



WESTSIDE CITIES
 • BEVERLY HILLS
 • CULVER CITY
 • LOS ANGELES
 • SANTA MONICA
 • WEST HOLLYWOOD
 • COUNTY OF LOS ANGELES

DATE: MARCH 15, 2012

**TO: CHAIR AND MEMBERS OF THE GOVERNING BOARD,
WESTSIDE CITIES COUNCIL OF GOVERNMENTS**

**FROM: MARIA RYCHLICKI, EXECUTIVE DIRECTOR
STAFF AD HOC BICYCLE SAFETY COMMITTEE**

**SUBJECT: COG BICYCLE SAFETY AWARENESS COORDINATION PLAN
UPDATE
PROPOSED ACTION: APPROVE RECOMMENDED PRIORITY INTER-
COG BIKE FACILITIES CORRIDORS**

INTRODUCTION

The Ad Hoc Committee has continued to meet on a staff level and continues to make progress on the development of the COG's Bicycle Safety Awareness Coordination Plan.

DISCUSSION

At the January 19, 2012 COG Board meeting, recommendations that were developed (with the assistance of the Bicycle Advocates working group) were presented to the Board. The five recommended Corridors were distilled from the twenty priority gap closures recommended by the Bicycle Advocates. Together they provide a basic regional bicycle network including North/South and East/West connections. They would also connect all COG jurisdictions with each other and with the City of Los Angeles. Individual cities would be encouraged to develop projects that improve or close gaps on their route systems. The COG previously adopted language authorizing COG support for any jurisdiction's application for grant funding for this type of project.

The recommended Corridors are:

1. Expo Light Rail Bike Path/Bikeway (from La Brea Ave. to the Santa Monica Beach/Pier)
2. Santa Monica Blvd./Ohio Street/Broadway (from La Brea Ave. to Ocean Ave.)
3. San Vicente Blvd. (from Sunset Blvd. to La Brea Ave.)
4. Barrington Ave./McLaughlin Ave./Slauson Ave. (from Sunset Blvd. to Ballona Creek Bike Path)
5. Beverly Dr./Beverwil Dr./Duquesne Ave./Jefferson Blvd./Overland Ave.(from San Vicente Blvd. to Westfield/Culver City Transit Center)

Considerations in recommending Corridors were: (a) connectivity between jurisdictions; (b) feasibility/attainability (currently planned in at least one jurisdiction's bicycle plan); (c) accessibility to cyclists of varying skills (perceived safety/ease of use); and, (d) completeness (coverage throughout the sub-region).

The Board directed staff to: (a) open a "user-friendly", 30-day electronic public comment period to obtain feedback from the bicycling community at large; (b) present an analysis

of the feedback; and, (c) make final recommendations to the Board for formal action at the March 15, 2012 meeting.

A posting was included on the COG's and member jurisdictions' websites. Members of the COG and those individuals registered to receive notices of changes to the COG's website received notice of the posting. Members of the Bicycle Advocates group were emailed the posting for distribution via their newsletters, blogs and other resources to obtain feedback on the proposal. A gmail account (bikeinput.wscocog@gmail.com) was established to facilitate comment on the proposal.

Fourteen individuals provided comments. The comments were all supportive of the COG's efforts. Several did not pertain directly to comments on the proposed Corridors. One comment recommended adding a corridor to connect with the San Fernando Valley. Naming the Corridors, e.g., Expo Corridor and Bikeway to the Sea, was also recommended as a method to better identify their parameters. Another comment pointed out that better signage in general is needed. Concerns about safety for cyclists were also expressed. A number of recommendations included extending the proposed Corridors' limits, in some cases beyond the COG's jurisdictional borders.

Staff has worked on the recommendations for over a year and no comments received opposed the approval of any of the recommended Corridors. Rather, many comments encouraged proceeding with haste. Therefore, staff proposes that, rather than delay COG action, the Board should approve the five recommended Corridors. Staff will evaluate the recommended "tweaks" for possible inclusion in future updates.

By adopting these Corridors, the COG is facilitating regional cooperation and connectivity so that local jurisdictions can individually develop and prioritize projects that would address these goals.

Adoption of the Corridors would also be a strong statement of inter-jurisdictional support for grant applications and will help guide independent efforts by Cities to improve the connectivity and quality of the regional bike network.

Staff is also pleased to report that the GIS mapping of the existing bicycle infrastructure in the COG region has been submitted to METRO for inclusion in their mapping updates.

RECOMMENDATION

Staff recommends approval of the five recommended priority Inter-COG bike facilities Corridors.

Attachments

11Ca. Description of the Corridors posted on websites and sent to bicycle advocates for distribution

11Cb. Map of the region including the recommended Corridors

Please Participate In the Thirty-Day Electronic Comment Period (February 3 through March 4, 2012) on the Bicycle Infrastructure Priority Corridor Gap Closures Being Considered By the Westside Cities Council of Governments
@ Bikeinput.wscog@gmail.com

The Westside Cities Council of Governments (WSCCOG) has been working on a WSCCOG regional bicycle safety and awareness plan for more than a year. An important element of the plan is recommendations for the closing up of gaps in the current bicycle infrastructure. These recommended gap closures will create a basic regional bicycle system that provides both north/south and east/west connections, and also connects all the WSCCOG jurisdictions with each other and the City of Los Angeles. Individual cities within the WSCCOG will then be encouraged to develop projects that improve or close these gaps on their route systems.

The following priority gap closures were presented to the WSCCOG Board on January 19, 2012:

1. Expo Light Rail Bike Path/Bikeway (from La Brea Blvd. to the western terminus of Phase 2**)
2. Santa Monica Blvd./Broadway (from La Brea Blvd. to Ocean Ave.)
3. San Vicente Blvd. (from Sunset Blvd. to La Brea Blvd.)
4. Barrington Ave./McLaughlin Ave./Slauson Ave. (from Sunset Blvd. to the Ballona Creek Bike Path)
5. Beverly Dr./Beverwil Dr./Duquesne Ave./Jefferson Blvd./Overland Ave.(from San Vicente to Westfield/Culver City Transit Center)

** Proposed Expo Corridor subsequently extended to the Santa Monica Pier.

The five corridors were selected from twenty priority gap closures recommended by a Bicycle Advocates working group. The recommended corridors were selected based on: (a) connectivity between the most jurisdictions; (b) feasibility/attainability (currently planned in at least one jurisdiction's bicycle plan); and, (c) accessibility to the largest number of cyclists of varying skills (perceived safety/ease of use).

The Board directed staff to open a 30-day electronic comment period so that interested members of the public could review, and provide input on, these recommendations. The results of the comment period will be brought to the Board at its March 15, 2012 meeting which will be held in Culver City. A special email address, bikeinput.wscog@gmail.com, has been created for the public to provide comments and to find additional information.

RECOMMENDED PRIORITY INTER-COG BIKE FACILITIES CORRIDORS
PROPOSED CORRIDORS FOR INITIAL FOCUS

