
Appendix & Attachments

	Page
Five-Year Bicycle Collision Analysis	71
Reported Bicycle Accident Primary Collision Factor Chart	74
Bicycle Collision Location Map	75
Collision Report Summary	76
Support Letters	86
Commissions Reports and Public Notices	89
California Vehicle Code Bicycle Regulations	94
Bikeway Classifications	110
Bicycle Transportation Plan Map	114

Five-Year Bicycle Collision Analysis

January 1, 2007 to December 31, 2011

A total of 150 reported collisions involving bicyclist occurred between January 1, 2007 and December 31, 2011. This resulted in 1 fatal, 136 injury and 13 property damage collisions

Analysis of primary collision factor (PCF) identified in the 150 bicycle collision reports filed with the Whittier Police Department discovered the following:

- 53% of the PCF were attributed to bicyclist actions that resulted in the collisions.
- 41% of the PCF were attributed to motorist actions where drivers stated they did not see the bicyclist.
- 89% of the bicycle collisions occur during the day with only 11% occurring at night.
- 6% of the collisions had unknown PCF.

Of the collisions reported where the bicyclist was identified as being at fault, the following was found:

- 36% of the PCF was due to bicyclist traveling on the wrong side of the roadway against traffic.
- 8% of the PCF was due to bicyclist failing to stop for posted stop signs or red traffic signals.
- 3% of the PCF was due to bicyclist rear ending a parked vehicle.
- 2% of the PCF was due to unsafe entry into the roadway.
- 2% of the PCF was due to bicyclist losing control of their bikes.

The gender of the bicyclists involved in the collisions are as follows:

<u>Gender</u>	<u>Number</u>
Male	121
Female	25
Not Stated	4

Five-Year Bicycle Collision Analysis continued

The ages of the bicyclists involved in the collisions are as follows:

<u>Age</u>	<u>Number</u>
12 years and under	15
13 to 18 years	32
19 to 30 years	31
31 to 54 years	53
55 years and over	12
Not Stated	7

There was a marked increase in bicycle collisions in 2009 and 2010, which could be attributed to more adults choosing to ride bicycle due to the increases in fuel costs. Unfortunately, many of the new rider apparently were not familiar with the California Vehicle Code (CVC) rules of the road that they are suppose to operate their bicycles in the same direction as the flow of traffic and observe all traffic control devices. A major concern expressed by citizens is that many bicyclists are not stopping for all posted “Stop: signs or red traffic signal indications. Bicycle riders are not required to have drivers licenses or take driving tests that would normally expose them to the CVC rules and regulations. Increase public awareness and education is needed to educate these bike riders. This could be solved and promoted at the schools through the educational program.

In addition, drivers need to be reminded to look for bicyclist before entering roadways or making right or left turning movements. Driver have a tendency of just looking of other automobiles and trucks, thus overlooking the nearby presence of motorcyclist, bicyclists and pedestrians. Motorcyclists, bicyclists and pedestrians must always remain diligent in making sure they are seen by drivers before crossing in front of vehicles.

Increase public awareness education for both bicyclists and motorist would be beneficial in increasing traffic safety and reducing the occurrence of accidents involving bike riders.

