

1. SHIFTING GEARS

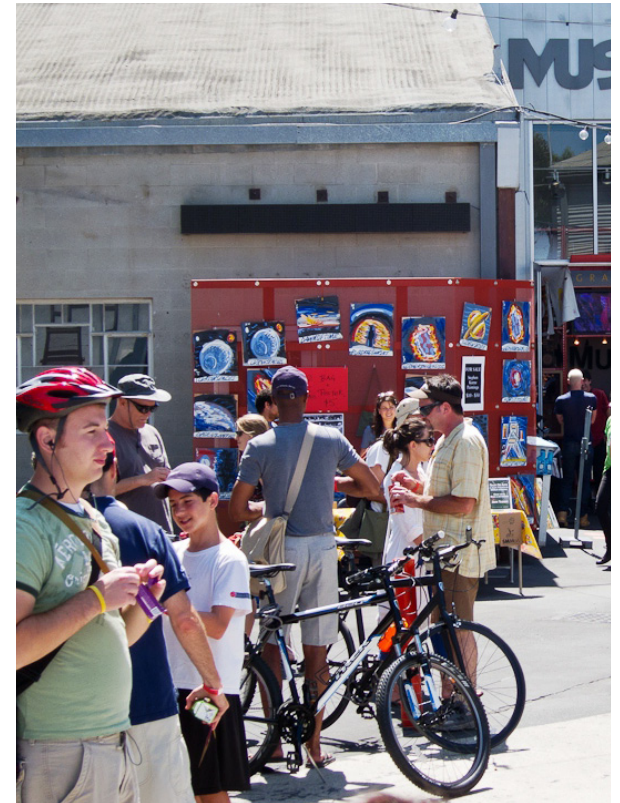
Bicycles are integral to Santa Monica's unique character. As a vibrant, culturally diverse and naturally beautiful beach town, Santa Monica has been attracting generations of recreational and commuter cyclists for over 120 years. In recent years, as the City has made investments in better bicycle facilities and programs, Santa Monica's residents and visitors have increasingly found bicycling to be a convenient and attractive alternative to driving for daily needs and activities. As a fossil fuel-free way to get around, bicycling supports a more sustainable future for next generations.

Santa Monica's adopted 2010 Land Use and Circulation Element (LUCE) expresses the community's shared vision for livable neighborhoods and streets designed for all people. The LUCE also defines the critical role of the bicycle in meeting the plan's progressive, long-term goals. This Santa Monica Bike Action Plan is an implementation tool of the LUCE, providing a 20-year roadmap for increasing, improving and enhancing bicycling in the city, and positioning cycling as a convenient,

healthy, and enjoyable means of transportation and recreation. The Plan also outlines a focused 5-year Implementation Plan for investment in the bicycle network and programs, with specific action steps to increase the number of cyclists, and the extent and quality of bicycle facilities in the city.

SUSTAINABLE, FUN AND HEALTHY TRANSPORTATION

Communities are shaped by their streets and open spaces. Streets that encourage walking and bicycling support social interaction, greater public health, more tourism and visitor spending, better mobility for low-income residents, and greater overall person capacity of the transportation system, allowing more people to move through Santa Monica without increasing congestion. Bicycling is also good for the environment: Approximately 40 percent of California's carbon dioxide emissions are created by transportation sources, and 70 percent of those emissions come from automobiles. The most effective way for Santa Monica to reduce these emissions is



Bicycling is becoming an integral element of the Santa Monica lifestyle. Source: BerettaRose Photography

through a commitment to diversify mobility – emphasizing a reduction in auto trips and an increase in walking, bicycling and transit use. Improving the facilities and programs that support walking, bicycling and transit encourage people to make this shift.

The social costs of auto transport include physical inactivity, time taken away from family and friends while commuting, and vulnerability to fuel price increases. Walking and bicycling as a part of daily life reduce childhood and adult obesity and provide a consistent level of physical activity that promotes on-going health and wellness.¹

Creating comfortable connections for people of differing abilities enables people of all ages—especially youth and seniors—to have enduring and independent access to their social networks and daily needs. Mobility is also a social activity —providing an opportunity for interaction. Public streets are spaces for social interaction and gathering, and casual interaction on public streets builds community and awareness.

