

Bicycle Transportation Account Compliance Document

June, 2006



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Metropolitan Transportation Authority**

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North County Sub-Region
San Gabriel Valley Council of Governments
Westside Cities Sub-Region

Working Group and Sub-Regional Meeting Participants

We wish to thank the many cities and organizations that attended our meetings and participated with us in developing this countywide bicycle plan. We couldn't have accomplished this without you. We look forward to further collaborations.

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SECTION 1: INTRODUCTION

INTRODUCTION

The Los Angeles County Metropolitan Transportation Authority (Metro) prepared two companion bicycle planning documents: the *Metro Bicycle Transportation Strategic Plan* (Strategic Plan) and the *Bicycle Transportation Account Compliance Document* (BTA Document). The Strategic Plan is a regional plan designed to be used by the cities, the County of Los Angeles, and transit agencies in planning bicycle facilities around transit and setting priorities that contribute to regional improvements.

The BTA Document contains local information and serves three purposes:

- (1) helps local agencies establish funding eligibility for the State Bicycle Transportation Account (BTA) program,
- (2) provides Metro with an inventory and mapping of existing and proposed bicycle facilities in the County, an estimate of ridership, and future local needs, and
- (3) provides information for production of a public bike map.

Seventy-nine (79) local agencies, representing over 95% of the County population, could be compliant with BTA requirements by using the information in this document, supplemented by additional information to satisfy Streets and Highways Code Section 891.2, in an adopted Bicycle Transportation Plan (BTP). Ten (10) cities chose not to participate. Section 2 explains the requirements of the BTA Program. Of the 29 cities reporting having a BTP, many of them could use this document to update their plans. Other agencies in the County could use the document to start their plans.

Metro used a collaborative process in developing the Strategic Plan and the BTA Document. Over the course of more than a year, all cities, the County, and local interest groups were invited to participate in Project Working Group Meetings and a series of sub-regional briefings. Each city and the County were individually contacted by mail and phone to collect

local information and seek local participation. The Project Team, Working Group, Consultant Team, and stakeholder groups participating in the planning process are listed in the Acknowledgements.

Staff made extensive efforts to contact and include local agencies in this process, and to collect needed materials. This included:

1. Sending multiple mailings to each city advising them of the project, inviting them to meetings, explaining the BTA requirements, and requesting BTA required materials (September 2004 to March 2005).
2. Phoning and e-mailing each agency up to three times as a follow-up request for material (March-May, 2005).
3. Inviting each city to attend scheduled Working Group meetings (seven total).
4. Conducting outreach meetings at each Council of Government (January 2005).
5. Sending materials to be reviewed by each local agency for accuracy (June 2005).
6. Sending Final Draft documents to each city for a 45-day review period (February 2006).

The response from cities was positive, with several cities deciding to embark on their own local bicycle plans as a result of this effort. Staff tracked each contact and response from the local agencies. This database is available upon request.



SECTION 2: BICYCLE TRANSPORTATION ACCOUNT REQUIREMENTS

BTA GRANT PROGRAM

In order to be eligible for Bicycle Transportation Account (BTA) grant funds, a city or county must have an adopted Bicycle Transportation Plan (BTP) that is no more than five (5) years old that addresses items (a – k) in Streets and Highways Code Section 891.2. If a city plans to use the countywide BTP to establish their eligibility for BTA funds, the countywide BTP must include a discussion of items (a – k) for that agency. Any items not covered by a countywide BTP must be supplemented by the agency adopting the plan.

Following adoption of a BTP, the city or county sends the plan to the appropriate Regional Transportation Planning Agency (Metro) for approval consisting of verification that the plan is in compliance with Section 891.2 and other regional plans. Following Metro approval, the local agency submits the plan, adopting resolution, and letter of approval to the Bicycle Facilities Unit at Caltrans Headquarters for final review to ensure the plan addresses the required elements. The city or county should allow adequate time for this review prior to adoption in case the plan does not fully meet the criteria and there are recommended additions.

Caltrans staff employs a “checklist” approach to BTP review to determine if the plan includes the required elements. Each required element should be addressed in the plan, regardless of applicability to the local agency preparing the plan. The review does not “grade” the information provided.

The staff from Caltrans and Metro are available to provide technical assistance to cities developing their own plans. Resources from Metro’s plan are available to local agencies.

Los Angeles County is comprised of 88 cities and 121 unincorporated areas with a population of 10 million. Due to the size and number of jurisdictions in the county, Metro relied on local agencies for the quality and quantity of information. The following information is provided in this plan:

- Estimated bicycle commuters
- Bikeway and land use maps

- Maps and list of bicycle parking facilities at transit connections
- List of park and ride lots and bicycle parking
- Selected bicycle safety and education programs
- Local citizen and community involvement meetings
- Past and future expenditures
- Partial list of proposed projects

BTA-required materials were collected for the BTA Compliance Document from each city and the County from September 2004 to June 2005. Cities were given a 45-day review period from February to March 2006 to check the accuracy of the final draft plan. Many of the required elements are fulfilled; however, some data was not available to Metro. A detailed log of each mail, e-mail, or phone contact between Metro’s consultant and each city is available upon request. Local agencies participating in the plan are included in the tables. Table 1 describes each required element and an overview of how it is addressed, along with the additional information needed from local agencies to satisfactorily fulfill the requirements.

Table 1 – BTA Requirements and Document Location/Explanation

BTA 891.2	Streets and Highway Code Required Plan Elements	Location/Explanation
(a)	The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan.	Fulfills BTA requirement. See Table 2, “Summary of BTA Requirements (a - k) for Participating Cities.” An estimate was developed for all agencies using the MTA Bikeway Off-Model Analysis, which is based on US Census and other sources. A full description of this methodology is included in “Appendix A: Bicycle Commuter Estimating Methodology.”
(b)	A map and description of existing and proposed land use and settlement patterns including, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers.	Maps fulfill BTA requirement. See land use maps 1-17. Source of land use information: SCAG.



BTA 891.2	Streets and Highway Code Required Plan Elements	Location/Explanation
(c)	A map and description of existing and proposed bikeways.	Maps fulfill BTA Requirement. See Bikeway Maps 1-17. Local agencies need to supplement data with lists of existing and proposed bicycle facilities in BTP supplement.
(d)	A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.	Table 2 partially fulfills BTA requirement. Cities reported having bicycle parking or TDM Ordinances that require bicycle parking. Local agencies need to provide description of bicycle parking at schools, shopping centers, public buildings, & major employment centers in BTP supplement.
(e)	A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	Maps and tables fulfill BTA Requirement. Bikeway maps 1-17 identify bicycle parking at Metro rail/busway stations & transit centers. Table 4, "BTA Requirement (e): Bicycle Transport and Parking Facilities," lists the bicycle parking at each and bike commute centers. Table 5, "BTA Requirement (e): Regional Park and Ride Facilities Inventory," lists known Park and Ride lots in the County with bicycle parking.
(f)	A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking facilities.	Does not fulfill BTA requirement. Descriptions not available to Metro. Local agencies need to provide this information in BTP supplement.
(g)	A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and compile existing data on the resulting effect on accidents involving bicyclists.	Table 2 and description below partially fulfill BTA requirement. Local agencies with programs not listed in Table 2 need to provide additional information in BTP supplement. All other local information and accident data will need to be provided by the local agency in a BTP supplement.

BTA 891.2	Streets and Highway Code Required Plan Elements	Location/Explanation
(h)	A description of the extent of citizen and community involvement in development of the plan.	Partially fulfills BTA Requirement; description of Metro's plan outreach and whether cities conducted outreach meetings. Cities are advised to describe their outreach in a BTP supplement.
(i)	A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting.	Table 2 partially fulfills BTA requirement. Metro's bikeway plans were developed to be consistent with Caltrans requirements, SCAG, SCAQMD, Metro (RTPA) Long Range Transportation Plan 2001 and other neighboring county plans. Local plans also need to be consistent.
(j)	A description of the projects proposed in the plan and a listing of their priorities for implementation.	Does not fulfill BTA Requirement. Descriptions not available to Metro. Local agencies need to provide lists in BTP Supplement. Any information provided can be found in BTA Requirement (j) in this section. (Burbank model fulfills BTA requirement.) Some cities reported having a BTP.
(k)	A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.	Table 3, "Existing and proposed Class I, II, III Bikeway Miles and Expenditures," fulfills BTA requirement and lists bikeway mileage and expenditures, past and future, by city. Expenditures are based on the average costs per mile in Los Angeles County: \$1 million/mile for Class I, \$50,000/mile for Class II, and \$5,000/mile for Class III.

Table 2 is a Summary of BTA Requirements (a – k) and responses from local agencies.

Table 3, "BTA Requirement (c) (k): Existing and Proposed Class I, II and III Bikeways and Expenditures" is a list of bikeway miles by class and expenditures.



Land use and bikeway maps follow Table 3. For easy reference, the Land Use Maps are placed opposite the corresponding bikeway map. All land use information was provided by the Southern California Association of Governments (SCAG). Bikeway maps were created using the Metro Thomas Brothers base map and GIS overlays showing: (1) existing and proposed bikeways, (2) transit centers/stations, (3) activity centers and public buildings, (4) transportation network, and (5) bike commute centers. Due to the size of the County, 17 maps were created along with a countywide index map. All bikeway information shown is based on direct input from each agency.

Table 4,” BTA Requirement (e): Bicycle Transport and Parking Facilities,” is a list of all transit station locations by city, address, owner, name and the status of bicycle parking: racks, lockers or bicycle commute centers. A Bicycle Commute Center is a location with attended or unattended bicycle parking for 20 or more bicycles. The Bikeway Maps identify locations for all transit centers, Metrolink, Metro Rail, Bus Rapid Transit and bus transit centers.

Table 5,”BTA Requirement (e): Regional Park and Ride Facilities Inventory,” is a list of park and ride lot locations by city, address, operator, transit service, and status of existing bicycle parking (racks and/or lockers).

Bikes on Rail

Metrolink is a regional commuter rail service operated by the Southern California Regional Rail Authority (SCRRA), a joint powers authority that is 10 years old. This rail service links communities from five counties to activities and employment centers. Metrolink primarily runs during commute hours and allows two, and sometimes more, bicycles inside cars.

Metro Rail is operated by the Los Angeles County Metropolitan Transportation Authority (Metro) and allows bicycles on trains during weekends and “reverse commute” directions at all times with restrictions limited to weekday peak hours of 6:30 to 8:30 a.m. and 4:30 to 6:30 p.m. Some discretion is allowed if trains are not crowded.

Bike Racks on Buses

All of Metro’s buses (bus rapid transit, Metro Rapid and local buses) have bike racks. Most municipal operators in the County, Antelope Valley Transit, Arcadia Transit, Beach Cities Transit, Commerce Bus Lines, Culver City Bus, Foothill Transit, Gardena Bus Lines, La Mirada Transit, LADOT, Long Beach Transit, Montebello Bus Lines, Norwalk Transit, Santa Clarita Transit, Santa Monica Big Blue Bus, and Torrance Transit have bike racks on buses.

Metro’s Stakeholder and Public Involvement

Over the course of the plan development, from August 2004 until March 2006, Metro conducted 28 stakeholder meetings, including the Strategic Plan Working Group, Sub-Regional Briefings, Access Plan meetings, park and watershed organization meetings, and requested briefings. All cities, the County, the Los Angeles County Bicycle Coalition, and other interested organizations were invited to each Working Group meeting and Sub-Regional meetings. The Project Team meetings, held to provide direction to the planning consultant, were attended by Los Angeles County Bicycle Coalition, LADOT Bicycle Coordinator, and West Hollywood and Metro bicycle project managers.

School Bicycle Safety Education

The City and County of Los Angeles sponsor programs in schools within the Los Angeles Unified School District (LAUSD) that promote bicycle use, bicycle safety, and transit education. There are two major programs: School Safe Traffic Zone sponsored by the California Office of Traffic Safety, and Safe Moves, sponsored by the Los Angeles City Department of Transportation. These programs are responsible for bicycle rodeos, safety summits, bicycle promotions, and fitness programs. Table 2, column (g) lists the cities having programs. Other cities not in LAUSD also reported having bicycle safety education programs are also noted in Table 2.



Table 2 – Summary of BTA Requirements (a) – (k) for Participating Cities

Cities	(a) Bicycle Commuter Estimates		(b) Map & Description of Existing & Proposed Land Use Patterns	(c) Map & Description of Existing & Proposed Bikeways	(d) Existing & Proposed End-of-Trip Bicycle Parking	(e) Existing & Proposed Bicycle Transport & Parking Facilities	(f) Existing & Proposed Changing Facilities	(g) Safety and Education Programs	*(h) Citizen and Public Involvement	(i) Plan Consistency	** (j) Proposed Project List & Priorities	(k) Past Expenditures & Future Needs
LEGEND	Fullfills BTA requirement. Appendix A describes methodology Existing daily bicycle trips (left). Future daily bicycle trips (right)		Fullfills BTA requirement. See land use maps 1-17. Source of land use information: SCAG.	Fullfills BTA Requirement. See Bikeway Maps 1-17. Data collected from local agencies; maps provided by Metro.	Partially fulfills BTA requirement. Local Agency needs to provide description & maps of bicycle parking at schools, shop'g ctrs, public bldgs, & major emply't centers in BTP supplement. 1=Reported bike parking at major activity centers. 2=TDM Ordinance requiring bike pkg. 3+None reported.	Fullfills BTA Requirement. 1=Bikeway maps 1-17 identify bicycle parking at Metro rail/busway stations & transit centers. Table 4 lists the bicycle parking at each. 2=Bicycle parking at Park-n-Ride lot. Table 5 lists known Park-n-Ride Facilities in county. 3=Existing or proposed bicycle parking or bike commute center. 4=None reported.	Does not fulfill BTA requirement. Descriptions not available to Metro. Local agencies need to provide this information in BTP supplement.	Partially fulfills BTA requirement. Local agencies with programs not listed need to provide additional information in BTP supplement. 1=School safety programs . 2=Bicycle rodeos. 3=SR2S program. 4=None reported.	Fullfills BTA Requirement. 1= Participated in Metro Plan. 2=Cities completed local bikeway meetings. 3=Local meetings planned for future. 4=None reported.	Fullfills BTA requirement. Metro's bikeway plans were developed to be consistent with Caltrans requirements, SCAG, SCAQMD, Metro (RTPA) Long Range Transp. Plan 2001 and other neighboring county plans	Does not fulfill BTA Requirement. Descriptions not available to Metro. Local agencies need to provide lists in BTP Supplement. Any information provided can be found in "BTA Requirement (j)" on following pages. (Burbank model fulfills BTA requirement.) BTP=City reported having BTP	Fullfills BTA requirement. See Table 3 for list of bikeway mileage and expenditures, past and present, by city.
Existing	Future											
Agoura Hills	567	1579	Map 8 of 17	Map No. 8	3	2		4	4	Yes	BTP	Table 3
Alhambra	2367	6604	Map 10 of 17	Map 10 of 17	3	4		4	3	Yes		Table 3
Arcadia	1464	4083	Map 11 of 17	Map 11 of 17	3	4		1,2	3	Yes	Partial	Table 3
Artesia	452	1261	Maps 14, 15, 17 of 17	Maps 14, 15, 17 of 17	3	4		4	4	Yes		Table 3
Avalon	86	240	Map 16 of 17	Map 16 of 17	1	4		1	3	Yes		Table 3
Azusa	1233	3438	Map 11 of 17	Map 11 of 17	3	4		4	4	Yes		Table 3
Baldwin Park	2092	5831	Map 11 of 17	Map 11 of 17	3	4		1,2	4	Yes	Partial	Table 3
Bell	1011	2819	Map 14 of 17	Map 14 of 17	3	4		1,2	4	Yes		Table 3
Bellflower	2011	5603	Map 14 of 17	Map 14 of 17	3	4		1,2	4	Yes		Table 3



BICYCLE TRANSPORTATION ACCOUNT COMPLIANCE DOCUMENT

Cities	(a) Bicycle Commuter Estimates		(b) Map & Description of Existing & Proposed Land Use Patterns	(c) Map & Description of Existing & Proposed Bikeways	(d) Existing & Proposed End-of-Trip Bicycle Parking	(e) Existing & Proposed Bicycle Transport & Parking Facilities	(f) Existing & Proposed Changing Facilities	(g) Safety and Education Programs	*(h) Citizen and Public Involvement	(i) Plan Consistency	** (j) Proposed Project List & Priorities	(k) Past Expenditures & Future Needs
LEGEND	Fullfills BTA requirement. Appendix A describes methodology Existing daily bicycle trips (left). Future daily bicycle trips (right)		Fulfills BTA requirement. See land use maps 1-17. Source of land use information: SCAG.	Fulfills BTA Requirement. See Bikeway Maps 1-17. Data collected from local agencies; maps provided by Metro.	Partially fulfills BTA requirement. Local Agency needs to provide description & maps of bicycle parking at schools, shop'g ctrs, public bldgs, & major emply't centers in BTP supplement. 1=Reported bike parking at major activity centers. 2=TDM Ordinance requiring bike pkg. 3+None reported.	Fulfills BTA Requirement. 1=Bikeway maps 1-17 identify bicycle parking at Metro rail/busway stations & transit centers. Table 4 lists the bicycle parking at each. 2=Bicycle parking at Park-n-Ride lot. Table 5 lists known Park-n-Ride Facilities in county. 3=Existing or proposed bicycle parking or bike commute center. 4=None reported.	Does not fulfill BTA requirement. Descriptions not available to Metro. Local agencies need to provide this information in BTP supplement.	Parially fulfills BTA requirement. Local agencies with programs not listed need to provide additional information in BTP supplement. 1=School safety programs . 2=Bicycle rodeos. 3=SR2S program. 4=None reported.	Fulfills BTA Requirement. 1= Participated in Metro Plan. 2=Cities completed local bikeway meetings. 3=Local meetings planned for future. 4=None reported.	Fulfills BTA requirement. Metro's bikeway plans were developed to be consistent with Caltrans requirements, SCAG, SCAQMD, Metro (RTPA) Long Range Transp. Plan 2001 and other neighboring county plans	Does not fulfill BTA Requirement. Descriptions not available to Metro. Local agencies need to provide lists in BTP Supplement. Any information provided can be found in "BTA Requirement (j)" on following pages. (Burbank model fulfills BTA requirement.) BTP=City reported having BTP	Fulfills BTA requirement. See Table 3 for list of bikeway mileage and expenditures, past and present, by city.
	Existing	Future										
Bell Gardens	1215	3387	Map 14 of 17	Map 14 of 17	3	4		1,2	3	Yes		Table 3
Beverly Hills	932	2598	Maps 9, 10 of 17	Maps 9, 10 of 17	3	4		1	4	Yes		Table 3
Burbank	2767	7713	Maps 7, 10 of 17	Maps 7, 10 of 17	1,2	2		4	1,2	Yes	BTP	Table 3
Calabasas	553	1540	Maps 8, 9 of 17	Maps 8, 9 of 17	1	4		1	3	Yes	BTP	Table 3
Carson	2475	6899	Maps 14, 16, 17 of 17	Maps 14, 16, 17 of 17	3	4		1,2	3	Yes	BTP	Table 3
Cerritos	1420	3959	Maps 15, 17 of 17	Maps 15, 17 of 17	1,2	4		1,2	3	Yes		Table 3
Claremont	938	2614	Map 12 of 17	Map 12 of 17	1,2	1		1,2,3	4	Yes		Table 3
Compton	2579	7189	Map 14 of 17	Map 14 of 17	3	1,2		4	3	Yes	BTP	Table 3
Covina	1292	3601	Map 11 of 17	Map 11 of 17	3	1		4	3	Yes	BTP	Table 3
Cudahy	668	1861	Map 14 of 17	Map 14 of 17	3	4		1,2	4	Yes		Table 3



SECTION 2: BICYCLE TRANSPORTATION ACCOUNT REQUIREMENTS

Cities	(a) Bicycle Commuter Estimates		(b) Map & Description of Existing & Proposed Land Use Patterns	(c) Map & Description of Existing & Proposed Bikeways	(d) Existing & Proposed End-of-Trip Bicycle Parking	(e) Existing & Proposed Bicycle Transport & Parking Facilities	(f) Existing & Proposed Changing Facilities	(g) Safety and Education Programs	*(h) Citizen and Public Involvement	(i) Plan Consistency	** (j) Proposed Project List & Priorities	(k) Past Expenditures & Future Needs
LEGEND	Fullfills BTA requirement. Appendix A describes methodology Existing daily bicycle trips (left). Future daily bicycle trips (right)		Fullfills BTA requirement. See land use maps 1-17. Source of land use information: SCAG.	Fullfills BTA Requirement. See Bikeway Maps 1-17. Data collected from local agencies; maps provided by Metro.	Partially fulfills BTA requirement. Local Agency needs to provide description & maps of bicycle parking at schools, shop'g ctrs, public bldgs, & major emply't centers in BTP supplement. 1=Reported bike parking at major activity centers. 2=TDM Ordinance requiring bike pkg. 3+None reported.	Fullfills BTA Requirement. 1=Bikeway maps 1-17 identify bicycle parking at Metro rail/busway stations & transit centers. Table 4 lists the bicycle parking at each. 2=Bicycle parking at Park-n-Ride lot. Table 5 lists known Park-n-Ride Facilities in county. 3=Existing or proposed bicycle parking or bike commute center. 4=None reported.	Does not fulfill BTA requirement. Descriptions not available to Metro. Local agencies need to provide this information in BTP supplement.	Parially fulfills BTA requirement. Local agencies with programs not listed need to provide additional information in BTP supplement. 1=School safety programs . 2=Bicycle rodeos. 3=SR2S program. 4=None reported.	Fullfills BTA Requirement. 1= Participated in Metro Plan. 2=Cities completed local bikeway meetings. 3=Local meetings planned for future. 4=None reported.	Fullfills BTA requirement. Metro's bikeway plans were developed to be consistent with Caltrans requirements, SCAG, SCAQMD, Metro (RTPA) Long Range Transp. Plan 2001 and other neighboring county plans	Does not fulfill BTA Requirement. Descriptions not available to Metro. Local agencies need to provide lists in BTP Supplement. Any information provided can be found in " BTA Requirement (j) " on following pages. (Burbank model fulfills BTA requirement.) BTP=City reported having BTP	Fullfills BTA requirement. See Table 3 for list of bikeway mileage and expenditures, past and present, by city.
	Existing	Future										
Culver City	1071	2985	Maps 9, 13 of 17	Maps 9, 13 of 17	1	3		1,2	1,2	Yes	Partial	Table 3
Diamond Bar	1553	4328	Maps 11, 12, 15 of 17	Maps 11, 12, 15 of 17	1	2		4	2	Yes	BTP	Table 3
Downey	2961	8252	Map 14 of 17	Map 14 of 17	3	1		1,2	4	Yes		Table 3
Duarte	593	1652	Map 11 of 17	Map 11 of 17	3	4		4	4	Yes		Table 3
El Monte	3199	8916	Map 11 of 17	Map 11 of 17	1,2	1,2		1,2	1,2	Yes	Partial	Table 3
El Segundo	442	1233	Map 13 of 17	Map 13 of 17	3	1		1,2	4	Yes	BTP	Table 3
Gardena	1593	4440	Map 14 of 17	Map 14 of 17	3	4		1,2	4	Yes		Table 3
Glendale	5379	14991	Maps 7, 10 of 17	Maps 7, 10 of 17	1	2		4	2	Yes	BTP	Table 3
Glendora	1363	3799	Map 11 of 17	Map 11 of 17	3	2		4	4	Yes		Table 3



BICYCLE TRANSPORTATION ACCOUNT COMPLIANCE DOCUMENT

Cities	(a) Bicycle Commuter Estimates		(b) Map & Description of Existing & Proposed Land Use Patterns	(c) Map & Description of Existing & Proposed Bikeways	(d) Existing & Proposed End-of-Trip Bicycle Parking	(e) Existing & Proposed Bicycle Transport & Parking Facilities	(f) Existing & Proposed Changing Facilities	(g) Safety and Education Programs	*(h) Citizen and Public Involvement	(i) Plan Consistency	** (j) Proposed Project List & Priorities	(k) Past Expenditures & Future Needs
LEGEND	Fullfills BTA requirement. Appendix A describes methodology Existing daily bicycle trips (left). Future daily bicycle trips (right)		Fulfills BTA requirement. See land use maps 1-17. Source of land use information: SCAG.	Fulfills BTA Requirement. See Bikeway Maps 1-17. Data collected from local agencies; maps provided by Metro.	Partially fulfills BTA requirement. Local Agency needs to provide description & maps of bicycle parking at schools, shop'g ctrs, public bldgs, & major emply't centers in BTP supplement. 1=Reported bike parking at major activity centers. 2=TDM Ordinance requiring bike pkg. 3+None reported.	Fulfills BTA Requirement. 1=Bikeway maps 1-17 identify bicycle parking at Metro rail/busway stations & transit centers. Table 4 lists the bicycle parking at each. 2=Bicycle parking at Park-n-Ride lot. Table 5 lists known Park-n-Ride Facilities in county. 3=Existing or proposed bicycle parking or bike commute center. 4=None reported.	Does not fulfill BTA requirement. Descriptions not available to Metro. Local agencies need to provide this information in BTP supplement.	Parially fulfills BTA requirement. Local agencies with programs not listed need to provide additional information in BTP supplement. 1=School safety programs . 2=Bicycle rodeos. 3=SR2S program. 4=None reported.	Fulfills BTA Requirement. 1= Participated in Metro Plan. 2=Cities completed local bikeway meetings. 3=Local meetings planned for future. 4=None reported.	Fulfills BTA requirement. Metro's bikeway plans were developed to be consistent with Caltrans requirements, SCAG, SCAQMD, Metro (RTPA) Long Range Transp. Plan 2001 and other neighboring county plans	Does not fulfill BTA Requirement. Descriptions not available to Metro. Local agencies need to provide lists in BTP Supplement. Any information provided can be found in "BTA Requirement (j)" on following pages. (Burbank model fulfills BTA requirement.) BTP=City reported having BTP	Fulfills BTA requirement. See Table 3 for list of bikeway mileage and expenditures, past and present, by city.
	Existing	Future										
Hawaiian Gardens	408	1136	Map 17 of 17	Map 17 of 17	1	4		4	2	Yes	Partial	Table 3
Hawthorne	2320	6467	Maps 13, 14 of 17	Maps 13, 14 of 17	3	1		1,2	4	Yes	Partial	Table 3
Hermosa Beach	512	1428	Maps 13, 16 of 17	Maps 13, 16 of 17	3	4		4	4	Yes		Table 3
Huntington Park	1692	4717	Map 14 of 17	Map 14 of 17	3	4		1,2	3	Yes		Table 3
Inglewood	3106	8656	Map 14 of 17	Map 14 of 17	3	1		1,2	3	Yes		Table 3
Irwindale	40	111	Map 11 of 17	Map 11 of 17	3	4		4	4	Yes	In progress	Table 3
La Canada Flintridge	561	1562	Map 7 of 17	Map 7 of 17	2	4		4	3	Yes	BTP	Table 3
La Habra Heights	158	439	Map 15 of 17	Map 15 of 17	3	4		1	2	Yes	BTP	Table 3
Lakewood	2189	6101	Maps 14, 17 of 17	Maps 14, 17 of 17	3	4		4	4	Yes	BTP	Table 3



SECTION 2: BICYCLE TRANSPORTATION ACCOUNT REQUIREMENTS

Cities	(a) Bicycle Commuter Estimates		(b) Map & Description of Existing & Proposed Land Use Patterns	(c) Map & Description of Existing & Proposed Bikeways	(d) Existing & Proposed End-of-Trip Bicycle Parking	(e) Existing & Proposed Bicycle Transport & Parking Facilities	(f) Existing & Proposed Changing Facilities	(g) Safety and Education Programs	*(h) Citizen and Public Involvement	(i) Plan Consistency	** (j) Proposed Project List & Priorities	(k) Past Expenditures & Future Needs
LEGEND	Fullfills BTA requirement. Appendix A describes methodology Existing daily bicycle trips (left). Future daily bicycle trips (right)		Fulfills BTA requirement. See land use maps 1-17. Source of land use information: SCAG.	Fulfills BTA Requirement. See Bikeway Maps 1-17. Data collected from local agencies; maps provided by Metro.	Partially fulfills BTA requirement. Local Agency needs to provide description & maps of bicycle parking at schools, shop'g ctrs, public bldgs, & major emply't centers in BTP supplement. 1=Reported bike parking at major activity centers. 2=TDM Ordinance requiring bike pkg. 3+None reported.	Fulfills BTA Requirement. 1=Bikeway maps 1-17 identify bicycle parking at Metro rail/busway stations & transit centers. Table 4 lists the bicycle parking at each. 2=Bicycle parking at Park-n-Ride lot. Table 5 lists known Park-n-Ride Facilities in county. 3=Existing or proposed bicycle parking or bike commute center. 4=None reported.	Does not fulfill BTA requirement. Descriptions not available to Metro. Local agencies need to provide this information in BTP supplement.	Parially fulfills BTA requirement. Local agencies with programs not listed need to provide additional information in BTP supplement. 1=School safety programs . 2=Bicycle rodeos. 3=SR2S program. 4=None reported.	Fulfills BTA Requirement. 1= Participated in Metro Plan. 2=Cities completed local bikeway meetings. 3=Local meetings planned for future. 4=None reported.	Fulfills BTA requirement. Metro's bikeway plans were developed to be consistent with Caltrans requirements, SCAG, SCAQMD, Metro (RTPA) Long Range Transp. Plan 2001 and other neighboring county plans	Does not fulfill BTA Requirement. Descriptions not available to Metro. Local agencies need to provide lists in BTP Supplement. Any information provided can be found in "BTA Requirement (j)" on following pages. (Burbank model fulfills BTA requirement.) BTP=City reported having BTP	Fullfills BTA requirement. See Table 3 for list of bikeway mileage and expenditures, past and present, by city.
	Existing	Future										
La Mirada	1291	3597	Map 15 of 17	Map 15 of 17	1	4		2	2	Yes	BTP	Table 3
Lancaster	3275	9128	Maps 1, 2, 3 of 17	Maps 1, 2, 3, of 17	3	2		4	3	Yes	BTP	Table 3
La Puente	1133	3157	Maps 11, 15 of 17	Maps 11, 15 of 17	3	4		4	4	Yes	BTP	Table 3
La Verne	873	2433	Maps 11, 12 of 17	Maps 11, 12 of 17	3	4		4	3	Yes	Partial	Table 3
Lawndale	875	2438	Maps 13, 14 of 17	Maps 13, 14 of 17	3	1		4	4	Yes		Table 3
Lomita	553	1541	Map 16 of 17	Map 16 of 17	1	4		1,2	3	Yes		Table 3
Long Beach	12732	35486	Maps 14, 16, 17 of 17	Maps 14, 16, 17 of 17	1,2	1,2,3		1,2,3	1,2	Yes	BTP	Table 3
Los Angeles	101930	284090	Maps 5, 6, 7, 9, 10, 13, 14, 16 of 17	Maps 5, 6, 7, 9, 10, 13, 14, 16 of 17	1,2	1,2,3		1,2,3	1,2,3	Yes	BTP	Table 3