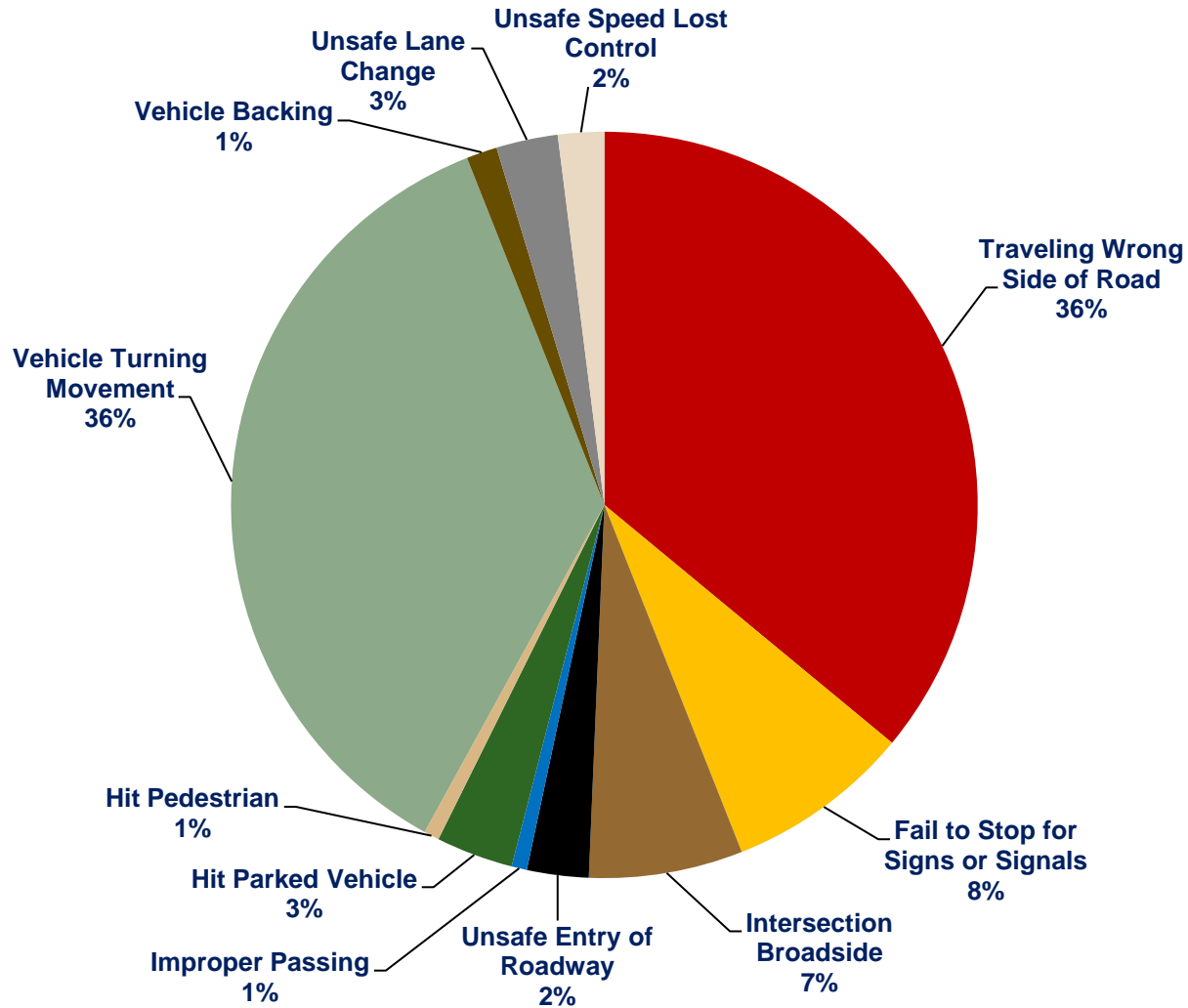
Bicycle Collision Analysis

January 1, 2007 to December 31, 2011

Collision Type	Bicyclist Action	Motor Vehicle Action	2007	2008	2009	2010	2011	Total
Broadside	Proceeding Straight	Proceeding Straight	4	3	2	0	1	10
Broadside	Proceeding Straight Fail to Stop for Signs or Signals	Proceeding Straight	1	0	3	5	3	12
Broadside	Proceeding Straight	Left Turn	4	3	5	6	2	20
Broadside	Proceeding Straight	Right Turn	2	3	0	3	0	8
Broadside	Proceeding Straight	U-Turn	0	0	0	1	0	1
Broadside	Traveling Wrong Side of Road	Right Turn	1	6	7	9	3	26
Broadside	Traveling Wrong Side of Road	Left Turn	0	0	0	2	1	3
Broadside	Traveling Wrong Side of Road	Entering Roadway	2	0	0	2	1	5
Broadside	Traveling Wrong Side of Road	Proceeding Straight	3	4	5	2	2	16
Broadside	Unsafe Speed Lost Control Turning Right	Stopped in Roadway	1	0	1	0	0	2
Broadside	Unsafe Speed Lost Control Turning left	Left Turn	0	0	1	0	0	1
Broadside	Right Turn	Pedestrian	0	0	0	1	0	1
Broadside	Proceeding Straight	Entering Roadway	4	4	2	5	7	22
Broadside	Proceeding Straight	Right Turn	0	0	0	1	1	2
Sideswipe	Proceeding Straight	Left Turn	0	0	1	0	0	1
Sideswipe	Proceeding Straight	Unsafe Lane Change	3	1	0	0	0	4
Sideswipe	Traveling Wrong Side of Road	Proceeding Straight	0	1	0	1	0	2
Sideswipe	Unsafely Entering Roadway	Proceeding Straight	0	0	1	1	0	2
Rear End	Unsafely Entering Roadway	Proceeding Straight	0	1	1	0	0	2
Rear End	Improper Passing	Right Turn	0	0	0	1	0	1
Rear End	Proceeding Straight	Parked Vehicle	0	0	0	1	4	5
Backing	Proceeding Straight	Backing	0	0	1	1	0	2
Head-On	Traveling Wrong Side of Road	Proceeding Straight	0	0	2	0	0	2
			25	26	32	42	25	150

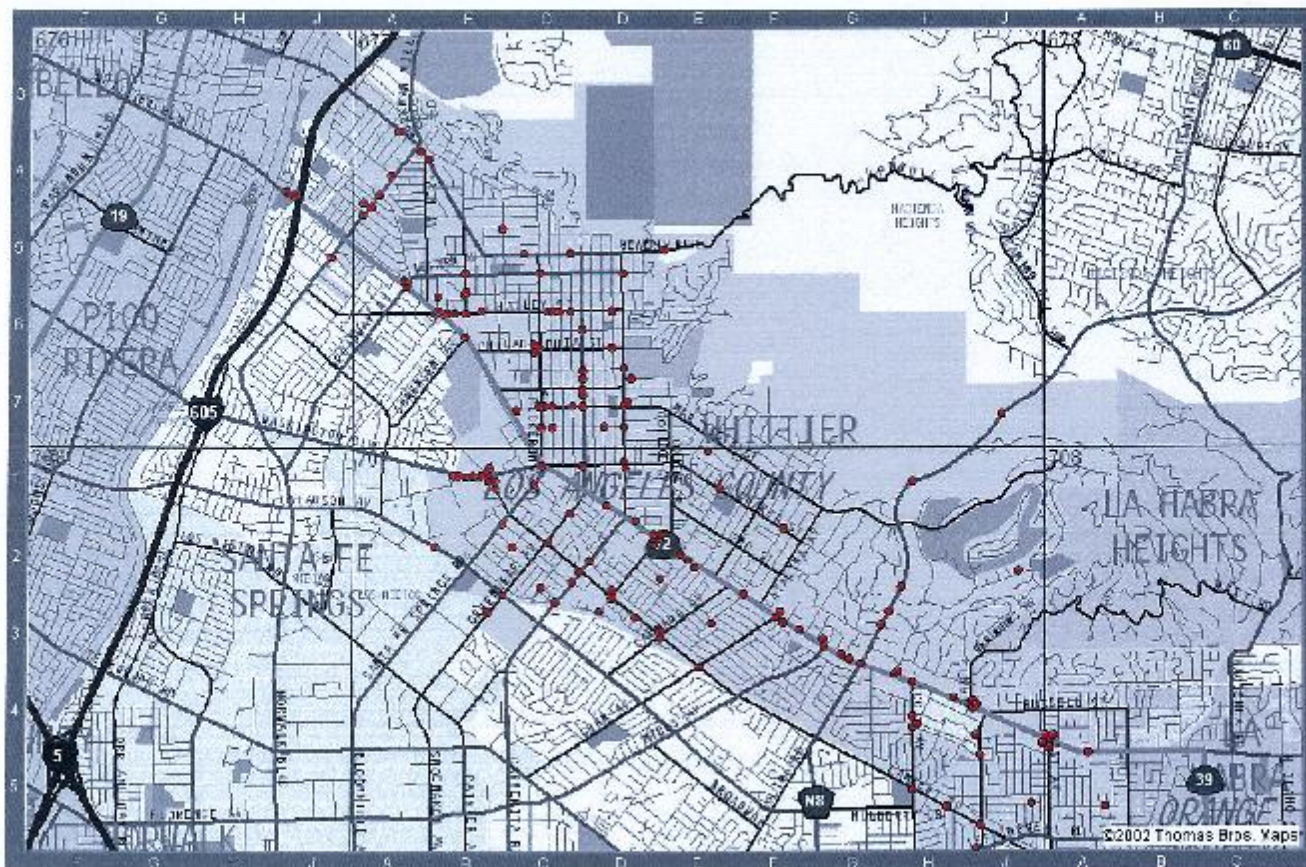
Reported Bicycle Accidents Primary Collision Factor

