

MOBILITY AND ACCESSIBILITY

A cohesive bikeway network helps create an environment where bicycling is a safe, enjoyable, and convenient travel choice – connecting people to home, work, commercial areas, recreational amenities, and public transit.

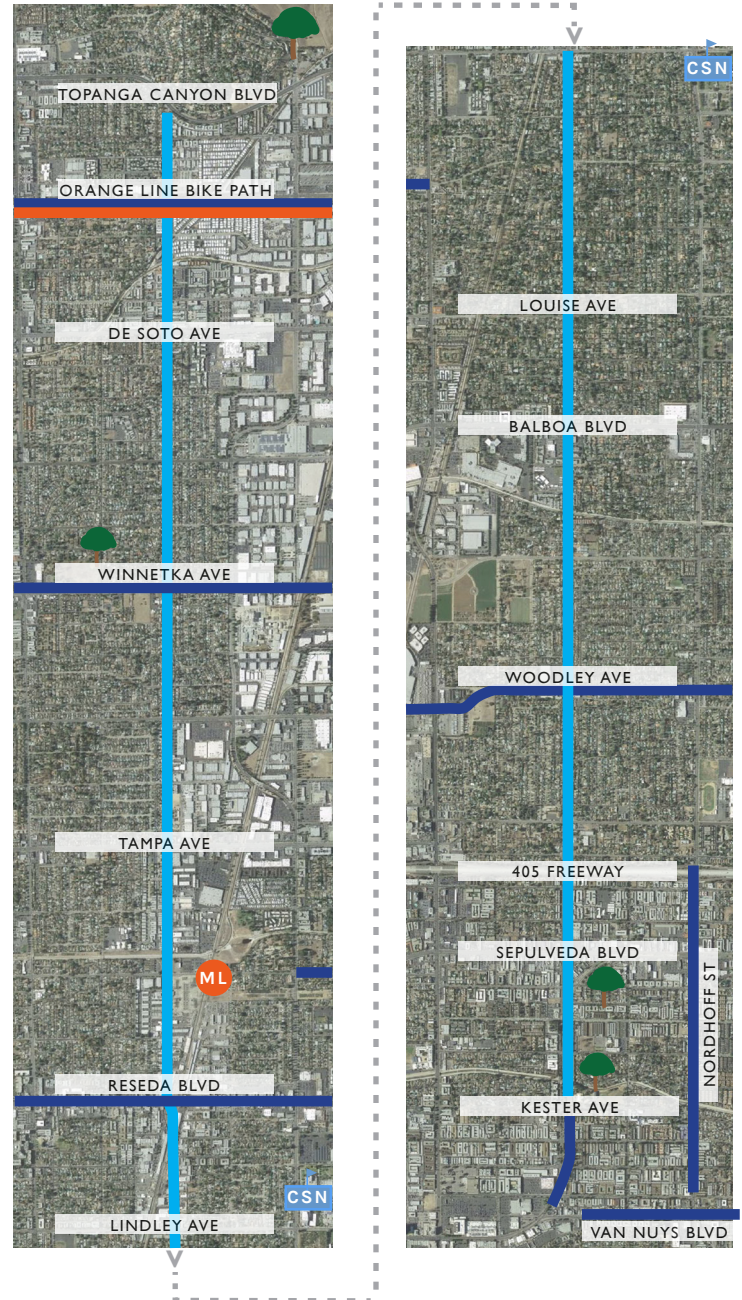
What are the goals and expected outcomes?

- ▶ Expand multi-modal options for a variety of trip purposes, especially those that serve major destinations.
- ▶ Increase the amount of trips that can be completed without the need to drive.
- ▶ Increase/maintain access through beginning or end-of-trip facilities.
- ▶ Complete “first and last mile connections” to transit.

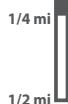
Parthenia Street

- ▶ 37% of trips in the surrounding neighborhood are three miles or less.
- ▶ 34% of neighborhood households have either 0 or 1 vehicle.
- ▶ 28% of the nearby population are between 15 and 35 years old.

