

## Chapter 2 Existing Relevant Policies and Ordinances

This chapter provides a summary of adopted or in-progress planning studies and policies that apply to bicycling in the City of Bell as well as relevant regional and state plans. The purpose of this review is to understand how existing policies encourage or discourage bicycle transportation. The Bicycle Master Plan will be made consistent with these policies except where an alternative policy direction is recommended. The plans and policies reviewed for this Plan are listed in Table 2-1.

**Table 2-1 Relevant Planning & Policy Documents Reviewed**

Policy Document	Jurisdiction	Year
City of Bell Municipal Code	City of Bell	1998
City of Bell General Plan	City of Bell	2010
Metro Complete Streets Policy	Metro	2014
Metro First-Last Mile Strategic Plan & Planning Guidelines	Metro	2014
Metro Countywide Sustainability Planning Policy & Implementation Plan	Metro	2012
Metro Long Range Transportation Plan	Metro	2009
Metro Bicycle Transportation Strategic Plan	Metro	2006
Metro Rail to River Active Transportation Corridor Feasibility Study	Metro	2014
California Green Building Code	California	2012
AB 1358 - California Complete Streets Act	California	2008
SB 375 - Sustainable Communities and Climate Protection Act	California	2008
AB 32 - Global Warming Solutions Act	California	2006

# City of Bell Ordinances and Policies

## City of Bell Municipal Code

**Table 2-2 City of Bell Municipal Code**

Topic	Description
Vehicles and Traffic License required Chapter 10.48.010	No person shall operate a bicycle propelled wholly or in part by muscular power upon any street of the city without first obtaining a license.
License Issuance Chapter 10.48.020	The city clerk or such other person as many be designated by the city council is authorized and directed to uses, upon written application therefore, bicycle licenses which will entitle such bicycle to be operated upon all the streets, exclusive of the sidewalks thereof, in the city.
License Fee Chapter 10.48.030	The license fees to be paid for each bicycle shall be paid in advance as follows:  A. For each new bicycle license and registration certificate, the sum of two dollars per calendar year or any portion thereof; and  B. For each transfer of registration certificate, the sum of one dollar; and  C. For each replacement of a bicycle license or registration certificate, the sum of one dollar; and  D. For each bicycle license renewal, the sum of one dollar per calendar year.
License plates and registration cards Chapter 10.48.040	The city shall provide bicycle license indicia (license plates) together with registration cards, such licenses and registration cards having numbers stamped thereon in numerical order.  Such licenses shall be purchased from the California State Department of Motor Vehicles and are suitable for attachment upon the frames of bicycles, and the city clerk or such other person who may be designated by the city council shall attach one such license to the frame of each bicycle, and shall issue a corresponding registration card to the owner thereof upon the payment of the license fee provided for in Section <a href="#">10.48.030</a> .  Such license shall remain attached during the existence of such license. The city clerk or other such person who may be designated by the city council shall also keep a record of the date of issue of each license, the number thereof, the name and address of the licensee, and the make, type and model of the licensed bicycle.
Parking Meters Chapter 10.36.100	No person shall attach anything to or allow a bicycle, newsrack or any other article or thing to lean against a parking meter or a parking meter standard.
Park Regulations Chapter 12. 36. 130	No person, except for law enforcement personnel, shall pedal, skate, ride or propel any bicycle, skateboard, skates, roller blades, scooters or similar wheeled recreational devices in any public park, civic center or city public property designated by resolution of the city council and posted in accordance with this section.

Topic	Description
Transportation Demand Management Chapter 10.52.030. B. 1. d	Nonresidential development of twenty-five thousand (25,000) square feet or more shall provide the following to the satisfaction of the city: a bulletin board, display case or kiosk displaying transportation information located where the greatest number of employees are likely to see it. Information in the area shall include bicycle route and facility information, including regional/local bicycle maps and bicycle safety information.
10.52.030. B. 2. c	Nonresidential development of fifty thousand (50,000) square feet or more shall comply with subsection (B)(1) of this section and shall provide all of the following measures to the satisfaction of the city:  Bicycle racks or other secure bicycle parking shall be provided to accommodate four bicycles per the first fifty thousand (50,000) square feet of nonresidential development and one bicycle per each additional forty thousand (40,000) square feet of nonresidential development. Calculations which result in a fraction of 0.5 or higher shall be rounded up to the nearest whole number. A bicycle parking facility may also be a fully enclosed space or locker accessible only to the owner or operator of the bicycle, which protects the bike from inclement weather. Specific facilities and location (e.g., provisions of racks, lockers, or locked room) shall be to the satisfaction of the city.
10.52.030. B. 3. d	Nonresidential development of one hundred thousand (100,000) square feet or more shall comply with subsections (B)(1) and (B)(2) of this section, and shall provide all of the following measures to the satisfaction of the city:  Safe and convenient access from the external circulation system to bicycle parking facilities on site.