¹ Roux et al. (2008). Cost effectiveness of community-based physical activity interventions, *American Journal of Preventive Medicine*, 35, 578-588.



This symbol identifies sections of the Bike Action Plan that provide specific responses to Bicycle Transportation Account requirements listed in Appendix D.



Bicycling is a viable transportation option, even for running errands.

Santa Monicans are Shifting Gears

Informed by the LUCE process and public involvement in developing this Bike Action Plan, Santa Monica is at the crossroads of growing interest in bicycling. People are riding bicycles for improved quality of life, environmental, social, and health reasons. This culture shift is cultivating the ideal atmosphere to change behaviors using the right mix of bicycle programming and investment in high quality bicycle infrastructure. Santa Monicans have clearly and eloquently voiced their wish to improve upon the existing bicycling environment and to transform into a top tier bicycling city.

The City's Urban Form is Adapting to the Bicycle

As in many communities in Southern California, the rise of the personal automobile played a major role in Santa Monica's evolution and urban form. The new policies adopted in the LUCE seek to reclaim the city's automobile-dominated spaces by encouraging new pedestrian-oriented places with ground level, local-serving retail and walkable design. Linked closely to robust transit, bicycle, and pedestrian facilities, new mixed-use "activity centers" will be shaped by quality connections to nearby neighborhoods and by the opportunity to create meaningful, engaging and animated public places.

THE LUCE ESTABLISHED A FRAMEWORK FOR THE BIKE ACTION PLAN

The Bike Action Plan is strongly supported by the integrated land use and transportation vision of Santa Monica's award-winning LUCE. This community-based vision provides land use strategies that encourage complete mixed-use neighborhoods and that identify activity areas which can be connected by transit, walking and bicycling. Most importantly, the LUCE supports bicycling as a part of improving the quality of residential neighborhood streets, and providing access to daily needs within neighborhood commercial districts and downtown. The Bike Action Plan creates an extensive bicycle network, context sensitive street design, and complementary programs and supporting facilities to realize the LUCE goals of:

- ▶ **Integrating Land Use and Transportation:** The city's mobility needs are inextricably linked to its form and the distribution and intensity of land uses. The LUCE coordinates long-term strategies to focus limited change near transit corridors and Expo Light Rail stations, and target circulation improvements near centers of activity. Quality urban design for both the streets and buildings is needed to create great places for people. Proactive planning through the bicycle plan, specific plans and area plans facilitates this integration.

- ▶ **Creating Complete Streets:** Streets make up almost 25 percent of the city's land area, and are the community's most extensive public space. Sustainable street design supports walking, bicycling, and transit while also providing opportunities for enhanced landscaping, recreation, outdoor activities, and public gathering.
- ▶ **Preserving and Enhancing Neighborhoods:** The LUCE preserves and enhances the extensive residential neighborhoods of Santa Monica, which make up almost 90 percent of the city. Complete local streets and open spaces support the places and neighborhoods they serve.
- ▶ **Managing Congestion – No Net New Trips:** The LUCE establishes a goal of No Net New Evening Peak Period Vehicle Trips and emphasizes a complete multi-modal transportation system with improved transit, pedestrian, and bicycle facilities designed to encourage people to choose non-automotive means for as many trips as possible. Transportation Demand Management (TDM) programs help to encourage and incentivize the 10 percent mode shift needed to reach the goal.
- ▶ **Ensuring Quality Transportation Choices:** Santa Monica's transportation choices are key to its high quality of life, and these choices should be enjoyable for everyone who uses them and reflect the different needs and desires of the city's diverse population.



Bicycles come in all shapes and sizes. People can use bicycles for any number of reasons such as transporting children.

- ▶ **Facilitating Affordable and Healthy Transportation:** Reducing transportation costs relieves household burdens and increases affordability. Increasing the number of people who can safely travel by active transportation modes like walking and bicycling can significantly improve public health outcomes.
- ▶ **Supporting Economic Health:** The city's transportation system supports Santa Monica's thriving neighborhood commercial districts and the Downtown which enable most residents and employees to be within walking and bicycling distance of daily needs.