BICYCLE TRANSPORTATION ACCOUNT COMPLIANCE DOCUMENT

Cities	(a) Bicycle Commuter Estimates		(b) Map & Description of Existing & Proposed Land Use Patterns	(c) Map & Description of Existing & Proposed Bikeways	(d) Existing & Proposed End-of-Trip Bicycle Parking	(e) Existing & Proposed Bicycle Transport & Parking Facilities	(f) Existing & Proposed Changing Facilities	(g) Safety and Education Programs	*(h) Citizen and Public Involvement	(i) Plan Consistency	** (j) Proposed Project List & Priorities	(k) Past Expenditures & Future Needs
LEGEND	Fullfills BTA requirement. Appendix A describes methodology Existing daily bicycle trips (left). Future daily bicycle trips (right)		Fulfills BTA requirement. See land use maps 1-17. Source of land use information: SCAG.	Fulfills BTA Requirement. See Bikeway Maps 1-17. Data collected from local agencies; maps provided by Metro.	Partially fulfills BTA requirement. Local Agency needs to provide description & maps of bicycle parking at schools, shop'g ctrs, public bldgs, & major emply't centers in BTP supplement. 1=Reported bike parking at major activity centers. 2=TDM Ordinance requiring bike pkg. 3+None reported.	Fulfills BTA Requirement. 1=Bikeway maps 1-17 identify bicycle parking at Metro rail/busway stations & transit centers. Table 4 lists the bicycle parking at each. 2=Bicycle parking at Park-n-Ride lot. Table 5 lists known Park-n-Ride Facilities in county. 3=Existing or proposed bicycle parking or bike commute center. 4=None reported.	Does not fulfill BTA requirement. Descriptions not available to Metro. Local agencies need to provide this information in BTP supplement.	Parially fulfills BTA requirement. Local agencies with programs not listed need to provide additional information in BTP supplement. 1=School safety programs . 2=Bicycle rodeos. 3=SR2S program. 4=None reported.	Fulfills BTA Requirement. 1= Participated in Metro Plan. 2=Cities completed local bikeway meetings. 3=Local meetings planned for future. 4=None reported.	Fulfills BTA requirement. Metro's bikeway plans were developed to be consistent with Caltrans requirements, SCAG, SCAQMD, Metro (RTPA) Long Range Transp. Plan 2001 and other neighboring county plans	Does not fulfill BTA Requirement. Descriptions not available to Metro. Local agencies need to provide lists in BTP Supplement. Any information provided can be found in "BTA Requirement (j)" on following pages. (Burbank model fulfills BTA requirement.) BTP=City reported having BTP	Fulfills BTA requirement. See Table 3 for list of bikeway mileage and expenditures, past and present, by city.
	Existing	Future										
Los Angeles County Unincorp. Area	28369	79068	Maps 1, 2, 3, 4, 5, 6, 7, 8, 9, 11, 15 of 17	Maps 1, 2, 3, 4, 5, 6, 7, 8, 9, 11, 15 of 17	1	1,2		1,2,3	1,2	Yes		Table 3
Malibu	347	967	Maps 8, 9 of 17	Maps 8, 9 of 17	3	4		4	2	Yes		Table 3
Manhattan Beach	934	2603	Map 13 of 17	Map 13 of 17	1,2	4		4	2	Yes	Partial	Table 3
Monrovia	1019	2839	Map 11 of 17	Map 11 of 17	3	4		4	4	Yes	BTP	Table 3
Montebello	1715	4779	Maps 10, 11, 14 of 17	Maps 10, 11, 14 of 17	3	2		1,2	4	Yes		Table 3
Monterey Park	1657	4617	Map 10 of 17	Map 10 of 17	1	4		1	3	Yes	In progress	Table 3
Norwalk	2850	7942	Maps 14, 15 of 17	Maps 14, 15 of 17	3	1,2,3		4	4	Yes		Table 3
Palmdale	3219	8971	Maps 1, 2, 3, 4 of 17	Maps 1, 2, 3, 4 of 17	1,2	3		1,2	1,2	Yes	BTP	Table 3
Paramount City	1525	4249	Map 14 of 17	Map 14 of 17	3	4		4	3	Yes		Table 3



SECTION 2: BICYCLE TRANSPORTATION ACCOUNT REQUIREMENTS

Cities	(a) Bicycle Commuter Estimates		(b) Map & Description of Existing & Proposed Land Use Patterns	(c) Map & Description of Existing & Proposed Bikeways	(d) Existing & Proposed End-of-Trip Bicycle Parking	(e) Existing & Proposed Bicycle Transport & Parking Facilities	(f) Existing & Proposed Changing Facilities	(g) Safety and Education Programs	*(h) Citizen and Public Involvement	(i) Plan Consistency	** (j) Proposed Project List & Priorities	(k) Past Expenditures & Future Needs
LEGEND	Fullfills BTA requirement. Appendix A describes methodology Existing daily bicycle trips (left). Future daily bicycle trips (right)		Fulfills BTA requirement. See land use maps 1-17. Source of land use information: SCAG.	Fulfills BTA Requirement. See Bikeway Maps 1-17. Data collected from local agencies; maps provided by Metro.	Partially fulfills BTA requirement. Local Agency needs to provide description & maps of bicycle parking at schools, shop'g ctrs, public bldgs, & major emply't centers in BTP supplement. 1=Reported bike parking at major activity centers. 2=TDM Ordinance requiring bike pkg. 3+None reported.	Fulfills BTA Requirement. 1=Bikeway maps 1-17 identify bicycle parking at Metro rail/busway stations & transit centers. Table 4 lists the bicycle parking at each. 2=Bicycle parking at Park-n-Ride lot. Table 5 lists known Park-n-Ride Facilities in county. 3=Existing or proposed bicycle parking or bike commute center. 4=None reported.	Does not fulfill BTA requirement. Descriptions not available to Metro. Local agencies need to provide this information in BTP supplement.	Parially fulfills BTA requirement. Local agencies with programs not listed need to provide additional information in BTP supplement. 1=School safety programs . 2=Bicycle rodeos. 3=SR2S program. 4=None reported.	Fulfills BTA Requirement. 1= Participated in Metro Plan. 2=Cities completed local bikeway meetings. 3=Local meetings planned for future. 4=None reported.	Fulfills BTA requirement. Metro's bikeway plans were developed to be consistent with Caltrans requirements, SCAG, SCAQMD, Metro (RTPA) Long Range Transp. Plan 2001 and other neighboring county plans	Does not fulfill BTA Requirement. Descriptions not available to Metro. Local agencies need to provide lists in BTP Supplement. Any information provided can be found in "BTA Requirement (j)" on following pages. (Burbank model fulfills BTA requirement.) BTP=City reported having BTP	Fullfills BTA requirement. See Table 3 for list of bikeway mileage and expenditures, past and present, by city.
	Existing	Future										
Pasadena	3695	10298	Maps 7, 10, 11 of 17	Maps 7, 10, 11 of 17	1,2	1,3		1,2,3	1,2,3	Yes	BTP	Table 3
Pico Rivera	1742	4856	Maps 14, 15 of 17	Maps 14, 15 of 17	3	4		4	3	Yes	BTP	Table 3
Pomona	4124	11493	Maps 11, 12 of 17	Maps 11, 12 of 17	3	1,2		4	4	Yes	Partial	Table 3
Rancho Palos Verdes	1135	3164	Map 16 of 17	Map 16 of 17	3	4		1,2	4	Yes	BTP	Table 3
Redondo Beach	1039	2896	Map 16 of 17	Map 16 of 17	1	1		1,2	1,3	Yes	Partial	Table 3
Rolling Hills Estates	212	590	Map 16 of 17	Map 16 of 17	1,2	4		1,2	3	Yes		Table 3
Rosemead	1470	4097	Maps 10, 11 of 17	Maps 10, 11 of 17	3	4		4	4	Yes		Table 3
San Dimas	967	2696	Maps 11, 12 of 17	Maps 11, 12 of 17	2	2		1,2	2	Yes	BTP	Table 3
San Fernando	649	1809	Map 6 of 17	Map 6 of 17	3	2		1,2	4	Yes	BTP	Table 3



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Cities	(a) Bicycle Commuter Estimates		(b) Map & Description of Existing & Proposed Land Use Patterns	(c) Map & Description of Existing & Proposed Bikeways	(d) Existing & Proposed End-of-Trip Bicycle Parking	(e) Existing & Proposed Bicycle Transport & Parking Facilities	(f) Existing & Proposed Changing Facilities	(g) Safety and Education Programs	*(h) Citizen and Public Involvement	(i) Plan Consistency	** (j) Proposed Project List & Priorities	(k) Past Expenditures & Future Needs
LEGEND	Fullfills BTA requirement. Appendix A describes methodology Existing daily bicycle trips (left). Future daily bicycle trips (right)		Fulfills BTA requirement. See land use maps 1-17. Source of land use information: SCAG.	Fulfills BTA Requirement. See Bikeway Maps 1-17. Data collected from local agencies; maps provided by Metro.	Partially fulfills BTA requirement. Local Agency needs to provide description & maps of bicycle parking at schools, shop'g ctrs, public bldgs, & major emply't centers in BTP supplement. 1=Reported bike parking at major activity centers. 2=TDM Ordinance requiring bike pkg. 3+None reported.	Fulfills BTA Requirement. 1=Bikeway maps 1-17 identify bicycle parking at Metro rail/busway stations & transit centers. Table 4 lists the bicycle parking at each. 2=Bicycle parking at Park-n-Ride lot. Table 5 lists known Park-n-Ride Facilities in county. 3=Existing or proposed bicycle parking or bike commute center. 4=None reported.	Does not fulfill BTA requirement. Descriptions not available to Metro. Local agencies need to provide this information in BTP supplement.	Parially fulfills BTA requirement. Local agencies with programs not listed need to provide additional information in BTP supplement. 1=School safety programs . 2=Bicycle rodeos. 3=SR2S program. 4=None reported.	Fulfills BTA Requirement. 1= Participated in Metro Plan. 2=Cities completed local bikeway meetings. 3=Local meetings planned for future. 4=None reported.	Fulfills BTA requirement. Metro's bikeway plans were developed to be consistent with Caltrans requirements, SCAG, SCAQMD, Metro (RTPA) Long Range Transp. Plan 2001 and other neighboring county plans	Does not fulfill BTA Requirement. Descriptions not available to Metro. Local agencies need to provide lists in BTP Supplement. Any information provided can be found in "BTA Requirement (j)" on following pages. (Burbank model fulfills BTA requirement.) BTP=City reported having BTP	Fulfills BTA requirement. See Table 3 for list of bikeway mileage and expenditures, past and present, by city.
	Existing	Future										
San Gabriel	1084	3022	Map 10 of 17	Map 10 of 17	3	4		4	2	Yes		Table 3
San Marino	358	997	Map 10 of 17	Map 10 of 17	2	4		4	2	Yes		Table 3
Santa Clarita	4176	11639	Map 5 of 17	Map 5 of 17	1,2	2		1,2,3	1,3	Yes		Table 3
Santa Fe Springs	492	1371	Maps 14, 15 of 17	Maps 14, 15 of 17	1,2	4		4	3	Yes	Partial	Table 3
Santa Monica	2320	6465	Maps 9, 13 of 17	Maps 9, 13 of 17	1,2	1,3		1,2,3	1,3	Yes	In progress	Table 3
Sierra Madre	292	813	Map 11 of 17	Map 11 of 17	3	4		4	4	Yes		Table 3
Signal Hill	256	713	Map 17 of 17	Map 17 of 17	1,2	4		4	3	Yes	Partial	Table 3
South El Monte	197	549	Map 11 of 17	Map 11 of 17	3	4		4	4	Yes		Table 3
South Gate	2660	7413	Map 14 of 17	Map 14 of 17	1,2	4		1,2	1,2	Yes	Partial	Table 3
South Pasadena	670	1869	Map 10 of 17	Map 10 of 17	3	1		4	4	Yes	BTP	Table 3



SECTION 2: BICYCLE TRANSPORTATION ACCOUNT REQUIREMENTS

Cities	(a) Bicycle Commuter Estimates		(b) Map & Description of Existing & Proposed Land Use Patterns	(c) Map & Description of Existing & Proposed Bikeways	(d) Existing & Proposed End-of-Trip Bicycle Parking	(e) Existing & Proposed Bicycle Transport & Parking Facilities	(f) Existing & Proposed Changing Facilities	(g) Safety and Education Programs	*(h) Citizen and Public Involvement	(i) Plan Consistency	** (j) Proposed Project List & Priorities	(k) Past Expenditures & Future Needs
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	Existing	Future										
Torrance	3805	10605	Maps 14, 16 of 17	Maps 14, 16 of 17	1,2	4		1,2,3	1,2	Yes	BTP	Table 3
Walnut	828	2307	Maps 11, 15 of 17	Maps 11, 15 of 17	1	4		1	3	Yes		Table 3
West Covina	2894	8065	Maps 11, 15 of 17	Maps 11, 15 of 17	3	4		4	3	Yes	BTP	Table 3
West Hollywood	985	2746	Maps 9, 10 of 17	Maps 9, 10 of 17	1,2	1		1,2,3	1,2,3	Yes	BTP	Table 3
Westlake Village	239	666	Map 8 of 17	Map 8 of 17	3	4		4	4	Yes		Table 3
Whittier	2313	6446	Map 15 of 17	Map 15 of 17	3	2		4	3	Yes	BTP	Table 3
TOTAL:	258,159	719,514										

Notes:

See Table 1 on page 4 for BTA requirements (a) – (k) (to establish eligibility for BTA funds).

BTA = Bicycle Transportation Account (Ref. Streets and Highways Code Section 891.2)

**BTP = Bicycle Transportation Plan (Note: to be current must be no more than 5 years old).

*Item (h): Metro conducted eight Project Team meetings with four stakeholder representative. Other meetings where every agency in the county and community stakeholder groups were invited by mail to attend were: 6 Working Group meetings, 6 sub-regional briefings, 8 individual city bike-transit hub planning meetings, 2 park and watershed organization meetings, and 6 requested briefings.



EXISTING AND PROPOSED BIKEWAYS

Existing and proposed bikeways by city and classification are shown in Table 3. Based on this table, Los Angeles County will have a total bikeway system of 2,370 miles, of which 1,225 miles (52%) are currently completed. Bikeway mileage was calculated from data provided by the City and counties. Note that the Existing and Proposed Bikeways maps in the next section do not show all proposed bikeways for the City of Los Angeles, but the total mileage for the City is listed in the table below.

Table 3 – BTA Requirement (c) (k): Existing and Proposed Class I, II, and III Bikeways and Expenditures

City	Existing Bikeways			Past Expenditures	Proposed Bikeways			Proposed Costs (dollars)		
	Class I	Class II	Class III		Class I	Class II	Class III	Class I	Class II	Class III
Agoura Hills		9.81	0.94	\$984,947						
Alhambra				-	0.73		0.05	\$730,461		\$234
Arcadia	1.54	1.42	26.34	\$26,421,477	2.35	0.04		\$2,351,920	\$1,763	
Artesia				\$0		0.04			\$2,065	
Avalon			2	\$2,000,000			2.45			\$12,250
Azusa	3.94	0.51		\$199,527	0.97			\$969,246		
Baldwin Park	0.46	8.45		\$65,050	3.87	2.56	6.61	\$3,869,480	\$128,178	\$33,043
Bell	2.34			\$116,839	0.43			\$429,948		
Bell Gardens	1.45			\$72,415						
Bellflower	1.21	0.08		\$60,707	2.39		0.21	\$2,387,429		\$1,044
Beverly Hills		0.08	0.06	\$62,999						
Bradbury				-						
Burbank	3.31	3.32		\$182,112	4.55	14.6	46.31	\$4,550,000	\$730,008	\$231,573
Calabasas		6.74		\$33,700		11.06	4.12		\$552,938	\$20,576
Carson	2.33	6.27	2.28	\$2,427,123	10.2	5.56	12.42	\$10,200,000	\$277,785	\$62,103
Cerritos	5.54	4.44	0.39	\$694,146	0.47	5.26		\$469,556	\$262,825	
City of Commerce				-		0.55			\$27,480	
City of Industry	1.52	0.55	1.44	\$1,523,562	9.55	0.7	0.01	\$9,551,042	\$34,759	\$50
Claremont	5.28	13.7	0.9	\$1,232,500	3.5	17.16	2.2	\$3,500,000	\$858,000	\$11,000



SECTION 2: BICYCLE TRANSPORTATION ACCOUNT REQUIREMENTS

City	Existing Bikeways			Past Expenditures	Proposed Bikeways			Proposed Costs (dollars)		
	Class I	Class II	Class III		Class I	Class II	Class III	Class I	Class II	Class III
Compton	3.48	10.25		\$225,250	0.68	0.99		\$680,000	\$49,500	
Covina		1.42	0.02	\$26,996	1.82	0.09		\$1,817,535	\$4,594	
Cudahy	0.08			\$3,841						
Culver City	3.16	0.45		\$160,377	0.73	0.91	17.08	\$732,035	\$45,743	\$85,394
Diamond Bar	1.36	18.48	15.23	\$15,390,629		2.62	0.64		\$131,000	\$3,200
Downey	2.2			\$109,859						
Duarte	1.64		0.83	\$81,859	0.54	0.75		\$543,791		
El Monte	5.76	2.24		\$298,965	0.26			\$262,932		
El Segundo	1.12	1.26		\$62,237		0.45			\$22,542	
Gardena	1.04	1.84	12.58	\$12,645,440			0.09			\$450
Glendale	0.16	5.19		\$33,876		21	13.81		\$1,050,160	\$69,059
Glendora			20.79	\$20,790,670	4.33			\$4,326,729		
Hawaiian Gardens	0.19	1.26	0.45	\$463,762	0.76		0.33	\$762,117		\$1,664
Hawthorne	0.62			\$31,000		0.13			\$6,393	
Hermosa Beach	1.88			\$94,026			0.49			\$2,461
Hidden Hills				-		0.11			\$5,314	
Huntington Park				-	2.37			\$2,374,477		
Inglewood			0.18	\$177,238		1.04			\$52,097	
Irwindale	6.81	1.52		\$348,106	3.33			\$1,254,834		
La Canada Flintridge		0.22	0.15	\$148,602	0.36	5.16	13.12	\$364,126	\$257,788	\$65,600
La Habra Heights				-	4.91		4.96	\$4,910,713		\$24,792
La Mirada		9.93	0.18	\$227,000	1.79	6.55	3.35	\$1,785,552	\$327,551	\$16,755
La Puente			3.72	\$3,720,651		0.33			\$16,333	
La Verne	1.62	0.87	2.26	\$2,345,327	3.49	2.38	11.19	\$3,490,000	\$119,000	\$55,950
Lakewood	1.63	8.62	14.82	\$14,944,653	0.6	5.75	3.62	\$602,607	\$287,261	\$18,093
Lancaster	5.79	30.47	4.04	\$4,483,156		5.66	0.5		\$283,000	\$2,495



BICYCLE TRANSPORTATION ACCOUNT COMPLIANCE DOCUMENT

City	Existing Bikeways			Past Expenditures	Proposed Bikeways			Proposed Costs (dollars)		
	Class I	Class II	Class III		Class I	Class II	Class III	Class I	Class II	Class III
Lawndale				-			0.17			\$850
Lomita	0.65	1.19	3.34	\$3,377,775						
Long Beach	37.23	20.43	16.76	\$19,325,476	3.6	20.07	69.48	\$720,000	\$1,001,500	\$383,050
Los Angeles City	48.34	161.61	150.92	\$54,461,150	78.1	162.4	76	Not available by Class. Total past expenditures: \$142,730,000		
Los Angeles County	18.21	18.82	38.52	\$23,454,800	8.28	61.12	1.33	\$8,280,000	\$3,056,000	\$6,650
Lynwood		0.31		\$1,526						
Malibu			21.87	\$1,093,500	22.37			\$22,372,900		
Manhattan Beach	2.08			\$104,192		1.71	13.92		\$85,722	\$69,613
Maywood	0.1			\$5,075						
Monrovia		2.68	4.96	\$973,795	0.13			\$127,824		
Montebello	3.12	0.55	14.17	\$14,330,579		0.21	0.02		\$10,578	\$77
Monterey Park		0.69		\$3,434	0.92	3.46	8.7	\$920,089	\$173,198	\$43,491
Norwalk	2.02		0.27	\$366,178		0.58	1.9		\$29,159	\$9,514
Palmdale	7.22	5.55	4.15	\$4,537,484	1.94	72.12		\$1,944,784	\$3,606,000	
Palos Verdes Estates				-						
Paramount	2.23			\$111,474	1.45	1.39	1.02	\$1,454,385	\$69,273	\$5,080
Pasadena		18.12	54.28	\$54,366,644						
Pico Rivera	7.53	1.11	0.27	\$652,022		0.7	10.9		\$34,990	\$54,481
Pomona		0.55		\$2,750	7.25	2.18		\$7,253,287	\$109,000	
Rancho Palos Verdes	1.91	7.02	0.02	\$149,161						
Redondo Beach	2.74	5.81		\$166,014	1.47		9.13	\$1,470,961		\$45,650
Rolling Hills	0.24			\$12,007						



SECTION 2: BICYCLE TRANSPORTATION ACCOUNT REQUIREMENTS

City	Existing Bikeways			Past Expenditures	Proposed Bikeways			Proposed Costs (dollars)		
	Class I	Class II	Class III		Class I	Class II	Class III	Class I	Class II	Class III
Rolling Hills Estates	6.07	1.07	0.01	\$322,346						
Rosemead	0.21			\$10,663		0.29			\$14,261	
San Dimas		4.01	13.8	\$13,820,050	1.07	7.7		\$1,070,000	\$385,000	
San Fernando	1.1.8			\$1,151,500	1.11			\$1,110,000		
San Gabriel			0.93	\$933,922	3.44	0.04	4.66	\$3,441,272	\$2,240	\$23,304
San Marino			0.13	\$126,975						
Santa Clarita	23.84	21.05	1.19	\$2,485,817	21.51	52.69		\$21,510,000	\$2,634,500	
Santa Fe Springs	2.79		7.31	\$7,449,501		17.68	0.7		\$884,155	\$3,500
Santa Monica	4.71	16.25	18.78	\$19,096,752	2.35			\$2,352,326		
Sierra Madre				-						
Signal Hill			0.28	\$283,072			3.43			\$17,154
South El Monte	0.58			\$29,000						
South Gate	5.92	0.64		\$295,898						
South Pasadena			0.77	\$771,376						
Temple City				-		0.43			\$21,300	
Torrance	0.41	13.28	14.95	\$15,033,856			20.78			\$103,900
Vernon	0.52			\$26,023	2.7			\$2,700,225		
Walnut		2.02		\$10,118						
West Covina	2.19	9.75	16.55	\$16,707,626	5.92	0.17	0.09	\$5,917,700	\$8,424	\$454
West Hollywood		2.29	9.67	\$9,677,439		6.6	19.34		\$329,923	\$96,682
Westlake Village	0.74	7.62		\$75,168	0.22			\$223,064		
Whittier	0.4	9.89	20.86	\$20,929,239	4.28	2.27	0.1	\$4,275,919	\$113,401	\$494



City	Existing Bikeways			Past Expenditures	Proposed Bikeways			Proposed Costs (dollars)		
	Class I	Class II	Class III		Class I	Class II	Class III	Class I	Class II	Class III
Grand Total	250.64	480.85	520.14	\$399,622,002	228.13	524.21	392.36	\$150,061,267	\$18,102,699	\$1,581,729
Total Mileage Existing Bikeways			\$1,252		Total Mileage Proposed Bikeways		\$1,145	Total Estimated Cost Proposed Bikeways		\$312,475,695

Notes: Some existing and proposed bikeway miles may be geographically located within city jurisdictions but owned or operated by another agency. These miles are listed in city totals. For example, the San Gabriel, Rio Hondo, San Jose Creek River Trails, and other tributaries are owned by the County of Los Angeles, but the mileage is calculated in city totals.

Unless estimates were provided, costs are based on current estimates of \$1 million/mile for Class I; \$50,000/mile for Class II and \$5,000 per mile for Class III. Not included: costs of grade separations, R/W acquisitions, lighting, or other miscellaneous costs.

Future cost estimates were provided by the City of Los Angeles.



Bikeway and Land Use Maps

The following pages contain a countywide index map (Map 1) and 17 bikeway and land use maps, one for each section indicated on the index map. For easy reference, the table below lists the map area number(s) (out of 17) and page number(s) for each city in the County.

City	Map Area #	Page #
Agoura Hills	8	38
Alhambra	10	42
Arcadia	11	44
Artesia	14, 15, 17	50,52,56
Avalon	16	54
Azusa	11	44
Baldwin Park	11	44
Bell	14	50
Bell Gardens	14	50
Bellflower	14	50
Beverly Hills	9, 10	40, 42
Bradbury	11	44
Burbank	7, 10	36, 42
Calabasas	8, 9	38, 40
Carson	14, 16, 17	50, 54, 56
Cerritos	15, 17	52, 56
City of Commerce	14	50
City of Industry	11, 15	44, 52
Claremont	12	46
Compton	14	50
Covina	11	44
Cudahy	14	50
Culver City	9, 13	40, 48
Diamond Bar	11, 12, 15	44, 46, 52
Downey	14	50
Duarte	11	44
El Monte	11	44
El Segundo	13	48
Gardena	14	50

City	Map Area #	Page #
Glendale	7, 10	36, 42
Glendora	11	44
Hawaiian Gardens	17	56
Hawthorne	13, 14	48, 50
Hermosa Beach	13, 16	48, 54
Hidden Hills	6, 8, 9	34, 38, 40
Huntington Park	14	50
Inglewood	14	50
Irwindale	11	44
La Canada Flintridge	7	36
La Habra Heights	15	52
La Mirada	15	52
La Puente	11, 15	44, 52
La Verne	11, 12	44, 46
Lakewood	14, 17	50, 56
Lancaster	1, 2, 3	24, 26, 28
Lawndale	13, 14	48, 50
Lomita	16	54
Long Beach	14, 16, 17	50, 54, 56
Los Angeles	5, 6, 7, 9, 10, 13, 14, 16	32, 34, 36, 40, 42, 48, 50, 54
Lynwood	14	50
Malibu	8, 9	38, 40
Manhattan Beach	13	48
Maywood	14	50
Monrovia	11	44
Montebello	10, 11, 14	42, 44, 50
Monterey Park	10	42
Norwalk	14, 15	50, 52
Palmdale	1, 2, 3, 4	24, 26, 28, 30
Palos Verdes Estates	16	54
Paramount	14	50
Pasadena	7, 10, 11	36, 42, 44
Pico Rivera	14, 15	50, 52
Pomona	11, 12	44, 46
Rancho Palos Verdes	16	54

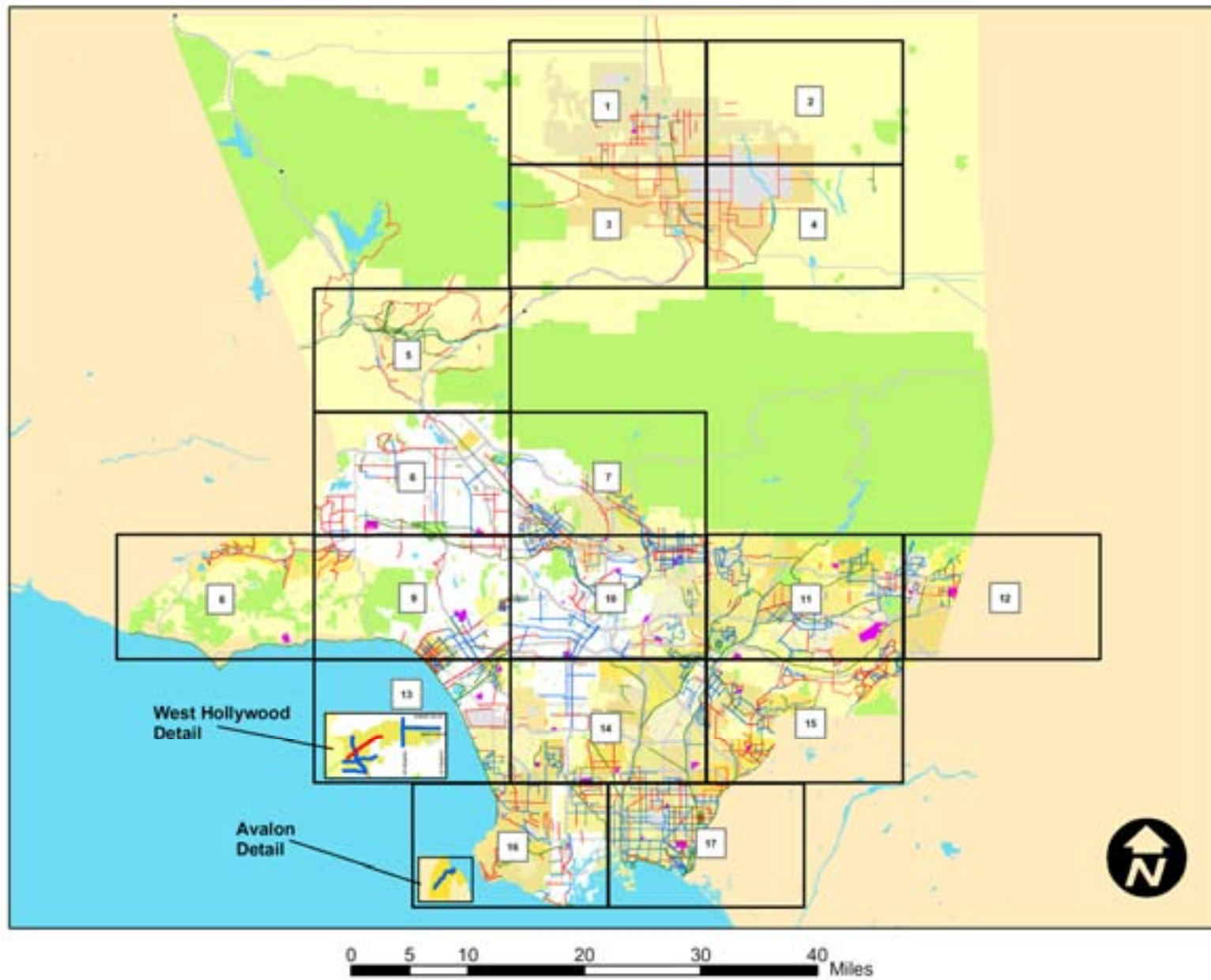


BICYCLE TRANSPORTATION ACCOUNT COMPLIANCE DOCUMENT

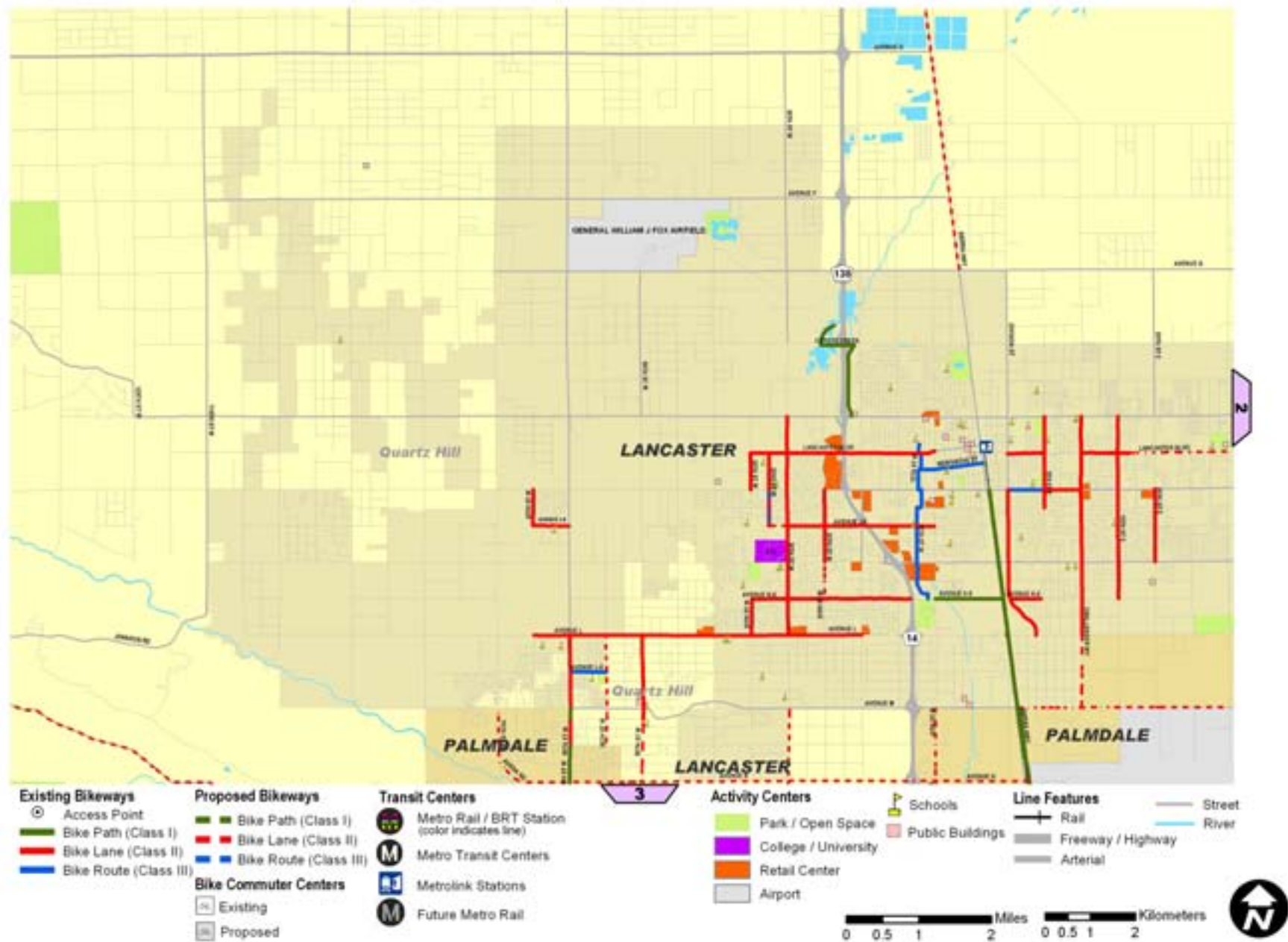
City	Map Area #	Page #
Redondo Beach	16	54
Rolling Hills	16	54
Rolling Hills Estates	16	54
Rosemead	10, 11	42, 44
San Dimas	11, 12	44, 46
San Fernando	6	34
San Gabriel	10	42
San Marino	10	42
Santa Clarita	5	32
Santa Fe Springs	14, 15	50, 52
Santa Monica	9, 13	40, 48
Sierra Madre	11	44
Signal Hill	17	56
South El Monte	11	44
South Gate	14	50
South Pasadena	10	42
Temple City	11	44
Torrance	14, 16	50, 54
Vernon	14	50
Walnut	11, 15	44, 52
West Covina	11, 15	44, 52
West Hollywood	9, 10	40, 42
Westlake Village	8	38
Whittier	15	52