January 1, 2007 to December 31, 2011



Bicycle Collision Location Map

January 1, 2007 to December 31, 2011



City of Whittier
Traffic Engineering Department

Collision Report Summary

9/11/2012

Date Range Reported: 1/1/07 - 12/31/11

Total Number of Collisions: 150

Page 1

Report#	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Dir. of Travel 1	Movement Prec. Coll. 1	Dir. of Travel 2	Movement Prec. Coll. 2	PCF	Inj.	Kil.	Ver.
07-00302	1/8/07	17:38	Hadley Street & Whittier Boulevard	0'	In Int.	Broadside	Bicycle	North	Proceeding Straight	East	Other	Unknown	1	0	
07-00619	1/18/07	16:12	Whittier Boulevard & Santa Gertrudes Avenue (W)	79'	West	Other	Bicycle	South	Entering Traffic	East	Proceeding Straight	Auto RW Violation	1	0	
07-00910	1/26/07	08:00	Santa Fe Springs Road & Persing Drive	2'	South	Broadside	Bicycle	East	Making Right Turn	North	Proceeding Straight	Improper Turning	1	0	
07-01394	2/8/07	14:50	Painter Avenue & Lambert Road	34'	North	Broadside	Bicycle	West	Proceeding Straight	North	Proceeding Straight	Unknown	0	1	
07-01984	2/23/07	11:31	Beverly Boulevard & Pickering Avenue	1000'	West	Sideswipe	Bicycle	East	Proceeding Straight	East	Proceeding Straight	Unsafe Lane Change	1	0	
07-02681	3/12/07	17:30	Whittier Boulevard & Central Avenue	198'	West	Broadside	Bicycle	South	Entering Traffic	East	Proceeding Straight	Auto RW Violation	1	0	
07-03126	3/24/07	12:30	Lashburn Street & Larrylyn Drive	0'	In Int.	Broadside	Bicycle	South	Making Right Turn	West	Proceeding Straight	Auto RW Violation	1	0	
07-03430	3/30/07	16:42	Whittier Boulevard & Lucia Avenue	75'	West	Broadside	Bicycle	East	Proceeding Straight	South	Other	Unknown	1	0	
07-03548	4/3/07	13:58	Whittier Boulevard & Jacmar Avenue	105'	West	Head-On	Bicycle	North	Entering Traffic	West	Proceeding Straight	Auto RW Violation	1	0	
07-04172	4/19/07	15:45	Walnut Street & Painter Avenue	0'	In Int.	Broadside	Bicycle	North	Traveling Wrong Way	East	Proceeding Straight	Wrong Side of Road	1	0	
07-05062	5/14/07	18:08	Gretna Avenue & Whittier Boulevard	254'	North	Other	Bicycle	West	Other	South	Stopped In Road	Unknown	1	0	
07-05254	5/19/07	15:47	Painter Avenue & La Cuarta Street	0'	In Int.	Sideswipe	Bicycle	East	Proceeding Straight	North	Proceeding Straight	Other Hazardous Movement	1	0	
07-06145	6/11/07	14:31	Hadley Street & Newlin Avenue	0'	In Int.	Broadside	Bicycle	North	Making Left Turn	West	Proceeding Straight	Auto RW Violation	1	0	