## City of Bell General Plan (2010)

### Circulation Element

The City of Bell’s Circulation Plan addresses the need for alternative transit accommodations. The City of Bell adopted a Transportation Demand Management (TDM) Ordinance to encourage alternative transit.

The TDM Ordinance requires that all new non-residential development provide public transit information, carpool/vanpool parking spaces, bike racks to encourage employees and visitors to use buses, carpool/vanpool, bicycle, or other alternative transit modes. The tables below list all of the objectives of the Circulation Plan pertaining to bicycling.

**Table 2-3 City of Bell General Plan**

Circulation Element	Description
Objective Policies and Programs	Maintain and improve a circulation system that will accommodate existing and future transportation needs
Objective Policies and Programs	Recognize that bicycles are a reasonable mode of transportation and a viable alternative to motor vehicles

Circulation Element Policies	Description
Policy 11	Continue to encourage bicycle ridership.
Policy 12	Continue to consider traffic and parking restrictions along narrow streets.
Policy 13	Continue to consider the feasibility of including bikeways during the planning and construction stages of roadway improvements.
Policy 14	Continue to promote the separation of pedestrians, bicycle and motor vehicle traffic.
Policy 15	Continue to encourage new developments to accommodate bicycles as a mode of transportation.
Policy 17	Continue to explore the feasibility of parking districts as an option to address parking needs.

Circulation Element Program	Description
Program 8	Continue to pursue the development of a sub-regional bike path along the Southern Pacific Right-of-Way and Randolph Street; work with appropriate jurisdictions to accomplish its development and use.
Program 9	Continue to implement a bicycle and pedestrian safety program.
Program 10	Investigate the feasibility of preparing a bikeway plan or pursuing cooperative ventures with other public agencies for bikeway funding.
Program 11	Direct the Traffic and Beautification Commission to investigate and recommend possible intersection modifications, including possible street closure which would reduce traffic impact and improve safety.

## Relevant Regional and State Policies and Plans

### Los Angeles County Metropolitan Transportation Authority (Metro)

#### Metro Complete Streets Policy (2014)

The Complete Streets Policy establishes active transportation improvements as integral elements of the countywide transportation system. The policy requires that all future transportation improvements undertaken or funded by Metro include the provision/consideration of active transportation elements. The policy identifies opportunities and actions where Metro can support local Complete Streets implementation. For example, as part of the policy's implementation strategy, Metro will work with partner agencies and local jurisdictions to incorporate complete streets infrastructure into all transportation projects in a manner that expands the active transportation network and closes gaps.

### **County of Los Angeles Bicycle Master Plan (2012)**

The County of Los Angeles Bicycle Master Plan (BMP) proposes to build on the existing 144 miles of bikeways throughout the unincorporated portions of the County and install approximately 831 miles of new bikeways in the next 20 years. The following relevant goals and policies are included in the County BMP:

- ◆ Goal 1: Expanded, improved, and interconnected system of county bikeways and bikeway support facilities to provide a viable transportation alternative for all levels of bicycling abilities, particularly for trips of less than five miles.
  - IA. 1.6.1: Identify where bicycle parking facilities are needed, and identify the appropriate type.
- ◆ Goal 2: Increased safety of roadways for all users.
  - IA.2.2.1: Identify opportunities to remove travel lanes from roads where there is excess capacity in order to provide bicycle facilities.
  - Policy 2.3: Support traffic enforcement activities that increase the safety of people bicycling.
  - IA 2.5.1: Implement improvements that encourage safe bicycle travel to and from school.
- ◆ Goal 3: Develop education programs that promote safe bicycling.
  - Policy 3.1: Provide bicycle education for all road users, children and adults.
  - 3.1.1: Offer bicycle skills trainings, bicycle safety classes, and bicycle repair workshops.
- ◆ Goal 4: Encouragement Programs.
  - Policy 4.1: Support organized rides or cycling events, including those that may include periodic street closures in the unincorporated areas.
  - Policy 4.2: Encourage non-automobile commuting.
- ◆ Goal 5: Community supported bicycle network.
- ◆ Goal 6: Funded bikeway plan.
  - Policy 6.1: Identify and secure funding to implement this Bicycle Master Plan.

More information on the County's Bike Plan can be found at:

<http://dpw.lacounty.gov/pdd/bike/masterplan.cfm>.

### **Metro First-Last Mile Strategic Plan & Planning Guidelines (2014)**

Metro's First Last Mile Strategic Plan, adopted by the Metro Board in April 2014, seeks to better coordinate infrastructure investments in rail station and bus stop areas to extend the reach of transit services. The Plan utilizes the concept of "the Pathway" – a series of active transportation spine routes that link travelers to and from transit station areas by foot and bicycle.