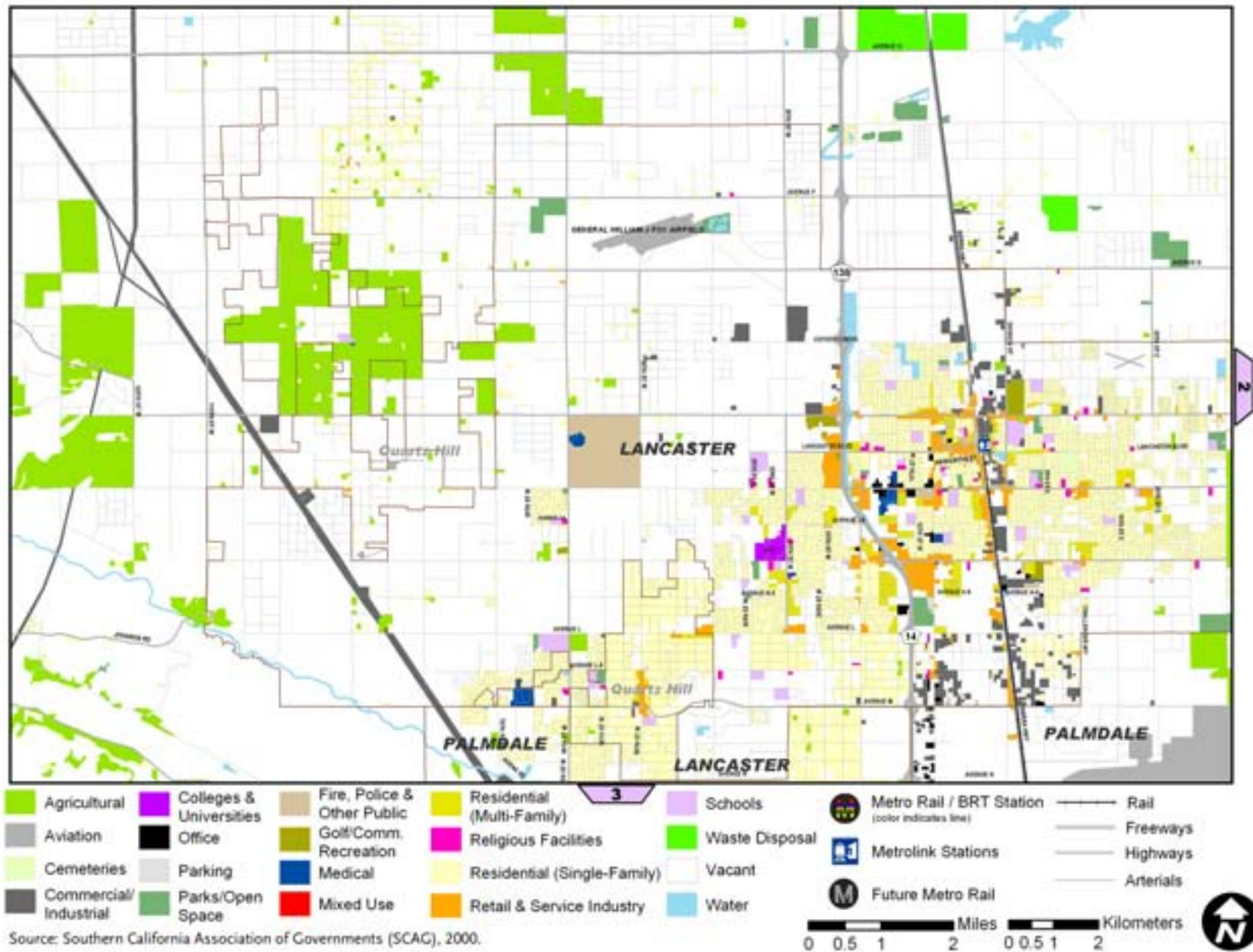
Map 1 – Los Angeles County Key Map



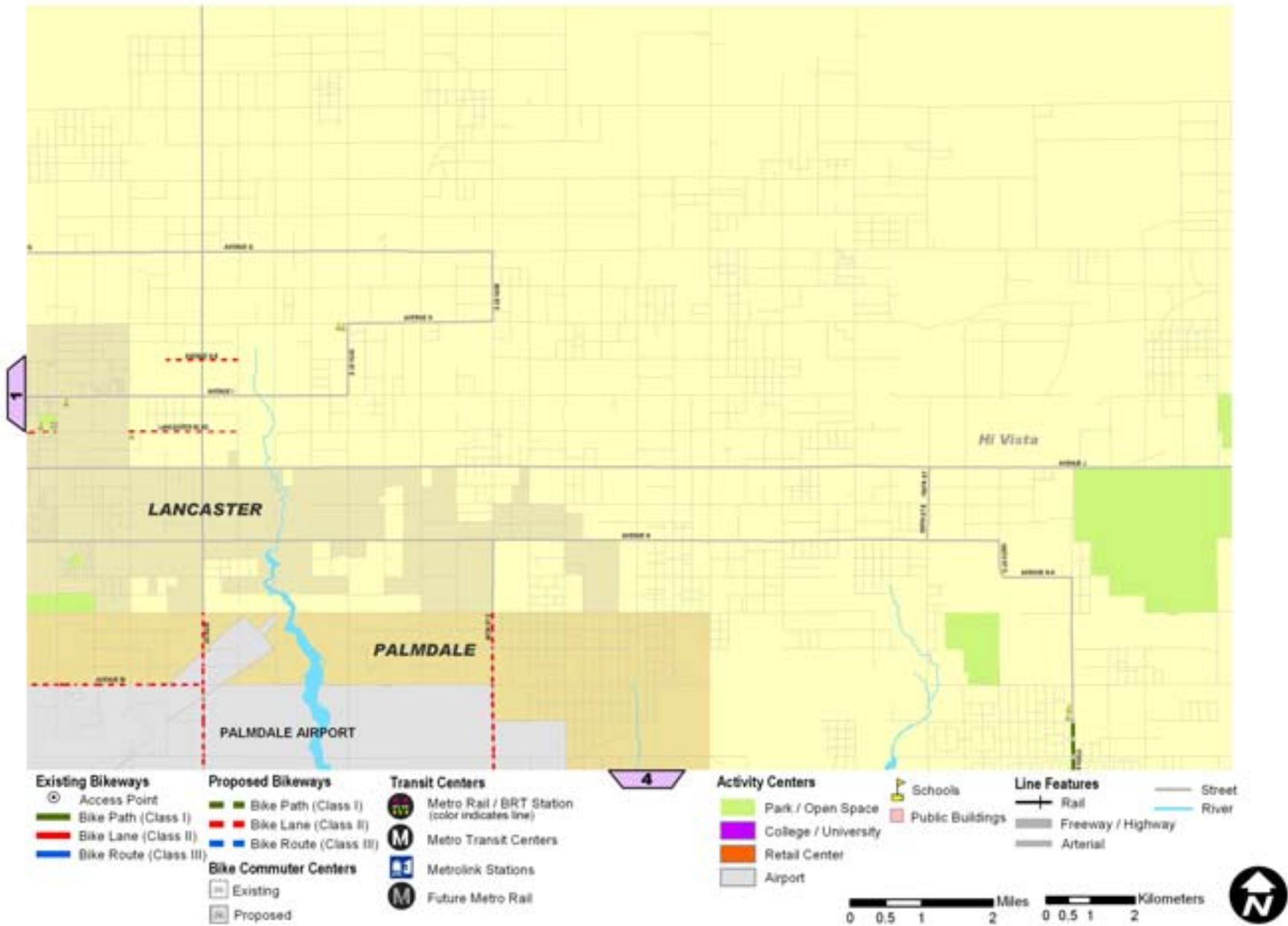
Map 2 – Existing and Proposed Bikeways, Area 1 of 17



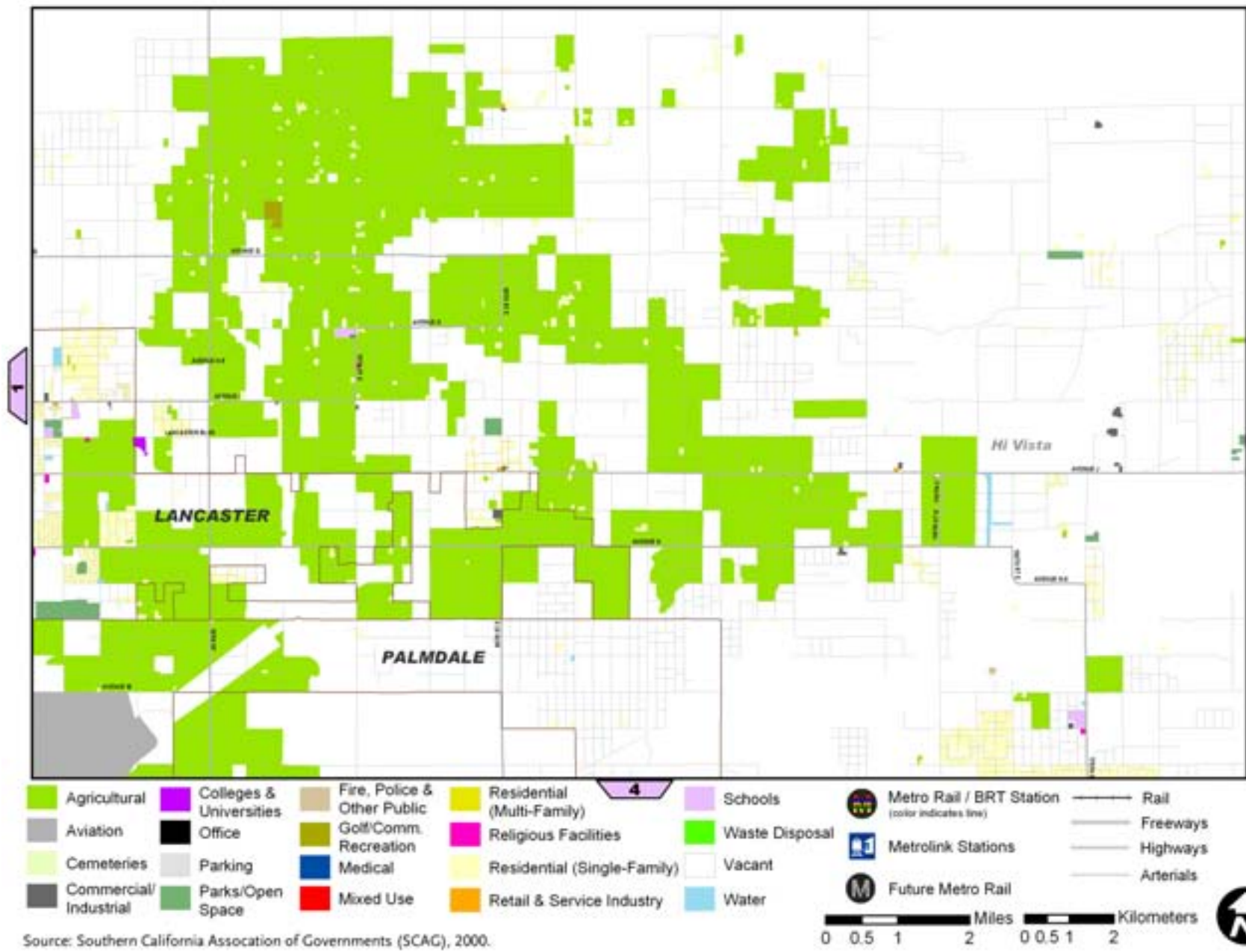
Map 3 – Land Use, Area 1 of 17



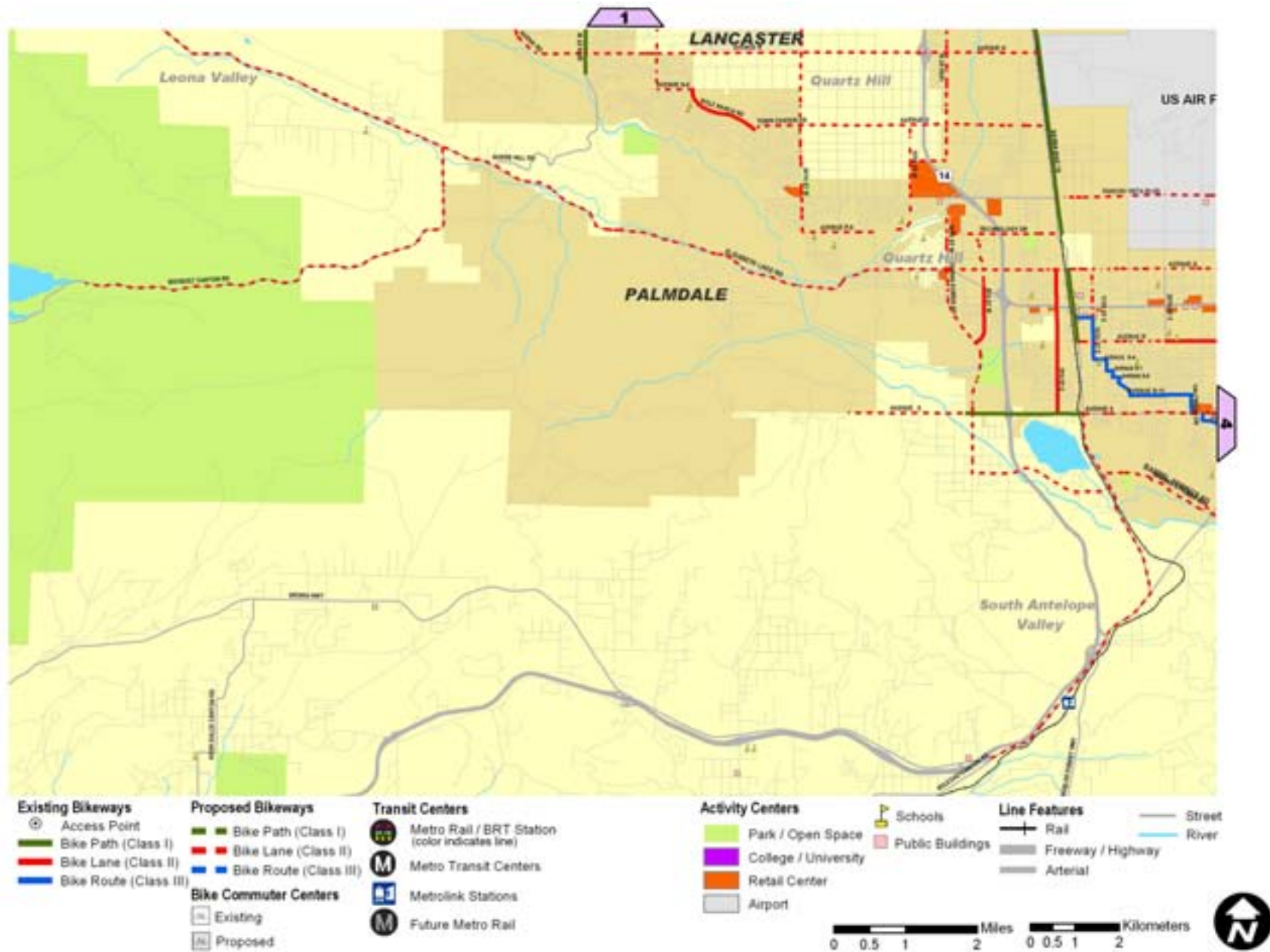
Map 4 – Existing and Proposed Bikeways, Area 2 of 17



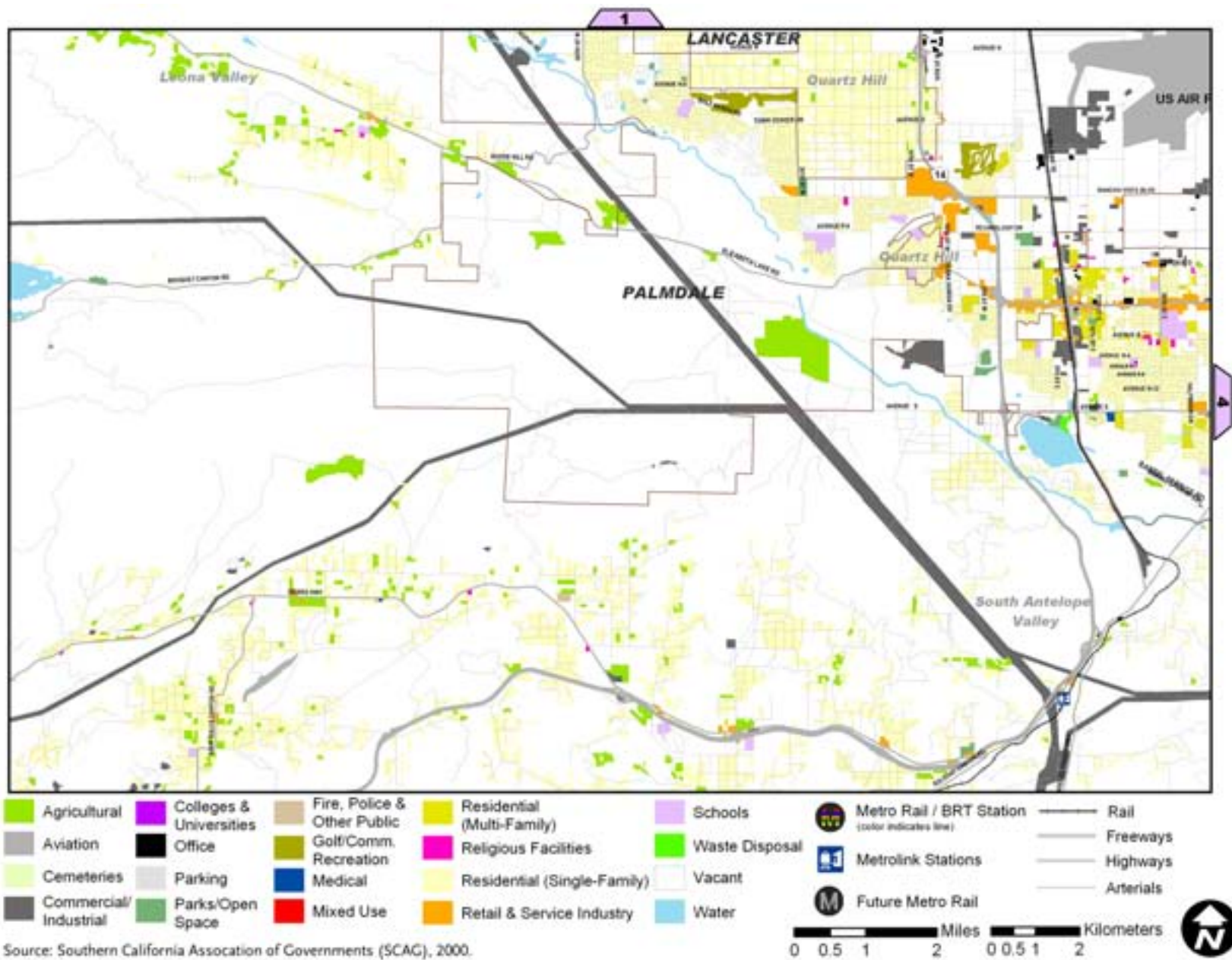
Map 5 – Land Use, Area 2 of 17



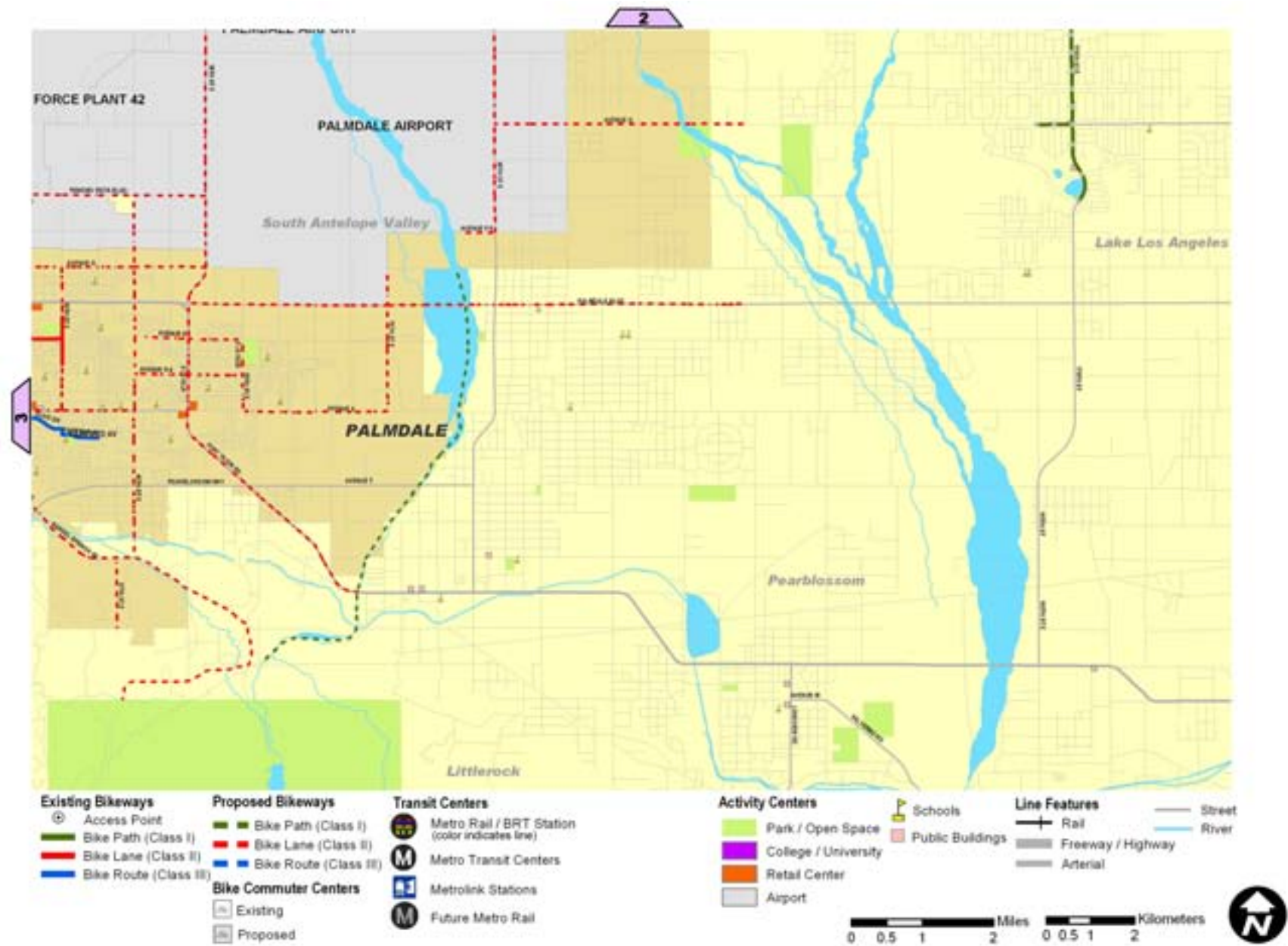
Map 6 – Existing and Proposed Bikeways, Area 3 of 17



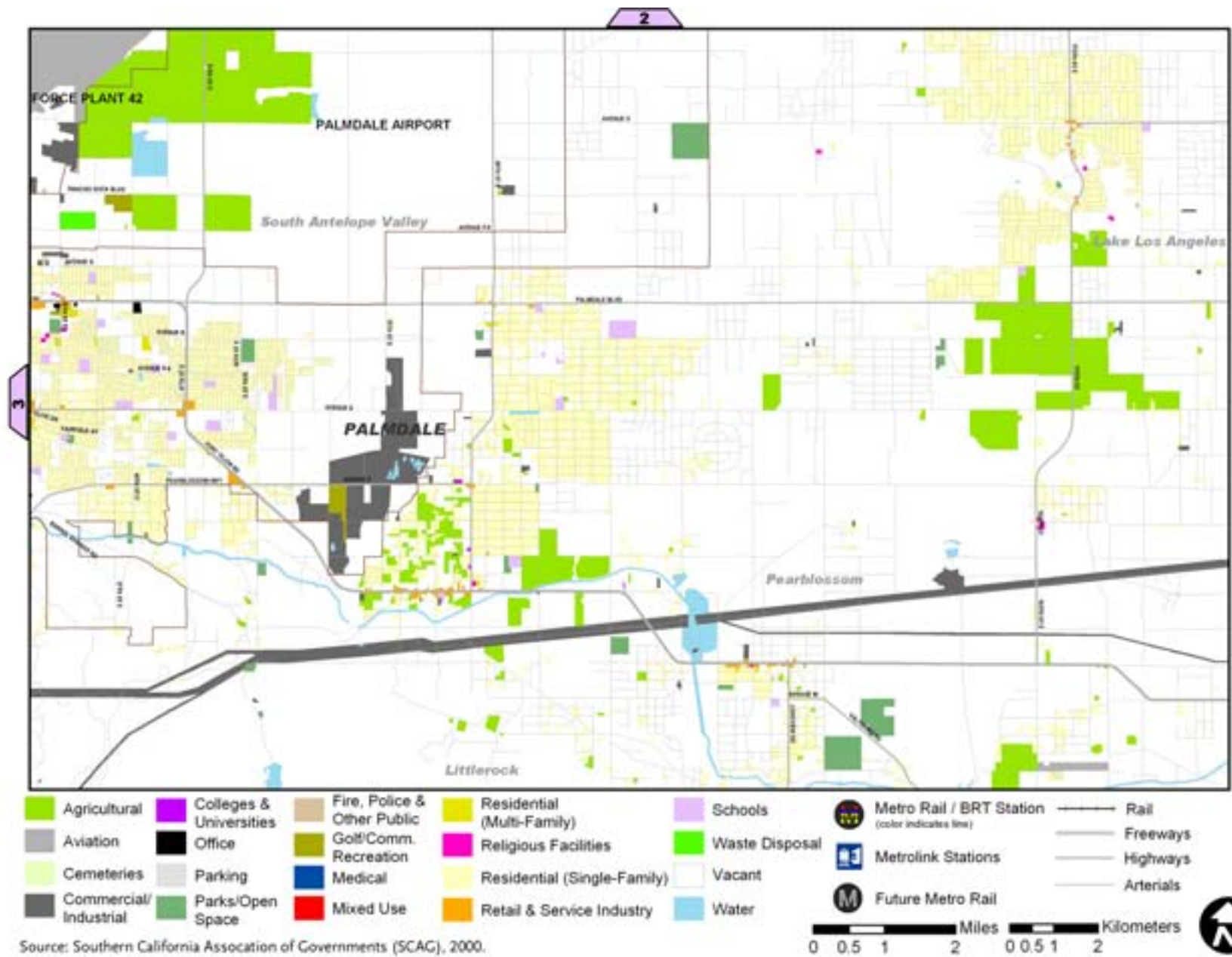
Map 7 – Land Use, Area 3 of 17



Map 8 – Existing and Proposed Bikeways, Area 4 of 17



Map 9 – Land Use, Area 4 of 17



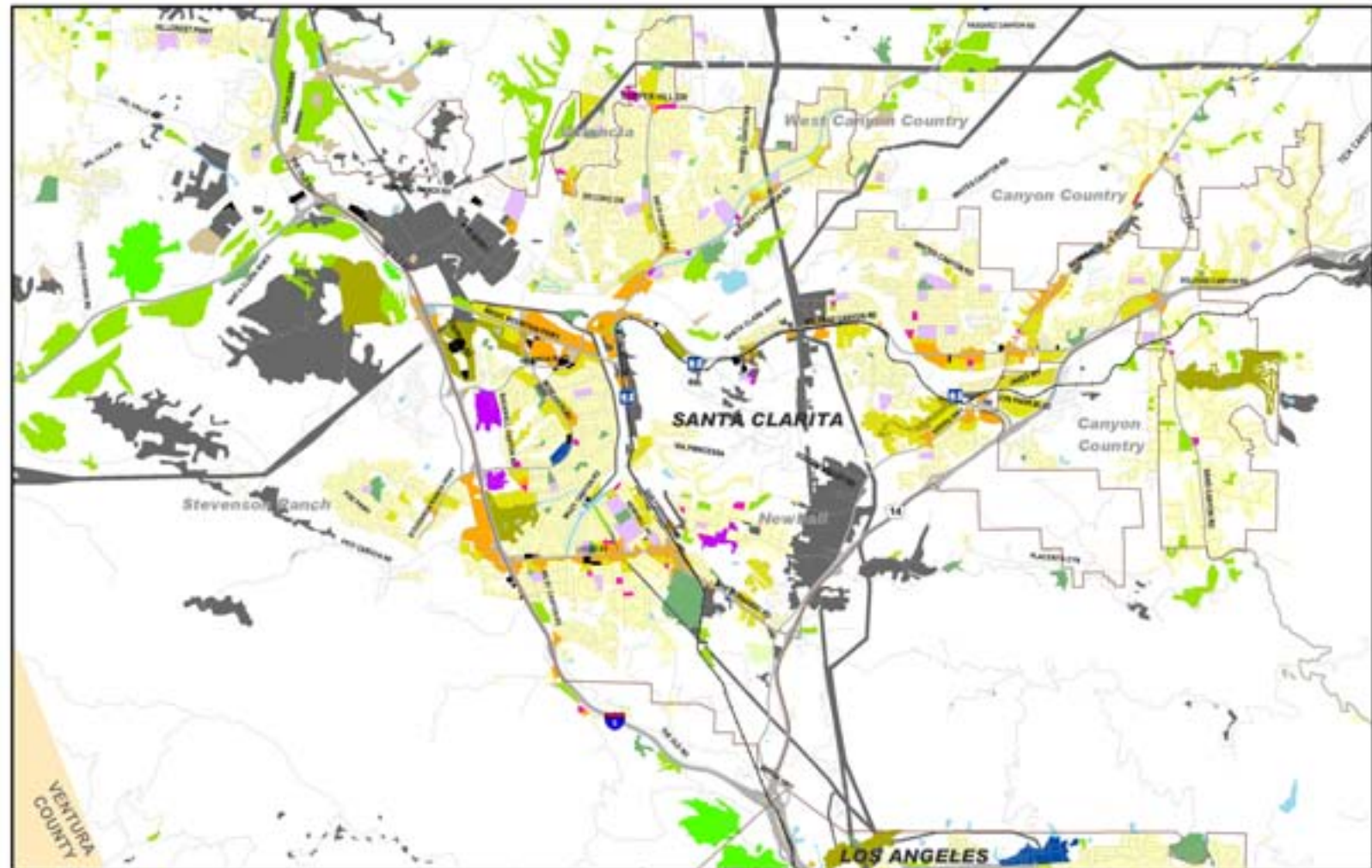
Map 10 – Existing and Proposed Bikeways, Area 5 of 17



<p>Existing Bikeways</p> <ul style="list-style-type: none"> ⊙ Access Point — Bike Path (Class I) — Bike Lane (Class II) — Bike Route (Class III) 	<p>Proposed Bikeways</p> <ul style="list-style-type: none"> — Bike Path (Class I) — Bike Lane (Class II) — Bike Route (Class III) <p>Bike Commuter Centers</p> <ul style="list-style-type: none"> Existing Proposed 	<p>Transit Centers</p> <ul style="list-style-type: none"> Metro Rail / BRT Station (color indicates line) Metro Transit Centers MetroLink Stations Future Metro Rail 	<p>Activity Centers</p> <ul style="list-style-type: none"> Park / Open Space College / University Retail Center Airport 	<p>Line Features</p> <ul style="list-style-type: none"> Schools Public Buildings Freeway / Highway Arterial 	<p>Line Features</p> <ul style="list-style-type: none"> Rail River Street
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Map 11 – Land Use, Area 5 of 17