Report#	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Dir. of Travel 1	Movement Prec. Coll. 1	Dir. of Travel 2	Movement Prec. Coll. 2	PCF	Inj.	Kil.	Ver.
07-06727	6/28/07	13:19	Slauson Avenue & Chetle Avenue	400'	East	Broadside	Bicycle	East	Traveling Wrong Way	South	Entering Traffic	Wrong Side of Road	1	0	
07-06912	7/3/07	21:21	Hadley Street & Comstock Avenue	0'	In Int.	Broadside	Bicycle	East	Proceeding Straight	South	Proceeding Straight	Auto RW Violation	1	0	
07-07724	7/24/07	21:35	Hadley Street & Newlin Avenue	90'	East	Head-On	Bicycle	East	Traveling Wrong Way	West	Parked	Other Hazardous Movement	1	0	
07-08186	8/6/07	19:00	Hadley Street & Court Avenue	0'	In Int.	Broadside	Bicycle	East	Passing Other Vehicle	South	Proceeding Straight	Improper Passing	1	0	
07-09097	8/31/07	20:35	Greenleaf Avenue & Mulberry Drive	0'	In Int.	Broadside	Bicycle	South	Making Right Turn	East	Traveling Wrong Way	Unknown	1	0	
07-09147	9/2/07	09:36	Painter Avenue & Wardman Street	0'	In Int.	Broadside	Bicycle	North	Making Left Turn	South	Proceeding Straight	Auto RW Violation	1	0	
07-09367	9/8/07	17:36	Whittier Boulevard & Gunn Avenue	0'	In Int.	Broadside	Bicycle	West	Making Left Turn	East	Proceeding Straight	Auto RW Violation	1	0	
07-09653	9/17/07	18:07	Norwalk Boulevard & Orange Drive	0'	In Int.	Broadside	Bicycle	West	Entering Traffic	North	Proceeding Straight	Auto RW Violation	1	0	
07-09891	9/25/07	07:37	Whittier Boulevard & Colima Road	0'	In Int.	Broadside	Bicycle	East	Proceeding Straight	North	Traveling Wrong Way	Unknown	1	0	
07-10487	10/12/07	14:45	Washington Boulevard & Rivera Road	71'	East	Broadside	Bicycle	North	Proceeding Straight	West	Proceeding Straight	Unknown	1	0	
07-10489	10/12/07	15:44	Sunset Drive & Euclid Avenue	186'	East	Broadside	Bicycle	South	Entering Traffic	West	Proceeding Straight	Auto RW Violation	1	0	
07-12411	12/7/07	17:27	Penn Street & Greenleaf Avenue	0'	In Int.	Other	Bicycle	South	Proceeding Straight	West	Making Left Turn	Brakes	1	0	
08-00053	1/2/08	13:13	Whittier Blvd & Sorensen	24'	East	Broadside	Bicycle	South	Proceeding Straight	South	Stopped In Road	Unknown	0	0	
08-01278	2/8/08	18:04	Norwalk Boulevard & Glencannon Drive	26'	South	Rear-End	Bicycle	North	Entering Traffic	North	Proceeding Straight	Other Hazardous Movement	1	0	
08-01309	2/9/08	12:22	Lambert Road & Washington Boulevard	120'	East	Broadside	Bicycle	East	Making Right Turn	West	Proceeding Straight	Improper Turning	1	0	
08-01870	2/26/08	17:12	Santa Fe & Groveside	16'	West	Broadside	Bicycle	West	Traveling Wrong Way	East	Proceeding Straight	Unknown	1	0	

Report#	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Dir. of Travel 1	Movement Prec. Coll. 1	Dir. of Travel 2	Movement Prec. Coll. 2	PCF	Inj.	Kil.	Ver.
08-02066	3/2/08	10:26	Whittier Boulevard & Laurel Avenue	0'	In Int.	Sideswipe	Bicycle	West	Traveling Wrong Way	North	Proceeding Straight	Unknown	1	0	
08-02465	3/13/08	16:23	Mills Avenue & Whittier Boulevard	80'	South	Broadside	Bicycle	South	Proceeding Straight	West	Making Right Turn	Unknown	1	0	
08-03301	4/5/08	18:38	Whittier Boulevard & Pioneer Boulevard	0'	In Int.	Broadside	Bicycle	West	Traveling Wrong Way	North	Making Right Turn	Unknown	1	0	
08-03640	4/16/08	15:14	Santa Gertrudes Avenue & Starbuck Street	0'	In Int.	Broadside	Bicycle	North	Traveling Wrong Way	East	Stopped In Road	Unknown	0	0	
08-05124	5/28/08	17:47	First Ave & Whittier Blvd	0'	In Int.	Broadside	Bicycle	West	Traveling Wrong Way	North	Stopped In Road	Unknown	1	0	
08-05670	6/12/08	17:59	Leffingwell Road & Santa Gertrudes Avenue	220'	West	Broadside	Bicycle	West	Proceeding Straight	North	Proceeding Straight	Other Improper Driving	0	0	
08-05700	6/13/08	17:54	Laurel Avenue & Dunton Drive	0'	In Int.	Broadside	Bicycle	East	Entering Traffic	South	Proceeding Straight	Auto R/W Violation	1	0	
08-95844	6/17/08	17:50	Washington Boulevard & Seasons Avenue	110'	East	Broadside	Bicycle	North	Entering Traffic	West	Proceeding Straight	Auto R/W Violation	1	0	
08-05985	6/21/08	14:09	Laurel Avenue & Lambert Road	0'	In Int.	Head-On	Bicycle	North	Making Right Turn	West	Traveling Wrong Way	Wrong Side of Road	1	0	
08-06245	6/29/08	12:48	Whittier Boulevard & Santa Gertrudes Avenue (W)	0'	In Int.	Broadside	Bicycle	North	Making Right Turn	West	Traveling Wrong Way	Unknown	0	0	
08-07164	7/22/08	21:09	Painter Avenue & La Cuarta Street	0'	In Int.	Broadside	Bicycle	East	Making Right Turn	North	Traveling Wrong Way	Wrong Side of Road	1	0	
08-07376	7/29/08	11:12	Lambert Road & Washington Boulevard	160'	East	Broadside	Bicycle	West	Traveling Wrong Way	East	Making Right Turn	Other Hazardous Movement	1	0	
08-07470	7/31/08	20:22	Pickering Avenue & Broadway	27'	North	Broadside	Bicycle	East	Traveling Wrong Way	North	Proceeding Straight	Improper Turning	1	0	
08-07569	8/3/08	17:22	Mar Vista Street & Comstock Avenue	100'	West	Broadside	Bicycle	North	Entering Traffic	West	Proceeding Straight	Auto R/W Violation	1	0	
08-08241	8/21/08	07:13	Ocean View Avenue & Chestnut Street	0'	In Int.	Broadside	Bicycle	North	Proceeding Straight	East	Proceeding Straight	Unknown	1	0	
08-08318	8/22/08	20:04	Hadley Street & Magnolia Avenue	0'	In Int.	Broadside	Bicycle	West	Traveling Wrong Way	North	Making Right Turn	Wrong Side of Road	1	0	

