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**PLANNING AND PROGRAMMING
COMMITTEE RECOMMENDATION**

The Committee concurred with the staff recommendation to adopt the **Westside Area Bicycle master plan** for the San Fernando Valley/North County, the San Gabriel Valley and South Bay areas.

PPC 1

PPC 1



July 14, 1995

Los Angeles County
Metropolitan
Transportation
Authority

MEMO TO: PLANNING AND PROGRAMMING COMMITTEE

THROUGH: FRANKLIN E. WHITE

FROM: *for* JUDITH A. WILSON *Daw*

SUBJECT: ADOPTION OF WESTSIDE AREA BICYCLE MASTER PLAN

818 West Seventh Street
Suite 300
Los Angeles, CA 90017

213.972.6000

RECOMMENDATION

Adopt the Westside Area Bicycle Master Plan (Executive Summary provided as Attachment A, full report provided under separate cover.)

Mailing Address:

P.O. Box 194

Los Angeles, CA 90053

ALTERNATIVES CONSIDERED

No other alternatives were considered, as the Intermodal Surface Transportation Efficiency Act (ISTEA) requires that bikeway projects be included in regional or local plans in order to qualify for federal funding. As the planning and programming agency for regional bikeway funding, the MTA managed the preparation of this plan to ensure the coordinated development of a regional bikeway system throughout the County.

BUDGET IMPACT

The adoption of this plan has no direct budgetary impact. The plan is not a programming document, but is intended to enable local jurisdictions to seek funding for individual projects which are consistent with the plan.

BACKGROUND

The Westside Area Bicycle Master Plan is one of six bicycle master plans being prepared by the MTA, which together will comprise the Countywide Bicycle Master Plan. These plans are intended to expand the County's existing regional bikeway system in order to promote additional commuter and recreational bicycling, to improve safety for all bicyclists, and to establish a comprehensive countywide bicycle program.

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The Westside Area Bicycle Master Plan is prepared in accordance with the Countywide Bicycle Policy Document, which was adopted by the MTA in April, 1994. The plan outlines and analyzes existing conditions and bikeways planned by local agencies, then proposes a conceptual system of regionally significant bikeways. The plan is not intended to replace or supersede local bicycle plans, nor does it designate all local bicycle facilities as regionally significant. The Master Plan also does not provide environmental clearance for the individual projects. It is the responsibility of the implementing agencies to ensure that all applicable state and federal environmental clearances are met.

To prepare the Bicycle Master Plan, the MTA convened a Westside Area Bicycle Master Plan Task force, consisting of one representative from each city in the Westside Area, the County, and other organizations. Staff presented the draft Master Plan to the City of Los Angeles Bicycle Advisory Committee and the Westside Mobility Roundtable, and held a community workshop on June 19, 1995. Comments from these meetings have been incorporated into the Westside Area Bicycle Master Plan.

The project routes included in the Master Plan are conceptual, with the final determinations regarding their exact design and alignment left to the individual cities or local agencies. In order for each project to qualify for MTA Regional Bikeway funding or CMP credits, any proposed project must meet the general intent of the project identified in the Master Plan.

Highlights of the Plan

An Executive Summary of the Westside Area Bicycle Master Plan is provided as Attachment A. The Plan is organized as follows:

1. Introduction
2. Existing Conditions
3. Analysis of the Existing Bikeway System
4. Existing and Proposed Bicycle Facilities
5. Westside Area Bicycle Master Plan
6. Project Ranking and Implementation.

The Plan provides three maps. **Map 1, Existing Bikeways** depicts the current system as it exists today. **Map 2, Existing and Locally Planned Bikeways** shows the same system, with an overlay of all bicycle facilities planned to date by local agencies. This map graphically displays deficiencies in the currently-planned system, except in the City of Santa Monica where a bicycle master plan has recently been developed and adopted. **Map 3, Master Plan of Regionally Significant Bikeway Corridors**

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reflects the corridors determined to significantly contribute to bicycle safety and to route connectivity. Some of these facilities already exist, and are depicted on the map by solid dark lines.