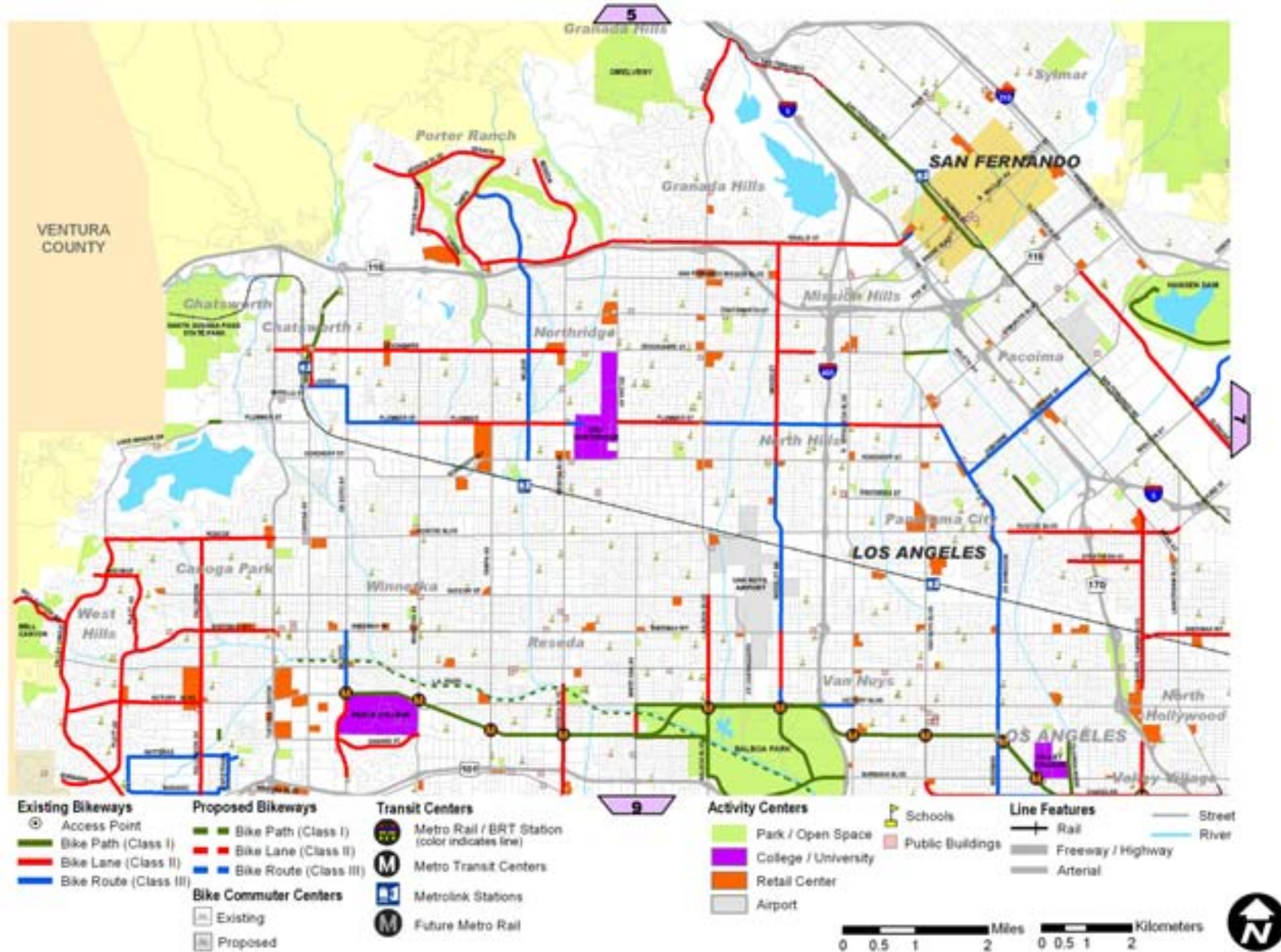


Agricultural	Colleges & Universities	Fire, Police & Other Public	Residential (Multi-Family)	Schools	Metro Rail / BRT Station (color indicates line)	Rail
Aviation	Office	Golf/Comm. Recreation	Religious Facilities	Waste Disposal	Metrolink Stations	Freeways
Cemeteries	Parking	Medical	Residential (Single-Family)	Vacant	Future Metro Rail	Highways
Commercial/Industrial	Parks/Open Space	Mixed Use	Retail & Service Industry	Water		Arterials

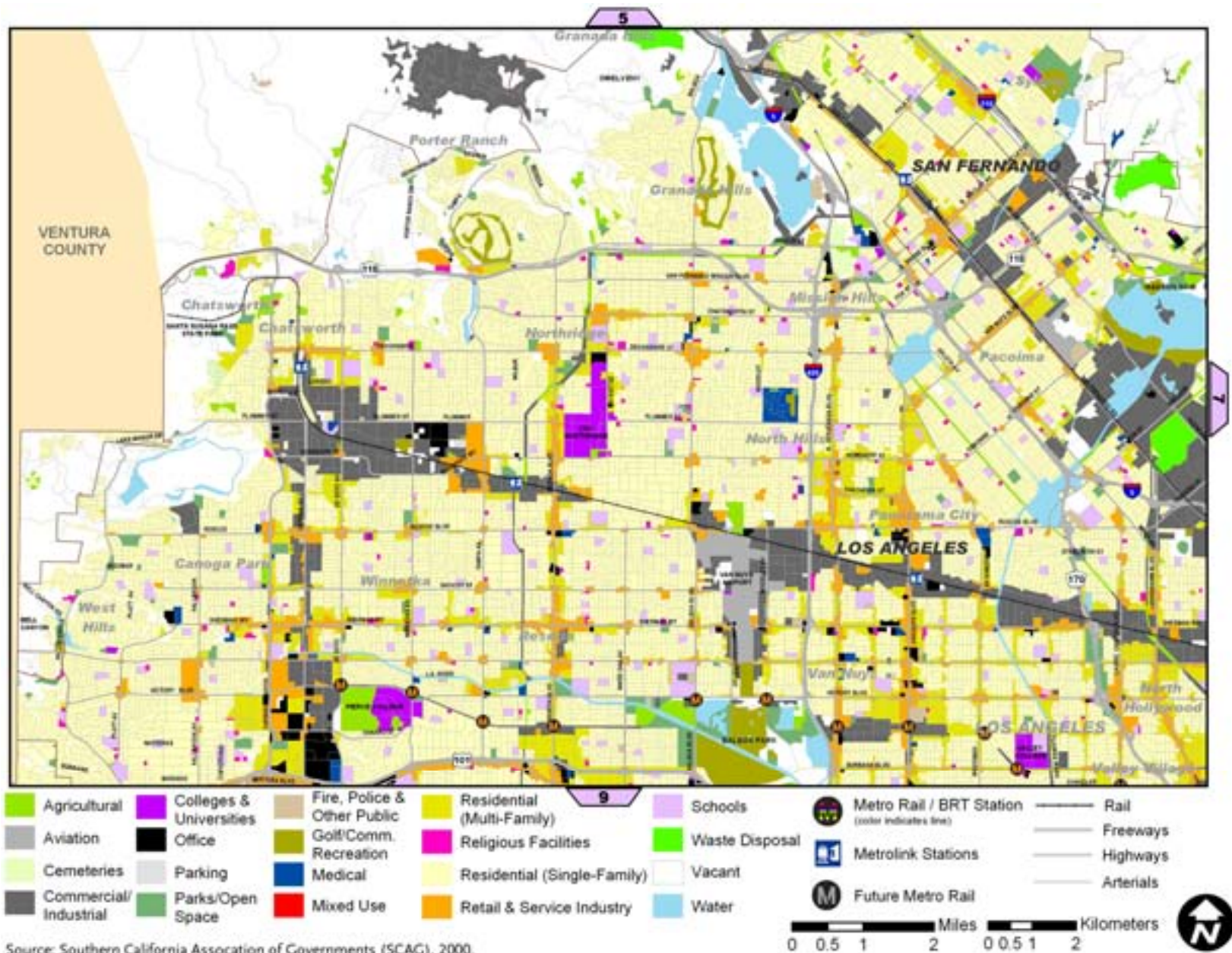
Source: Southern California Association of Governments (SCAG), 2000.



Map 12 – Existing and Proposed Bikeways, Area 6 of 17



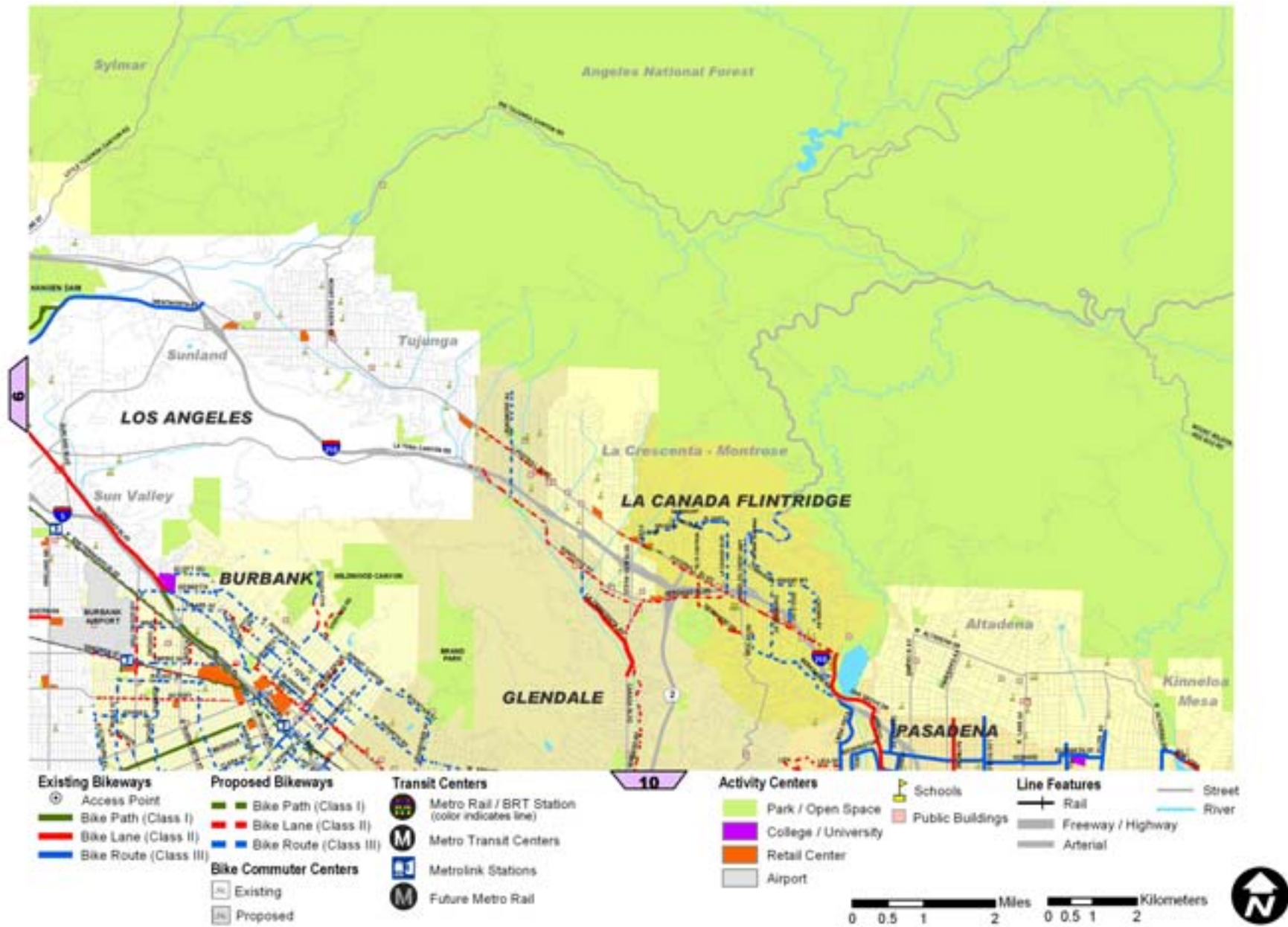
Map 13 – Land Use, Area 6 of 17



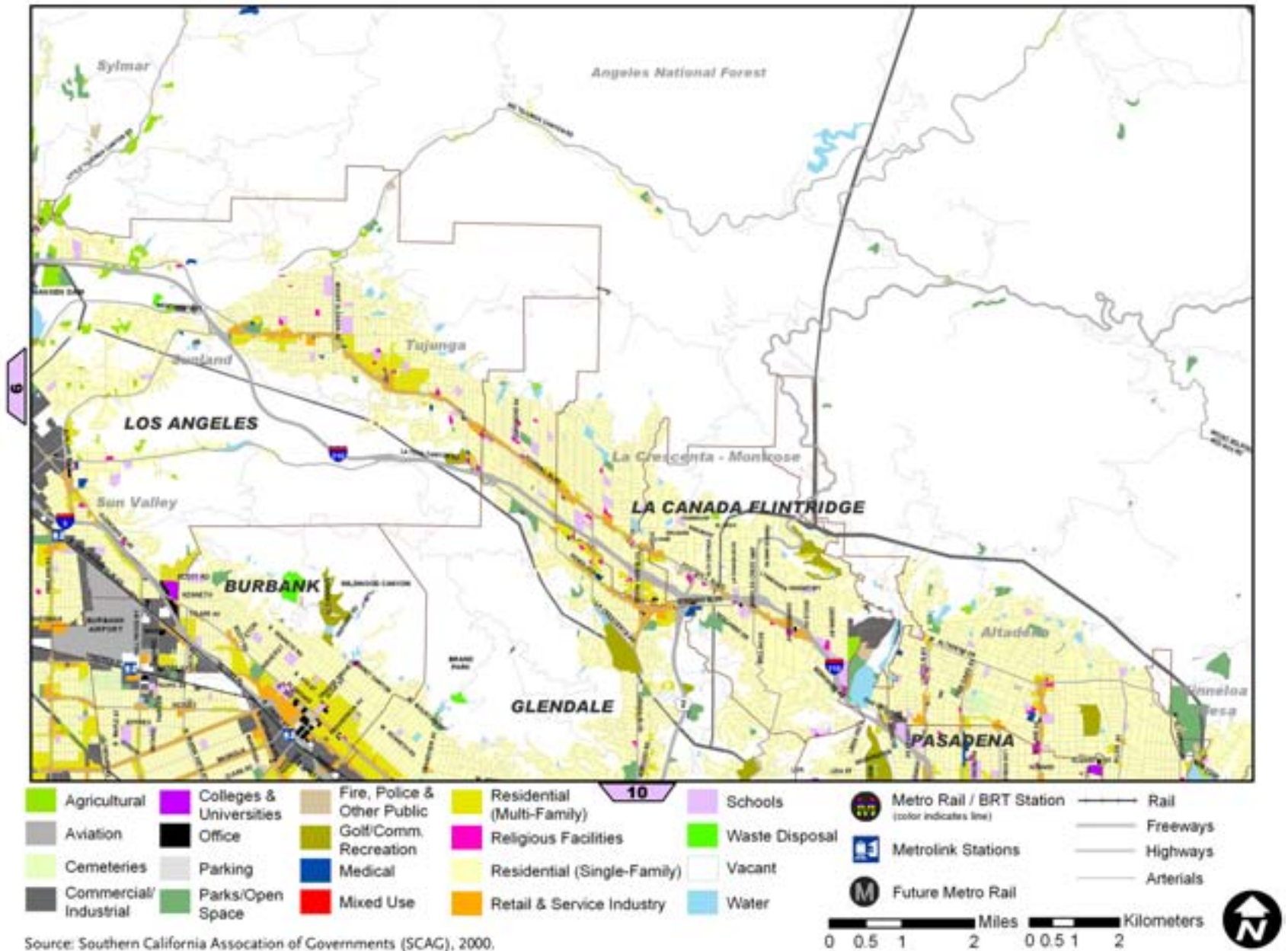
Source: Southern California Association of Governments (SCAG), 2000.



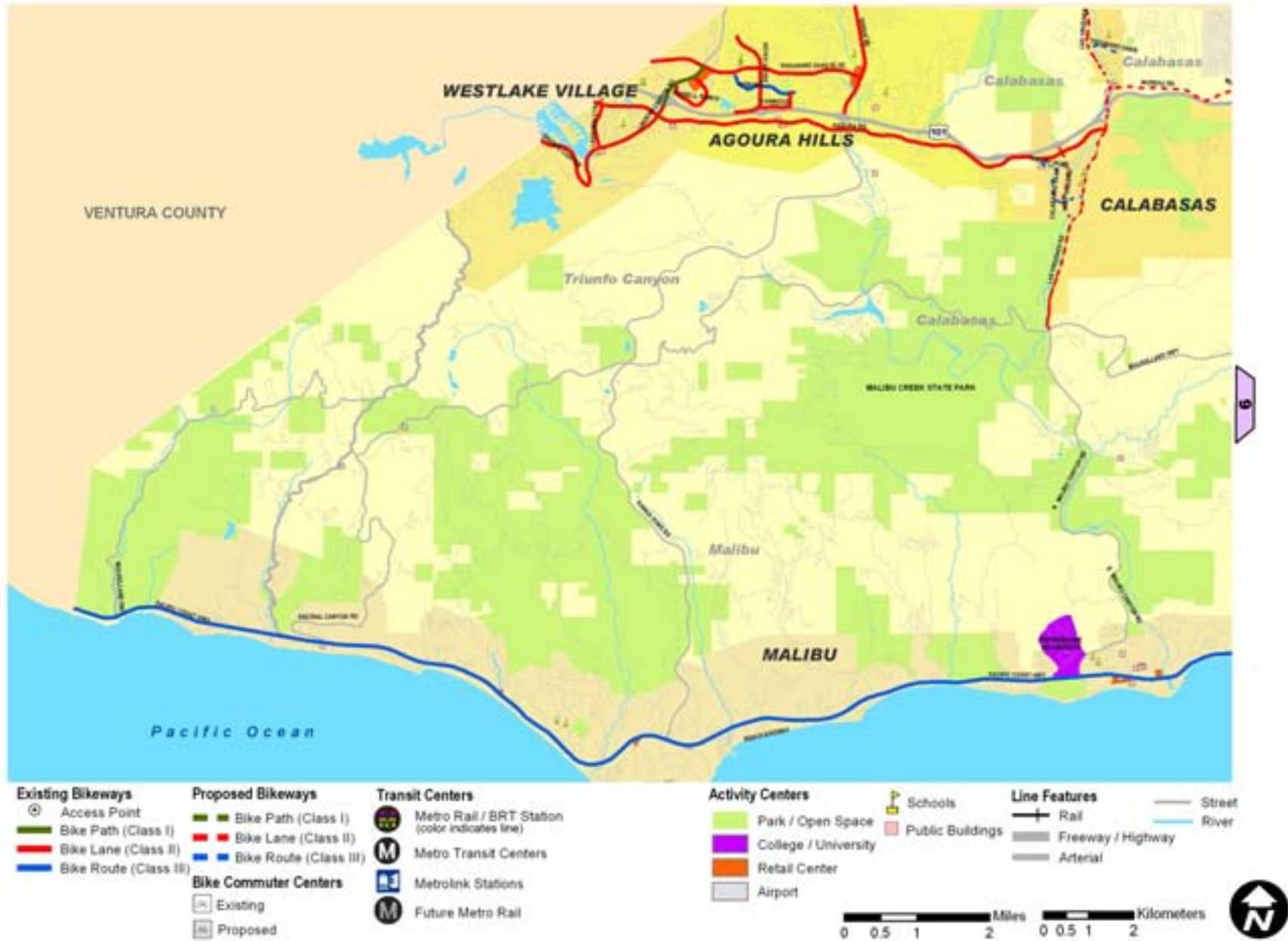
Map 14 – Existing and Proposed Bikeways, Area 7 of 17



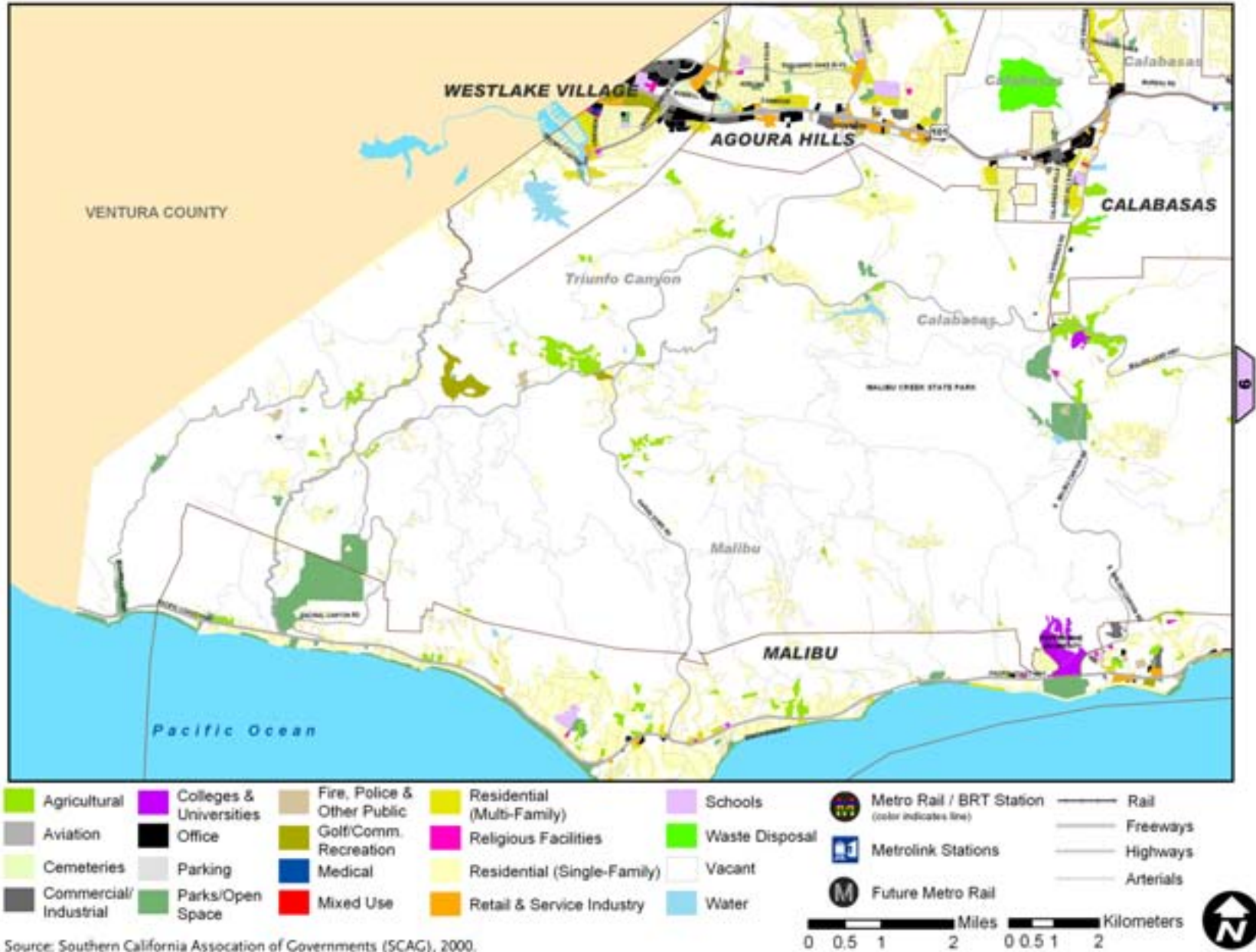
Map 15 – Land Use, Area 7 of 17



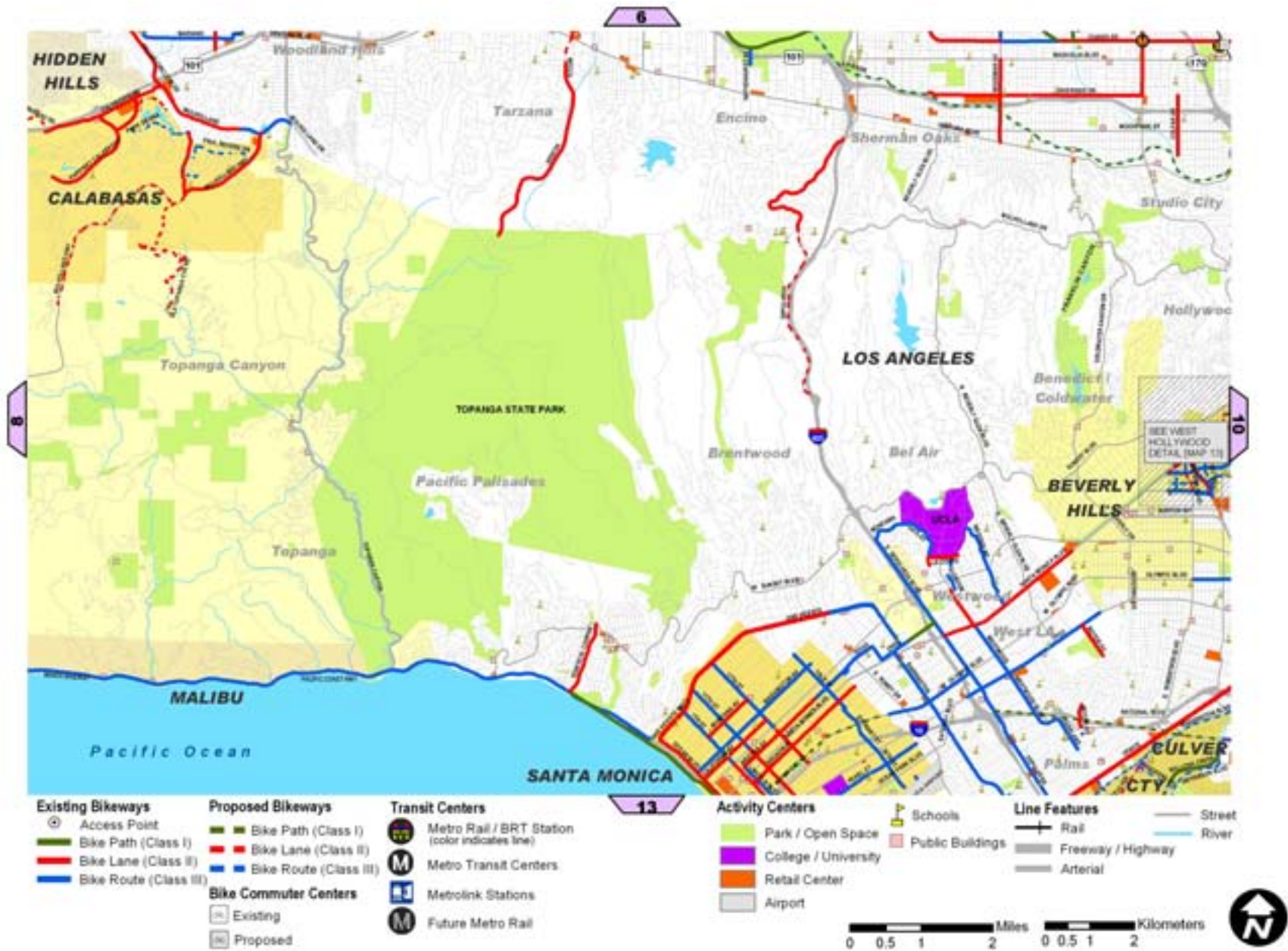
Map 16 – Existing and Proposed Bikeways, Area 8 of 17



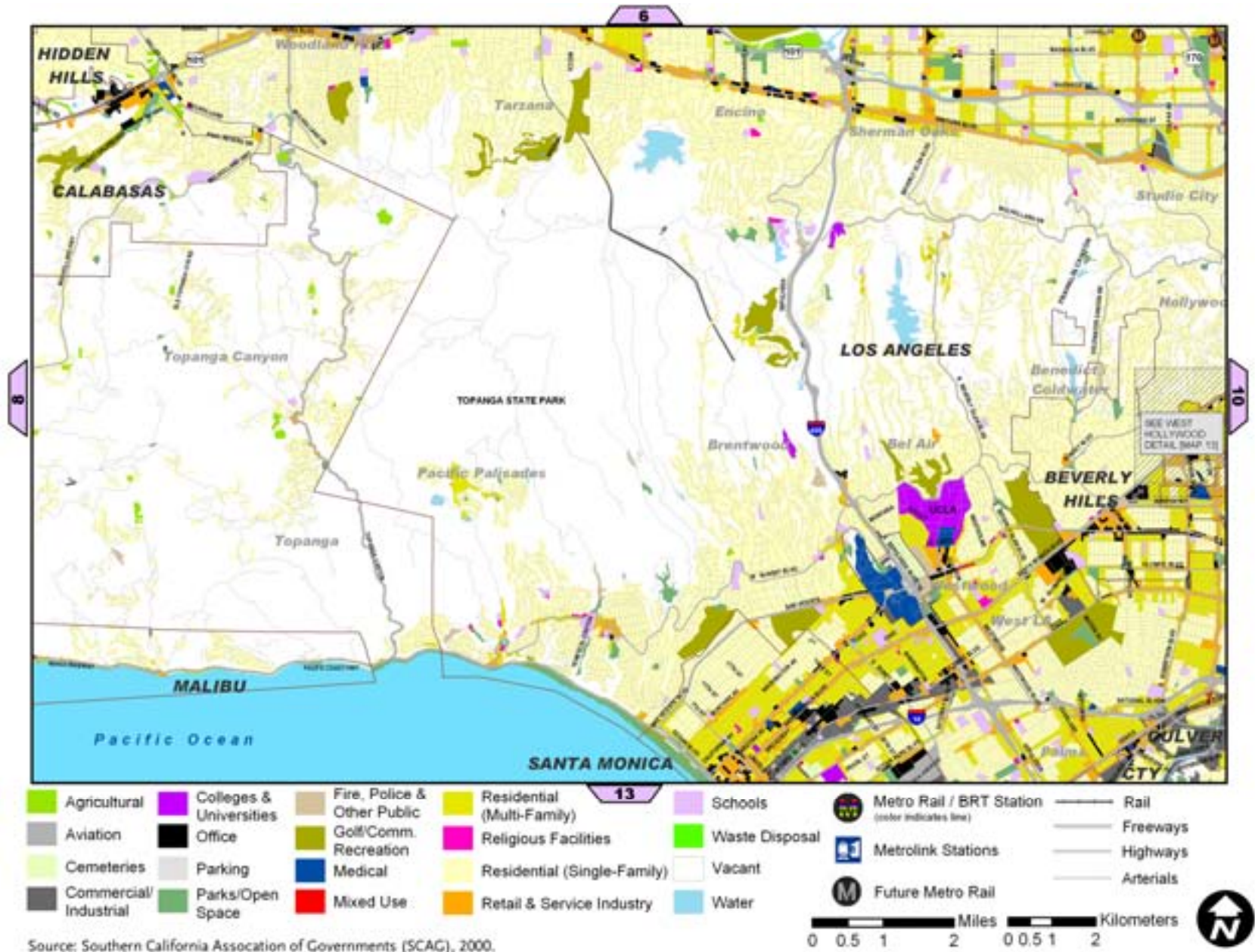
Map 17 – Land Use, Area 8 of 17



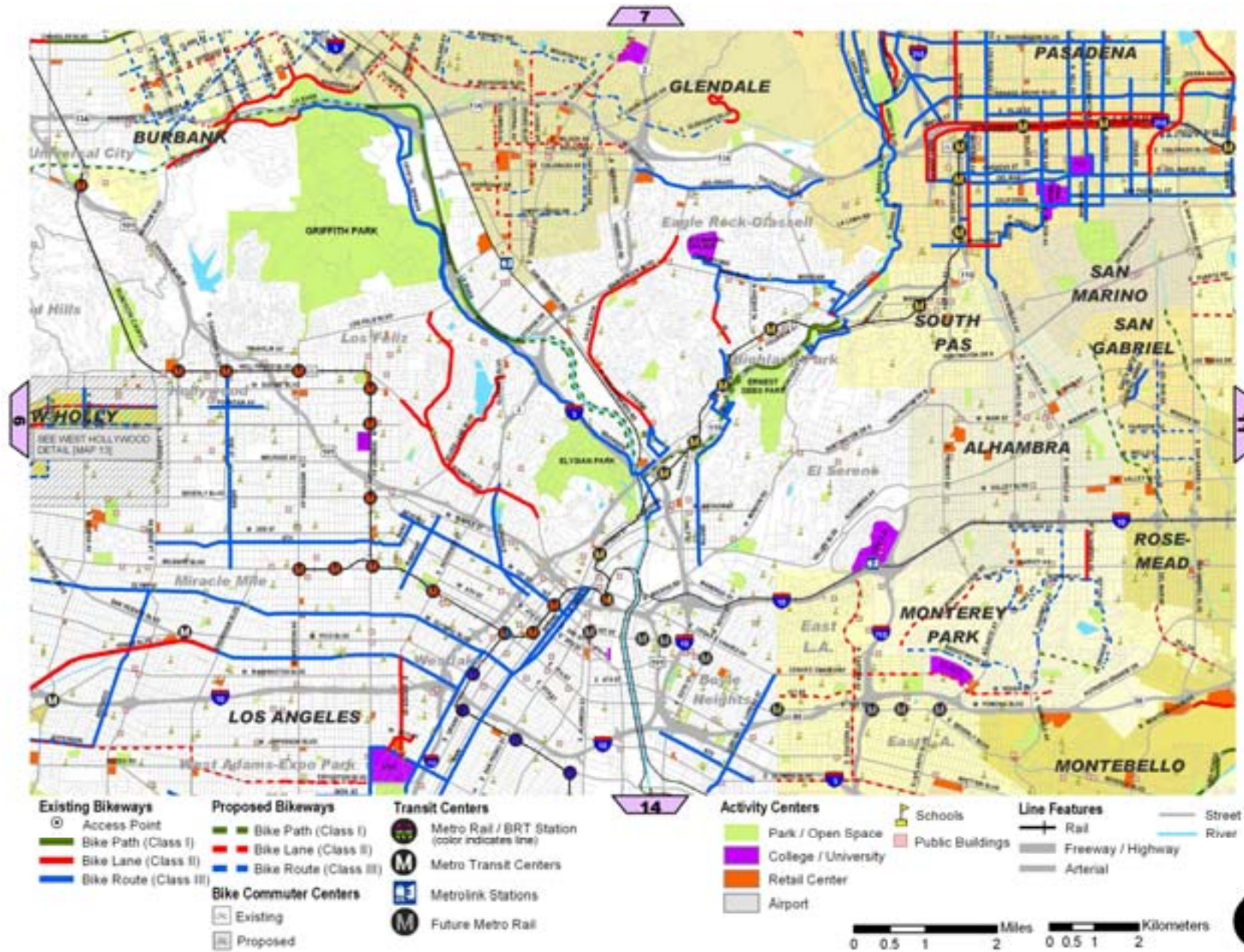
Map 18 – Existing and Proposed Bikeways, Area 9 of 17



