

City of Whittier Bicycle Transportation Plan



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Definitions

■ ADT	- Average Daily Traffic Volume.
■ ARRA	- American Recovery and Reinvestment Act. Federal Funding Program
■ BTA	- Bicycle Transportation Account. State Grant Funding Program.
■ BTP	- Bicycle Transportation Plan.
■ Caltrans	- State of California Department of Transportation.
■ CA MUTCD	- California Manual on Uniform Traffic Control Devices.
■ Class I Bike Path	- Separate Bikeway facility for bicyclists and pedestrians only.
■ Class II Bike Lane	- Designated striped bicycle travel lane (one-way facility each direction) on roadway.
■ Class III Bike Route	- Designate signed only Bikeway that shares the travel way with motor vehicles.
■ Complete Streets	- Street improvements that allow for and promotes safe multimodal interaction between pedestrians, bicycles, public transit and vehicles.
■ CVC	- California Vehicle Code.
■ DMV	- Department of Motor Vehicles.
■ Gas Tax B	- State Excise Tax on sale of motor vehicle fuels used for funding transportation improvements.
■ HSIP	- Highway Safety Improvement Program. Federal Transportation Grant Funding Program.
■ Metro	- Los Angeles County Metropolitan Transportation Authority.
■ PCF	- Primary Collision Factor that resulted in or caused a traffic accident.
■ Proposition 1B	- State of California issued Bonds for funding transportation improvements.
■ Road Diet	- Roadway travel lane restriping that reduces the number of travel lanes so to accommodate bike lanes and or two-way left-turn lanes.
■ SAFETEA-LU	- Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users.
■ Sharrow	- Painted Pavement Marking Legends on roadway installed in conjunction with “Share the Road” signs to reminder drivers to share the road with bicyclists.
■ TDM	- Transportation Demand Management Ordinance.
■ TEA	- Transportation Enhancement Act. Federal Transportation Funding Program.
■ UPRR	- Union Pacific Railroad Company.
■ YMCA	- Young Men’s Christian Association.

Goals and Objectives

- Provide access that meets minimum safety criteria established by the State, County and City for bicyclists of all ages and levels of skill.
- Allow for comprehensive accessibility throughout all areas of the City for alternate modes of transportation, specifically bicycles and provide for multimodal connection with public transit.
- Achieve a functional bikeway system to meet the commuting and recreational needs of the community.
- Improve bikeway route connections to the Whittier Greenway Trail and across City and County jurisdictional boundaries.
- Conform with Metro Bicycle Transportation Account Compliance Document.
- Support measures which encourage utilitarian bicycling.

Background

In 1972, the Whittier Ad Hoc Bicycling Committee and City staff prepared a Bicycle Routes Plan that was incorporated into the Circulation Element of the Whittier General Plan. The plan was based upon the experience of the committee participants with input from staff and local cycling organizations. The goal of the 1972 plan was the identification of future bikeway facilities throughout the City. A bike route map was also developed but was not consistent with the eventual 1972 plan. In 1982, as the City adopted a Bicycle Master Plan, very few bikeways existed within its boundaries. Since that time, the majority of bikeways identified in the 1982 plan have been developed. In addition to implementing all bikeways within the Master Plan, the City of Whittier Public Works staff had completed additional bikeways not previously addressed in 1982. Many of these routes were additional Class II Bike Lanes that were implemented as part of roadway resurfacing projects. These additional routes were documented and added to the 2008 Bicycle Transportation Plan.

Within the 1993 Whittier General Plan, a Bicycle Plan was included in the Environmental Resources Management Element. The 1993 Plan encouraged the City to provide incentives for alternate modes of transit, pursue the development of additional bikeways, and analyze parking development standards. The 1993 update was not specific about where bikeways could be added and generally brief on guidelines for implementing proposed objectives.

Since the implementation of the 1982 Plan, the most significant change is the addition of a Class I trail along the abandoned Union Pacific Railroad (UPRR) line. Although the 1982 Plan discussed the possibility of such as trail, the document indicated the project to be infeasible due the UPRR not allowing bikeways on active railroad right-of-ways and thus redirected its focus on the development of a parallel Class II and Class III bikeway along Lambert Road.

With the aid of federal and state funding through Metro's Call for Projects, the City obtained ownership and developed approximately 4.5 miles of Class I bikeway path along the abandoned rail line. The City purchased the property in December 2001 and completed construction of the Whittier Greenway Trail in 2008. As later discussion will reveal, the Whittier Greenway Trail not only enhanced bike travel within Whittier, it is an important and unprecedented opportunity to link bikeways in the Southeast region of Los Angeles County and the Northwest region of Orange County.

Background (Continued)

The City continues to negotiate with UPRR for a perpetual easement along the active rail line from the terminus of the Class I Whittier Greenway Trail at Mills Avenue and Lambert Road to the City's eastern shared border with La Habra. The eventual goal is to connect a Class I bicycle path into Orange County through La Habra and Brea along the active rail line.

Although the purpose of this Transportation Plan involves comprehensive goals and objectives for the City's bikeway system, the significance of the Whittier Greenway Trail warrants special focus on enhancing existing and potential connections to the abandoned rail line as well as its impact to the overall network. It also provides the opportunity to consider changes in adjacent land uses within close proximity to the Whittier Greenway Trail to improve local business and advocate mixed use developments with lower parking requirements. Benefits include improve health, air quality and safety.

With the implementation of the majority of bikeways proposed within the 1982 Bicycle Master Plan, the City has developed a functional system for the community. Additional bikeways identified in the 2008 Bicycle Transportation Plan have also been implemented that has enhanced bikeway connectivity. The City continues to commit to establishing bicycles as an alternative mode of transportation and further recognizes an increasing need for the future as traffic congestion and gas prices increase. Through planning and implementation, the City shall seek to continue to enhance the existing bikeway system and thus increase community usage in the following ways:

- ***PROVIDE MORE DIRECT CROSS-CITY ACCESS***
 - ***IMPROVE ROUTE CONNECTIONS***
 - ***UPGRADE CLASS III ROUTES TO CLASS II BIKE LANES***
 - ***PROVIDE ADDITIONAL BICYCLE FACILITIES***
 - ***IMPROVE SAFETY FEATURES***
 - ***PROVIDE MULTIMODAL CONNECTION WITH PUBLIC TRANSIT***
 - ***IMPROVE BIKEWAY CONNECTIONS ACROSS CITY AND COUNTY JURISDICTIONAL BOUNDARIES***
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