A rough order of cost has been estimated based on the routes identified on the Master Plan. However, these routes are concept corridors and do not reflect actual project alignments nor specific project designs. Using guidelines developed by MTA in the Countywide Bicycle Policy Document, the document estimates that the system of Regionally Significant bikeways on the Westside Area will cost approximately \$30 million to complete. Individual project segments will be developed and implemented by local agencies, and funded through a combination of Call for Projects and local agency contributions, in accordance with the Long Range Plan.

Prepared by:

PATTI HELM

Project Manager

Westside Area Team

Westside Area Regional Bicycle Master Plan

Executive Summary



August, 1995

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Westside Area Bicycle Master Plan Executive Summary

INTRODUCTION

This Executive Summary documents the results of a study for the Los Angeles County Metropolitan Transportation Authority (MTA) to develop a Westside Area Bicycle Master Plan. The Bicycle Master Plan is one of six MTA regional bicycle Master Plan studies. The five other plans are the South Bay, San Fernando Valley/North County, San Gabriel Valley, South East and Central area plans. The Master Plans are developed under the guidance of the MTA Countywide Bicycle Policy that was adopted in April, 1994.

The Countywide Bicycle Policy Document contains the following elements:

- Existing Bicycle Facilities and Conditions
- Local Bicycle Plans and Programs
- Countywide Bikeway Funding Guidelines
- Local Participation Program
- Accident Analysis
- Regionally Significant Bicycle Master Plan Routes
- Project Ranking Criteria
- Project Definition/Implementation Program

The Bicycle Master Plan was prepared in response to funding guidelines in the Intermodal Surface Transportation Efficiency Act (ISTEA) as well as other federal and state programs. The MTA Bicycle Master plans also will be used to guide the MTA Call for Projects process related to bicycles. The focus of the MTA Countywide Bicycle Policy Document is as follows:

“Identify a system of regionally significant bikeways. Local jurisdictions contributing to the completion of this system will receive credit under the Congestion Management Program Countywide Deficiency Plan.” (MTA Countywide Policy Document, April, 1994, page 3)

The jurisdictions included in the Westside Area Master Plan are Los Angeles, Santa Monica, Culver City, West Hollywood, Malibu, Beverly Hills, and some unincorporated areas of the County of Los Angeles. Implementation of most bicycle facilities and facilities improvements will be done by local jurisdictions.

Based on input from local agencies within the Westside Area, the Bicycle Master Plan identifies a conceptual regional system of bikeway corridors, rather than actual project alignments. It will remain the responsibility of individual cities to flesh out the conceptual bikeway system with actual projects, complete with design concepts, specific route alignments, funding commitments, and construction. It is the MTA's objective to assist the cities in implementing the regional

bikeway network depicted in this master plan by providing funding and technical expertise as they are available. The master plan will be implemented in discrete project segments or phases over an estimated period of twenty years.

EXISTING BICYCLE FACILITIES

There are relatively few existing bicycle facilities in the area as a whole, and there is particularly sparse coverage in the central and eastern sections of the study area. The City of Santa Monica has the most extensive bicycle facility network. In addition, bicycle facilities around UCLA are relatively dense.

One of the key purposes of the MTA Bicycle Master plans is to "serve activity centers which are large scale or otherwise important from a countywide perspective" (Countywide Bicycle Policy Document). Thus, a complete network of bicycle facilities should include bikeways and facilities that interconnect and provide uninterrupted travel to destination points, or activity centers. Activity centers include employment centers, shopping areas, schools, recreational areas, and other places where people congregate for business or enjoyment.

The Westside Area currently has the following number of miles of bicycle facilities by classification (Class I, II and III):

- Class I (exclusive bike paths separated from roadways) - 14 miles (approximate)
- Class II (striped bike lanes on roadways) - 24 miles (approximate)
- Class III (signed bike routes) - 43 miles (approximate)

Class I facilities which currently exist in the Westside Area are along Ballona Creek, along the beach, and around UCLA and Marina del Rey.

In the Westside Area, significant Class II facilities exist on San Vicente Boulevard in Santa Monica, Venice Boulevard - a long facility extending from Santa Monica to Crenshaw Avenue in the City of Los Angeles, and Washington Boulevard in the City of Los Angeles. Other facilities within the City of Santa Monica include California, Arizona and Ocean Avenues, and Main Street. Other shorter segments are within the City of Los Angeles, especially around UCLA.