BIKE ACTION PLAN: AN IMPLEMENTATION TOOL FOR THE LUCE

This Plan implements the LUCE in several key ways:

- ▶ **Connects People with Destinations.** Planned facilities connect the city’s commercial districts, schools, and recreational amenities, facilitating resident access to daily needs and destinations. New east-west and north-south backbone connections tie together the whole city.
- ▶ **Supports Bicycling as an Alternative to Driving.** This Plan identifies programs, routes, paths and greenways as well as ample bike parking to support bicycling as a convenient and attractive alternative to many car trips and achieve the 10% mode shift necessary to meet the “No Net New Trips” goal.
- ▶ **Improves Neighborhood Streets.** Neighborhood streets are great places for bicycling, and improvements like sharrows, bike lanes and greenways support the slower local-serving character of neighborhood streets. Increasing bicycling in the neighborhoods encourages using the public streets as recreational and open space that encourages neighborhood social interaction.
- ▶ **Preserves Santa Monica’s Community Character.** Bicycles share a prominent role in Santa Monica’s beach town character. The Bike Action Plan outlines innovative bicycling facilities and fun, recreational and educational bicycle programs to encourage more people to bicycle and celebrate our history, beautiful climate and setting. Whether carrying a surfboard or a briefcase, the bike plan aims for all Santa Monicans to feel comfortable riding their bikes all over town.
- ▶ **Balances Roadway Use.** The Bike Action Plan outlines a network of varied bicycle routes, paths, lanes, cycletracks, and other facilities that respond to roadway conditions, context and opportunities, recognizing that all streets that cars use will also be used by cyclists. Carefully designing and prioritizing these facilities encourages cyclists of all types, and roadway users of all modes, to share the road.
- ▶ **Supports Seamless Transitions.** The bicycle is a perfect “last mile” connection between other modes and destinations. For people using transit, bicycles are a great tool to get to and from the stop, expanding transit’s effective reach throughout the city. For pedestrians, bike-sharing facilities can bridge longer distances, allowing quick movements between different walking destinations.
- ▶ **Turns Policy into Action.** With the support of the LUCE’s land use vision, this bicycle plan outlines implementation strategies and potential solutions, including more information on average costs, actions required, responsibilities and partnerships.

This Bike Action Plan strives to be equally bold to support the LUCE’s land use vision, while also being practical so that it can be quickly implemented. On one hand, this plan envisions a future Santa Monica in which it is convenient and fun for Santa Monicans of all ages to use a bike to get everywhere in the city. On the other hand, it is also a detailed, five-year implementation strategy for moving toward that vision complete with program and facility improvements, infrastructure recommendations and funding strategies. Unlike other bicycle plans that are stand-alone documents, this plan is carefully integrated into the City’s thinking about the other modes of transportation and about land use. Indeed, this document should be seen as an implementation supplement to the larger LUCE vision.

SANTA MONICA ASPIRES TO...

Driven by Santa Monica's growing bicycle and bicycle-interested community, and guided by the policy framework set forth in the LUCE, the City of Santa Monica aspires to:

...Increase Cycling Numbers

In cities that invest in bicycle transportation, bicyclists beget more bicyclists. Increasing ridership will increase awareness and a sense of comfort. So how does Santa Monica do that? *By encouraging people who do not ride.* Special events and fun activities encourage bicycling among people who might otherwise never try. Social events can get people to try riding with friends or increase opportunities for existing riders to help new friends to ride. Other programs like classes, information and educational events can provide the knowledge and awareness that help new riders feel comfortable on the road. Student events like Bikelt! Day create fun competitions that spark new riders.

As with any mode of transport, the more universal cycling is, the more accepted it is. As the number of bicyclists on the street increases, drivers are more likely to look for and expect to see bicyclists, in turn making bicycling more comfortable and increasing the perception of safety. In addition to a complete, integrated bikeway network, supportive programs can educate and encourage bicycling and safety.