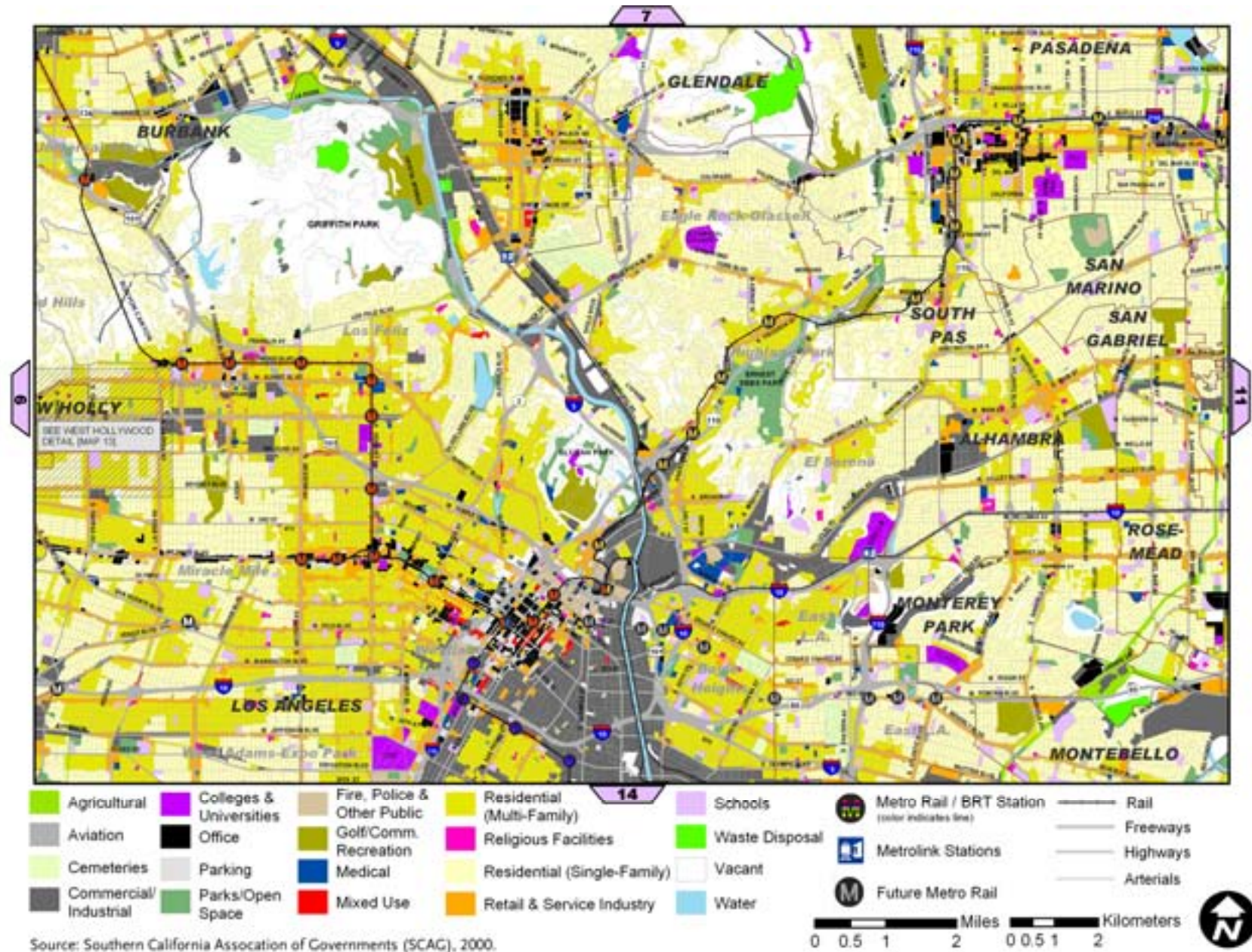
Map 19 – Land Use, Area 9 of 17



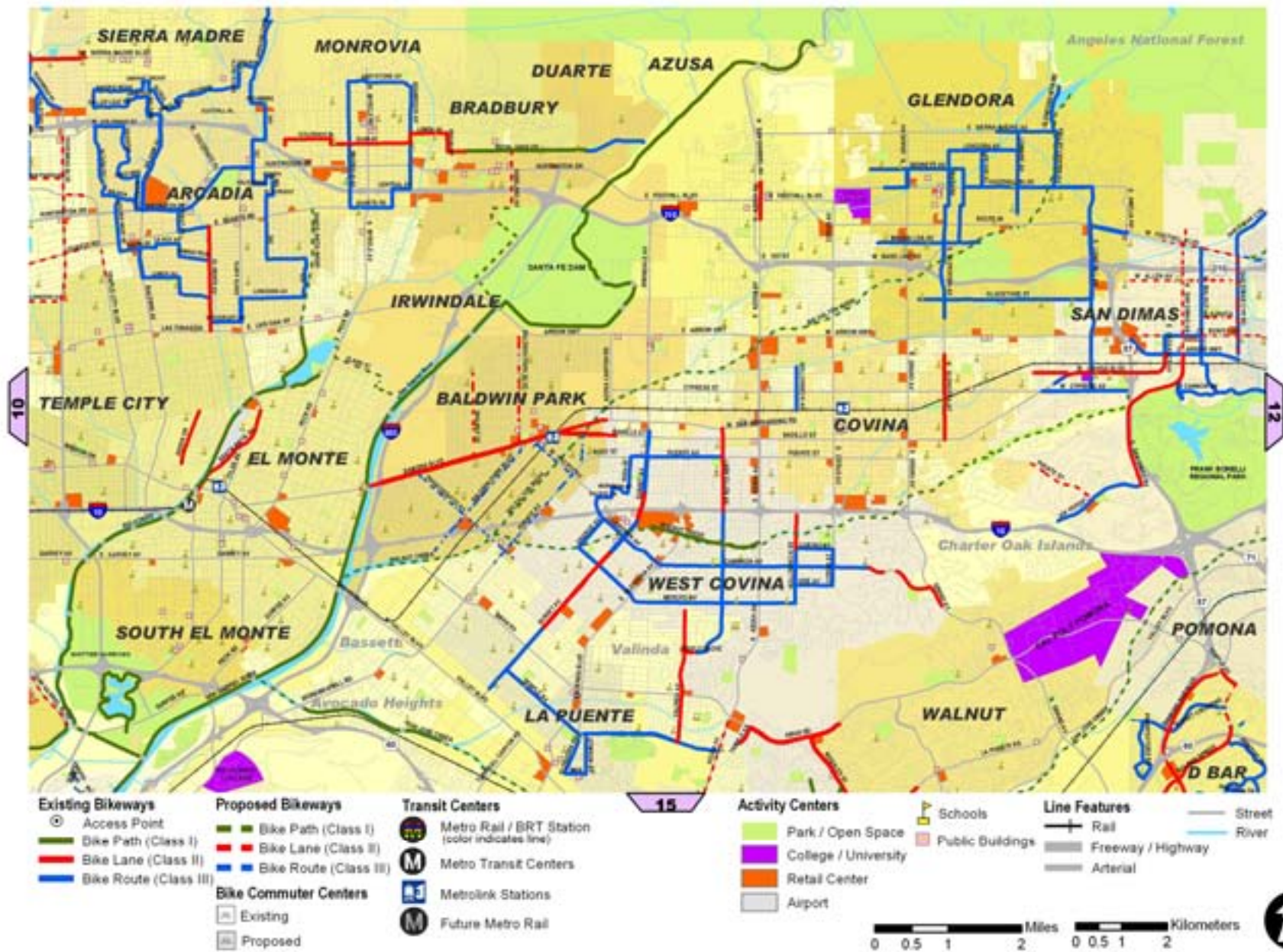
Map 20 – Existing and Proposed Bikeways, Area 10 of 17



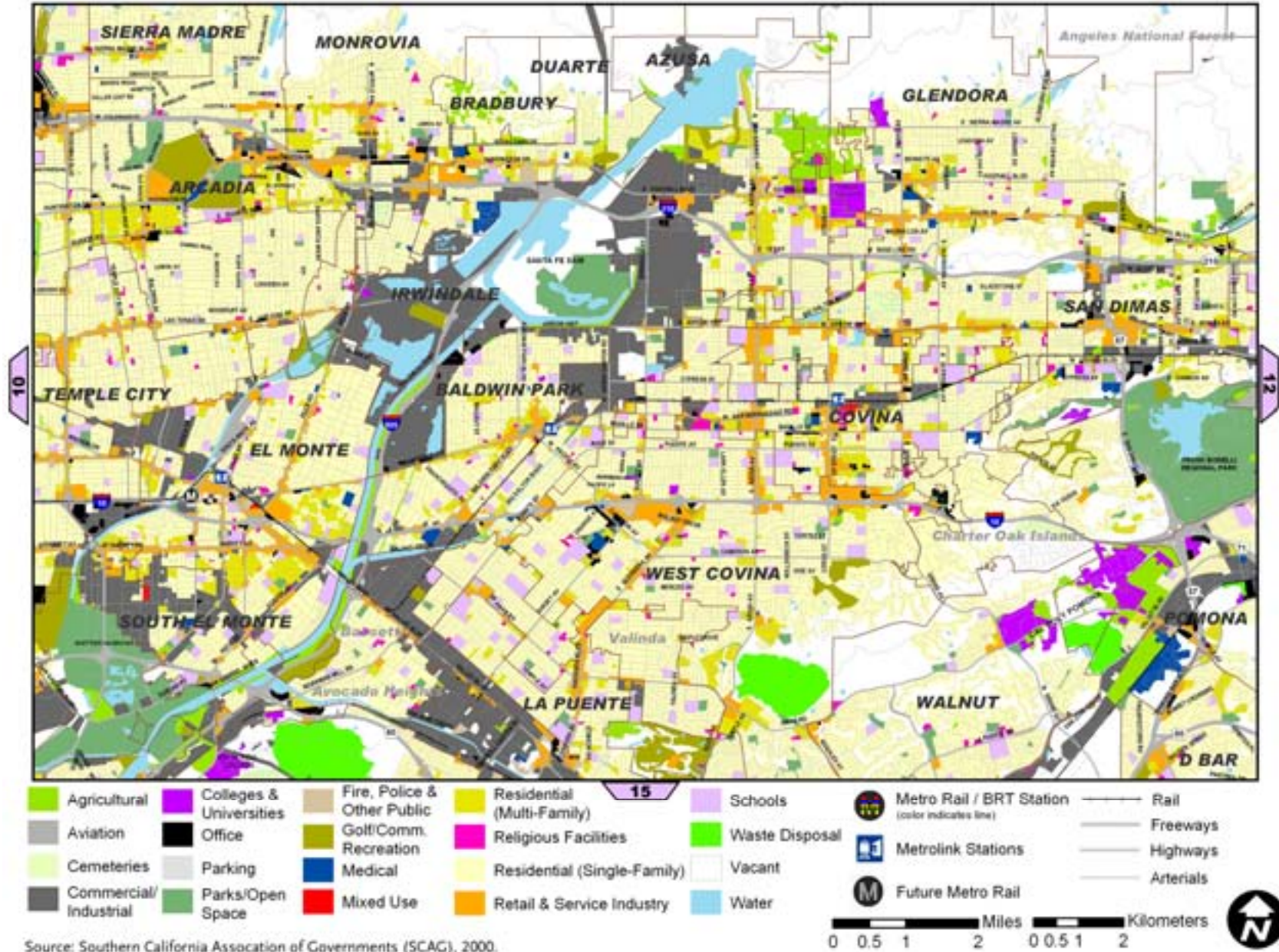
Map 21 – Land Use, Area 10 of 17



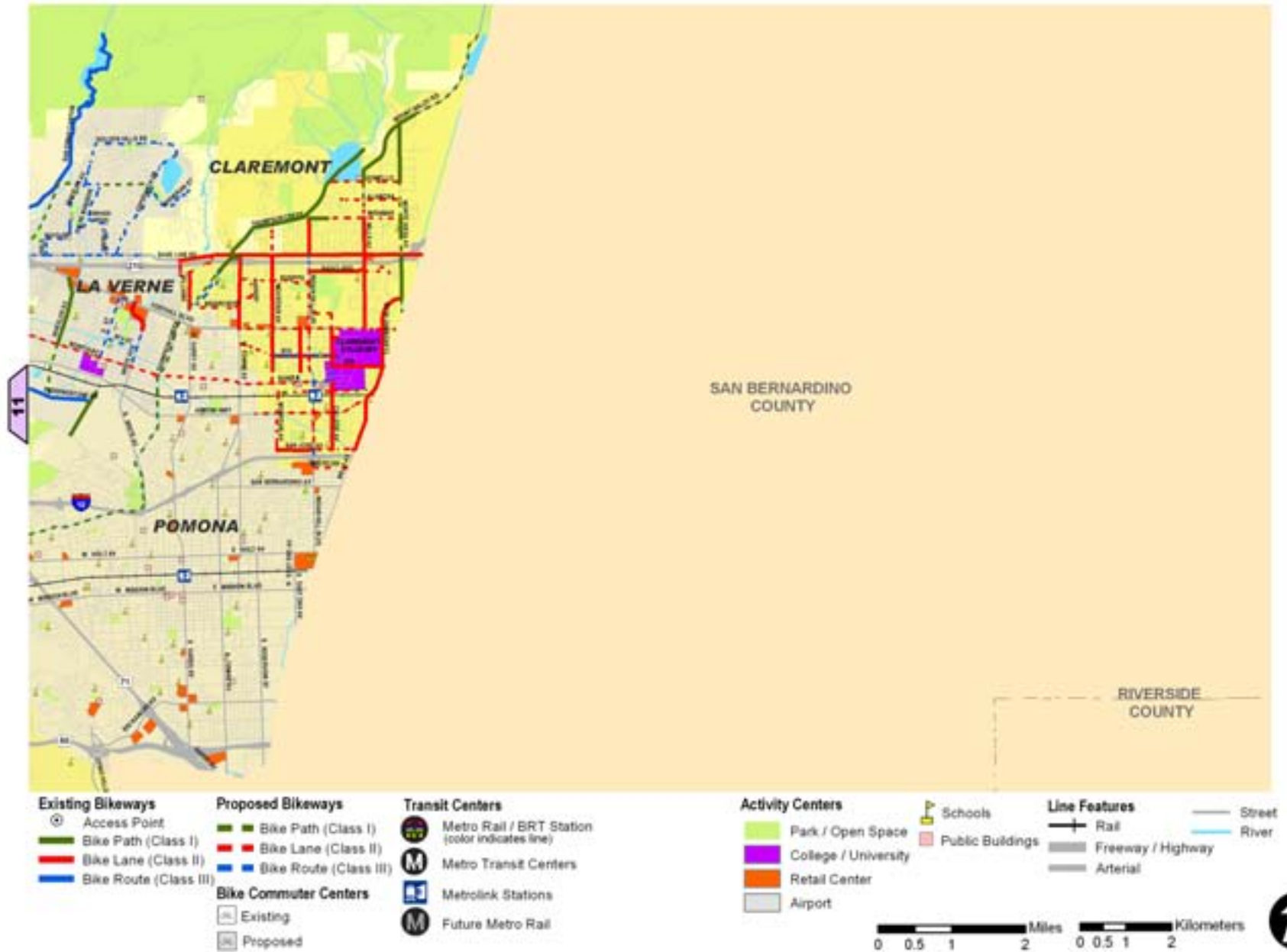
Map 22 – Existing and Proposed Bikeways, Area 11 of 17



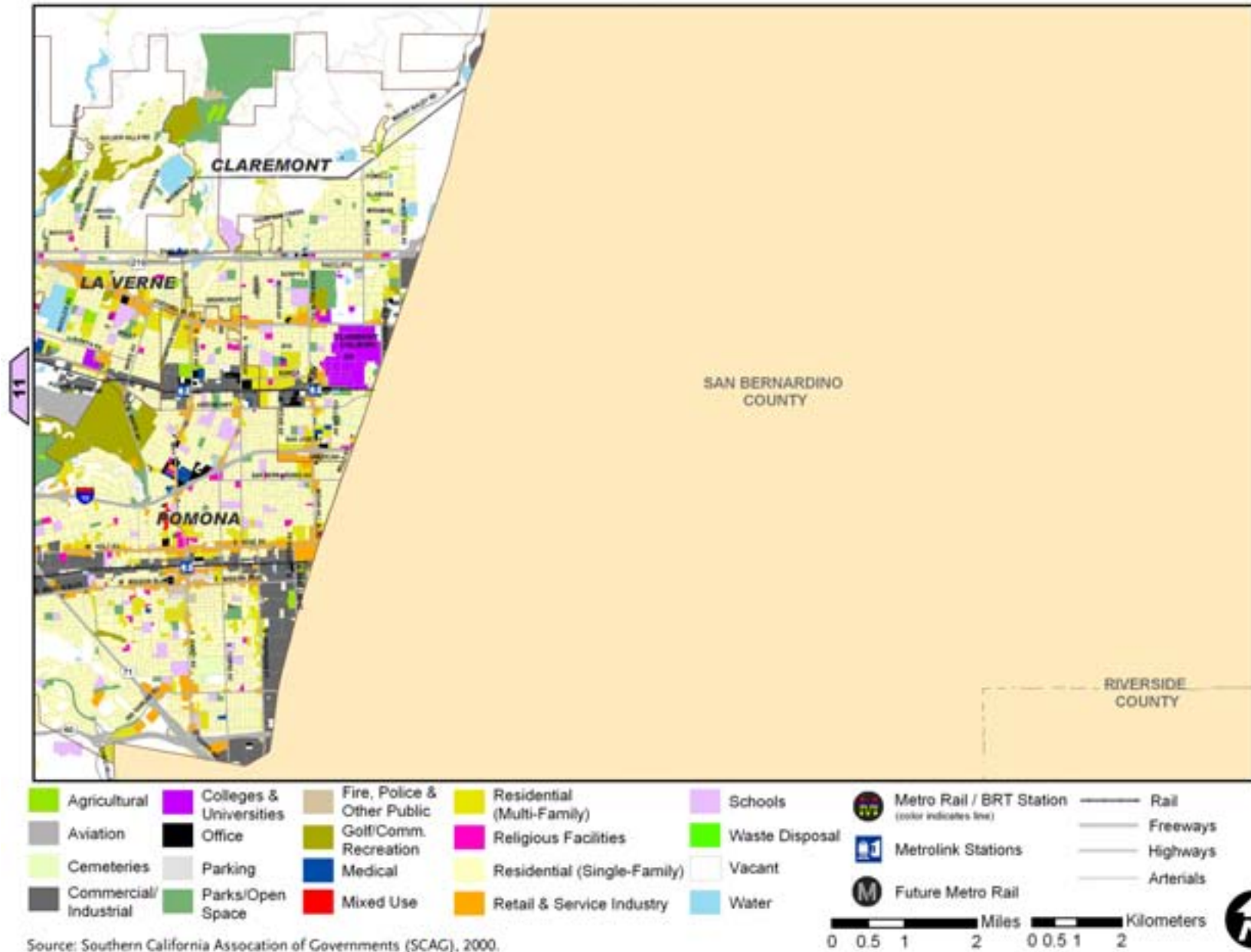
Map 23 – Land Use, Area 11 of 17



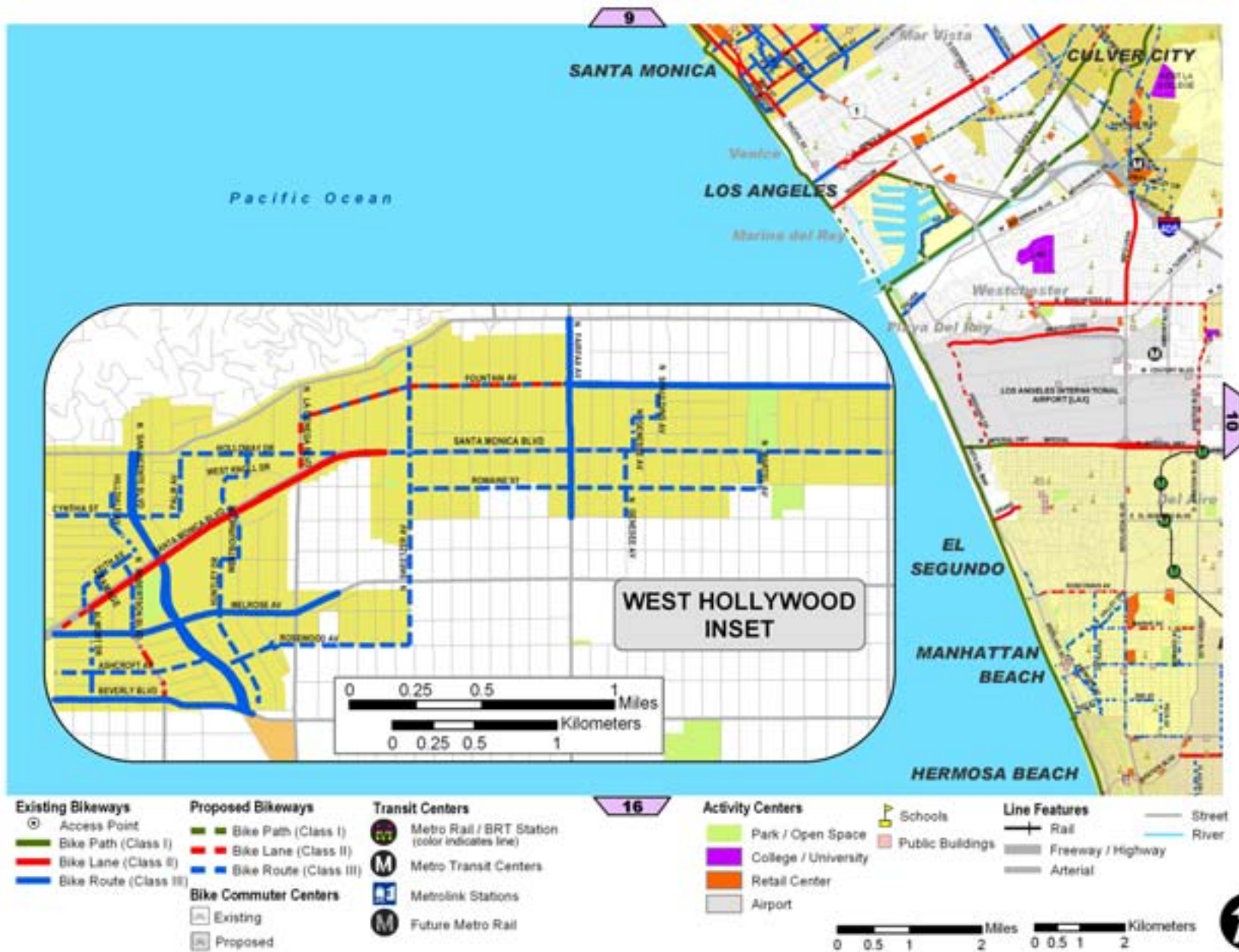
Map 24 – Existing and Proposed Bikeways, Area 12 of 17



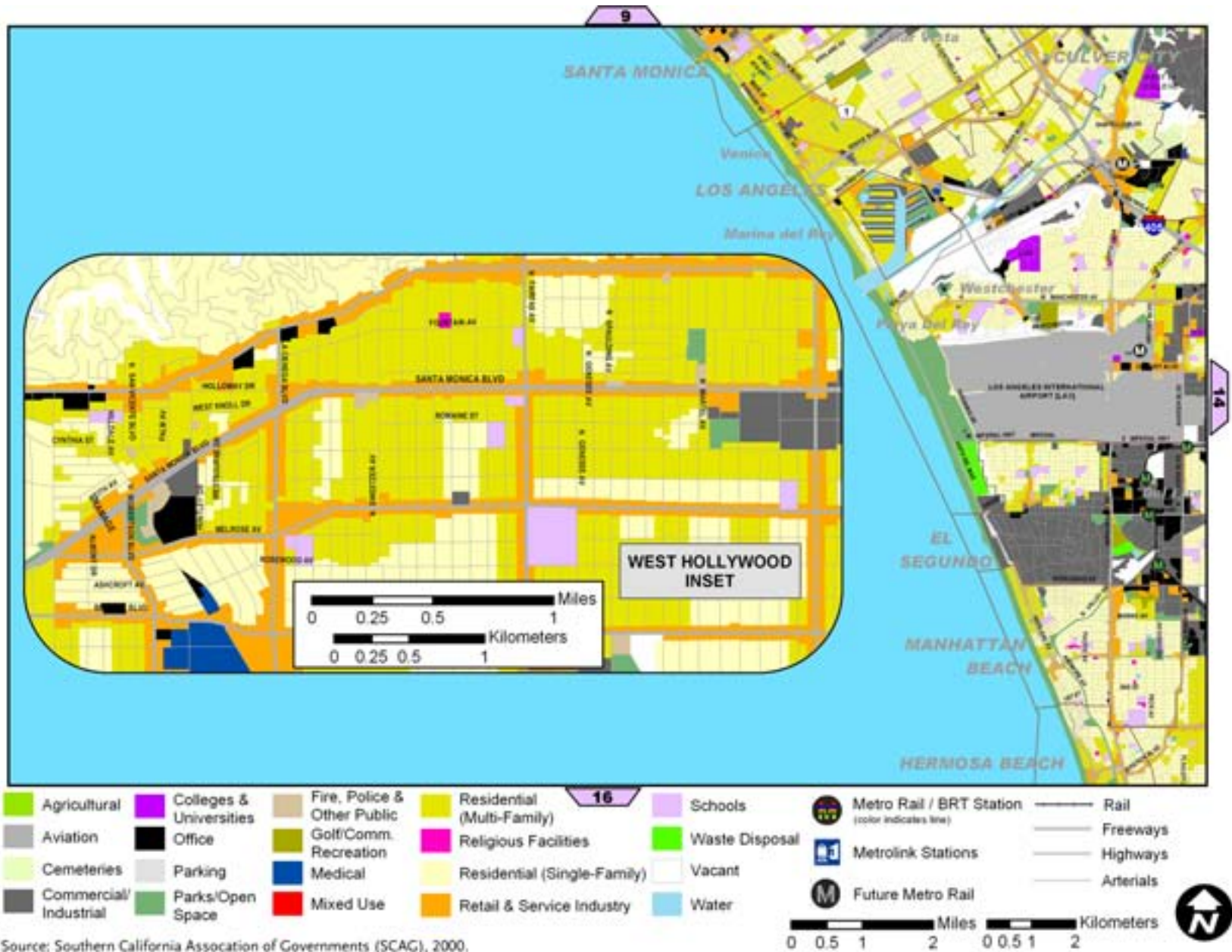
Map 25 – Land Use, Area 12 of 17



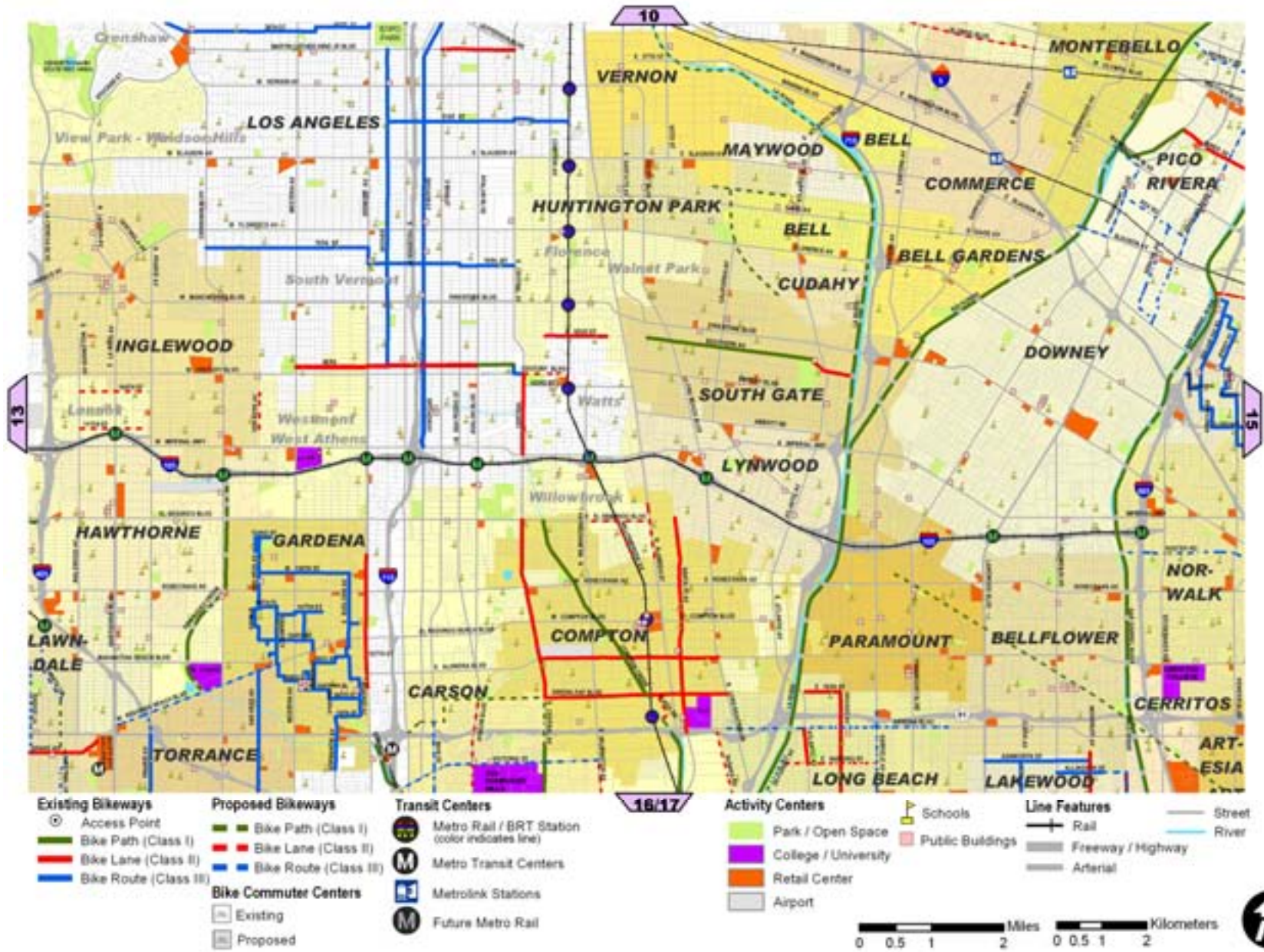
Map 26 – Existing and Proposed Bikeways, Area 13 of 17