Existing Class III in the Westside Area are in Santa Monica on 17th Street, Carlyle Avenue/Georgina Avenue and sections of Pico Boulevard, 14th Street and Ocean Park Boulevard. Other significant Class III facilities in the western half of the study area include Barrington Avenue, Pico Avenue, Westwood Boulevard, and the UCLA area. In the eastern half of the study area, there are Class III facilities on sections of Olympic and Venice Boulevards, Redondo Boulevard and La Brea Avenue as well as a section of 39th Street which leads into U.S.C. Other facilities in the Hollywood area include Beverly Boulevard, Vine Street and discontinuous segments of Fountain Avenue.

PUBLIC AND LOCAL JURISDICTION PARTICIPATION PROGRAM

The Westside Area Bicycle Master plan included the following City/county and public comment coordination:

Westside Area Bicycle Master Plan Task Force - This committee included a representative from each of the cities within the Westside Area as well as a representative from the County and Caltrans. Comments and input were provided by the Task Force throughout the course of the project.

Public Participation - A public hearing was held to present the draft Bicycle Master Plan. Input and comment was encouraged and was incorporated, where appropriate, into the final plan.

City of Los Angeles Bicycle Advisory Committee (BAC) - MTA attended several regular meetings of the Bicycle Advisory Committee. Members were encouraged to provide suggestions on bicycle routes and to prepare maps showing these suggested routes. These were considered as the proposed system of bicycle facilities was developed.

PROJECT RANKING CRITERIA

The priority ranking of bicycle projects is guided by the Countywide Policy Document. A set of criteria were developed to use in the assessment of the desirability of various bicycle projects, as follows:

- Remedies Safety Deficiency
- Closes Gap in the System
- Connection to Major Activity Centers
- Part of City/County General Plan or Capital Improvement Program
- Connection to Multi-Modal Center (i.e., rail station, bus station, transit mall)
- Connection to Regionally Significant Park-and-Ride lot
- Relative Ability to Implement

PROJECT IDENTIFICATION/IMPLEMENTATION PROGRAM

Based on public comments, limited field review, analysis of general plans, capital improvement programs and past Calls for Projects, a set of regionally significant Bicycle Master Plan Routes was developed. In most cases, due to the need for additional engineering evaluation, the routes selected are represented only as corridors rather than discrete facilities. This allows the MTA some flexibility in approving proposed projects which may lie adjacent to a regional route as shown in the Master Plan. Routes have been categorized into three implementation categories, defined as follows:

- **Tier 1** - Highest relative scores, meaning that this group of routes received the most points and, based on MTA criteria and the criteria determined with the assistance of the Technical Advisory Committee, are recommended for highest priority consideration for implementation. The facilities falling within this tier had weighting scores greater than 20.
- **Tier 2** - Moderate relative scores and would be the second group of routes to consider for regional implementation and funding. The facilities falling within this tier had weighting scores greater than 10 up to a maximum of 20.
- **Tier 3** - Lowest relative scores and would be the third group to consider for regional implementation and funding. Although these routes received lower relative scores, they still would warrant consideration for regional implementation and funding above those not included in this plan or a local bikeway plan. By virtue of their inclusion in the plan, they are considered regionally significant routes. The facilities falling within this tier had weighting scores of 10 or less.

Table 1 displays the master plan project segments, grouped by Tier. The table also shows the data that was used to determine the ranking order. Additional analysis at the County and local levels would be needed to better define the implementation feasibility in terms of cost, political acceptability, right-of-way availability, etc. This may result in some realignment of the corridors which would be considered on a case by case basis. The Call for Projects process will be used to further clarify the order of implementation and award funding for bikeway projects through MTA.

Estimated Costs and Anticipated Funding

Conceptual planning level estimates of bicycle improvement costs were developed based on the factors included in Appendix B of the Countywide Bicycle Policy Document. These factors were applied to the Regional Bicycle Master Plan routes to estimate the conceptual costs of implementing the regional bicycle system. The Regional Bicycle System as proposed in this plan includes about 166 miles of new Class I and II bicycle facilities.