About 62% of Santa Monicans own a bicycle—a relatively high proportion. Of course, people need access to a bicycle to increase cycling numbers. But people do not need to own a bike. Bike sharing and bike rental offer options to access a bike when you need it. Bike sharing operates like bike rental programs, but can take many forms including a co-op, workplace sharing program, or dedicated city-wide system. New and used bikes are also available in many locations in Santa Monica, including non-profit organizations and bike advocacy groups that assist in bike repair and maintenance. Those Santa Monicans that do own a bicycle need someplace to store it. This suggests that homes, offices, and shopping locations should have bike garages, or at least bike parking incorporated into the building design.

CYCLING TYPES

Cyclists can be categorized based on experience level, or trip type. It can be more useful to focus on the style of cycling, and most cyclists are covered within the following range:

- ▶ **Vehicular cycling** – when cyclists ride in mixed traffic flow and use the same movements that cars do, such as merging into a left turn lane to turn left. Vehicular cycling is accommodated on all roadways, and in such on-road facilities as bike lanes. In the US, less than one percent of the population is comfortable with vehicular-style cycling on all roads.
- ▶ **Non-vehicular cycling** – when cyclists ride using behaviors more similar to pedestrians than motorists. When non-vehicular cyclists use bike lanes, rather than merging to turn left, they tend to make a “box turn,” using the crosswalks to cross first one street, then the other. Non-vehicular cyclists are best accommodated in bike paths, cycle tracks and other facilities not shared by high speed or high volume motor vehicles.

To allow people to cycle in large numbers and make bicycling safe and comfortable for all, streets and paths need to be designed with both types of cycling in mind. Intersections need to allow for cyclists turning with traffic, and cyclists turning with pedestrians. Programs need to provide education to support those riding in traffic, and those who simply will not—no matter how skilled they are.



Events like riding in the 4th of July Parade bring the fun out of bicycling.

...Make Bicycling Fun for Everyone

Cycling along the beach bike path or through the city's lush, tree-lined, traffic-calmed residential streets can be joyous. The sensations of wind, sun, and awareness of Santa Monica's neighborhoods and streets can be an invigorating experience. Simply enjoying the time spent in motion, and arriving at your destination in a new way can be appealing and fun.

It's common to see a group of chattering pedestrians or a motorist engaged in conversation with his or her passenger(s). Bicycling also is a convivial activity for small and large groups. Bicycling can be part of social gathering, conversation and memory-making. Fortunately, like most jurisdictions, Santa Monica allows cycling two abreast. This



Bicycling should be comfortable for cyclists young and old.

may not be the solution at all times and in all places, but promoting cycling as a sociable activity seems to be an optimal way to increase ridership.

Bicycling is also fun and increasingly fashionable among young people. Bicycle gatherings that feature bicycle design, fashion and innovation can show off these creative efforts, celebrate some of the community's spirit, and raise awareness of a growing interest in cycling.

Great cycling communities also have numerous events that celebrate those that ride, allow families to ride safely together, or pay homage to dedicated cyclists. Some common events include: organized and supported rides; ciclovias or Sunday Parkways activities where local streets are closed to cars, and cyclists

are free to ride; bike to work month, week, or day, where local companies can compete for the highest cycling rates; and bicycle carnivals or events that showcase numerous types of cycling. All these events can help to build a culture that is friendly to cycling and make the bicycle more than a mode of transportation—it can be made fun!

...Make Bicycling Convenient and Comfortable

Facilities should connect the destinations that Santa Monicans most want to visit—neighborhood commercial areas, schools, the beach, Downtown, and community gathering places. In the design of bicycle facilities, much is said about type, width, surface, location, traffic volume, and usage. Not much has been written about comfort. All bike routes in the city should be well designed and comfortable.

There is a wide range of cyclists and cyclist needs. *Facilities should be designed to accommodate all types of cyclists.* To attract some new cyclists, it can help to provide facilities on slower streets or with greater physical separation from motor vehicles. Design of intersections to create clear priority areas for cyclists may also encourage riders by increasing the perception of safety. When developing designs, it is critical to consider how cyclists and motorists interact, particularly

at intersections. The research is clear, however, that when cities provide high quality, dedicated bikeways, people use them.