Report#	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Dir. of Travel 1	Movement Prec. Coll. 1	Dir. of Travel 2	Movement Prec. Coll. 2	PCF	Inj.	Kil.	Ver.
08-08466	8/27/08	11:03	Mar Vista Street & Newlin Avenue	44'	East	Broadside	Bicycle	South	Entering Traffic	East	Proceeding Straight	Auto R/W Violation	0	0	
08-09425	9/25/08	14:03	Whittier Boulevard & La Entrada Avenue	412'	West	Broadside	Bicycle	West	Proceeding Straight	East	Slowing/Stopping	Other Improper Driving	0	0	
08-09441	9/25/08	20:11	Pickering Avenue & Philadelphia Street	0'	In Int.	Sideswipe	Bicycle	North	Merging	North	Proceeding Straight	Unknown	1	0	
08-10277	10/19/08	19:12	Norwalk Boulevard & Rose Drive	0'	In Int.	Broadside	Bicycle	East	Making Left Turn	North	Proceeding Straight	Improper Turning	1	0	
08-11155	11/13/08	07:41	Whittier Boulevard & La Serna Drive	0'	In Int.	Broadside	Bicycle	North	Entering Traffic	East	Making Left Turn	Unknown	1	0	
08-11782	12/1/08	17:06	Youngwood Drive & Amelga Drive	55'	South	Broadside	Bicycle	North	Making Left Turn	South	Proceeding Straight	Auto R/W Violation	1	0	
08-12635	12/26/08	06:44	Whittier Boulevard & Mills Avenue	0'	In Int.	Broadside	Bicycle	North	Making Right Turn	East	Proceeding Straight	Auto R/W Violation	1	0	
09-00792	1/22/09	04:29	Lambert Road & Washington Boulevard	0'	In Int.	Sideswipe	Bicycle	West	Proceeding Straight	North	Making Left Turn	Traffic Signals and Signs	1	0	
09-00922	1/25/09	14:13	Greenleaf Avenue & La Cuarta Street	0'	In Int.	Broadside	Bicycle	North	Making Left Turn	West	Proceeding Straight	Auto R/W Violation	1	0	
09-01441	2/9/09	14:42	Whittier Boulevard & Laurel Avenue	3'	East	Broadside	Bicycle	West	Proceeding Straight	North	Proceeding Straight	Traffic Signals and Signs	1	0	
09-01490	2/10/09	15:18	Scott Avenue & Starbuck Street	0'	In Int.	Broadside	Bicycle	South	Traveling Wrong Way	West	Stopped In Road	Wrong Side of Road	1	0	
09-02332	3/5/09	20:39	Broadway & Painter Avenue	0'	In Int.	Broadside	Bicycle	North	Slowing/Stopping	West	Slowing/Stopping	Unknown	1	0	
09-02860	3/19/09	12:11	Lambert Road & Gunn Avenue	50'	East	Other	Bicycle	South	Backing	East	Proceeding Straight	Unknown	1	0	
09-04292	4/30/09	12:38	Gretna Avenue & Whittier Boulevard	60'	North	Sideswipe	Bicycle	North	Entering Traffic	South	Proceeding Straight	Auto R/W Violation	1	0	
09-04575	5/8/09	08:33	Hadley Street & Newlin Avenue	0'	In Int.	Broadside	Bicycle	East	Traveling Wrong Way	South	Making Right Turn	Wrong Side of Road	1	0	
09-05132	5/23/09	10:59	Mavis Avenue & Beverly Boulevard	0'	In Int.	Broadside	Bicycle	North	Making Right Turn	West	Traveling Wrong Way	Unknown	1	0	

Report#	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Dir. of Travel 1	Movement Prec. Coll. 1	Dir. of Travel 2	Movement Prec. Coll. 2	PCF	Inj.	Kil.	Ver.
09-06715	7/7/09	18:43	Whittier Boulevard & Jordan Road	145'	West	Broadside	Bicycle	West	Traveling Wrong Way	North	Making Right Turn	Wrong Side of Road	1	0	
09-07024	7/15/09	14:15	La Calma Drive & Colima Road	0'	In Int.	Broadside	Bicycle	North	Traveling Wrong Way	East	Making Right Turn	Unknown	1	0	
09-07572	7/31/09	08:29	El Rancho Drive & Norwalk Boulevard	0'	In Int.	Broadside	Bicycle	North	Traveling Wrong Way	East	Stopped In Road	Wrong Side of Road	1	0	
09-07699	8/4/09	11:00	Broadway & Magnolia Avenue	0'	In Int.	Sideswipe	Bicycle	South	Entering Traffic	South	Entering Traffic	Unsafe Speed	0	0	
09-08246	8/21/09	15:49	Greenleaf Avenue & Mar Vista Street	0'	In Int.	Vehicle - Pedestrian	Bicycle	North	Traveling Wrong Way	South	Making Right Turn	Wrong Side of Road	1	0	
09-08298	8/23/09	10:38	Whittier Boulevard & Colima Road	327'	West	Broadside	Bicycle	East	Traveling Wrong Way	South	Entering Traffic	Wrong Side of Road	1	0	
09-08370	8/25/09	14:33	Pickering Avenue & Philadelphia Street	0'	In Int.	Broadside	Bicycle	East	Traveling Wrong Way	South	Making Right Turn	Wrong Side of Road	1	0	
09-08406	8/26/09	19:21	La Forge Street & Santa Gertrudes Avenue (N)	200'	West	Head-On	Bicycle	West	Traveling Wrong Way	South	Proceeding Straight	Other Improper Driving	0	0	
09-08414	8/27/09	06:53	Washington Boulevard & Lambert Road	143'	West	Broadside	Bicycle	East	Making Left Turn	North	Proceeding Straight	Other Improper Driving	0	0	
09-08430	8/27/09	18:24	Lambert Road & Calmada Avenue	0'	In Int.	Broadside	Bicycle	South		East	Proceeding Straight	Improper Turning	1	0	
09-08667	9/3/09	17:00	Orange Grove Avenir & Norwalk Blvd	0'	In Int.	Other	Bicycle	West	Making Left Turn	South	Proceeding Straight	Auto R/W Violation	1	0	
09-09656	10/1/09	21:04	Greenleaf Avenue & Putnam Street (E)	0'	In Int.	Broadside	Bicycle	North	Proceeding Straight	West	Entering Traffic	Auto R/W Violation	1	0	
09-09882	10/2/09	07:35	Gunn Avenue & Lambert Road	0'	In Int.	Broadside	Bicycle	East	Making Left Turn	East	Making Left Turn	Unsafe Speed	1	0	
09-09994	10/12/09	08:27	Michigan Avenue & La Cuarta Street	0'	In Int.	Broadside	Bicycle	West	Proceeding Straight	South	Proceeding Straight	Traffic Signals and Signs	1	0	
09-10098	10/15/09	14:20	Scott Avenue & Cullen Street	0'	In Int.	Broadside	Bicycle	West	Making Left Turn	East	Proceeding Straight	Auto R/W Violation	1	0	
09-10109	10/15/09	18:38	Comstock Avenue & Beverly Boulevard	0'	In Int.	Broadside	Bicycle	South	Proceeding Straight	East	Proceeding Straight	Wrong Side of Road	1	0	