The estimated order of magnitude cost for the proposed Westside Regional Bicycle system is about \$29,599,000. The costs for each of the three tiers are summarized in detail in Table 1. The cost totals by Tier are summarized below:

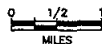
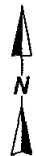
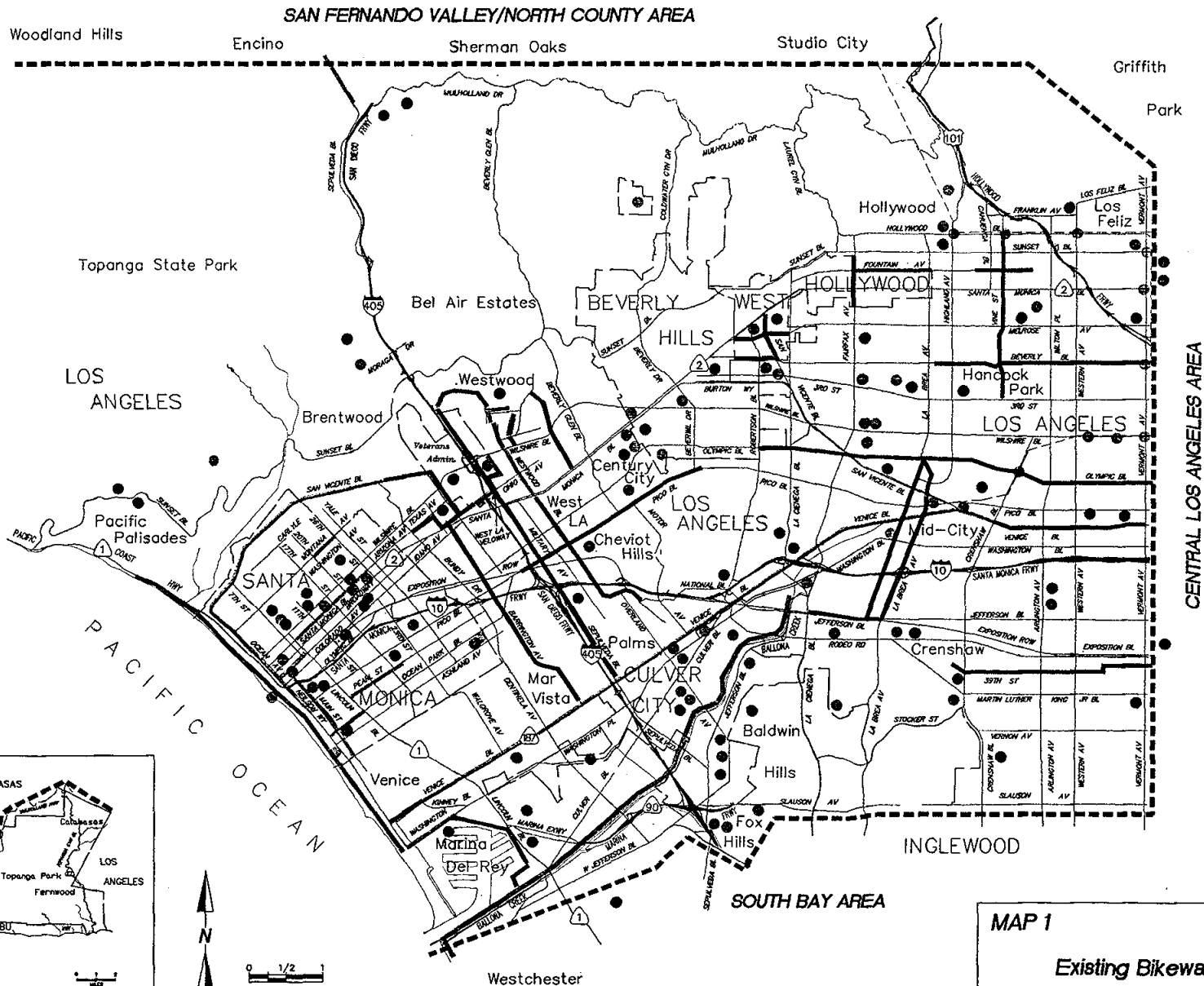
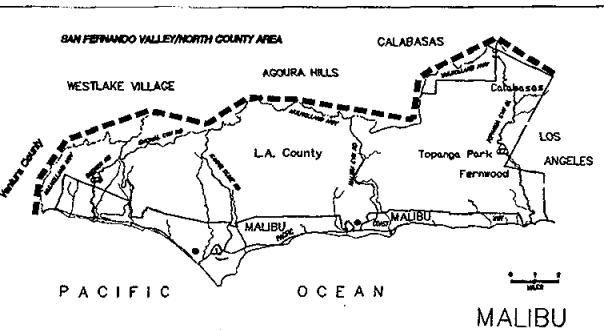
- Tier 1 total cost is about \$22,819,000
- Tier 2 total cost is about \$4,456,000
- Tier 3 total cost is about \$2,324,000