In addition, residents should never have to second guess the convenience of bicycling. Cyclists should feel confident that abundant and secure bicycle parking is available at trip destinations. For longer trips, showers and lockers are needed. Wayfinding should be provided so that bicyclists can find their destinations.

Trip length is a key factor in deciding whether to make a trip by bicycle. Effortless cycling has a range of three miles—roughly a 20-minute commute at 10 miles per hour—which covers the entire length of Santa Monica. If people must travel farther than three miles to work, school, or play, bicycling can work alone or as part of a transit trip. Bikes can be integrated into the light rail system so that people can use a bike for the last (or first) leg of the journey.

The combination of the LUCE’s strategic land use vision for active and abundant destinations, a density of bikeway options, and programs that encourage cycling will make the bike an attractive transportation option. Bicycling will be so engrained in the way Santa Monicans live their lives that deciding to ride a bike will be unconscious and natural.

BICYCLING BENEFITS SANTA MONICANS

The Santa Monica Bike Action Plan recognizes the fundamental role that bicycles play in our city as a fitness and recreation tool, and as a means to shop, commute to work and move about the city. The Bike Action Plan promotes bicycling as a legitimate and sustainable alternative to driving, and supports the development of a comprehensive and connected network of bike facilities that are enhanced through an ambitious set of programs designed to encourage bicycling in our community. The myriad benefits of bicycling will help shape Santa Monica’s identity and character. More than anything else, the benefits of bicycling directly tie into Santa Monicans’ deeply held and unique community values.

Bicycling Contributes to Neighborhood Quality of Life

Neighborhood streets serve as the primary public space in which neighbors interact and socialize, and are the “living rooms” of our city. Street design that makes bicycling fun and easy succeeds in strengthening connections between people, moderating vehicle speeds, and linking residents to the places outside their neighborhoods that serve their daily needs. Street improvements can also offer neighborhood sustainability features that increase mature tree canopy and parkway



Bicycling brings families together and fosters social cohesion.

landscaping, infiltrate water, promote carbon exchange, and provide shade.

Bicycling Improves Mobility

Bicycles are the most space efficient and flexible vehicles on the road. Bicyclists are able to bypass congested roadways, and enjoy free flow along all city streets even during peak periods of the day. Instead of being stuck in traffic, cyclists arrive on time to their destinations and often enjoy parking closer to their final destinations. At the same time, each cycling trip represents one fewer vehicle trip and helps to minimize congestion and the emissions associated with traveling and idling.

THE BICYCLE IS PERFECT FOR SANTA MONICA

Santa Monica's bicycle riders are as varied and diverse as the bicycles they ride, and so are their reasons for bicycling. Yet most of Santa Monica's cyclists enjoy the city's main biking assets and ideal conditions for bicycling year-round:

- ▶ **Weather.** Santa Monica may well have the most perfect weather in the world for cycling. It's never too cold. It's rarely too hot. Rain is confined to a brief, predictable season, and there is never ice or snow.
- ▶ **Topography.** Santa Monica does have the steep palisades west of downtown, but most of the city's topography is gentle – and the steeper places can usually be avoided by choosing an alternate route. Happily, the prevailing westerly breezes push uphill.
- ▶ **Most Santa Monicans already own a bike and want to ride more.** According to the 2010 Citywide survey, 62 percent of residents interviewed own bikes—a quarter of which ride at least a few times per week. Another 30 percent ride their bicycle a few times per month.

- ▶ **Most vehicle trips are short.** Approximately 80 percent of vehicle trips in Santa Monica are less than 2 miles, making it easy to imagine a big shift toward cycling if riding was made to feel safer, more pleasant, and more convenient.
- ▶ **Changing demographics.** Santa Monica is getting both older and younger. As its older residents become less comfortable driving a car, bicycles and even tricycles can help them maintain their independence. As its employers attract young, creative talent, they are finding their employees are demanding to be able to ride their bikes.
- ▶ **Complete, connected streets.** Santa Monica enjoys a highly connected grid of streets, most of which can be made bike-friendly, through a range of improvements described in the plan toolbox.
- ▶ **Complete retail.** Santa Monica's strong downtown and neighborhood commercial districts offer a rich array of service and all the needs of daily life. The whole city is within a ten minute ride of downtown, and most residents are just a few minutes' ride to their local neighborhood center.
- ▶ **Supportive politics.** The City enjoys a high level of public involvement, a well organized business community and forward-thinking leadership, all of which makes it possible to organize sustainable change.