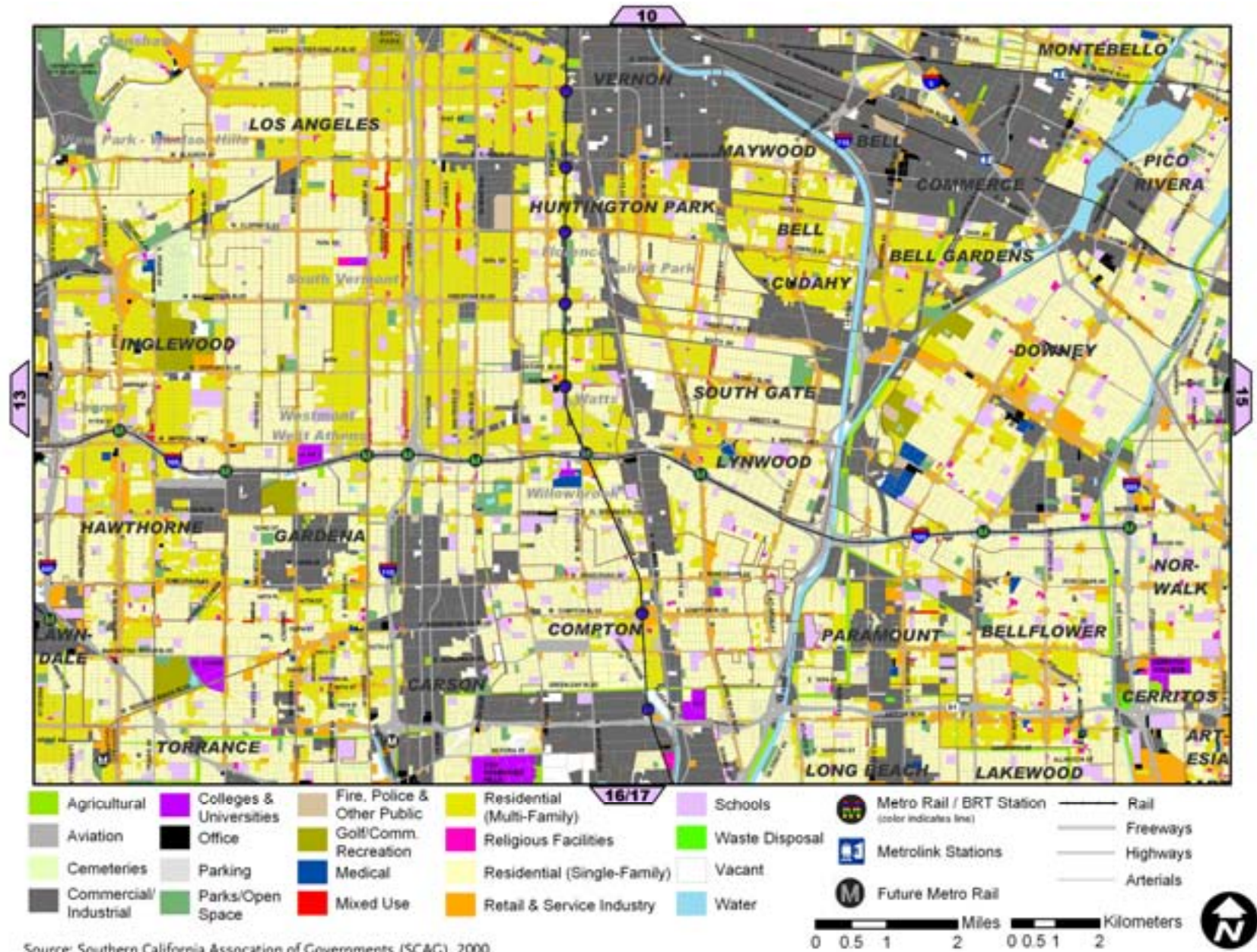
Map 27 – Land Use, Area 13 of 17



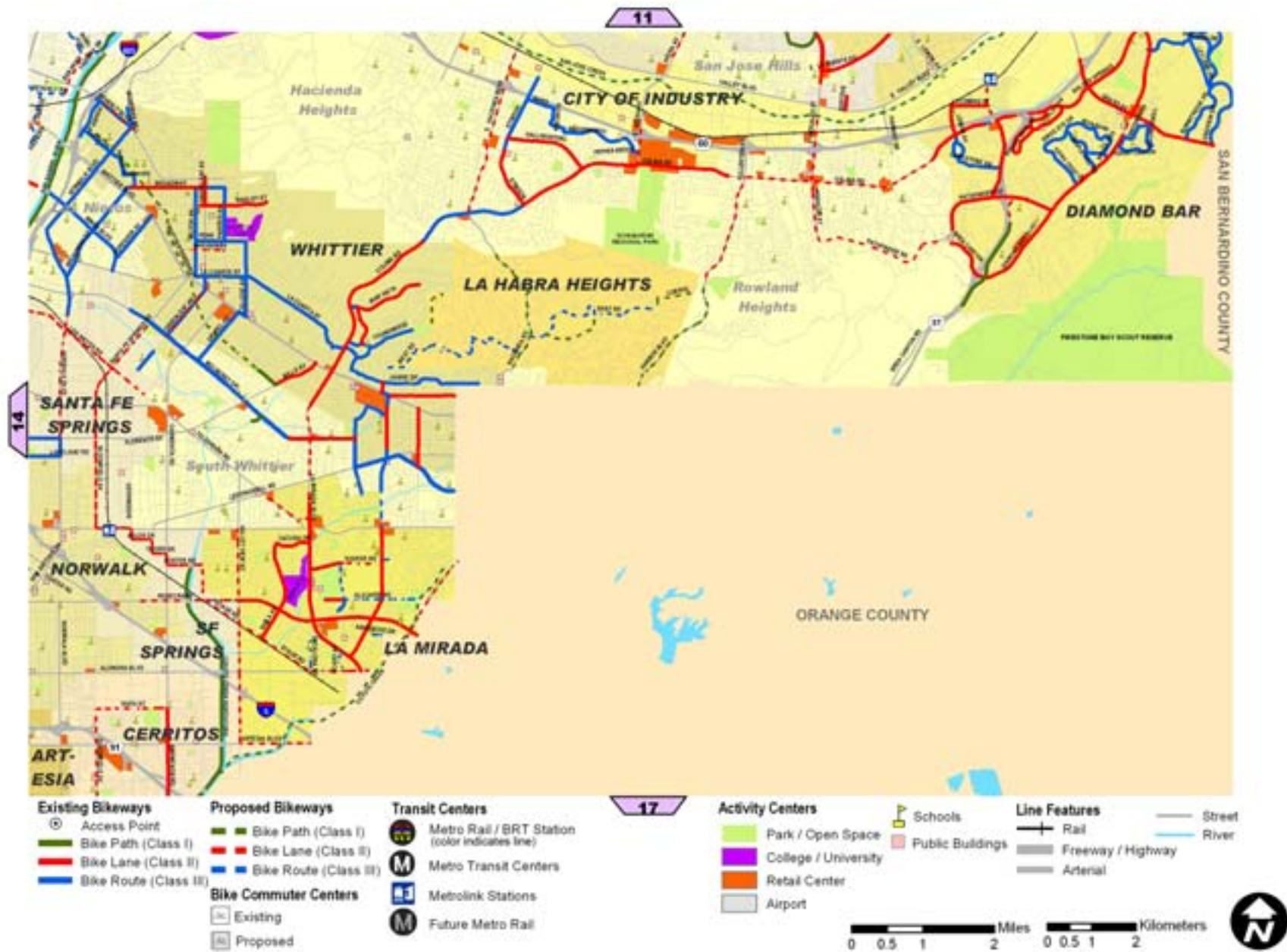
Map 28 – Existing and Proposed Bikeways, Area 14 of 17



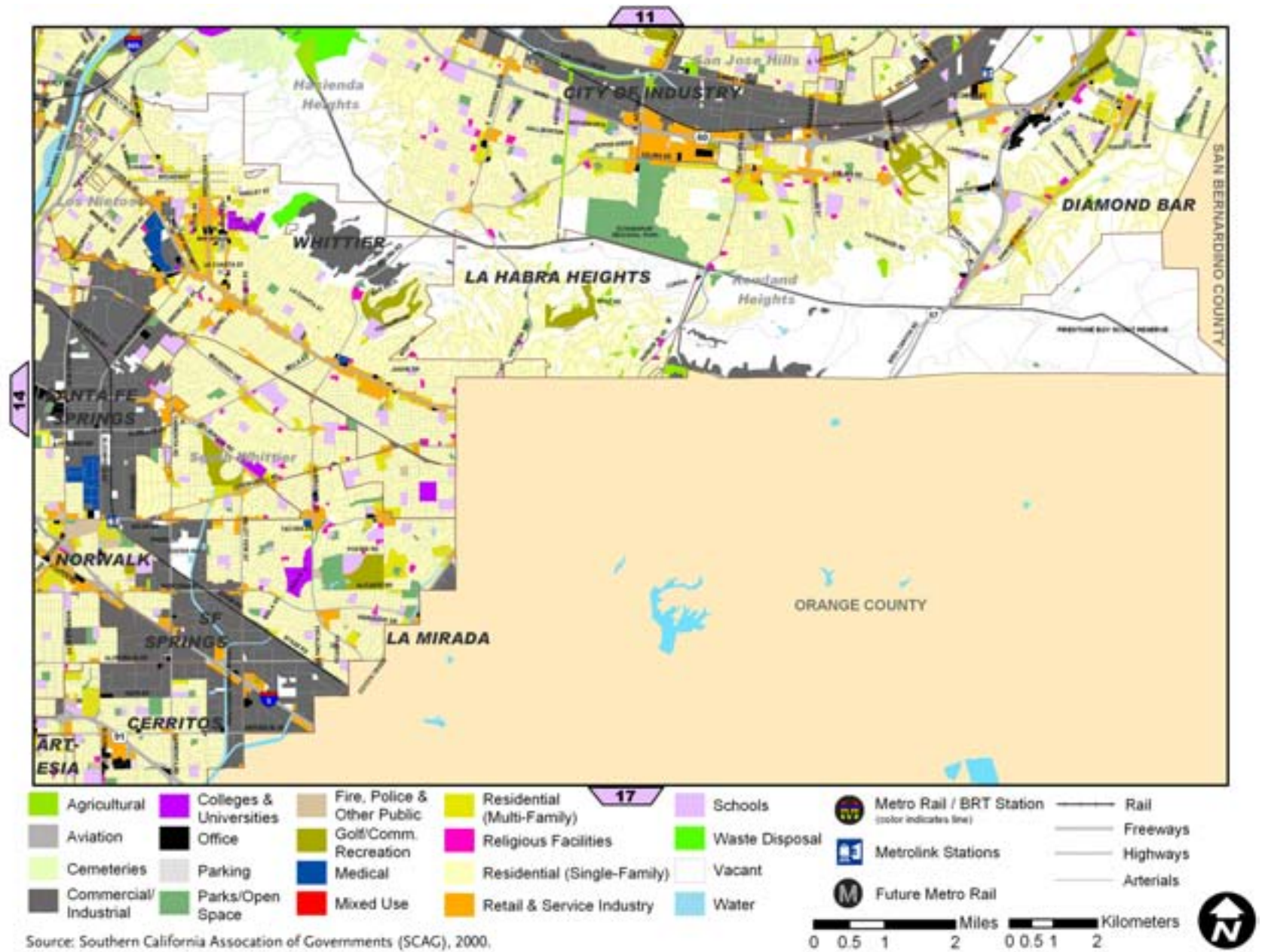
Map 29 – Land Use, Area 14 of 17



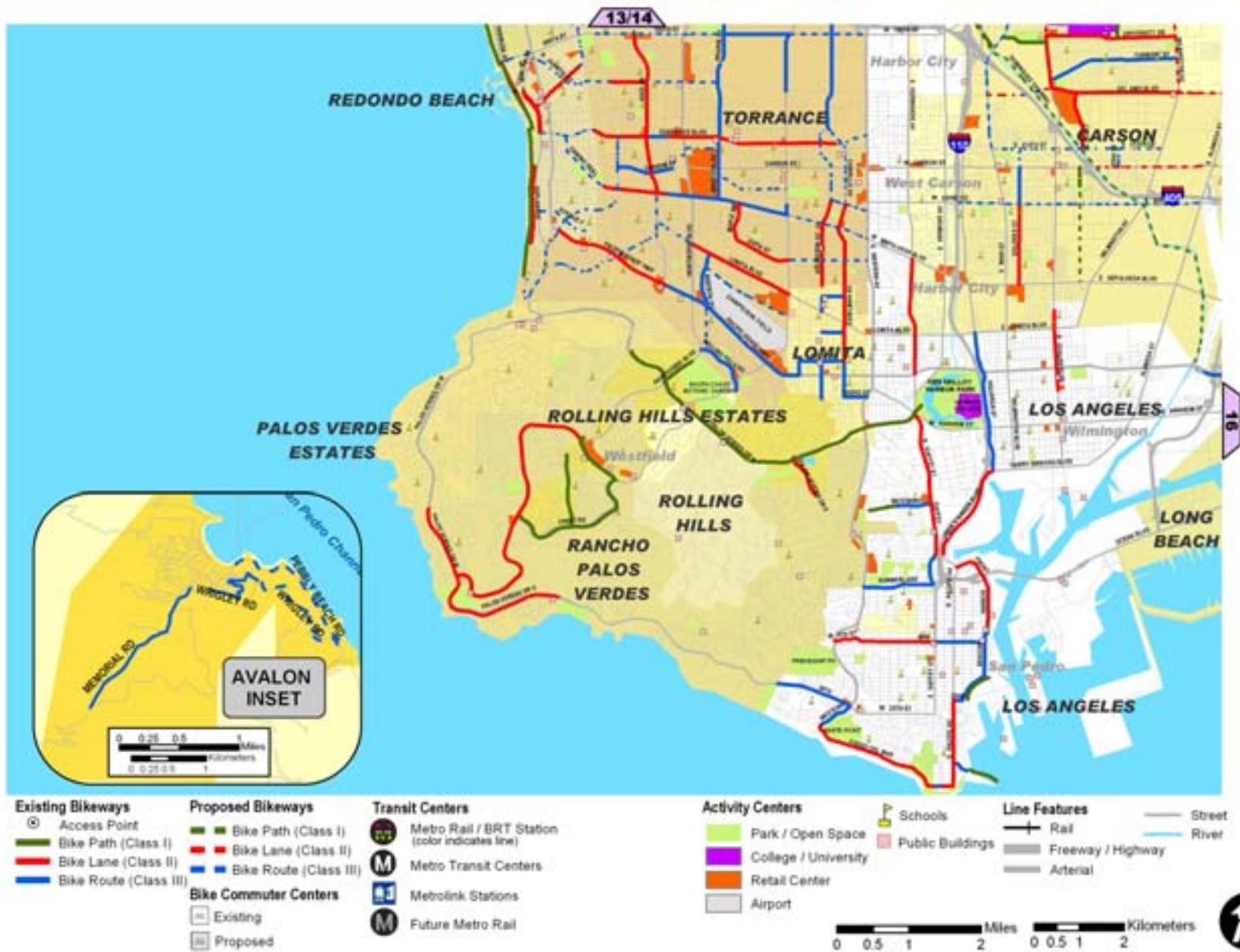
Map 30 – Existing and Proposed Bikeways, Area 15 of 17



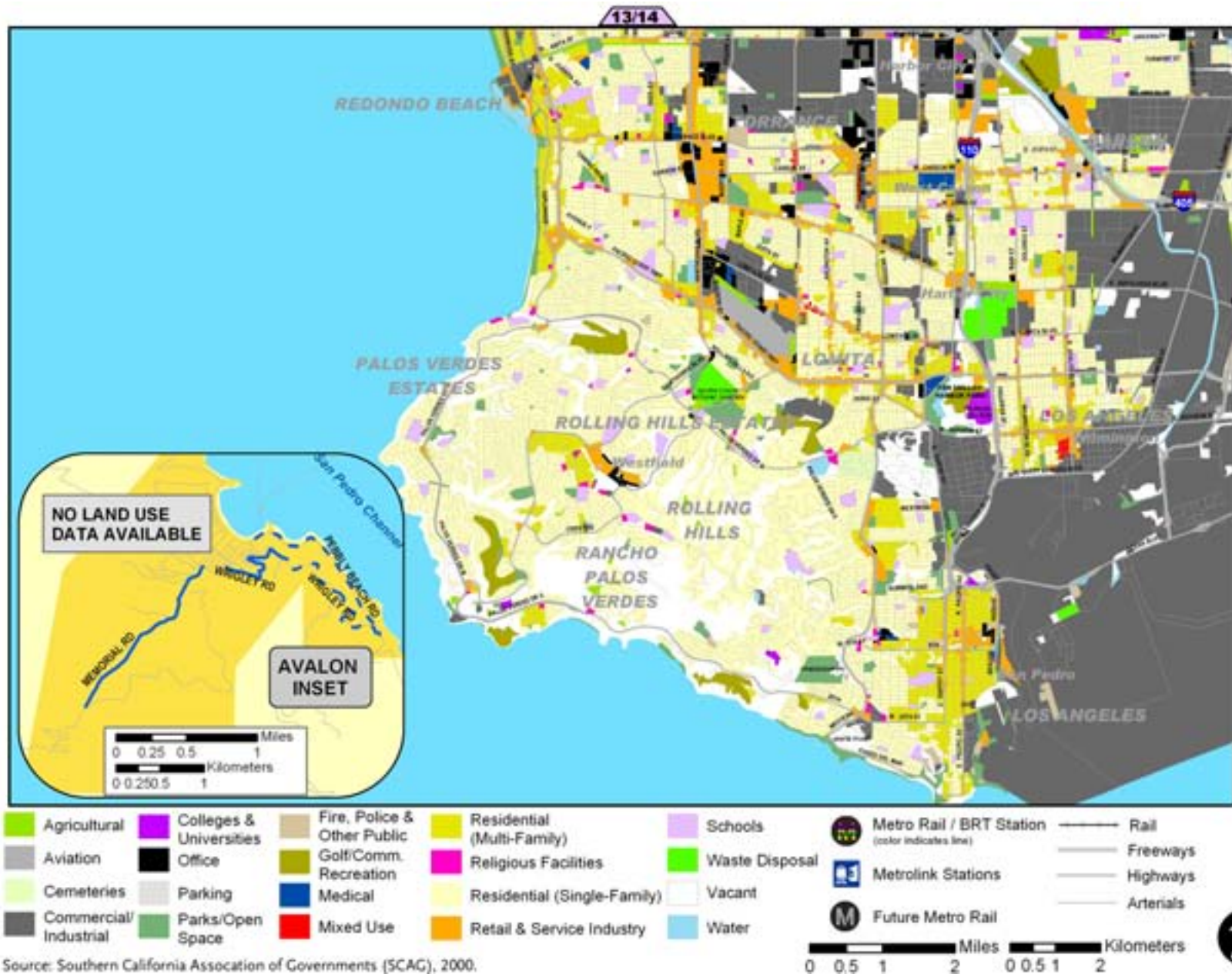
Map 31 – Land Use, Area 15 of 17



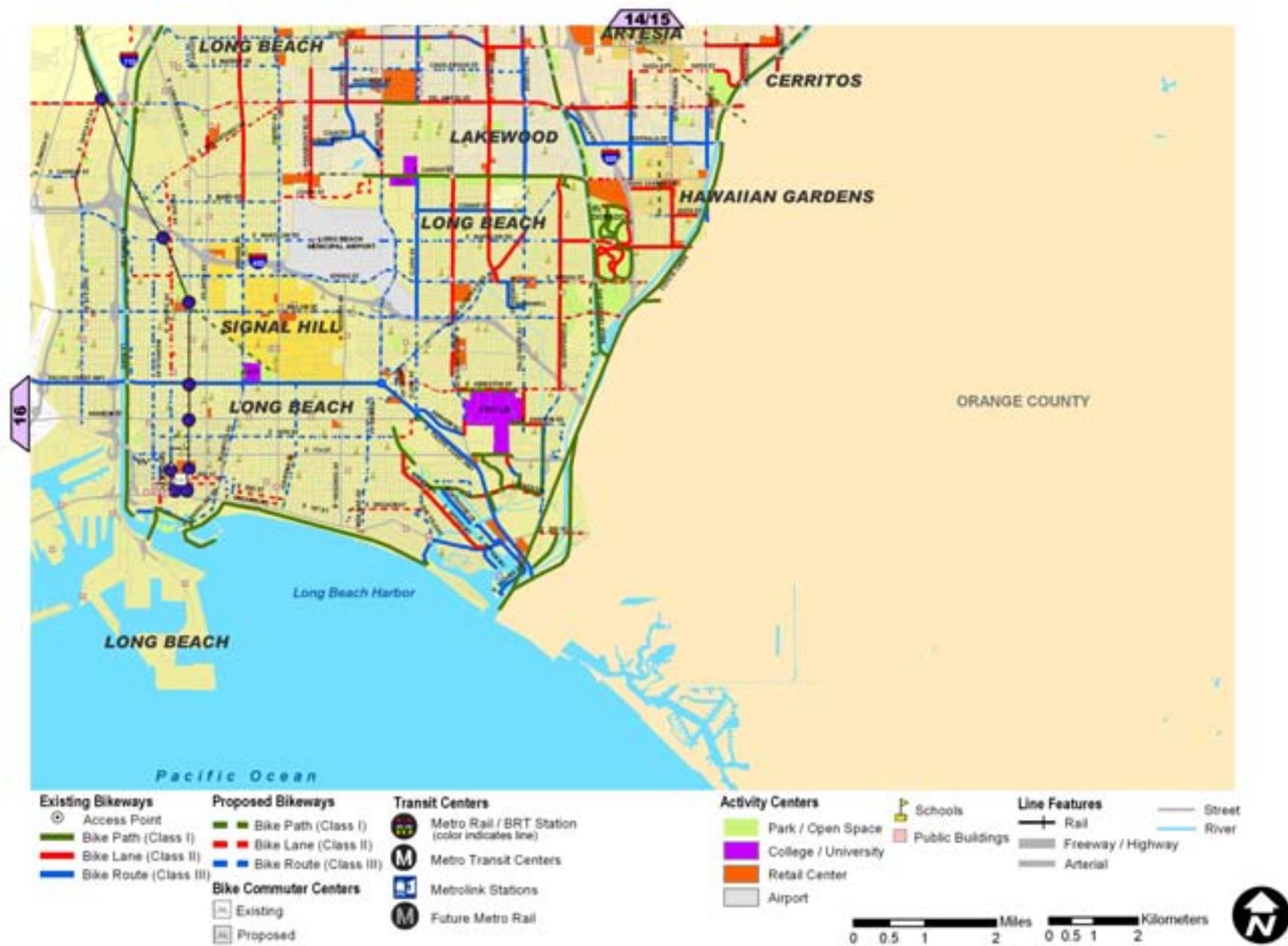
Map 32 – Existing and Proposed Bikeways, Area 16 of 17



Map 33 – Land Use, Area 16 of 17



Map 34 – Existing and Proposed Bikeways, Area 17 of 17



Map 35 – Land Use, Area 17 of 17

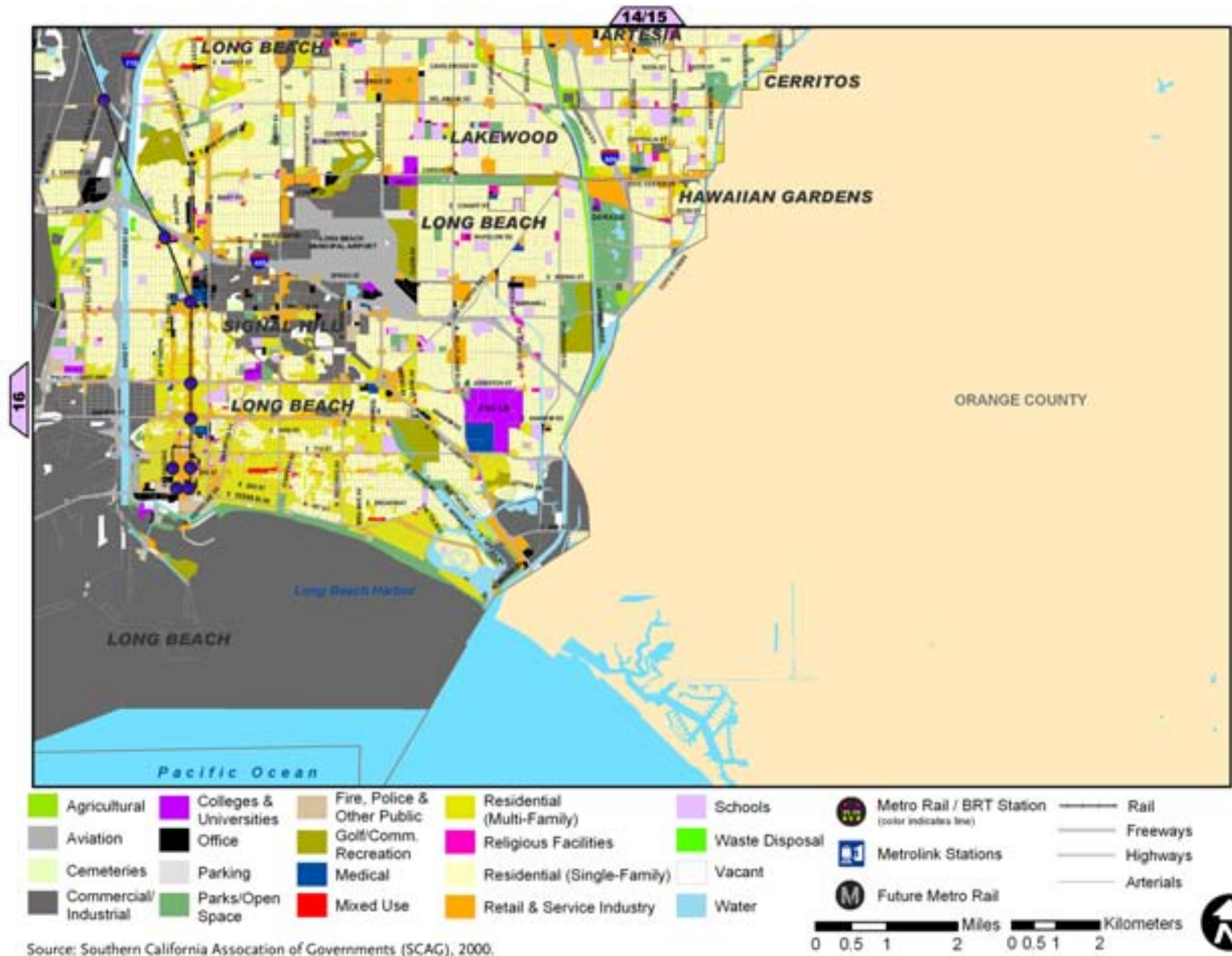


Table 4 – BTA Requirement (e): Bicycle Transport and Parking Facilities

City/ Location	Street/ Intersection	Zip Code	Agency or Agencies	Transit Service (BRT) Bus Rapid Transit	Name of Station (RL) Red Line (BL) Blue Line (GL) Green Line (OL) Orange Line (GL) Gold Line	Existing Bike Racks	Existing Bike Lockers	Proposed Parking	Bike Commute Centers (E) Existing (P) Proposed
Baldwin Park	3825 Downing Avenue	91706	Metrolink	Commuter Rail	Baldwin Park				
Burbank	201 N. Front Street	91502	Metrolink	Commuter Rail	Burbank	16	4		
Burbank	3750 Empire Avenue	91505	Metrolink /Amtrak	Commuter Rail	Burbank Airport Station				
City of Industry	600 S. Brea Canyon Road	91789	Metrolink	Commuter Rail	Industry Station				
Claremont	200 W. 1st Street	91711	Metrolink	Commuter Rail	Claremont	5	18		
Commerce	6433 26th Street	90040	Metrolink	Commuter Rail	Commerce				
Compton	1920-1/2 Acacia Av.	90220	MTA	Light Rail	Artesia (BL)	4			
Compton	275 Willowbrook Av.	90220	MTA	Light Rail	Compton (BL)	8			
Covina	600 N. Citrus Avenue	91723	Metrolink	Commuter Rail	Covina				
Culver City	Washinton Bl. & National Bl.	90232	MTA	Light Rail	Washington/ National (Expo)			x	P
Downey	12801 Lakewood Av.	90241	MTA	Light Rail	Lakewood (GL)	20	8	x	
El Monte	10925 Railroad Street	91731	Metrolink	Commuter Rail	El Monte	Yes			
El Monte	E. Ramona Bl. & N. Santa Anita Ave.	91731	MTA/ Foothill	Transit Center	El Monte Transit Way	Yes		x	
El Segundo	700 S. Douglas St.	90245	MTA	Light Rail	Douglas (GL)	3	4	x	
El Segundo	2226 E. El Segundo Bl.	90245	MTA	Light Rail	El Segundo (GL)	2	6		
El Segundo	555 N. Nash St.	90245	MTA	Light Rail	Mariposa (GL)	3			
Glendale	400 W. Cerritos Avenue	91204	Metrolink /Amtrak	Commuter Rail	Glendale	Yes			
Hawthorne	11901 S. Crenshaw Bl.	90303	MTA	Light Rail	Crenshaw (GL)	6	4		
Hawthorne	11230 S. Acacia St	90304	MTA	Light Rail	Hawthorne (GL)	2			
Lancaster	44812 Sierra Hwy.	93534	Metrolink	Commuter Rail	Lancaster	8	6		
Lawndale	2406 Marine Av./ 5301 Marine Av.	90278	MTA	Light Rail	Marine (GL)	8	5		
Long Beach	108 N. Long Beach Bl.	90802	MTA	Light Rail	1st Street (BL)				



SECTION 2: BICYCLE TRANSPORTATION ACCOUNT REQUIREMENTS

City/ Location	Street/ Intersection	Zip Code	Agency or Agencies	Transit Service (BRT) Bus Rapid Transit	Name of Station (RL) Red Line (BL) Blue Line (GL) Green Line (OL) Orange Line (GL) Gold Line	Existing Bike Racks	Existing Bike Lockers	Proposed Parking	Bike Commute Centers (E) Existing (P) Proposed
Long Beach	598 N. Long Beach Bl.	90802	MTA	Light Rail	5th Street (BL)				
Long Beach	1290 N. Long Beach Bl.	90813	MTA	Light Rail	Anaheim (BL)				
Long Beach	498 Pacific Av.	90802	MTA	Light Rail	Pacific (BL)				
Long Beach	1798 N. Long Beach Bl.	90813	MTA	Light Rail	Pacific Coast Highway (BL)				
Long Beach	128 W. 1st St.	90802	MTA	Light Rail	Transit Mall (Bikestation) (BL)	Yes	Yes		E
Long Beach	3420 N. Pacific Av	90802	MTA	Light Rail	Wardlow (BL)	4	12		
Long Beach	2750 American Av.	90806	MTA	Light Rail	Willow (BL)	8	24		
Los Angeles	11500 Aviation Bl.	90048	MTA	Light Rail	Aviation (GL)	10	4		
Los Angeles City	10100 Grandee Av.	90002	MTA	Light Rail	103rd Street (BL)				
Los Angeles City	11667 S. Avalon Bl	90067	MTA	Light Rail	Avalon (GL)	4			
Los Angeles City	5150 State University Drive	90032	Metrolink	Commuter Rail	Cal State LA				
Los Angeles City	901 N. Spring St.	90012	MTA	Light Rail	Chinatown (Gold)	3		x	
Los Angeles City	101 S. Hill St.	90013	MTA	Heavy Rail	Civic Center (RL)	4	4		
Los Angeles City	Exposition Bl. & Crenshaw Av.	90018	MTA	Light Rail	Crenshaw (Expo)			x	
Los Angeles City	801 Vignes St.	90012	Metrolink/ MTA/ Amtrak/ Local Bus (s)	Commuter, Heavy and Light Rail, Bus	Gateway/ Union Station (RL, Gold)	22	28	x	P
Los Angeles City	331-1/2 W. Washington Bl.	90015	MTA	Light Rail	Grand (BL)				
Los Angeles City	3545 Pasadena Av.	90031	MTA	Light Rail	Heritage Square/ Arroyo (Gold)	3		x	
Los Angeles City	151 N. Avenue 57	90042	MTA	Light Rail	Highland Park (Gold)	5	4	x	
Los Angeles City	6250 Hollywood Bl.	90038	MTA	Heavy Rail	Hollywood/ Vine (RL)			x	
Los Angeles City	5450 Hollywood Bl.	90028	MTA	Heavy Rail	Hollywood/Western (RL)	4	2	x	P
Los Angeles City	370 W. Avenue 26	90031	MTA	Light Rail	Lincoln Heights/Cypress Park (Gold)	3			
Los Angeles City	500 S. Hill St.	90017	MTA	Heavy Rail	Pershing Square (RL)	3			