Of the Tier 1 costs, it should be noted that \$10,000,000 are associated with the West LA Veloway, and \$6,500,000 are associated with the Exposition Bikeway.

Existing Bikeways

WESTSIDE AREA BIKEWAY MASTER PLAN

- BIKE PATH OR TRAIL
Class I
- BIKE LANE
Class II
- BIKE ROUTE
Class III
- HIGH SCHOOLS/COLLEGES
- COMMERCIAL/HOSPITALS
- EXISTING AND PROPOSED
TRANSIT/PARK-N-RIDE CENTERS
- PARKS AND RECREATION/
LIBRARIES/MUSEUMS
- ARTERIAL
- FREEWAY
- FUTURE METRO RED LINE
- RAILROAD
- AREA BOUNDARY
- CITY LIMITS



MAP 1

Existing Bikeways

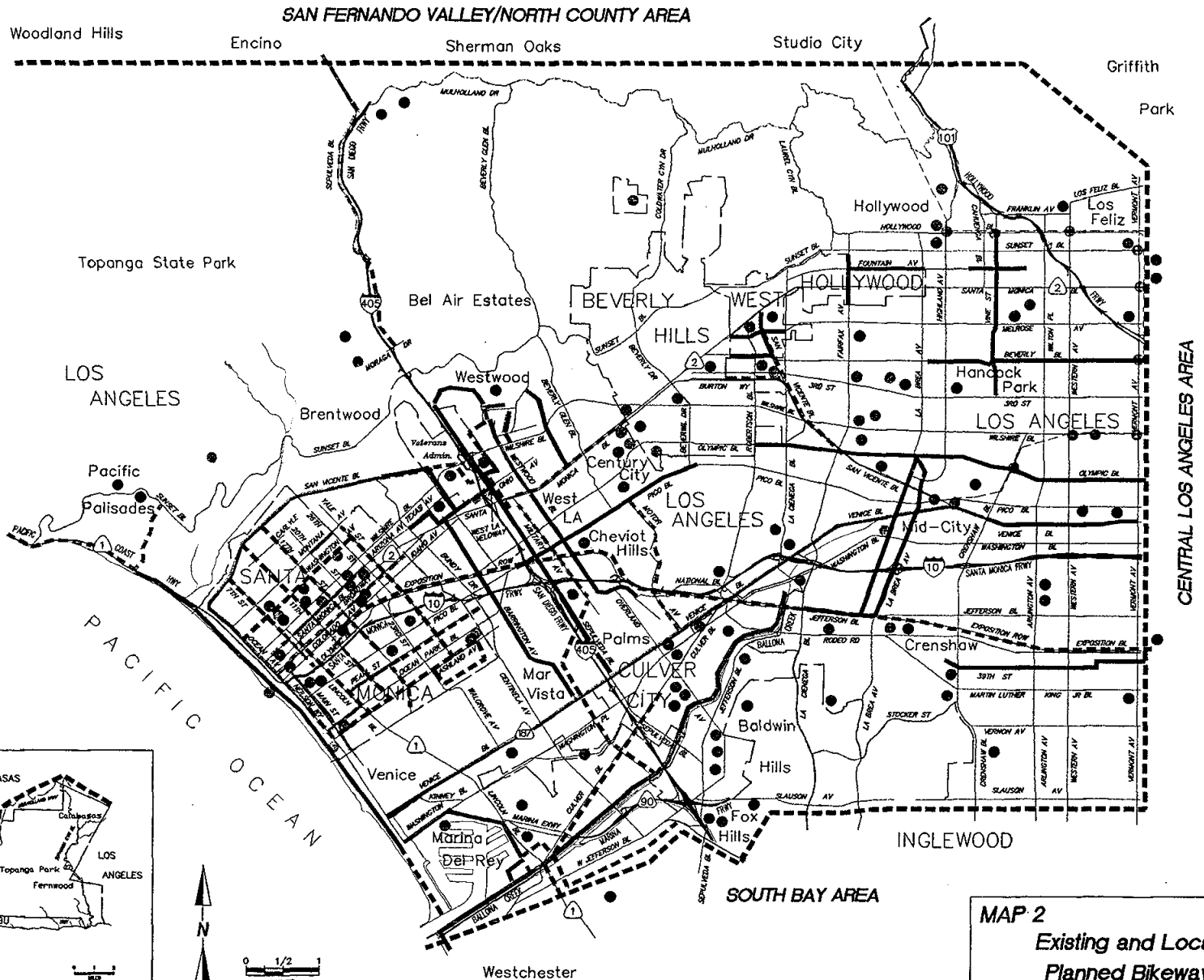
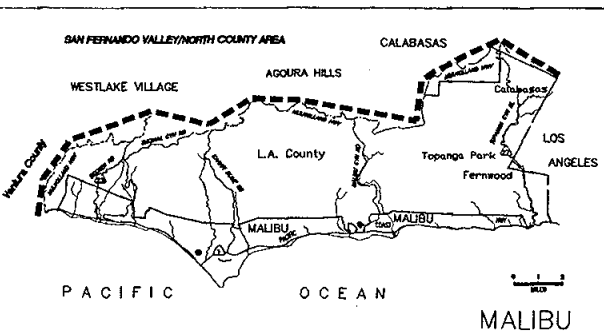
Existing and Locally Planned Bikeways