Report#	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Dir. of Travel 1	Movement Prec. Coll. 1	Dir. of Travel 2	Movement Prec. Coll. 2	PCF	Inj.	Kil.	Ver.
09-10139	10/16/09	16:45	Mar Vista Street & Pickering Avenue	55'	East	Broadside	Bicycle	South	Proceeding Straight	East	Proceeding Straight	Unknown	1	0	
09-11493	11/24/09	16:40	Whittier Boulevard & Washington Avenue	0'	In Int.	Other	Bicycle	West	Making Left Turn	East	Proceeding Straight	Auto R/W Violation	1	0	
09-11652	11/30/09	10:58	Greenleaf Avenue & Busch Pl.	135'	North	Broadside	Bicycle	South	Traveling Wrong Way	West	Making Right Turn	Wrong Side of Road	1	0	
09-12256	12/18/09	08:20	Villa Drive & Danbrook Drive	0'	In Int.	Broadside	Bicycle	North	Proceeding Straight	West	Stopped In Road	Brakes	1	0	
09-12324	12/20/09	16:12	Washington Boulevard & Lambert Road	200'	East	Head-On	Bicycle	East	Proceeding Straight	South	Stopped In Road	Wrong Side of Road	1	0	
09-12478	12/25/09	15:35	Pickering Avenue & Walnut Street	10'	South	Broadside	Bicycle	South	Proceeding Straight	West	Making Right Turn	Wrong Side of Road	1	0	
10-00132	1/4/10	16:39	Painter Avenue & Dittmar Drive (N)	138'	South	Broadside	Bicycle	South	Proceeding Straight	East	Proceeding Straight	Traffic Signals and Signs	1	0	
10-02023	3/1/10	19:31	Hadley Street & Hoover Avenue	75'	West	Broadside	Bicycle	South	Entering Traffic	East	Proceeding Straight	Traffic Signals and Signs	1	0	
10-02283	3/9/10	13:09	Greenleaf Avenue & Bailey Street	0'	In Int.	Rear-End	Bicycle	South	Proceeding Straight	South	Making Right Turn	Improper Passing	1	0	
10-03070	3/31/10	17:57	Lambert Road & Greenleaf Avenue	259'	West	Broadside	Bicycle	South	Entering Traffic	East	Proceeding Straight	Auto R/W Violation	1	0	
10-03181	4/3/10	19:22	Whittier Boulevard & First	448'	East	Broadside	Bicycle	West	Traveling Wrong Way	North	Entering Traffic	Wrong Side of Road	1	0	
10-03430	4/10/10	18:16	Chestnut Street & Michigan Avenue	210'	West	Broadside	Bicycle	South	Entering Traffic	West	Proceeding Straight	Auto R/W Violation	1	0	
10-03873	4/24/10	13:08	Whittier Boulevard & Ocean View Avenue	0'	In Int.	Broadside	Bicycle	North	Proceeding Straight	West	Proceeding Straight	Traffic Signals and Signs	1	0	
10-04440	5/11/10	15:00	Walnut Street & Washington Avenue	0'	In Int.	Broadside	Bicycle	South	Entering Traffic	West	Making Left Turn	Auto R/W Violation	1	0	
10-04449	5/11/10	17:16	Lambert Road & Coachman Avenue	0'	In Int.	Broadside	Bicycle	West	Traveling Wrong Way	North	Making Right Turn	Wrong Side of Road	1	0	
10-05064	5/28/10	17:51	Beverly Boulevard & Palm Avenue	0'	In Int.	Sideswipe	Bicycle	West	Entering Traffic	North	Proceeding Straight	Traffic Signals and Signs	1	0	