BICYCLE TRANSPORTATION ACCOUNT COMPLIANCE DOCUMENT

City/ Location	Street/ Intersection	Zip Code	Agency or Agencies	Transit Service (BRT) Bus Rapid Transit	Name of Station (RL) Red Line (BL) Blue Line (GL) Green Line (OL) Orange Line (GL) Gold Line	Existing Bike Racks	Existing Bike Lockers	Proposed Parking	Bike Commute Centers (E) Existing (P) Proposed
Los Angeles City	1236 S. Flower St.	90015	MTA	Light Rail	Pico (BL)				
Los Angeles City	W. Pico Bl. & S. Rimpau Bl.	90019	MTA	Transit Center	Pico/ Rimpau Transit Way			x	
Los Angeles City	767 E. Washington Bl.	90021	MTA	Light Rail	San Pedro (BL)				
Los Angeles City	1015 N. Vermont Av.	90029	MTA	Heavy Rail	Santa Monica/ Vermont (RL)	9	4		
Los Angeles City	4600 Marmion	90065	MTA	Light Rail	Southwest Museum (Gold)	3			
Los Angeles City	Exposition Bl. & Vermont Av.	90007	MTA	Light Rail	Vermont (Expo)			x	
Los Angeles City	11603 S. Vermont Av.	90048	MTA	Light Rail	Vermont (GL)	4			
Los Angeles City	301 N. Vermont Av.	90004	MTA	Heavy Rail	Vermont/ Beverly (RL)	6			
Los Angeles City	1500 N. Vermont Av.	90027	MTA	Heavy Rail	Vermont/Sunset (RL)	14	4	x	
Los Angeles City	4421 Long Beach Av.	90021	MTA	Light Rail	Vernon (BL)				
Los Angeles City	1945 Long Beach	90021	MTA	Light Rail	Washington (BL)				
Los Angeles City	Exposition Bl. & Western Av.	90018	MTA	Light Rail	Western (Expo)			x	
Los Angeles City	660 S. Alvarado St.	90057	MTA	Heavy Rail	Westlake/ MacArthur Park (RL)	9			
Los Angeles City	3510 Wilshire Bl.	90005	MTA	Heavy Rail	Wilshire/ Normandie (RL)				
Los Angeles City	3191 Wilshire Bl.	90005	MTA	Heavy Rail	Wilshire/Vermont (RL)	8	4	x	
Los Angeles City	3775 Wilshire Bl.	90005	MTA	Heavy Rail	Wilshire/Western (RL)	7	6	x	
Los Angeles City/ Canoga Park	Owensmouth Av. & Promenade Mall Dr.	91367	MTA	BRT/ Transit Center	Warner Center (OL)	6		x	
Los Angeles City/ Chatsworth	10046 Old Depot Plaza Road	91311	Metrolink Commuter/ Amtrak	Commuter Rail	Chatsworth	20	12		
Los Angeles City/ Encino	Balboa Bl. & Victory Bl.	91316	MTA	BRT	Balboa (OL)	6	8	x	
Los Angeles City/ Hollywood	Hollywood Bl. & Highland Av.	90028	MTA	Light Rail	Hollywood/ Highland (RL)				
Los Angeles City/ North Hollywood	5371 Laurel Canyon Bl.	91607	MTA	BRT	Laurel Canyon (OL)	6	8		
Los Angeles City/ North Hollywood	Lankershim Bl. & Chandler Bl.	91601	MTA	Heavy Rail, BRT, Transit Center	North Hollywood (RL, OL)	38	20	x	P



SECTION 2: BICYCLE TRANSPORTATION ACCOUNT REQUIREMENTS

City/ Location	Street/ Intersection	Zip Code	Agency or Agencies	Transit Service (BRT) Bus Rapid Transit	Name of Station (RL) Red Line (BL) Blue Line (GL) Green Line (OL) Orange Line (GL) Gold Line	Existing Bike Racks	Existing Bike Lockers	Proposed Parking	Bike Commute Centers (E) Existing (P) Proposed
Los Angeles City/ Northridge	8775 Wilbur Ave.	91324	Metrolink	Commuter Rail	Northridge				
Los Angeles City/ Reseda	Reseda Bl. & Oxnard St.	91335	MTA	BRT	Reseda (OL)	6	8		
Los Angeles City/ Reseda	Tampa Av. & Topham St.	91335	MTA	BRT	Tampa (OL)	6	8		
Los Angeles City/ Sherman Oaks	5621 N. Fulton Av.	91401	MTA	BRT	Valley College (OL)	6	8		
Los Angeles City/ Sherman Oaks	Oxnard St. & Buffalo Av.	91401	MTA	BRT	Woodman (OL)	6	8		
Los Angeles City/ Sun Valley	8360 San Fernando Road	91352	Metrolink	Commuter Rail	Sun Valley				
Los Angeles City/ Universal	Lankershim Bl. & Universal Terrace Pky.	91608	MTA	Heavy Rail	Universal (RL)	16	14		
Los Angeles City/ Van Nuys	Sepulveda Bl. & Erwin St.	91411	MTA	BRT	Sepulveda (OL)	6	8		
Los Angeles City/ Van Nuys	7720 Van Nuys Blvd.	91405	Metrolink/ Amtrak	Commuter Rail	Van Nuys	4	14		
Los Angeles City/ Van Nuys	Van Nuys Bl & Aetna St.	91411	MTA	BRT	Van Nuys (OL)	6	8		
Los Angeles City/ Van Nuys	Woodley Av. & Victory Bl.	91406	MTA	BRT	Woodley (OL)	6	8		
Los Angeles City/ West Adams	Exposition Bl. & La Brea Av.	90016	MTA	Light Rail	La Brea (Expo)			x	
Los Angeles City/ West Adams	Jefferson Bl. & La Cienega	90016	MTA	Light Rail	La Cienega (Expo)			x	
Los Angeles City/ West Hollywood	Santa Monica Bl. & La Brea	90069	MTA	Bus	West Hollywood			x	
Los Angeles City/ Woodland Hills	De Soto Av. & Victory Bl.	91367	MTA	BRT	De Soto (OL)	6	8		
Los Angeles City/ Woodland Hills	Winnetka Av. & Friar St.	91367	MTA	BRT	Pierce/Winnetka (OL)	6	8		
Los Angeles County	20220 Santa Fe Av.	90220	MTA	Light Rail	Del Amo (BL)	5	10		
Los Angeles County	8615 Graham Av.	90002	MTA	Light Rail	Firestone (BL)	3			
Los Angeles County	7225 Graham Av.	90002	MTA	Light Rail	Florence (BL)	6	4		
Los Angeles County	11611 Willowbrook Av.	90059	MTA	Light Rail	Imperial/Wilmington/Rosa Parks (BL, GL)	6	10		
Los Angeles County	5585 Randolph St.	90032	MTA	Light Rail	Slauson (BL)	2	2		
Los Angeles/ Sylmar/	12219 Frank Modugno Drive	91342	Metrolink	Commuter Rail	Sylmar	4	30		



BICYCLE TRANSPORTATION ACCOUNT COMPLIANCE DOCUMENT

City/ Location	Street/ Intersection	Zip Code	Agency or Agencies	Transit Service (BRT) Bus Rapid Transit	Name of Station (RL) Red Line (BL) Blue Line (GL) Green Line (OL) Orange Line (GL) Gold Line	Existing Bike Racks	Existing Bike Lockers	Proposed Parking	Bike Commute Centers (E) Existing (P) Proposed
San Fernando									
Lynwood	11508 Long Beach Bl	90262	MTA	Rail	Long Beach (GL)	6			
Montebello	2000 Flotilla Street	90640	Metrolink	Commuter Rail	Montebello/ Commerce Station	4	12		
Newhall	24300 Railroad Ave.	91321	Metrolink	Commuter Rail	Newhall			x	
Norwalk	12901 Hoxie Av.	90650	MTA	Rail, Bus	Norwalk (I-605/ I105) (GL)	18	8	x	P
Norwalk	12700 Imperial Highway	90670	Metrolink	Commuter Rail	Norwalk/ Santa Fe Station	8			
Palmdale	39000 Clock Tower Plaza Drive	93550	Metrolink	Commuter Rail	Palmdale				
Palmdale	730 W. Sierra Hwy.	93550	Metrolink	Commuter Rail	Vincent Grade/ Acton			x	
Pasadena	395 N. Allen Av.	91106	MTA	Light Rail	Allen (Gold)	3			
Pasadena	230 S. Raymond Av.	91105	MTA	Light Rail	Del Mar (Gold)			x	
Pasadena	95 Fillmore St.	91105	MTA	Light Rail	Fillmore (Gold)	3			
Pasadena	340 N. Lake Av.	91101	MTA	Light Rail	Lake (Gold)			x	
Pasadena	125 E. Holly St.	91103	MTA	Light Rail	Memorial Park (Gold)	3			P
Pasadena	149 N. Halstead	91107	MTA	Light Rail	Sierra Madre (Gold)	6	4		
Pomona	101 W. First Street	91766	Metrolink	Commuter Rail	Downtown Pomona			x	
Pomona	205 Santa Fe Street	91767	Metrolink	Commuter Rail	Pomona/ North			x	
Santa Clarita	22122 Soledad Canyon Rd.	91350	Metrolink	Commuter Rail	Santa Clarita		42		
Santa Clarita	19201 Via Princessa	91351	Metrolink	Commuter Rail	Via Princessa		10		
Santa Monica	Broadway & 3rd St	90401	MTA/ Big Blue Bus	Transit Center	Santa Monica Transit Center			x	P
South Pasadena	905 Meridian Av.	91030	MTA	Light Rail	Mission (Gold)	6			



Table 5 – BTA Requirement (e): Regional Park and Ride Facilities Inventory

City	Address/Location	Zip Code	Owner	Operator	Transit Agencies	Bike Racks	Bike Lockers
Acton	34600 Sierra Hwy.	93550	Caltrans	Caltrans	S.Clarita		
Acton	550 W. Sierra Hwy.	93550	County	County	Metrolink,S.Clarita		
Agoura Hills	2919 Canwood	91301	City	City	MTA, LADOT		
Agoura Hills	29165 Roadside	91301	Caltrans	Caltrans	MTA, LADOT		8
Baldwin Park	Badillo St at Ramona Blvd	91706	City	City	MTA, Foothill		
Baldwin Park	3825 Downing Ave.	91706	City	City	Metrolink, Foothill, Baldwin Park, MTA		
Burbank	201 N. Front St.	91502	City	City	Metrolink, Burbank, MTA, Glendale Beeline, LADOT, S.Clarita		
Burbank	3750 Empire Ave.	91505	City	City	MTA, Metrolink, Amtrak,LADOT		
Carson	700 W. Carson St.	90502	Caltrans	Caltrans	MTA, L. B. Tran.,Carson Cir.Torrance		
Carson	20700 S. Avalon, Caron Mall	90502					
City of Industry	600 S. Brea Canyon Rd.	91789	City	City	Metrolink, Foothill, MTA		
City of Industry	Albatross Rd. @ Colima Rd.	91744	Mall	Mall	Foothill, MTA		
Claremont	200 W. 1st. St.	91711	City	City	Metrolink Foothill		
Commerce	5675 E. Telegraph Rd.	90040	Mall	Caltrans	MTA, Commerce, Montebello		
Commerce	6433 26th St.	90040	City	City	Metrolink, Montebello, Commerce, Trans wheels, MTA	x	
Compton	Compton Blvd. & Willowbrook Ave.	90220	City	City	MTA, Gardena, Compton, Greyhound	x	
Compton	Artesia Blvd. & Acacia Ave.	90220			MTA, L. B. Tran.,Compton, Torrance	6	
Covina	437 San Bernardino Rd	91723	Church	Caltrans	MTA, Foothill		
Covina	600 N. Citrus Ave.	91723	City	City	Metrolink, MTA, Foothill	x	
Diamond Bar	Pathfinder Rd @ 57 Fwy	91765	Caltrans	Caltrans	OCTA		
Diamond Bar	100 N. Diamond Bar Blvd.	91765	Caltrans	Caltrans	Foothill, OCTA, MTA		5
Diamond Bar	101 N. Diamond Bar Blvd.	91765	Caltrans	Caltrans	Foothill, OCTA, MTA		x
Diamond Bar	249 Diamond Blvd.	91765	K-Mart	Caltrans	Foothill, MTA, Omnitrans (San Bernardino), RTA		
Downey	9004 Lakewood Blvd.	90240	Caltrans	Caltrans	MTA, Montebello		
Downey	Lakewood/I-105, 12747 Lakewood Blvd. Green Line	90242	MTA	MTA	MTA	20	8
El Monte	10925 Railroad St.	91770	City	City	Metrolink, Foothill, MTA	x	
El Monte	3500 Santa Anita Ave.	91770	City	City	Foothill, MTA, City of El Monte		
El Monte	3613 Santa Anita Ave	91770	Fire station	Caltrans	MTA, Foothill, City of El Monte		
El Monte	3500 Santa Anita Ave., Pioneer Park	91770					
El Segundo	El Segundo & Nash	90245	MTA	MTA	MTA, Max, Torrance, S.M., LADOT	2	6
Gardena	15810 Denker Ave., Gardena Valley Bap Ch.	90247					



BICYCLE TRANSPORTATION ACCOUNT COMPLIANCE DOCUMENT

City	Address/Location	Zip Code	Owner	Operator	Transit Agencies	Bike Racks	Bike Lockers
Glendale	3930 Lowell Ave.	91214	Caltrans	Caltrans	LADOT		
Glendale	Harvey Ave. @ Wilson	91206	Caltrans	Caltrans	LADOT, MTA		
Glendale	400 W. Cerritos Ave.	91204	City	City	Metrolink, Amtrak, MTA, Glendal Beeline	x	
Glendora	1000 S. Lone Hill Ave.	91740	Caltrans	Caltrans	Foothill		8
Glendora	628 W. Baseline Rd	91740	Caltrans	Caltrans	Foothill		8
Glendora	Foothill Bl. & Citrus Av., Citrus College	91740					
Glendora	Minnesota & Dalton Av., Finkbiner Park	91740					
Granada Hills	15950 Chatsworth	91344	Church	Caltrans	LADOT, MTA		
Granada Hills	16535 Rinaldi St.	91344	Masonic Center	Caltrans	MTA		
Granada Hills	15550 Chatswworth St.	91344	Caltrans	Caltrans	LADOT, MTA, S.Clarita, LADOT, Simi V.		
Hawthorne	Hawthorne Blvd. & I-105	90250	Caltrans	Caltrans	MTA	4	
Hawthorne	12124 Hawthorne Plaza	90250					
Inglewood	Crenshaw & I-105	90250	Caltrans	Caltrans	MTA	8	4
La Canada	1939 Verdugo Blvd.	91011	Caltrans	Caltrans	LADOT, MTA		
Lancaster	1501 W. Ave. K	93534	Caltrans	Caltrans	AVTA	6	
Lancaster	45045 N. 5th St. East	93535	Lancaster	Lancaster	AVTA	6	
Lancaster	43011 N. 10th St. West, North Lot	93534	City	City	AVTA,S.Clarita,Kern Co.	6	12
Lancaster	43011 N. 10th St. West, South Lot	93534	City	City	AVTA, S.Clarita	6	6
Lancaster	1011 East Ave I	93535	Church	City	AVTA		
Lancaster	44812 N. Sierra Hwy	93534	City	City	Metrolink, S.Clarita, Amtrak, AVTA	8	6
Long Beach	Belflower Blvd. & I-405	90815	mall	Caltrans	L.B.	x	
Long Beach	N. Long Beach Blvd. & W. Willow St. Blue Line	90806	Caltrans	MTA	MTA,L.B.	8	24
Long Beach	W. Wardlow Rd. & N. Pacific Pl., Blue Line	90810	MTA	MTA	MTA,L.B.	4	12
Los Angeles	11500 Figueroa St., (I-110 & I-105)	90061	Caltrans	Caltrans	MTA, LADOT,S.M., Max, Torrance	4	4
Los Angeles	Washington & Fairfax	91410	DWP	City	MTA, Culver, LADOT		
Los Angeles	2350 Skirball Center Dr.	90077	Caltrans	Caltrans	MTA		
Los Angeles	Aviation & I-105, Green Line	90045	Caltrans	Caltrans	MTA, LADOT, Max, Torrance, S.M. LAX	10	4
Los Angeles	Avalon Blvd. & I-105, Green Line	90061	Caltrans	Caltrans	MTA, LADOT	4	
Los Angeles	182nd St. & Vermont (110 & 91)	90248	Caltrans	Caltrans	Torrance, Gardena, MTA		
Los Angeles	Rte 110 @ Rosecrans Ave	90248	Caltrans	Caltrans	Gardena, MTA		
Los Angeles	Rte 110 @ Manchester Ave	90003	Caltrans	Caltrans	MTA		
Los Angeles	Rte 110 @ Manchester Ave #2	90004	Caltrans	Caltrans	MTA		
Los Angeles	Rte 110 @ Slauson Ave	90003	Caltrans	Caltrans	MTA, LADOT		



SECTION 2: BICYCLE TRANSPORTATION ACCOUNT REQUIREMENTS

City	Address/Location	Zip Code	Owner	Operator	Transit Agencies	Bike Racks	Bike Lockers
Los Angeles	3545 Pasadena Av., Heritage Square Gold Line	90031	MTA	MTA	MTA	3	
Los Angeles	151 Av.57, Highland Park Gold Line	90042	MTA	MTA	MTA	5	4
Los Angeles	370 W. Ave.26 Lincoln Heights Gold Line	90031	MTA	MTA	MTA	3	
Los Angeles	Rte 110 @ Slauson Av., Slauson	90003	MTA	MTA	MTA		
Los Angeles	One Gateway Plaza, Union Station, Red Line	90012	MTA	MTA	MTA	22	28
Los Angeles (Athens)	Vermont & I-105	90044	Caltrans	Caltrans	MTA, LADOT, Gardena, Foothill	x	x
Los Angeles City/ Canoga Park	20553 Sherman Way	91303	Church	Caltrans	MTA, LADOT		
Los Angeles City/ Chatsworth	21510 Devonshire St.	91311	City	City	MTA,LADOT,Simi Val.,S.Clarita, Amtrak bus, Metrolink	20	12
Los Angeles City/ Chatsworth	Porter Ranch	91311					
Los Angeles City/ Encino	Havenhurst Ave. & Magnolia Blvd.	91436	LADOT	LADOT	LADOT		x
Los Angeles City/ N Hollywood	2000 Oxnard	91606	Robinson- May	Caltrans	MTA, LADOT		
Los Angeles City/ N Hollywood	North Hollywood Red Line Station	91606	MTA	MTA	MTA	38	20
Los Angeles City/ Northridge	8775 Wilbur Ave.	91324	City	City	Metrolink,MTA,LADOT,CSUN Campus Shuttle		
Los Angeles City/ Palms	11000 National Blvd.	90064	church	Caltrans	Santa Monica, Culver City		
Los Angeles Co./ (North)	10 Fwy @ Via Verde	91773	L.A. Co.	L.A. Co.	Foothill, MTA		
Los Angeles Co./ (North)	Sierra & 14 fwy	93534	Caltrans	Caltrans	S.Clarita		
Los Angeles Co./ Florence	Florence Blue Line Station	90002	MTA	MTA	MTA	6	4
Los Angeles Co./ Willowbrook	105/Wilmington, Imperial Rosa Parks Blue Line	90059	Caltrans	Caltrans	MTA, LADOT	6	10
Lynwood	Long Beach Blvd. & I-105	90262	Caltrans	MTA	MTA, Paramount	4	4
Manhatan Beach	Marine Ave. & Redondo Beach Blvd.	90261	MTA	MTA	MTA, Max, LADOT		
Monrovia	Myrtle Ave & I-210	91016	City	City	Foothill, MTA		
Montebello/Commerce	2000 Flotilla St.	90640	City	City	MTA, Montebello, Metrolink	3	12
Newhall	23610 San Fernando Rd.	91321	Caltrans	Caltrans	S.Clarita, LADOT	x	
Newhall	20516 San Fernando Rd.	91321	Caltrans	Caltrans	Santa Clar.		
Newhall	20100 W San Fernando Rd	91321	Caltrans	Caltrans	Santa Clar.		
Newhall	24300 Railroad Ave.	91321	City	City	Metrolink		
Norwalk	Hoxie Rd. (I-605 & I-105)	90650	Caltrans	Caltrans	MTA, Norwalk, L.B.	22	4
Norwalk/ Santa Fe Springs	12700 Imperial Hwy.	90650	City	City	OCTA, Metrolink, MTA, Norwalk, Foothill	x	x



BICYCLE TRANSPORTATION ACCOUNT COMPLIANCE DOCUMENT

City	Address/Location	Zip Code	Owner	Operator	Transit Agencies	Bike Racks	Bike Lockers
Pacoima	12501 Foorhill Blvd.	91331	Caltrans	Caltrans	LADOT, MTA		
Palmdale	210 E. Ave S. (E)	93551	City	City	AVTA		3
Palmdale	444 W.Ave. K-8	93551	City	City	AVTA		
Palmdale	434 W. Ave. S	93551	Caltrans	Caltrans	AVTA		
Pasadena	Sierra Madre Blvd & I-210	91107	Caltrans	Caltrans	MTA		8
Pasadena	230 S. Raymond Av., Del Mar Gold Line	91105	MTA	MTA	MTA		
Pasadena	340 N. Lake Ave., Lake Gold Line	91101	MTA	MTA	MTA		
Pasadena	149 N. Halstead Ave. Sierra Madre Gold Line	91107	MTA	MTA	MTA	6	4
Pomona	Highland Valley Rd. & 57	91789	L. D. Ctr	L. D. Ctr	MTA, Foothill		
Pomona	Garey Ave. & McKinley	91768	Caltrans	Caltrans	MTA, Foothill		
Pomona	1640 E. Holt	91767	Plaza	Caltrans	Omnitrans (San Bernardino), Foothill, MTA		
Pomona	1810 Gillette Rd.	91768	L.A. Co.	L.A. Co.	MTA, Foothill		5
Pomona	101 W. 1st Street	91766	City	City	Metrolink		
Pomona	205 Santa Fe St.	91767	City	City	Metrolink, Foothill		
Porter Ranch	Winnetka Ave. & 118	91311	Caltrans	Caltrans			
Rancho Dominguez	E. Del Amo Blvd. & S. Santa Fe Ave.	90810	MTA	MTA	MTA , L.B., Carson	15	6
Redondo Beach	1601 Kingsdale Ave	90504	Levitz	Caltrans	MTA		
S.Pasadena	435 S. Fair Oaks	91030	mall	Caltrans	MTA		
S.Pasadena	Mission and Meridian	91030				6	
San Dimas	Via Verde @ I-210	91773	Caltrans	Caltrans	Foothill	x	x
San Gabriel	Del Mar Ave. and Norwood	91776	City	City	MTA		
San Gabriel	Mission Dr. @ Broadway	91776	City	City	MTA		
San Pedro	515 N Beacon @ Harbor Blvd	90731	Caltrans	Caltrans	MTA, LADOT, Catalina Exp		
San Pedro	Battery St/Gaffey St/610 Channel st	90731	Caltrans	Caltrans	MTA		
Santa Clarita	RT 14 @ Golden Valley Rd	91321	Caltrans	Caltrans	S. Clarita		
Santa Clarita	20600 Sand Canyon Rd	91351	City	City	S.Clarita		
Santa Clarita	23415 W. Cinema Dr.	91355	Theater	Caltrans	S. Clarita, AV Airport Exp.		
Santa Clarita	22122 Soledad Canyon Rd.	91350	City	City	Metrolink, S.Clarita	x	x
Santa Clarita	19201 Via Princessa	91351	City	City	Metrolink, S.Clarita	x	10
Studio City	Ventura Blvd. @ Riverton	91604	L.A. Co.	L.A. Co.	MTA		
Sylmar/San Fernando	2100 Frank Modungo Dr. Metrolink Station	91342	LADOT	LADOT	Metrolink, MTA, S.F. Transit, LADOT	x	x
Tarzana	5619 Lindely Ave., St. Paul Church	91316	Church	Caltrans	MTA		
Van Nuys	6300 Balboa Blvd.	91436	LADOT	LADOT	LADOT, MTA	4	8



City	Address/Location	Zip Code	Owner	Operator	Transit Agencies	Bike Racks	Bike Lockers
Van Nuys	7720 Van Nuys Blvd., Metrolink Station	91402	LADOT	LADOT	MTA, Amtrak, Dash, CSUN shuttle, Metrolink	4	14
W. Covina	Baranca Ave & Rt 10	91791	Mall	Caltrans	Foothill, MTA, City of W. Covina		
W. Covina	1200 W. Covina Pkwy	91790	Private	Caltrans	Foothill, City of W. Covina		
Whittier	Whittier Blvd. & Santa Gertrudes	90603	Mall	City	MTA, Montebello X, Whittier	x	
Whittier	1000 Durfee Ave	90660	City	City	MTA, Foothill		
Wilimington	1345 PCH (110 @ PCH)	90744	Caltrans	Caltrans	LADOT, MTA, Torrance		

Source: Commutesource.info is a transportation partnership serving LA, Orange, Ventura, Riverside, San Bernardino

BTA Requirement (j)

The cities were contacted for their lists of proposed and prioritized projects to fulfill BTA Requirement (j). When adopting plans for BTA compliance, cities will need to update or complete their lists. Those cities having projects identified at this time provided the following information:

Agoura Hills

City reports that it has a bicycle transportation plan that includes a list of proposed priority projects.

Arcadia

Proposed priority projects:

- Rancho Oaks Loop
- Hugo Reid Loop
- Arcadia Park Loop
- Lucky Baldwin Loop

Baldwin Park

Proposed priority projects:

- Baldwin Park Blvd from Ramona Blvd to Arrow Hwy
 - Maine Ave from Ramona Blvd to Arrow Hwy
 - Los Angeles St from West city limit to east city limit
 - Pacific Ave from Ramona Blvd to south city limit
 - Quente Ave from Badillo St south city limit
- Franciscquito Ave from Ramona Blvd to south city limit



Burbank

City reports that it has a completed bicycle transportation plan. The BTP is available on the City's website.

Proposed priority projects:

Class	Name	From	To	Mileage	Estimated Cost	Destinations
--	Citywide Bicycle Parking Program				\$120,000	--
--	Bicycle Safety Education Program				\$100,000	--
I	San Fernando Path	Los Angeles city limit	Burbank Metrolink Station	2.95	\$3,927,744	Burbank Metrolink Station, Empire Center, Regional Route
I	Chandler Connector	Mariposa St	Burbank Metrolink Station	0.70	\$695,989	Burbank Metrolink Station
I	Los Angeles River	Bob Hope Dr	Riverside Dr	2.10	\$3,213,583	Equestrian Center, Johnny Carson Park, Regional Route
III	Mariposa St	Chandler Blvd	Clark Ave	1.80	\$27,000	Chandler – LA River Regional Connector
III	Palm Ave	Mariposa St	Lake St			
III	Lake St	Palm Ave	Glendale city limit			
II	Victory Blvd	Clybourne Ave	Burbank Blvd	2.65	\$116,750	Media City Center, Ralph Foy Park, Regional Route
II	Burbank Blvd	Victory Blvd	Victory Blvd/Pl			
III	Burbank Blvd	Victory Blvd/Pl	3 rd Street			
II	3 rd Street	Amherst Dr	Verdugo Ave	2.15	\$91,750	Downtown District, Media City Center, McCambridge Park, Burbank High School
III	3 rd Street	Verdugo Ave	Providencia Ave			
II	Amherst Dr	San Fernando Blvd	Glenoaks Blvd			
III	Amherst Dr	Glenoaks Blvd	6 th Street			
II	Glenoaks Blvd	Providencia Ave	Glendale city limit			
III	Riverside Dr	Clybourne Ave	California St	1.15	\$29,500	Media District, Regional Route
II	Riverside Dr	California St	Bob Hope Dr			
III	Beachwood Dr	Chandler Path	Valleyheart Dr	2.00	\$255,000	Mountain View Park, Regional Connector
III	Valleyheart Dr	Beachwood Dr	Mariposa St			
III	Olive Ave	Lake St	Flower St	0.20	\$3,000	Burbank Metrolink Station
III	Pacific Ave	Maple St	Keystone St	3.25	\$123,750	Pacific Park, Residential Neighborhoods, Several Schools
III	Keystone St	Pacific Ave	Chandler Path			
III	Maple St	Pacific Ave	Chandler Path			
III	California St	Chandler Path	Riverside Dr	1.5	\$22,500	Verdugo Park, Schools, Media District



Calabasas

City reports that it has a completed bicycle transportation plan. Proposed priority projects:

- Lost Hills Rd
- Park Sorrento
- Old Topanga Canyon Rd
- Malibu Hills Rd
- Calabasas Hills Rd
- Park Sienna
- Paul Revere Dr
- Thousand Oaks Blvd
- Las Virgenes Rd
- Mulholland Dr

Carson

City reports that is has a completed Pedestrian and Bike Plan. Proposed priority projects are included in their plan.

Cerritos

City reports that it has a bicycle transportation plan that includes a list of proposed priority projects.

Compton

City reports that it has a bicycle transportation plan that includes a list of proposed priority projects.

Covina

City reports that it has a bicycle transportation plan that includes a list of proposed priority projects.

Culver City

Priority projects include a critical link to the Exposition LRT Bikeway, Overland, Washington, and Culver Avenues.

Diamond Bar

The City reports that it has a 2001 Recreational Trail and Bicycle Route Plan. Proposed priority projects:

- Temple Ave
- Diamond Bar Blvd
- Golden Springs Dr
- Sunset Crossing Rd
- Sylvan Crossing Rd
- Sylvan Glen Rd
- Prospectors/Clearview Loop
- Amitos Pl
- Pantera/Leyland Loop
- Goldrush Dr
- Summitridge/Longview Loop
- Grand Ave

El Monte

Proposed priority project: completion of the Emerald Necklace bike paths in conjunction with the Sierra Club and Amigos de Los Rios.

El Segundo

City reports that it has a bicycle transportation plan that includes a list of proposed priority projects.

Glendale

City reports that it has a bicycle transportation plan that includes a list of proposed priority projects.

Hawaiian Gardens

Proposed priority project: Class I bike path on the Artesia/Norwalk Storm Drain right-of-way.



Hawthorne

Proposed priority project: Dominguez Channel path and Green Line bikeway.

La Canada-Flintridge

City reports that it has a completed bicycle transportation plan as part of the City of Pasadena Plan.

La Habra Heights

The City reports that it has a completed bicycle transportation plan as an element of its General Plan. Proposed priority projects:

1. Hacienda Rd: Develop a Class I bike path along Hacienda Rd from North City Limit to Avocado Crest Rd.
2. Harbor Blvd: Develop a Class I bike path along Harbor Blvd from North City Limit to South City Limit.
3. Corral Mountain Way: Develop a multi-use trail along Corral Mountain Way from La Habra Rd to Powder Canyon Right to Fullerton Rd.
4. West Road: Develop a Class III bikeway on West Rd from Santa Gertrudes Ave to Hacienda Blvd.
5. East Road: Develop a Class III bikeway on East Rd from Hacienda Rd to Fullerton Rd.
6. Multi-Use Trails: Develop a multi-use trail at the southern edge of the golf course with access off of East Rd to the east and west.
7. Multi-Use Trail: Develop a multi-use trail north of Murphy Ranch Park.

Lakewood

The City reports that it has a bicycle transportation plan. Proposed priority projects:

- South St
- Delamo Blvd
- Woodruff Ave

La Mirada

The City reports that it has a bicycle transportation plan. Proposed priority projects:

- Coyote Creek Channel Bicycle Trail

Lancaster

The City reports that it has a bicycle transportation plan. Proposed priority projects:

- Amargosa Trail project

La Puente

City reports that it has a bicycle transportation plan that includes a list of proposed priority projects.