More information can be found here:

[http://media.metro.net/board/Items/2014/04\\_april/20140424rbmitem7.pdf](http://media.metro.net/board/Items/2014/04_april/20140424rbmitem7.pdf).

### **Metro Countywide Sustainability Planning Policy & Implementation Plan (2012)**

The Sustainability Plan lays out several Principles and Priorities that will help the agency "bring greater clarity, meaning, and consistency to its approach for implementing the 'sustainability' commitments currently reflected in its principal values, business goals, and sustainability

mission and vision.” Some of the principles and priorities that are relevant to the City of Bell are:

- ◆ Prosperity. Reduce transportation costs for residents and provide the mobility necessary to increase economic competitiveness.
- ◆ Green Modes. Promote clean mobility options to reduce criteria pollutants, greenhouse gas emissions, and dependence on foreign oil.
- ◆ Healthy Neighborhoods. Improve public health through traffic safety, reduced exposure to pollutants, and design and infrastructure for active transportation.
- ◆ Community Development. Design and build transportation facilities that promote infill development, build community identity, and support social and economic activity.
- ◆ Context Sensitivity. Build upon the unique strengths of Los Angeles County’s communities through strategies that match local and regional context and support investment in existing communities.

By adopting the above principles, Metro has committed to supporting initiatives aimed at intermodal connectivity, active travel modes, and healthy neighborhoods. However, these principles and priorities require implementation at the local level.

#### **Metro Long Range Transportation Plan (2009)**

Metro’s Long Range Transportation Plan (LRTP) lays out the agency’s commitment to increasing the share of trips in the County made by bicycle and on foot. The LRTP states that “bicycle and pedestrian programs are critical components of a successful transit system, as transit riders should be able to access buses and trains without having to drive a vehicle to and from transit stations. The sustainability of our transportation system depends upon the interface between modes.” The City of Bell’s Bicycle Master Plan will advance Metro’s goal of connecting people to transit without them having to drive to stations or stops.

More information can be found at: <https://www.metro.net/projects/reports/>.

#### **Metro Bicycle Transportation Strategic Plan (2006)**

The goal of Metro’s Bicycle Transportation Strategic Plan (BTSP) is to integrate bicycle use in transportation projects. By promoting the bicycle as a viable transportation mode, the BTSP offers a vision of a Los Angeles County region with improved overall mobility, air quality, and opportunities for active living.

More information can be found here:

[http://media.metro.net/board/Items/2006/02\\_february/20060215P&PItem6%20Atta.pdf](http://media.metro.net/board/Items/2006/02_february/20060215P&PItem6%20Atta.pdf).

#### **Metro Rail to River Intermediate Active Transportation Corridor Feasibility Study (2014)**

The Rail to River Intermediate Active Transportation Corridor (Rail to River Intermediate ATC) feasibility study was created to determine the viability, benefits and cost consideration of developing an intermediate active transportation corridor along the 8.3 miles of the Metro-owned northern segment of the Harbor Subdivision in South Los Angeles. For the City of Bell, Randolph Street is considered for an alternative alignment for Phase 2 of the project with either a Class I shared-use path or Class II on-street bike lane (Figure 2-1).



Figure 2-1 Metro Rail to River Proposed Alignments

**Metro Active Transportation Strategic Plan (In Progress)**

Metro is developing an Active Transportation Strategic Plan. This Plan will identify strategies to improve and expand the active transportation network, provide guidance to Metro and partner organizations in setting regional active transportation policies and guidelines to meet transportation goals and targets in support of the Regional Transportation Plan/Sustainable Community Strategy and future planning efforts, and to engage local government and other stakeholders to identify key regional significant active transportation projects and programs within Los Angeles County and each sub-region.

**State of California**

**California Green Building Code (2012)**

The California Green Building Code includes bicycle parking requirements and standards for new development. The California Green Building Code bicycle-related requirements are presented in the following table.

**Table 2-4 California Green Building Code Bicycle-Related Requirements**

Requirements
Bicycle Parking and Changing Rooms
Comply with sections 5.106.4.1 and 5.106.4.2; or meet local ordinance or the University of California Policy on Sustainable Practices, whichever is stricter.
Short-term bicycle parking
If the project is expected to generate visitor traffic, provide permanently anchored bicycle racks within 100 feet of the visitors' entrance, readily visible to passers-by, for 5 percent of visitor motorized vehicle parking capacity, with a minimum of one two-bike capacity rack.