WESTSIDE AREA BIKEWAY MASTER PLAN

- | | | |
|---------|----------|-------------------------------|
| Planned | Existing | BIKE PATH OR TRAIL
Class I |
| --- | --- | BIKE LANE
Class II |
| --- | --- | BIKE ROUTE
Class III |

- HIGH SCHOOLS/COLLEGES
- COMMERCIAL/HOSPITALS
- EXISTING AND PROPOSED TRANSIT/PARK-N-RIDE CENTERS
- PARKS AND RECREATION/LIBRARIES/MUSEUMS

- ARTERIAL
- FREEWAY
- FUTURE METRO RED LINE
- RAILROAD
- AREA BOUNDARY
- CITY LIMITS



MAP 2
Existing and Locally
Planned Bikeways

Master Plan of Regionally Significant Bikeway Corridors

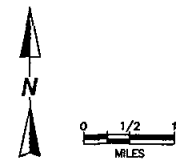
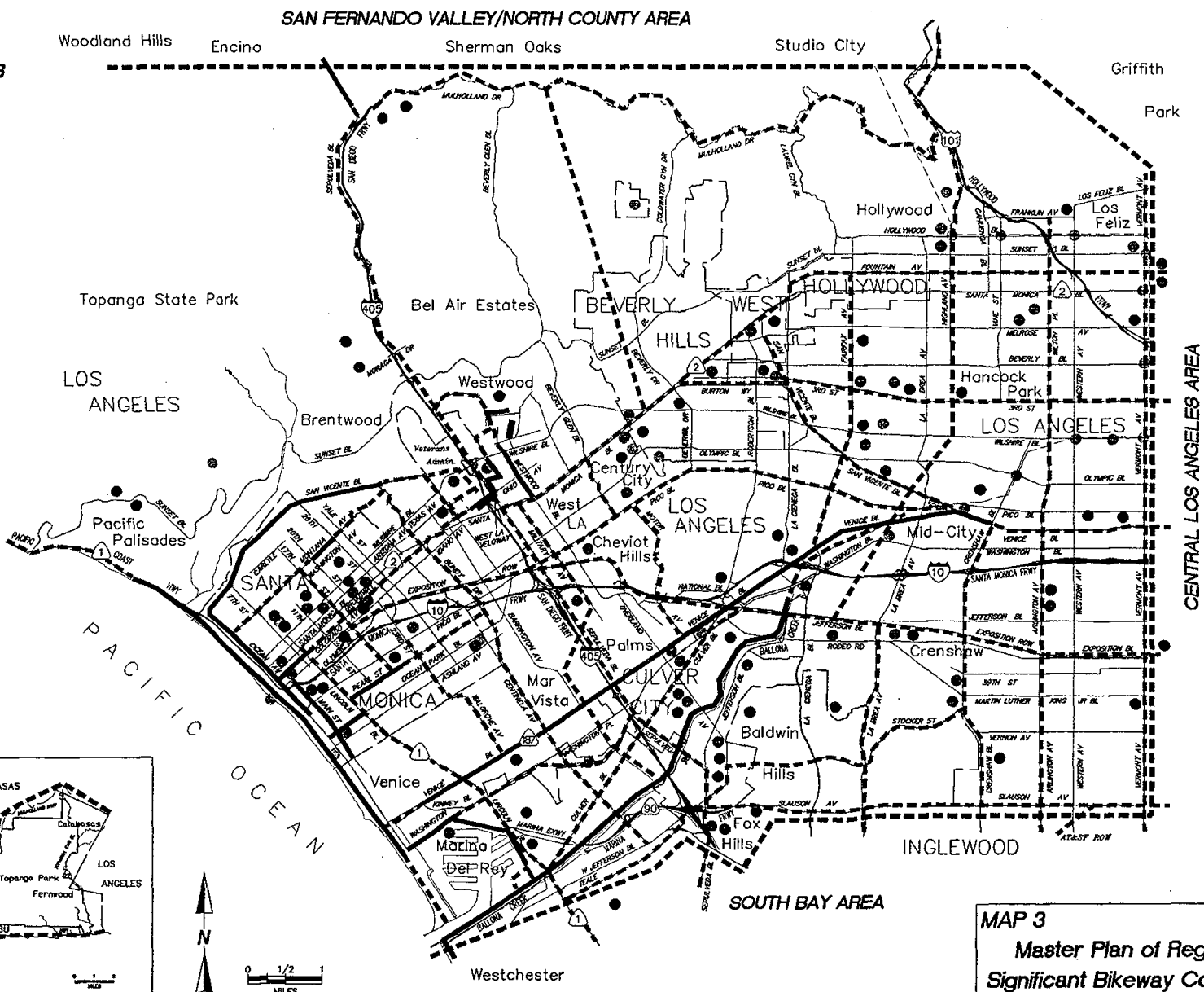
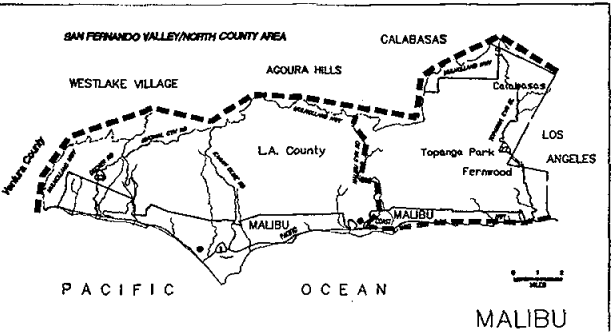
WESTSIDE AREA BIKEWAY MASTER PLAN

- EXISTING BIKE PATH/LANE Class I and II
- PROPOSED REGIONAL BIKEWAY Class I and II
- HIGH SCHOOLS/COLLEGES
- COMMERCIAL/HOSPITALS
- EXISTING AND PROPOSED TRANSIT/PARK-N-RIDE CENTERS
- PARKS AND RECREATION/LIBRARIES/MUSEUMS
- ARTERIAL
- FREEWAY
- FUTURE METRO RED LINE
- RAILROAD
- AREA BOUNDARY
- CITY LIMITS

Metropolitan Transportation Authority

Korve Engineering

Katz, Okitsu & Associates
Traffic & Highway Engineers



MAP 3
Master Plan of Regionally Significant Bikeway Corridors