PARTHENIA STREET STUDY CORRIDORS AND EXISTING BICYCLE FACILITIES



MAP KEY



2nd year study corridor



Existing bike lane



Orange Line



Northridge Metrolink Station



Park or Recreation Center

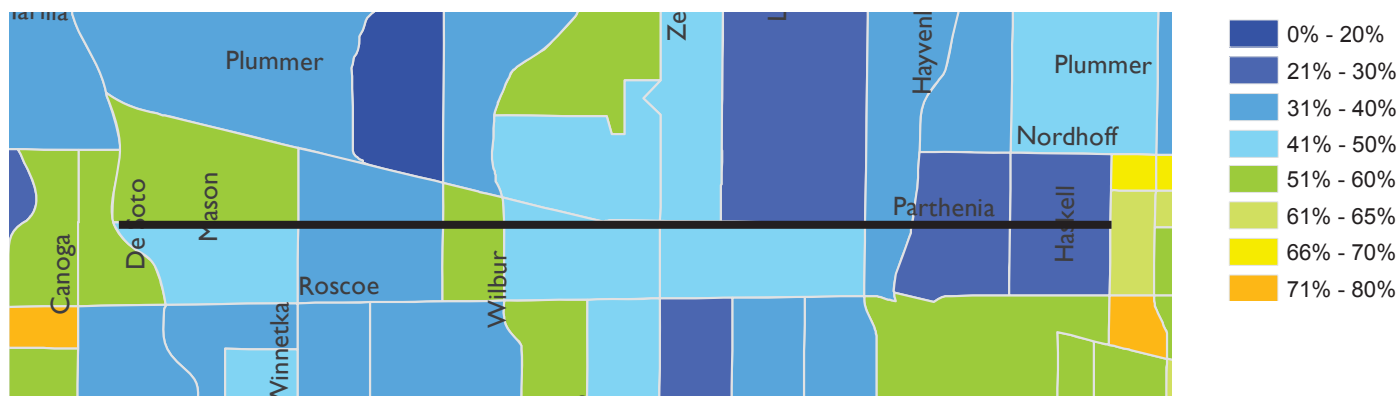


Primary or Secondary School



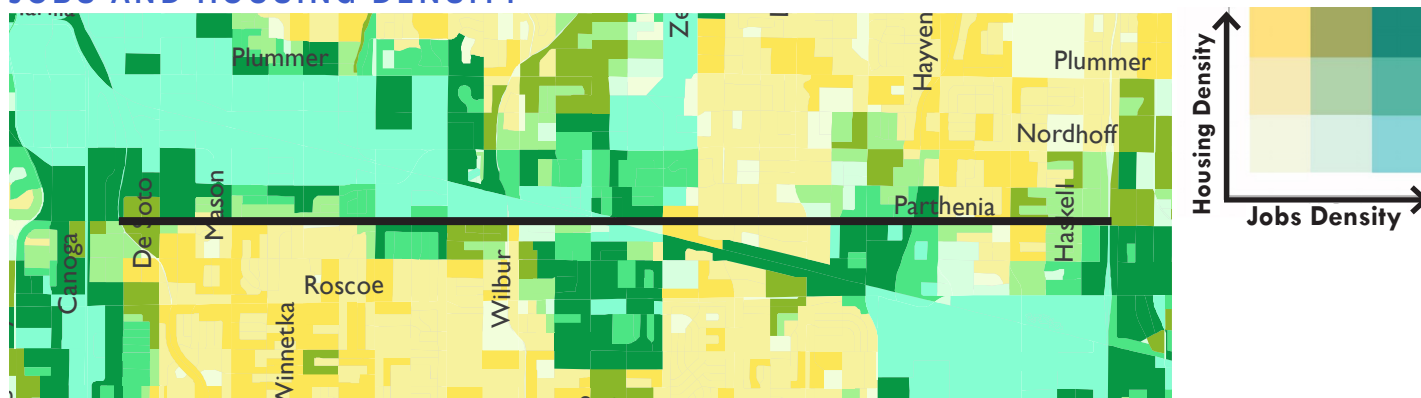
Cal State Northridge

HOUSEHOLDS WITH 0 OR 1 AUTOMOBILES



Mobility Plan 2035 Atlas (draft)

JOBS AND HOUSING DENSITY



Mobility Plan 2035 Atlas (draft)

Obstacles to bicycling

More people choose to bike as a travel option if they feel safe and if bicycle lanes are available that connect them to their destination. Highest increases in regular bicycle commuters are expected from people who already occasionally ride a bicycle.

Other cities such as Portland, Minneapolis, and Seattle have cycling rates five to ten times higher than Los Angeles due to better bicycle infrastructure.

Surveys demonstrate that many people are interested in bicycling as a travel option but are concerned about safety. Bad weather and distance can also deter bicycling as mode choice.

A higher level of comfort and feeling of protection attracts higher ridership, especially amongst women and both older and younger age groups.

Case Studies

Montreal:

Intersections in Montreal with protected bicycle lanes saw 61% higher bicycle volumes than comparable intersections with no bicycle infrastructure.

Washington, DC:

After installation of a protected bike lane on Pennsylvania Avenue, bike volumes increased 200%.

New York City:

After installation of a cycle track on Columbus Avenue, bicycle volumes increased by 56%, crashes decreased 34%, speeding decreased, sidewalk riding decreased, traffic flow remained similar, and commercial loading hours/space increased.

For more information and latest updates, visit thelabikeplan.org, and find out more about Great Streets LA at lamayor.org/greatstreets