La Verne

Proposed priority projects:

- Bonita Ave
- Santa Fe Branchline
- Puddingstone Channel
- Wheeler Ave

Long Beach

City reports that it has a completed bicycle transportation plan. Proposed priority projects:

- Downtown-Alamitos Bay Bikeway
- Los Angeles River Access
- Midtown 10th St Connection
- CSULB
- Alamitos Ave-Orange
- Westminster Ave Bikeway



- Pacific Ave-San Antonio Dr Bikeway
- Del Amo Blvd Bikeway
- Pacific Center Boeing Site
- Harding St
- Bikeway signing
- Bicycle parking
- Bicycle safety education

Los Angeles (City)

City reports that it has a completed bicycle transportation plan. The BTP is available on the City’s website. Proposed priority projects:

CORRIDOR	EXTENT
Arlington Ave/Wilton Pl	(Franklin Ave to Harbor Subdivision RR ROW)
Beach Bike Path Extensions	(Venice Beach Bike Path to the Marina del Rey channel entrance) (Will Rogers State Beach Bike Path northerly to the City boundary.)
Broadway*	(Chavez Ave to Pico Blvd)
Bundy Dr - Centinela Ave	(San Vicente Blvd to Ballona Creek)
Canoga Ave**	(Victory Blvd to Ventura Blvd)
Crenshaw Blvd	(Venice Blvd to Harbor Subdivision RR ROW)
Fairfax Ave	(Hollywood Blvd to Venice Blvd)
Fountain Ave	(Sunset Blvd to Fairfax Ave)
Franklin Canyon Dr/Beverly Dr (cross mountain route)	(Mulholland Dr to Beverly Hills boundary)
Highland Ave	(Cahuenga Pass to Pico Blvd)
Hill St*	(Sunset Blvd to Pico Blvd)
Lincoln Blvd	(Santa Monica boundary to Sepulveda Blvd)
Pico Blvd	(San Vicente Blvd west to Exposition Bike Path)
First St (San Pedro)	(Gaffey St to Harbor Blvd)
Third St	(Vermont Ave to Doheny Dr)

Notes:

* These may involve bicycle use of bus-only or HOV lanes.

** Canoga Avenue is considered an alternate Class II bikeway should the Class II facility on DeSoto Avenue in this alignment become infeasible due to super major highway improvements mandated by the Warner Center Specific Plan.

Manhattan Beach

City is in the process of developing a bicycle plan. Proposed priority projects:

- Valley Dr
- Ardmore Ave
- Highland Ave
- Manhattan Ave
- Rosecrans Ave
- Marine Ave
- Pacific Ave
- Peck Ave
- 2nd St

Monrovia

City reports that it has a bicycle transportation plan that includes a list of proposed priority projects.

Monterey Park

City reports that they have a bicycle transportation plan in progress.

Palmdale

City reports that it has a 1999 bicycle transportation plan. Proposed priority projects:

- Bicycle linkages with Transit Village Study
- Regional bicycle trail connecting Transportation Center and Park n’ Ride lots

Pasadena

City reports that it has a bicycle transportation plan that includes a list of proposed priority projects. The BTP is available on their website.



Pico Rivera

City reports it has a 2002 Bikeway System Study. Proposed priority projects:

1. Woodford Street/Cate Roade Dufee Avenue. This segment encompasses three streets that would provide a connection between Streamland Park and the existing designate bike lane located on San Gabriel River Parkway.
2. Fairway Drive/San Gabriel River Parkway/Manning Road. This segment connects with the existing bike lane located on San Gabriel River Parkway.
3. Beverly Road. This segment connects with the San Gavriel River Parkway bike lane, and continues westerly to connect with a proposed bike route in Durfee Avenue and then ultimately connecting to the existing Rio Hondo River Trail on the west and to Rio Hondo Park on the south.
4. Durfee Avenue/Jackson Street. This segment is a major north/south segment that would provide a continuous link between the northern and southern portions of the City.
5. Passons Boulevard. This segment is a major north/south segment that provides a continuous link through the central portion of the City.
6. Mines Avenue. This segment, proposed within a median in Mines Avenue, extend both easterly and westerly from Passons Boulevard. The easterly portion of this segment connects to the San Gabriel River Trail.
7. Claymore Street. This relatively short segment serves as an east/west connection to Passons Boulevard and Serapis Avenue.
8. Serapis Avenue. This route extends northerly from Claymore Street, situated parallel to Passons Boulevard, and ultimately connects to Rex Road.
9. Rex Road. This segment extends easterly from Passons Boulevard, to connect with Paramount Boulevard.
10. Paramount Boulevard. This segment extends north from Rex Road to connect with Washington Boulevard.
11. Washington Boulevard. This segment, extending westerly from Paramount Boulevard, provides a connection to the Rio Hondo River Trail.

12. Slauson Avenue. This segment, extending easterly from Paramount Boulevard, provides connection to the Rio Hondo River Trail.

Pomona

Proposed priority projects: Four City Joint Project. This route would start in San Dimas traveling through La Verne and Pomona and end in Claremont with a connection to the Pacific Electric Bike Trail in San Bernadino County.

Rancho Palos Verdes

City reports that it has a bicycle transportation plan that includes a list of proposed priority projects.

Redondo Beach

Proposed priority project: Bay Cities Regional Bikeway.

San Dimas

City reports that it has a 1997 Bikeway Systems Plan. Proposed priority projects:

- Foothill Blvd
- Allen Ave
- Bonita Ave
- San Dimas Ave
- Walnut Ave
- Arrow Hwy
- Lone Hill Ave
- Via Verde

San Fernando

City reports that it has a 1993 bicycle transportation plan that includes a list of proposed priority projects.



Santa Fe Springs

Proposed priority projects: Telegraph-Bloomfield, and Norwalk-Santa Fe Springs.

Santa Monica

City reports that it has a 1991 bicycle transportation plan that is in the process of being updated.

Signal Hill

Proposed priority projects:

1. Pacific Electric Right-of-way into Long Beach
2. Southwest to northeast bikeway

South Gate

Proposed priority project: Cesar Chavez Park extension along the Southern Avenue power line corridor.

South Pasadena

City reports that it has a bicycle transportation plan that includes a list of proposed priority projects.

Torrance

City reports that it has a 1999 bicycle transportation plan that includes a list of proposed priority projects.

West Covina

City reports that it has a bicycle transportation plan that includes a list of proposed priority projects.

West Hollywood

City reports that it has a 2003 bicycle transportation plan. Proposed priority projects:

- Santa Monica Blvd. Bikeway
- Fountain Ave
- Sunset Blvd
- La Brea Ave
- Cynthia-Palm-Holloway
- Advanced Stop Bars
- Parking lane striping
- Share-the-Road signs
- Bicycle parking
- Sweetzer-Rosewood-Ashcroft
- San Vincente Blvd
- Westmount-Huntley-Beverly Center

Whittier

City reports that it has a 2002 bicycle transportation plan. Proposed priority projects:

- Greenway Trail
- Laurel Ave
- Greenleaf Ave
- Hadley St
- Mar Vista St
- Colima Rd
- Leffingwell Rd
- Worman Mill Rd
- Norwalk Blvd





APPENDIX A: BICYCLE COMMUTER ESTIMATING METHODOLOGY

Bicycle Ridership Demand Estimating Model

Estimates of existing and future bicycle commuter ridership for each of the 89 jurisdictions in Los Angeles County is based on a modeling technique originally developed for the Los Angeles County Metropolitan Transportation Authority in 1999 for the Long Range Plan. The model is used for the following purposes:

- a. Project existing and future bicycle transportation usage (work, school, shopping) in a community;
- b. Identify increases in usage from completion of all or part of a bikeway system;
- c. Identify specific benefits of bikeway investments and bicycling, in terms of reduced vehicle trips, reduced vehicle miles traveled, and improvements in specific air quality components.

While the Bicycle Transportation Account (BTA) requirements identify estimates of bicycle commuters only, the 1999 model includes the total range of bicycle transportation trips in a community, including work, bike-transit users, school, and utility trips. This model has been used by a variety of agencies around the United States.

Establishing Baseline Bicycle Transportation Use

The most common measurement for determining bicycle commute mode share is through the U.S. Census Journey-to-Work data. Unfortunately, the U.S. Census undercounts bicycle commuters for the following reasons.

First, the Census includes only employed adults ages 16 and over in the modal analysis. This deletes the biggest group of bicyclists, students, who by bicycling are in many cases still saving a vehicle trip.

Second, bicyclists who ride to transit or commuter rail service may, in many cases, identify themselves as a transit user since the overall non-bicycling mileage is probably much higher.

Third, an unknown number of bicycle commuters are thought to be lower income and/or members of minority groups, who are traditionally undercounted in the Census.

Finally, utilitarian bicycle trips for shopping and other reasons are not reflected in the U.S. Census figures, even though these trips were the highest trip purpose cited in the National Bicycling and Walking Study.

For the purposes of this analysis, students, bike-transit users, and utilitarian trips should be added to the estimate of baseline bicycle usage in your community.

The U.S. Census statistics are supplemented by the inclusion of school children. The total school aged population (ages 6-14) from the U.S. Census is factored by the estimated percent of school children who currently bicycle as their primary mode of transportation to school. In most communities, this will vary between 5% and 20% of all students.

College students are also identified in the 2000 U.S. Census. Use local college transportation surveys or a conservative estimate of the assumed mode split. For most communities, this will be between 5% and 20%, with the National Bicycling and Walking Study, FHWA, 1995, Case Study No. 1 showing an average college student bicycle commute rate of 40% and overall employed adult bicycle commute rate of 10%.

Bicycle commuters who connect with bus or rail transit also represent a pool of undercounted commuters. RTD of Denver completed a bike-n-ride survey in 1999 that showed 1.4% of total boardings being bike passengers. Of those people, 63% represent new bicycle commuters. This will translate into additional daily bicycle commuters once all of the buses and trains in your community either carry bicycles or provide adequate bicycle parking at all stations.

Utilitarian trips are also included in the baseline ridership figures. The National Bicycling and Walking Study, FHWA, 1995, Case Study No. 1, page 17, using data from seven different sources, identified utilitarian trips being made by 26.1% of active bicyclists versus 15% for work/school trip making. Thus, it is assumed that for every one work/school bicycle trip, there are approximately 1.74 utilitarian trips.



Estimating Current Ridership

Table A-1 – Estimating Existing Bicycle Transportation Usage, Los Angeles County, 2000

Employed Adults, 16 Years and Older	Input	Calculated Totals	Source(s)
2000 Population (1)	9,519,338		U.S. Census or other
2000 Employed Persons (1)	4,312,264		U.S. Census or other
2000 Bicycle Commute Share (1)	0.55%		U.S. Census or other
Travel Time Less than 9 Minutes (1)	322,789		U.S. Census or other
2000 est. Bicycle Commuters (1)		24,015	U.S. Census or other
School Children	Input	Calculated Totals	Source(s)
2000 Population, Ages 6-14 (1) K-8	2,200,762		U.S. Census or other
2000 Bicycle Commute Share (2)	3%		Default or local surveys
2000 est. Bicycle School Commuters (3)		55,019	
College	Input	Calculated Totals	Source(s)
2000 College Population (1)	2,200,762		U.S. Census
2000 Bicycle Commute Share (4)	2%		Local Surveys
2000 est. Bicycle College Commuters (5)		44,015	
Bike-Transit Users	Input	Calculated Totals	Source(s)
Average Daily Transit/Rail Exits (6)	1,171,832		
Average bike-transit boarding percentage (7)	0.7%		Bikemap.com survey of bike boardings on Caltrain
Bike-transit boardings in LA County (8)		7,734	Based on above

Utilitarian (non-work or school) Trips	Input	Calculated Totals	Source(s)
Percent of work/school bicycle trips (9)	174%		Local surveys or default
Estimated bicycle utility riders (10)		90,044	
Total Estimated Daily Bicycle Ridership (excl. recreation)		262,613	

NOTE: Every factor used in this model is documented in a series of detailed footnotes and sources at the end of this section. All assumptions are based on published data.

To derive an individual city estimate, its population as a proportion of the County total is derived and then applied to the total daily ridership figure of 262,613 above. A step-by-step explanation is provided below.

City of Los Angeles Population (2000)	3,694,820
County of Los Angeles population (2000)	9,519,338
% City of Los Angeles of County pop.	38.67% (3,694,820/9,519,338 = 38.67%)
% applied to total ridership	101,930 (38.67% x 262,613 = 101,930)

Estimating Future Ridership

Of all of the none-demographic factors influencing bicycle ridership, the availability of bicycle facilities is the most important factor. In order to estimate future ridership, a correlation between the existing and built-out bikeway system must be made with existing and future ridership. In other words, bicycle ridership in any community as a percentage of trips will typically not increase—regardless of demographic or population shifts—if there is no improvement in facilities. Before and after studies of bicycle usage on corridors that have had bikeway facilities offer the best empirical link between facilities and usage. A nationwide search for this data was conducted as part of this research, with summary findings described below.



City of Portland

The City of Portland is widely recognized as being one of the most progressive large cities in the United States in terms of promoting bicycle commuting and developing bikeways. The research and findings support the contention that the investment in bikeways contributes to an increase in bicycle commuting and ridership. The main conclusion of the research is that, even considering background factors such as density, configuration of the downtown, and weather, the completion in bridges has resulted in a substantial increase (over 500%) in ridership. For example, there was a 137% average increase in bicycle ridership before and after bike lanes were constructed at eight locations.

City of San Francisco

Figure 2 shows the increase in bicycle ridership at eight (8) locations in San Francisco after bike lanes were installed, ranging from 23% to 83% increases. The consistency of these increases appears to support the connection between the improvements and increases in usage.

City of Seattle

Research conducted by Stuart Goldsmith as part of the National Bicycle & Walking Study (Case Study No. 1) and also published in the FHWA document Guidebook on Methods to Estimate Non-Motorized Travel are based on extensive preference surveys and other research tools, designed to establish the potential bicycle ridership for specific corridor improvements. According to Goldsmith's projections, the potential bicycle commuter mode share in Seattle for areas within reasonable distance of a regional bikeway system was about 8%. This is used as another independent source for this section of analysis.

Before and after bicycle counts offer relatively solid evidence that improvements do increase bicycle usage. The use of empirical bicycle counts and preference surveys offers a unique opportunity to compare those increases between three different cities to verify if there is a general pattern.

Relevance of Study Cities

Some conclusions can be drawn from the research conducted in other cities. A comparison of key data on mode share between Los Angeles County, Multnomah County (Portland), King County (Seattle), and San Francisco County in 1990 is presented below in Table A-2, followed by mode share increases after completion of bikeway facilities.

Table A-2 – 1990 Comparison of Los Angeles County to Other Counties

	Los Angeles County	King County	Multnomah County	San Francisco County
Bicycle Commute Mode Share	.6%	.9%	.6%	.9%
Total Transit Commute Mode Share	6.4%	9.6%	8.6%	34%
Commute Travel Time Under 14 Minutes	21%	28%	22%	17%
Days of Rain Per Year	37	153	150	67
Population Density of Central Cities	7,495	2,975	6,146	14,776

Sources: 1990 U.S. Census and National Geographic World Atlas

Conclusions from this table are:

- a. Los Angeles County has a more dispersed commute pattern than the three case studies (Multnomah County, King County, and San Francisco), which should be reflected in the transit usage figures since transit relies on concentrated corridor travel patterns. Transit usage is also correlated with population density. However, there does not appear to be any correlation between transit use, population density, and bicycle usage.
- b. Travel time



- c. Days of rain should influence bicycle usage. However, Los Angeles County has 75% fewer days of rain and yet about the same level of bicycle usage.
- d. Studies of bicycle use in major metropolitan areas by the FHWA show little or no correlation between factors such as population density and bicycle use. The bicycle commute share is relatively consistent among all major metropolitan areas in the United States, and is relatively consistent between all case studies used in this analysis.

The percent completion of each bikeway system is used in the Bikeway Model. For example, Portland's system is about 50% complete. The adjusted increase in ridership assuming the bikeway system was 100% completed in each city is shown in the final column. For example, the usage of bicycles in Portland is expected to increase proportionately to the completion of the entire regional bikeway system. This assumes that the increases counted at the selected locations in Portland, for example, are limited by the fact that many of the existing bikeways are disconnected or separated by gaps in the system.

The average increase in ridership based on full completion of a bikeway system is estimated to be 279%, which represents the average of the three case study cities.

This connection between system completion and ridership has been crosschecked in the National Bicycling and Walking Study, Case Study No. 1. Studies of five (5) university communities (Davis, Madison, Gainesville, Boulder, and Eugene) showed a link between the quality of a bikeway system and ridership. For example, Davis has the most extensive bikeway system per capita and also the highest bicycle commute share. "There are still three times more commuter cyclists in cities with higher proportions of bike lanes," according to the National Bicycling and Walking Study (p. 41).

Following system completion, mode share increases were realized as shown in Table A-3.

Table A-3 – Estimate of System Completion and User Increases

Studies of Other Cities	Corridor Increases	System Completion	Adjusted Increase
City of Portland (1)	137%	50%	274%
City of San Francisco (2)	61%	20%	305%
City of Seattle (3)	90%	35%	257%
Average			279%
Projected Increases in Your Community	Current (2000)	Buildout	Increment
Bicycle Commute Mode Share (4)	0.55%	1.53%	0.98%
Total Daily Bicycle Commuters (5)	196,812	548,544	351,732
Total Daily Bicycle Trips (6)	393,624	1,097,088	703,463
Reduced Daily Vehicle Trips (7)	265,338	739,536	474,197
Reduced Daily Vehicle Miles (8)	857,232	2,389,229	1,531,996

Notes and Sources:

- (1) Before and after bicycle counts conducted by the City of Portland.
- (2) Before and after bicycle counts conducted by the City of San Francisco.
- (3) Based on preference survey study conducted by Stuart Goldsmith for the City of Seattle.
- (4-6) Corridor increases refers to the average increase in bicycling in the corridors in each city, before and after bikeways were installed. System completion refers to the percent completion of the bikeway network in each city. Adjusted increase reflects the projected amount of bicycling that will occur when the system is completed, based on studies of communities with completed or nearly completed bikeway systems (National Bicycling & Walking Study, Study No. 1, 1995). This translates into an average 279% increase upon system completion.
- (7) Current bicycle commute mode share from U.S. census for LA County (.63%), adjusted to potential mode share when system is 100% complete (1.76%), and the increment (1.13%).
- (8) Same as above except that it shows total bicycle commuters (school and college students).
- (9) Total commuters from previous line times 2 (each commuter makes 2 trips).
- (10) Total reduced trips by category (adult employed, students), times 279% increase (see notes 10-14 after Table A-1).
- (11) Total reduced vehicle miles by category (adult employed, students), times 279% increase (see notes 10-14 after Table A-1).



Model Development and Documentation

Projecting future bicycle usage with the development of new bikeways is very similar to projecting demand for TDM programs and virtually many alternative transportation systems in that it is based on numerous assumptions and limited empirical data. This is partially because:

- a. There are no completed bikeway systems in the United States outside of a limited number of university and college towns on which to collect empirical data on bicycle usage.
- b. There are few data collection efforts to measure before and after usage.
- c. Bicycle usage, as all alternative transportation use, is highly subject to local physical, social, geographic, climate, and other patterns and conditions.

This section summarizes existing research and sources on bicycle ridership and projections on future demand, and provides a recommended methodology and future projections for each of the three funding scenarios.

Relatively little research has been done on projecting future bicycle demand, or on the relationship between bicycle improvements and demand. This section provides an overview of existing bicycle demand estimating tools, and identifies the relevance to methods used in this analysis.

The Guidebook on Methods to Estimate Non-Motorized Travel: Overview of Methods (FHWA-RD-98-165, July 1999) provides an in-depth review of existing bicycle demand methodologies, but endorses no specific methodologies. The report does provide some examples of demand forecasting methodologies, but no empirical information is provided in any of the models that suggests the estimates are based on anything but educated guesses. Most of the models reviewed make an arbitrary estimate of future bicycle ridership. The study does cite significant disadvantages, or concerns, with using any of the relative demand, supply quality analysis, or supporting tools and techniques methods. In short, the factors that govern a person's decision to bicycle to work or school are vastly more complex than the decision to drive or even take transit. For example, there are climate, topography, personal safety and security, carrying capacity, trip

length, personal health and physical abilities, bicycle ownership, and other factors which influence this decision and which are difficult to model accurately.

Aggregate studies that compare the demographics, population density, and other statistics from one metropolitan area to another, and attempt to correlate potential changes in bicycle usage based on any one or combination of items and the state of the bikeway system, do not yield meaningful results according to the FHWA study. For example, there is no strong correlation between population density and bicycle ridership, although it seems that there should be given the increased proximity of people to their destinations. This could be because (a) walking is more efficient in dense areas, (b) street and traffic conditions are often intolerable to many people, and (c) there are typically enhanced transit services that may diminish the need to bicycle. A study of 30 California cities conducted in 1994 (Alta Planning + Design) plus results from the *National Bicycling and Walking Study* (FHWA, 1995) showed a significant correlation between bicycle ridership and average age and, to a lesser extent, average income. This can be explained by high bicycle ridership in university and college communities and in lower income areas--both of which have lower than average ages.

Case Study Number 1 (Reasons Why Bicycling and Walking Area and Are Not Being Used More Extensively as Travel Modes) of the National Bicycling and Walking Study (FHWA, 1995) attempts to correlate the results of preference surveys and other data from cities with bicycle ridership. The study concludes that age is the strongest determinant to bicycle usage, followed by trip distance, perceptions of safety, and presence of support facilities such as showers and bicycle parking. The study also isolated environmental factors in a city related to bicycle usage, with the strongest factors (in order of importance) being: (a) presence of a university, (b) average commute distance, and (c) amount and quality of the bicycle system. "A mild inverse relationship exists between commute distance and bicycle commuting—but again if university towns are removed, this relationship all but disappears. Even when university towns are excluded from consideration, cities with higher levels of bicycle commuting have on average 70% more bikeways per roadway mile and six times more bike lanes per arterial mile. Given the considerable difference in the levels of



bicycle commuting between the two groups, the presence of on-road facilities looms large. (FHWA, Case Study No. 1, p. 35)

Notes and sources from Table A-1:

Notes and Sources:

- (1) 2000 U.S. Census and estimates utilizing 1990 percentages.
- (2) Lamorinda School Commute Study (Fehr & Peers Associates, 1995) and San Diego County School Commute Study (1990).
- (3) Estimated school children who commute by bicycle, as of 1990.
- (4) National Bicycling & Walking Study, FHWA, Case Study No. 1, 1995. Review of bicycle commute share in seven university communities (5%) – Reduced based on Community College and size of Modesto.
- (5) Estimated college students who commute by bicycle, as of 1990.
- (6) American Public Transportation Association Statistics, first quarter 2002
- (7) Bikemap.com survey of bike-transit ridership on Caltrain system, 6% of riders bike boardings
- (8) Ibid.
- (9) National Bicycling & Walking Study, Case Study No. 1, p.16
- (10) Total work, college, and transit bicycle users times 174 percent

The National Bicycling and Walking Study, Case Study Number 1: Reasons Why Bicycling and Walking are Not Used More Extensively as Travel Modes, Goldsmith, Stuart, FHWA # PD-92-041.

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San Gabriel Valley Bicycle Master Plan, LACMTA, Fehr & Peers Associates, June 1995.





APPENDIX B: TECHNICAL RESOURCES FOR PLANNERS AND ENGINEERS

ISTEA

In 1991, The Intermodal Surface Transportation Efficiency Act (ISTEA) was passed by Congress, recognizing the increasingly important role of bicycling and walking in creating a balanced, intermodal transportation system. Important provisions were to require the State DOT's to fund a bicycle and pedestrian coordinator, and increase use of nonmotorized modes and public and safety programs. Other selected provisions were:

- When Federal-aid funds are being used to replace or rehabilitate bridge decks, except on fully access controlled highways, safe bicycle accommodations must be considered and provided where feasible.
- Construction of a pedestrian walkway or a bicycle transportation facility are deemed to be highway projects; hence, the Federal share is 80 percent.
- No motorized vehicles should be allowed on any trails except as necessary for maintenance.
- Bicycle projects must be principally for transportation rather than recreational purposes.

The National Bicycling and Walking Study, published in 1994, outlines a plan of action to promote bicycling and walking as viable transportation options. The goals of doubling the percentage of trips made by bicycling and walking, and reduce the number of casualties by 10 percent. (www.fhwa.dot.gov)

TEA-21

The Transportation Equity Act for the 21st Century (TEA-21), passed by Congress and signed into law in 1998 and expired in 2003, continued the integration of bicycling and walking into the transportation mainstream. TEA-21 required that local jurisdictions consider bicycling and walking in transportation plans and projects. Section 1202 states that bicycling and walking facilities “shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities, except where bicycle and pedestrian use is not permitted.”

Like ISTEA, bicycle projects could be funded through one of the TEA-21 programs, the Congestion Mitigation and Air Quality (CMAQ) Improvement Program, the Recreational Trails Program, the Regional Surface Transportation Program (RSTP), and the Transportation Enhancement Activities (TEA) programs.

SAFETEA-LU: TEA-21 REAUTHORIZATION

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed in 2005 and expires in 2009. The bill guarantees funding for highways, highway safety, and public transportation totaling \$244.1 billion. SAFETEA-LU addresses challenges such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment – as well as laying the groundwork for addressing future challenges. For more information refer to Metro's Bicycle Transportation Strategic Plan, Section 5, Funding, and www.fhwa.dot.gov/safetealu.

FEDERAL HIGHWAY ADMINISTRATION (US DOT)

Numerous resources and publications are listed on the FHWA Bicycle and Pedestrian Program website on legislation, design, and safety. There is a link to State Bicycle and Pedestrian Coordinators, the Pedestrian and Bicycle Information Center (PBIC), and the Association of Pedestrian and Bicycle Planners (apbp). Reference materials can be downloaded from <http://www.fhwa.dot.gov/environment/bikeped/> in the areas of Planning and Design Guidance, Traffic Calming, Forecasting Demand, Shared Use Paths, Transit, and Benefits.



STATE DEPARTMENT OF TRANSPORTATION (CALTRANS) GUIDELINES

1. Deputy Directive Number 22: Context Sensitive Solutions

Caltrans approved DD-22 in November 2001. The statement reads, “The Department uses Context Sensitive Solutions as an approach to plan, design, construct, maintain, and operate its transportation system. These solutions use innovative and inclusive approaches that integrate and balance community, aesthetic, historic, and environmental values with transportation safety, maintenance, and performance goals. Context sensitive solutions are reached through a collaborative, interdisciplinary approach involving all stakeholders.”

2. Deputy Directive Number DD-64: Accommodating Non-Motorized Travel

Caltrans approved DD-64 in June 2005. The statement reads, “The Department fully considers the needs of non-motorized travelers (including pedestrians, bicyclists and persons with disabilities) in all programming, planning, maintenance, construction, operations and project development activities and products. This includes incorporation of the best available standards in all of the Department’s practices. The Department adopts the best practice concepts in the US DOT Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure.” For the full text see the Caltrans website.

3. California Blueprint for Bicycling and Walking

The Blueprint describes Caltran’s implementation goals to increase bicycling and walking, improve bicycling and walking safety, and develop appropriate funding for bicycle and pedestrian projects, pursuant to DD-64.

For more information on these items refer to www.dot.gov.

4. California Highway Design Manual

It is a requirement that California Highway Design Manual standards be followed for all federal and state funded bicycle projects.

Chapter 80, Application of Standards, includes Highway Design Manual Standards, Requirements for Approvals for Nonstandard Design, Use of FHWA and AASHTO Standards and Policies, and Mandatory Procedural Requirements.

Chapter 200, Geometric Design and Structure Standards, includes standards for Pedestrian Overcrossings and Undercrossings, and Bicycle and Bridge Railings.

Chapter 1000, Bikeway Planning and Design, includes General Planning Criteria, Design Criteria, and Uniform Signs, Markings and Traffic Control Devices.

5. Pedestrian and Bicycle Facilities in California: A Technical Reference and Technology Transfer Synthesis for Caltrans Planners and Engineers, July 2005

Included in this document are: DD-64, acronyms, Federal and State Statutes, design practices for bicycles and pedestrians, and other useful materials in the appendices.

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO)

The Guide for the Development of Bicycle Facilities was last updated in 1999 by AASHTO. This guide is designed to provide information on the development of facilities to enhance and encourage safe bicycle travel and to help accommodate bicycle traffic in most riding environments. Safe, convenient and well-designed facilities are essential to encourage bicycle use. The majority of bicycling will take place on ordinary roads with no dedicated space for bicyclists.





APPENDIX C: GLOSSARY

AASHTO - American Association of State Highway and Transportation Officials. AASHTO is a nonprofit, nonpartisan association representing highway and transportation departments in the 50 states, the District of Columbia and Puerto Rico.

ADA - Americans with Disabilities Act

ADT - Average Daily Traffic

Bicycle Boulevard - Streets designed to limit or prohibit motor vehicle traffic, using barriers or other design elements, in order to enhance bicycle safety and enjoyment.

Bicycle Facilities - A general term for improvements and provisions made by public agencies to accommodate or encourage bicycling, including bike racks and lockers, bikeways, and showers at employment destinations.

BAC - Bicycle Advisory Committee

Bike Commute Center – A facility that provides 20 or more fee-based, secure bicycle parking spaces, usually offering other services, adjacent to a transit stop. Other services could be repairs, sales, rentals, changing facilities, restrooms, or a café.

Bike Lane - A striped lane for one-way bike travel on a street or highway.

Bike Path - A right of way separate from a street or highway for bicycle travel, typically along rail, water, or utility corridors.

Bike Route - A travelway for bicycles through a community, providing a superior route based on traffic volumes and speeds, street width, directness, and/or cross-street priority, denoted by signs only.

Bikeway - All facilities developed primarily for use by bicycles.

Caltrans Highway Design Manual, Chapter 1000 - Chapter 1000 in the Caltrans Highway Design Manual provides engineering and design guidelines for bikeways.

Class I Bikeway - See Bike Path

Class II Bikeway - See Bike Lane

Class III Bikeway - See Bike Route

Clearance, Lateral - Width required for safe passage of a bicycle and emergency and maintenance vehicles as measured on a horizontal plane.

Congestion Management Program - A once state-mandated, now voluntary program recommending the monitoring and mitigation of increased congestion on regional highway routes and transit systems.

CMAQ - Congestion Management and Air Quality (TEA-21 funding program)

CMP - See Congestion Management Program

FHWA - Federal Highway Administration

Geometry - The vertical and horizontal characteristics of a transportation facility, typically defined in terms of gradient, degrees, super elevation, and travel speed.

Grade Separation - Vertical isolation of travelways through use of a bridge or tunnel so that traffic conflicts are minimized.

Loop Detector - A device placed under the pavement at intersections which can detect a vehicle or bicycle and trigger an actuated or semi-actuated signal to turn green.



Mode Split - Percentage of trips that use a specific form of transportation. A one percent bicycle mode split indicates that one percent of trips are made by bicycle.

MUTCD - Manual of Uniform Traffic Control Devices, adopted for use by Caltrans.

NPTS - National Personal Transportation Survey

Reversion - Process by which bicycle facilities are removed or converted to non-bicycle use (travel or parking lanes) in the future.

Right-of-Way - The right of one vehicle, bicycle, or pedestrian to proceed in a lawful manner in preference to another vehicle, bicycle, or pedestrian. Also, the strip of land over which a transportation facility is built.

SAFETEA-LU - The Safe, Accessible, Flexible, Efficient Transportation Equity Act – A legacy for Users (Federal Transportation Legislation)

Shared Pathway - A trail that permits more than one type of user, such as a trail designated for use by both pedestrians and bicyclists.

Shared Roadway - A type of bikeway (typically a bike route or bike boulevard) where bicyclists and motor vehicles share the same roadway with no striped bike lane.

Sight Distance - The distance a person can see along an unobstructed line of sight.

STP - Surface Transportation Program (TEA-21 funding program)

TAC - Technical Advisory Committee

TCM - Transportation Control Measure

TDA - Transportation Development Act

TDM - See Transportation Demand Management

TEA - Transportation Enhancement Activities

Traffic Calming - Changes in street alignment, installation of barriers, and other physical measures to reduce traffic speeds and/or cut-through volumes in the interest of street safety, livability, and other public purposes.

Traffic Control Devices - Signs, signals, or other fixtures, whether permanent or temporary, placed on or adjacent to a travelway by authority of a public body having jurisdiction to regulate, warn, or guide traffic.

Traffic Volume - The number of vehicles that pass a specific point for a specific amount of time (hour, day, year).

Transit Center - Any major transfer point for pedestrians and bicyclists who walk or bike to transit.

Transportation Demand Measures (TDM) - Generally refers to policies, programs, and actions that are directed towards increasing the use of high occupancy vehicles (transit, carpooling, and vanpooling) and the use of bicycling and walking with the express purpose of reducing or limiting vehicle cold starts and miles traveled for congestion and air quality purposes.

Utilitarian Trips - Trips that are not for work or recreational purposes, such as running errands.

VMT - Vehicle Miles Traveled

VT - Vehicle Trip