## Requirements

### Long-term bicycle parking

For buildings with over 10 tenant-occupants, provide secure bicycle parking for 5 percent of motorized vehicle parking capacity, with a minimum of one space. Acceptable parking facilities shall be convenient from the street and may include:

- Covered, lockable enclosures with permanently anchored racks for bicycles
- Lockable bicycle rooms with permanently anchored racks
- Lockable, permanently anchored bicycle lockers

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### **AB 1358 - California Complete Streets Act of 2008**

The 2008 California Complete Streets Act requires that municipalities, “upon any substantive revision of the circulation element of the general plan, modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, people bicycling, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan.”<sup>1</sup>

### **SB 375 - Sustainable Communities and Climate Protection Act of 2008**

The Sustainable Communities and Climate Protection Act (SB 375) supports the State of California’s climate action goals to reduce GHG emissions through coordinated transportation and land use planning with the goal of fostering more sustainable communities.

Under SB 375, the California Air Resources Board (ARB) sets regional targets for GHG emissions reductions from passenger vehicle use. In 2010, ARB established these targets for 2020 and 2035 for each region covered by one of the State’s MPOs; the Southern California Association of Governments (SCAG) is the MPO covering the City of Bell. SCAG has prepared a sustainable communities strategy (SCS) to guide regional efforts to meet GHG emission reduction targets. Encouragement of non-motorized transportation modes is one tactic to lower transportation-related emissions.

More information can be found at: <http://www.arb.ca.gov/cc/sb375/sb375.htm>.

### **AB 32 - Global Warming Solutions Act of 2006**

In 2006, the California Legislature passed and the Governor signed the Global Warming Solutions Act, which sets the 2020 greenhouse gas emissions reduction goal into state law. It also directed the California Air Resources Board (CARB) to develop action plans for meeting those GHG reduction targets. SB 375, adopted in 2008 to require coordination of transportation and land use planning, is one of the tools supporting CARB’s goals.

More information can be found here: <http://www.arb.ca.gov/cc/ab32/ab32.htm>.

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<sup>1</sup> *State of California. 2008. California Complete Streets Act. Government Code Sec. 65040.2 and 65302. Legislative Counsel’s Digest.*

## Chapter 3 Existing Education and Encouragement Programs

Education and Encouragement programs are designed to promote active transportation, safety, and overall healthy living for communities. This review of existing education and encouragement programs relating to bicycling is helpful to understand how bicycle transportation is being supported by the city or other government bodies. The Bicycle Master Plan will provide strategies to capitalize upon these existing programs and will recommend additional education and education programs.

### City of Bell Education and Encouragement Programs

#### **Go Green**

Currently, the City of Bell has created the “Go Green” initiative to encourage residents to make conscience decisions when purchasing or traveling. The Go Green initiative also encourages the use of active transportation modes such as bicycling.

#### **Safe Routes to School Grant Funding**

Cities in the Gateway Cities Council of Governments (COG) have applied for multiple state and federal Safe Routes to Schools grants in recent years and have been awarded several grants, primarily for infrastructure improvements. Some of these cities have used Safe Routes to School funds for bicycling and walking infrastructure.

#### **Police Department Enforcement Activities**

Local law enforcement agencies have teams of traffic officers who conduct enforcement activities at local schools and partner with the school districts to address school circulation issues. Additionally, police departments are involved in pedestrian education activities at local schools, pedestrian safety training, and various enforcement activities such as crosswalk stings geared toward motorists.

### Regional Education and Encouragement Programs

#### **Safe Routes to Schools**

Metro is currently working on a Safe Routes to School pilot program with the intention of becoming a county-wide program. Metro is working with Los Angeles County municipalities encourage local support for the program in cities throughout the county. The program consists of five key components: education, engineering, encouragement, enforcement, and evaluation, which are described below:

- ◆ Education – Classroom lessons teach children the skills necessary to navigate through busy streets and show them how to be active participants in the program.
- ◆ Engineering – Create physical improvements to the infrastructure surrounding the school, reducing speeds, and establishing safer crosswalks and pathways.
- ◆ Encouragement – Events, contests, and promotional materials are incentives that encourage children and parents to try walking and biking.
- ◆ Enforcement – Police officers, crossing guards, and law enforcement officials participate throughout the Safe Routes process to encourage safe travel through the community.
- ◆ Evaluation – Program participation is regularly monitored to determine the growth in student and parent participation.

### **County-Wide Bicycle Education Programs**

In 2015, the Los Angeles County Bicycle Coalition and Metro offered free bicycle education classes through an Office of Traffic Safety grant. Classes provide information on how to ride a bicycle in traffic, improve visibility on the road, and make cycling a part of everyday life. Classes were offered in North Long Beach in the summer of 2015. This was the second time Metro has received the Office of Traffic Safety bicycle education grant; it is hoping to continue the program on a bi-annual basis.

### **Los Angeles Unified School District Beyond the Bell Program**

The City of Bell, as part of the Los Angeles Unified School District, participates in the Youth Services After School Program. The program based in Bell Senior High School provides nutrition, fitness, and enrichment activities that best meet the needs of the participants. It also promotes good-health, healthy food options, and daily moderate to vigorous physical activity.