Report#	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Dir. of Travel 1	Movement Prec. Coll. 1	Dir. of Travel 2	Movement Prec. Coll. 2	PCF	Inj.	Kil.	Ver.
10-06341	7/3/10	16:48	Whittier Boulevard & Gunn Avenue	0'	In Int.	Broadside	Bicycle	West	Making Left Turn	East	Proceeding Straight	Auto R/W Violation	1	0	
10-06542	7/9/10	06:46	Colima Road & Youngwood Drive	200'	North	Other	Bicycle	South	Proceeding Straight	West	Backing	Other Hazardous Movement	1	0	
10-06857	7/17/10	23:11	First Ave & Whittier Blvd	0'	In Int.	Broadside	Bicycle	West	Proceeding Straight	South	Making Left Turn	Wrong Side of Road	1	0	
10-06880	7/18/10	16:50	Whittier Boulevard & Esperanza Avenue	0'	In Int.	Broadside	Bicycle	East	Traveling Wrong Way	South	Making Right Turn	Traffic Signals and Signs	1	0	
10-06943	7/20/10	18:40	Lambert Road & Kibbee Avenue	0'	In Int.	Sideswipe	Bicycle	West	Traveling Wrong Way	North	Stopped In Road	Wrong Side of Road	1	0	
10-07123	7/24/10	11:14	Laurel Avenue & Lambert Road	0'	In Int.	Broadside	Bicycle	West	Proceeding Straight	North	Making Right Turn	Pedestrian Violation	0	0	
10-07332	7/29/10	20:55	Lambert Road & Calmada Avenue	0'	In Int.	Broadside	Bicycle	East	Proceeding Straight	West	Making Left Turn	Improper Turning	1	0	
10-07406	7/31/10	17:48	Beverly Boulevard & Beverly Hills Dr	350'	East	Broadside	Bicycle	East	Making Left Turn	West	Proceeding Straight	Improper Turning	1	0	
10-07523	8/3/10	20:01	Citrus Avenue & Rose Drive	0'	In Int.	Broadside	Bicycle	West	Entering Traffic	North	Proceeding Straight	Auto R/W Violation	1	0	
10-07729	8/9/10	12:26	Colima Road & Mar Vista Street	5280'	North	Rear-End	Bicycle	North	Proceeding Straight	North	Parked	Improper Turning	1	0	
10-08395	8/28/10	17:42	Whittier Boulevard & Mills Avenue	0'	In Int.	Broadside	Bicycle	North	Making Right Turn	West	Traveling Wrong Way	Wrong Side of Road	1	0	
10-08416	8/29/10	11:23	Santa Gertrudes Avenue & Lambert Road	0'	In Int.	Broadside	Bicycle	West	Making Right Turn	South	Proceeding Straight	Improper Turning	1	0	
10-08798	9/1/10	16:57	Washington Boulevard & Lambert Road	0'	In Int.	Other	Bicycle	East	Traveling Wrong Way	West	Making Right Turn	Wrong Side of Road	0	0	
10-08555	9/2/10	16:55	Painter Avenue & Mar Vista Street	0'	In Int.	Other	Bicycle	South	Traveling Wrong Way	West	Proceeding Straight	Traffic Signals and Signs	0	0	
10-08561	9/2/10	20:28	Painter Avenue & Oval Drive	80'	South	Broadside	Bicycle	South	Proceeding Straight	East	Proceeding Straight	Wrong Side of Road	1	0	
10-08701	9/7/10	16:16	Santa Fe Springs Road & Danbrook Drive	0'	In Int.	Broadside	Bicycle	West	Entering Traffic	North	Proceeding Straight	Auto R/W Violation	1	0	

Report#	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Dir. of Travel 1	Movement Prec. Coll. 1	Dir. of Travel 2	Movement Prec. Coll. 2	PCF	Inj.	Kil.	Ver.
10-09186	9/21/10	08:38	Washington Boulevard & Seasons Avenue	0'	In Int.	Broadside	Bicycle	South	Entering Traffic	East	Traveling Wrong Way	Unknown	1	0	
10-09500	9/29/10	06:13	Lambert Road & Laurel Avenue	0'	In Int.	Broadside	Bicycle	East	Traveling Wrong Way	South	Making Right Turn	Wrong Side of Road	1	0	
10-09592	10/1/10	19:42	Hadley Street & Friends Avenue	0'	In Int.	Broadside	Bicycle	North	Making Left Turn	West	Proceeding Straight	Improper Turning	1	0	
10-10193	10/18/10	14:58	Whittier Boulevard & Laurel Avenue	0'	In Int.	Broadside	Bicycle	West	Proceeding Straight	South	Proceeding Straight	Traffic Signals and Signs	1	0	
10-10236	10/20/10	19:23	Whittier Boulevard & Scott Avenue	0'	In Int.	Rear-End	Bicycle	West	Traveling Wrong Way	North	Making Left Turn	Other Hazardous Movement	1	0	
10-10325	10/23/10	18:46	Whittier Boulevard & Hadley Street	0'	In Int.	Other	Bicycle	West	Making Right Turn	South	Traveling Wrong Way	Wrong Side of Road	1	0	
10-10407	10/26/10	06:30	Whittier Boulevard & Broadway	0'	In Int.	Sideswipe	Bicycle	West	Making Right Turn	West	Proceeding Straight	Improper Turning	1	0	
10-10601	11/1/10	08:52	Mar Vista Street & Painter Avenue	0'	In Int.	Broadside	Bicycle	North	Traveling Wrong Way	East	Making Right Turn	Wrong Side of Road	1	0	
10-10613	11/1/10	13:34	Whittier Boulevard & La Serna Drive	0'	In Int.	Other	Bicycle	West	Entering Traffic	North	Entering Traffic	Unknown	1	0	
10-10751	11/4/10	19:51	Philadelphia Street & Friends Avenue	0'	In Int.	Broadside	Bicycle	West	Making U Turn	West	Proceeding Straight	Improper Turning	1	0	
10-11377	11/23/10	16:22	Whittier Boulevard & Santa Gertrudes Avenue (W)	0'	In Int.	Broadside	Bicycle	West	Traveling Wrong Way	North	Making Right Turn	Wrong Side of Road	1	0	
10-11587	11/30/10	14:42	Washington Boulevard & Home Depot Drive	75'	West	Other	Bicycle	West	Traveling Wrong Way	North	Entering Traffic	Wrong Side of Road	1	0	
10-12235	12/18/10	12:52	Walnut Street & Newlin Avenue	0'	In Int.	Broadside	Bicycle	North	Entering Traffic	West	Proceeding Straight	Traffic Signals and Signs	1	0	
10-12408	12/24/10	10:53	Mar Vista Street & Pickering Avenue	0'	In Int.	Broadside	Bicycle	South	Traveling Wrong Way	West	Making Right Turn	Wrong Side of Road	1	0	
10-12416	12/24/10	13:33	Ocean View Avenue & La Cuarta Street	0'	In Int.	Broadside	Bicycle	South	Making Left Turn	West	Proceeding Straight	Auto R/W Violation	1	0	
10-12607	12/31/10	15:22	Starbuck Street & Scott Avenue	0'	In Int.	Broadside	Bicycle	South	Traveling Wrong Way	West	Making Right Turn	Wrong Side of Road	1	0	