Bicycling is space-conscious and ideal for the many short trips made in the city.

Monica's geography for thousands of guests, and unlock new retail opportunities for small businesses, hotels, and cultural centers. Readily available literature and wayfinding showcasing the city's inter-connected network of bikeways allows visitors to move about the city with ease and confidence.

In addition to tourism, increasing bicycle access to local commercial districts encourages residents to shop locally and support local businesses and services. This can be encouraged through the Buy Local campaign and partnerships with local Santa Monica businesses. An environment supportive of bicycling is also important to the expanding creative industry in Santa Monica, and a class of professionals that share the community's values for creativity, sustainability, and livability.

Bicycling Supports a Sustainable Local Economy

Approximately 36% of Santa Monica's visitors come from overseas, and many arrive without a car. Only 7% of overnight visitors use a car while visiting Santa Monica.² While many

visitors already enjoy the Marvin Braude Beach Bike Trail, extending bicycle trails, paths and facilities expands the reach of Santa Monica's unique car-free visitor economy so visitors can see—and spend their money in—more of the city. Bike share programs that allow for pick-up and drop-off of bicycles at numerous locations around the city could further expand Santa

² 2009 Santa Monica Tourism Economic & Fiscal Impacts and Visitor Profile. Santa Monica Convention & Visitors Bureau.

Bicycling Increases Connections to Expo Light Rail Stations and the Regional Walking & Bicycle Path

Expo Light Rail, arriving in 2015, will provide Santa Monicans with reliable and frequent regional transit service to the Westside and Downtown Los Angeles, and includes creation of a parallel regional walking/bicycling path. Increased bicycle connections to the stations expand the number of Santa Monicans who can access these improvements easily. Much of Santa Monica is within a 10-minute walk of the stations, but all of Santa Monica is within a 10-minute bicycle ride. Bicycle access to Expo is essential, as are strong and legible bicycle connections throughout the areas surrounding the stations.

Bicycling Makes Santa Monica more Resilient to Fluctuations in Fuel Prices

The bicycle is nonpolluting and entirely human-powered. Its manufacture and maintenance use few non-renewable resources—rubber tires and chain oil can be made from renewable sources, and metal frames can be entirely recycled. Bicyclists are generally most comfortable on smoothly paved roads, but even pavement is not necessary for them to be enjoyed. The bicycle is so energy efficient, in fact, that it is superior even to walking and far superior to transit. From the standpoint of ecological sustainability, the bike is perhaps

the greenest transport technology ever invented. By investing in bicycle programs and infrastructure, Santa Monica can make itself significantly more resilient to an economy in which energy is more expensive. It is also an economical way to reduce smog-inducing air pollutants and greenhouse gases. Bicycling can help keep Santa Monica's economy strong in an uncertain future.

Bicycling Promotes Active Living and Healthy Communities

Bicycling is both fun and good for your health. Santa Monicans have embraced bicycling as

a popular recreational and fitness tool—as well as a means to get around—and have leveraged the year-round good weather and limited changes in elevation to incorporate bicycling into the daily routine. The positive benefits bicycling has on community health are substantial. Bicycling is a low-impact, fun activity appropriate for riders of almost all ages and abilities. Indeed, cycling is one of the easiest ways to exercise. Bicycling is a beneficial cardiovascular exercise that reduces stress and builds strength, and builds resistance to common health risks like diabetes and heart conditions.



San Vicente is Santa Monica's most popular active recreation corridor.

