 LOW-STRESS BIKEWAY SYSTEM

The 1240-mile Low-Stress Bikeway System is comprised of three components: the Bicycle Enhanced Network, the Neighborhood Network, and the Green Network.

► Bicycle Enhanced Network

Since the 2010 Bicycle Plan, there has been increasing interest for the City to establish a network of Cycle Tracks that provides physical separation from vehicular traffic. Mobility Plan 2035 addresses this demand by creating the 330-mile Bicycle Enhanced Network (BEN), which has two components:

► *Cycle Tracks*

280 miles of streets that had been part of the Backbone Network in the 2010 Bike Plan will receive substantial bicycling infrastructure including cycle tracks, bicycle signals, and demarcated areas to facilitate turns at intersections.

► *Neighborhood Streets*

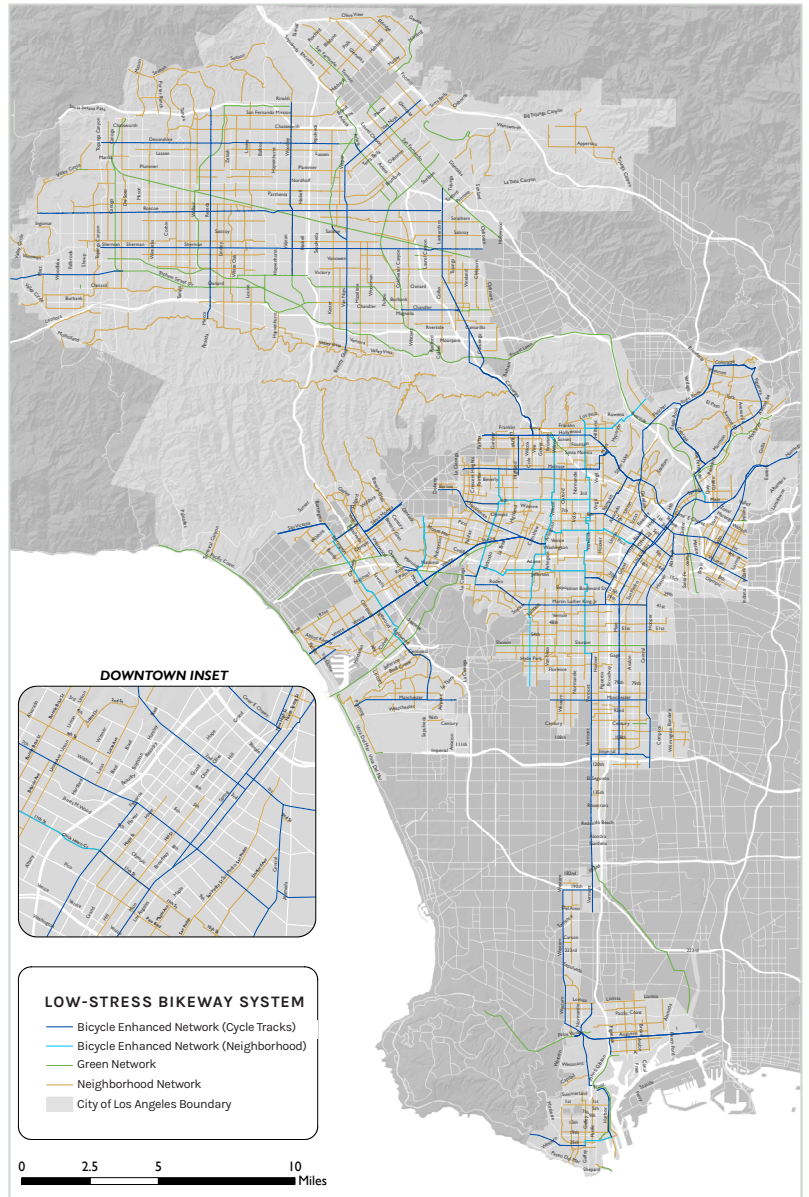
In select areas (totaling 50 miles) where it is not feasible to incorporate a cycle track on an arterial street, local streets (formerly part of the Neighborhood Network) will contribute to the Bicycle Enhanced Network. These streets will typically receive such treatments as mini-roundabouts, cross-street stop signs, crossing islands at major intersection crossings, improved street lighting, bicycle boxes, and bicycle-only left turn pockets.

► Neighborhood Network

This 770-mile network is relatively unchanged from the 2010 Bicycle Plan. However, several streets have been moved to the Bicycle Enhanced Network (see above).

► Green Network

This 140-mile network remains unchanged from the 2010 Bicycle Plan.



Map can be downloaded at la2b.org/documents. Click on *Mobility Atlas*.

MOBILITY PLAN 2035 BACKBONE STREETS

Backbone Streets that have not been included in the Bicycle Enhanced Network will typically have bicycle lanes but not separated cycle tracks. Backbone Streets have been divided into two sections: *Priority* (460 miles to receive lanes before 2035) and *Deferred* (195 miles that are *not* likely to receive lanes before 2035).

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