SANTA MONICA DESERVES A COMPLETE BICYCLE NETWORK

Santa Monica needs a bicycle network that connects desirable destinations, closes gaps, and provides facilities for all users. It is imperative for all streets to at least anticipate the occasional use by cyclists, if only for a short stretch. Similarly, dedicated bicycle facilities that link together other routes are invaluable in creating a comprehensive bikeway network. A complete bicycle network for Santa Monica should be:

- ▶ **Cohesive**, making connections throughout the community, including all major destinations
- ▶ **Direct**, without unnecessary circuitousness
- ▶ **Understandable**, with clear destination-oriented signage for cyclists
- ▶ **Integrated**, with streets, parking, buildings and transit facilities
- ▶ **Enforced**, so that bikeways are free of parked cars and debris
- ▶ **Clear**, so that both motorists and cyclists know whether they have shared or separate spaces
- ▶ **Safe**, providing varying levels of separation from moving/parked vehicles for cyclists/ pedestrians
- ▶ **Secure**, no isolated, unlit or inaccessible areas
- ▶ **Gap-free**, continuous interconnection of routing including connections with adjacent cities
- ▶ **Conflict-free**, with particular care toward intersections, ensuring that cyclists can safely cross boulevards and other major streets (a bicycle network is only as good as its weakest link) and clearly communicating protocols
- ▶ **Extensive**, city-wide coverage within ¼-mile reach of any point in the city
- ▶ **Beautifying**, adds aesthetic component to Santa Monica's neighborhoods
- ▶ **Appropriate**, design adapted to the unique needs of Santa Monica's cycling community

Bicycling Extends Household Income

Aside from walking, the bicycle is the most cost-effective transportation option available, allowing cyclists almost unlimited personal mobility at negligible cost. Reduced transportation costs free up income for other household needs including education and leisure. Households that can eliminate a car can afford more housing—every eliminated car is the equivalent of an additional \$100,000 in a 30-year mortgage.³ Bicycling is an affordable housing strategy that can enable more Santa Monica employees to afford to live locally.

³ American Automobile Association Exchange (2011). Your Driving Costs.

Bicycling Expands Personal Mobility

For children too young to drive and seniors for whom driving is difficult, the bicycle can greatly expand personal mobility. If safe bikeways are provided, children can explore and navigate more of their neighborhoods independently, without the need for adults to chauffeur them to activities and school. By allowing children to get around on their own, not only do children learn important social skills, but traffic congestion can be reduced by as much as 25 percent at key intersections near schools.⁴ For seniors, bicycling can be a liberating opportunity. As seniors' reaction time

⁴ Transportation Authority of Marin (2006). Safe Routes to School, Evaluations and Recommendations 2005-2006.

Children are more likely to bike or walk to school when there are recreational facilities and bike paths nearby.⁵

and vision decline, and as their joints make high-impact activity—even walking—painful, the bicycle can extend their independence for many years and significantly improve their cardiovascular health. Seniors may need protected bikeways to feel confident riding. They may also want to use adult tricycles to reduce the risk of falls and broken bones.

⁵ Ziviani, P., et al. (2009). "Environmental correlates of children's active transportation: a systematic literature review," *Health & Place*, 15, 827-40.



The community gathered in December 2010 to provide input for the Plan.

A HISTORY OF THE PROCESS...

Bicycling emerged as a critical issue during the extensive public process of the LUCE, during which the key goals and policies guiding this plan were developed and are included on page 1-13. Many people spoke out about the need to improve access, reduce impacts of auto congestion and relieve neighborhood streets from the pressure of cars. In response, the City developed the No Net New Vehicle Trips target, and embraced the complete streets goal that creates a multi-function street network that encourages walking, bicycling and transit in balance with vehicles.

The first dedicated Bike Action Plan workshop was held on December 13, 2010 and included numerous stations that allowed people to

discuss the major components of the Bike Action Plan like encouragement and education programs, bicycle parking and bicycle facilities improvements. Following the workshop, the City released a Bicycle Plan survey to widen outreach and solicit detailed input. The survey included questions on which streets should be prioritized for bicycle travel, and which programs should be the focus of City investment. In the Spring of 2011, the Planning Commission reviewed the detailed bikeway projects that were emerging from the public outreach, and provided direction for further refinements.

Another public workshop was held on May 16, 2011 including several stations to provide information and capture input on proposed

WHAT THE COMMUNITY SAID WAS IMPORTANT

Bicycling emerged as a key issue during the extensive public process that produced the Land Use and Circulation Element (LUCE). During dozens of community meetings, including Board and Commission discussions, focused bicycle workshops, and a dedicated survey, people expressed a vision for bicycling that includes:

- ▶ **A Connected Bicycle Network** – reaching major destinations including commercial districts, schools, the beach, and transit.
- ▶ **Supportive Programs** – encouraging new riders, educating new and existing riders, and providing information.
- ▶ **Recreational and Fun Events** – celebrating bicycling as a part of social life and stimulating new ridership.
- ▶ **On-going Communication** – creating an on-going dialogue with the Santa Monica community and beyond.
- ▶ **Raising Awareness** – ensuring that all road users understand how to work together.
- ▶ **Complete Facilities** – providing bike racks, showers, maintenance and other facilities to support the complete trip.
- ▶ **Streets for All** – balancing the mix of roadway users to accommodate bicycles in concert with vehicles, pedestrians and transit.

corridor improvements, monitoring strategies, and program ideas. This workshop included a detailed round table activity to prioritize future projects and programs.

Outreach has been on-going throughout the Plan development, with dozens of meetings and discussions with City boards and commissions including the Planning Commission, Recreation and Parks Commission, Task Force on the Environment, Commission for the Senior Community, and other subcommittees focused on bicycle and pedestrian issues. In addition staff has participated in meetings with local advocacy groups and reached out to local stakeholders in an on-going dialogue. All the comments from these meetings, workshops, surveys and discussions were taken into consideration in developing the Bike Action Plan.



The City is committed to installing more bike parking in commercial districts like downtown.

BIKE ACTION PLAN GOALS AND POLICIES

The Bicycle section (Chapter 4) of the LUCE contains overarching goals and policies for bicycles. The LUCE's goals and policies that form the basis for recommended actions in the Bike Action Plan are:

Goal T9: Create a complete network of high-quality bicycle facilities including a minimum of one new north-south and one new east-west dedicated bicycle path, with the aim of increasing the number of people who use bicycles for everyday transportation.

Policies:

T9.1 Simultaneously pursue design investments, and education, encouragement and enforcement programs to improve bicycling.

T9.2 Pursue completion of the Citywide bicycle network.

T9.3 Implement standards for pavement design; stripe roadways and intersections so that all streets are bicycle-friendly.

T9.4 Consider replacing stop signs on bikeways with other design features that encourage safe auto speeds and clarify intersection right-of-way among users.

T9.5 Continue to support physical and policy-related changes to encourage access to regional and local transit via bicycle.

T9.6 Continue to advocate for and cooperate with regional partners to create a complete and comprehensive network connecting Santa Monica to other destinations.

T9.7 Partner with the Santa Monica-Malibu Unified School District (SMMUSD) and Santa

Monica College to promote cycling and bicycle access.

T9.8 Develop all planning processes, such as neighborhood and specific plans, to identify areas where better bicycle connections can be implemented and increased bicycle parking can be provided.

T9.9 Require large property development (defined as greater than one typical City block) to provide through access for bicyclists and pedestrians.

Goal T10: Ensure that the bicycle network is attractive to cyclists of all ages and experience levels.

Policies:

T10.1 Enhance and beautify existing trails, tunnels, bridges and paths for bicycling.

T10.2 Encourage major employers to provide covered and secure bicycle parking and shower and locker facilities for their bicycle commuters, or to assist in funding bicycle transit centers in nearby locations.

T10.3 Strive to expand the bicycle valet program to all major community and commercial events.

T10.4 Coordinate with the SMMUSD to identify safe bicycling routes to each of its schools.

Goal T11: Create a safe, comfortable cycling environment in the City through facility design and public education.

Policies:

T11.1 Provide information on safe bicycling and bicycle route selection.

T11.2 Strive to increase bicycle commuting through information that identifies personalized routes.