Report#	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Dir. of Travel 1	Movement Prec. Coll. 1	Dir. of Travel 2	Movement Prec. Coll. 2	PCF	Inj.	Kil.	Ver.
11-00175	1/6/11	14:53	Greenleaf Avenue & Wardman Street	0'	In Int.	Other	Bicycle	South	Parking Maneuver	South	Proceeding Straight	Improper Turning	1	0	
11-00392	1/17/11	18:18	Painter Avenue & Danbrook Drive	63'	North	Broadside	Bicycle	South	Traveling Wrong Way	North	Proceeding Straight	Other Hazardous Movement	1	0	
11-00651	1/21/11	00:29	Whittier Boulevard & Washington Avenue	90'	East	Rear-End	Bicycle	West	Other Unsafe Turning	West	Parked	Improper Turning	1	0	
11-00709	1/22/11	17:06	Villa Drive & Foxley Drive	0'	In Int.	Broadside	Bicycle	East	Entering Traffic	North	Proceeding Straight	Auto RAW Violation	2	0	
11-01975	3/4/11	20:31	Earlham Drive & Painter Avenue	134'	East	Broadside	Bicycle	West	Traveling Wrong Way	North	Proceeding Straight	Wrong Side of Road	1	0	
11-02030	3/6/11	13:59	Whittier Boulevard & Santa Gertrudes Avenue (W)	0'	In Int.	Broadside	Bicycle	West	Traveling Wrong Way	North	Making Left Turn	Wrong Side of Road	1	0	
11-02381	3/17/11	09:40	First Ave & Whittier Blvd.	185'	South	Sideswipe	Bicycle	East	Entering Traffic	South	Proceeding Straight	Auto RAW Violation	1	0	
11-02778	3/28/11	18:57	Colima Road & Carretera Drive	0'	In Int.	Head-On	Bicycle	East	Making Left Turn	West	Proceeding Straight	Improper Turning	1	0	
11-03071	4/7/11	09:11	Whittier Boulevard & First Ave	0'	In Int.	Broadside	Bicycle	West	Traveling Wrong Way	East	Making Right Turn	Wrong Side of Road	1	0	
11-03086	4/7/11	15:05	Lambert Road & Washington Boulevard	210'	East	Broadside	Bicycle	East	Entering Traffic	West	Proceeding Straight	Auto RAW Violation	1	0	
11-03248	4/12/11	16:40	Greenleaf Avenue & Wardman Street	110'	South	Broadside	Bicycle	South	Traveling Wrong Way	West	Entering Traffic	Other Hazardous Movement	1	0	
11-03379	4/16/11	11:55	Whittier Boulevard & La Puebla Avenue	0'	In Int.	Broadside	Bicycle	East	Making Right Turn	West	Traveling Wrong Way	Other Hazardous Movement	1	0	
11-03809	4/30/11	12:20	Whittier Boulevard & Michigan Avenue	0'	In Int.	Hit Object	Bicycle	West	Making Right Turn	West	Proceeding Straight	Improper Turning	1	0	
11-04106	5/9/11	09:12	Pickering Avenue & Philadelphia Street	0'	In Int.	Broadside	Bicycle	West	Proceeding Straight	South	Proceeding Straight	Traffic Signals and Signs	1	0	
11-04686	5/25/11	21:00	Greenleaf Avenue & Penn Street	200'	South	Other	Bicycle	South	Other Unsafe Turning	South	Stopped In Road	Improper Turning	1	0	
11-04713	5/27/11	18:52	Whittier Boulevard & Santa Gertrudes Avenue (W)	0'	In Int.	Broadside	Bicycle	West	Traveling Wrong Way	South	Proceeding Straight	Traffic Signals and Signs	0	0	

Report#	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Dir. of Travel 1	Movement Prec. Coll. 1	Dir. of Travel 2	Movement Prec. Coll. 2	PCF	Inj.	Kil.	Ver.
11-04998	6/6/11	10:04	Hadley Street & Canobie Avenue	60'	West	Broadside	Bicycle	West	Entering Traffic	East	Proceeding Straight	Auto R/W Violation	1	0	
11-05387	6/18/11	16:33	Scott Avenue & Lambert Road	12'	South	Other	Bicycle	West	Other	North	Making Right Turn	Wrong Side of Road	1	0	
11-05571	6/24/11	18:00	Beverly Boulevard & Norwalk Boulevard	210'	East	Other	Bicycle	North	Entering Traffic	East	Proceeding Straight	Auto R/W Violation	1	0	
11-05681	6/28/11	20:17	Magnolia Avenue & Camilla Street	2'	North	Other	Bicycle	North	Entering Traffic	South	Proceeding Straight	Traffic Signals and Signs	1	0	
11-05719	6/29/11	18:18	Whittier Boulevard & Broadway	20'	West	Other	Bicycle	South	Entering Traffic	West	Proceeding Straight	Auto R/W Violation	0	0	
11-05790	7/1/11	16:44	Camilla Street & Magnolia Avenue	0'	In Int.	Other	Bicycle	West	Entering Traffic	South	Proceeding Straight	Auto R/W Violation	1	0	
11-06161	7/12/11	18:25	Rose Drive & Norwalk Boulevard	250'	West	Other	Bicycle	West	Parked	West	Proceeding Straight	Unsafe Speed	1	0	
11-06227	7/14/11	13:39	Mar Vista Street & Whittier Boulevard	300'	North	Other	Bicycle	South	Proceeding Straight	West	Proceeding Straight	Unsafe Speed	1	0	
11-06254	7/15/11	09:32	Colima Road & Murphy Ranch Field	75'	North	Other	Bicycle	North	Making Left Turn	South	Proceeding Straight	Auto R/W Violation	1	0	

Support Letters



January 3, 2012

Whittier City Hall
13230 Penn St.
Whittier, CA 90602

RE: Whittier Bicycle Transportation Plan

Parking and Transportation Commission:

On behalf of Bike San Gabriel Valley (BikeSGV), I would like to submit this letter in support of your efforts to update the Whittier Bicycle Transportation Plan.

BikeSGV's mission is to make the San Gabriel Valley a safer, healthier, and more enjoyable place for cycling by educating communities about bicycle safety, the myriad benefits of bicycling and integrating bicycling as a viable form of transportation. Over the past couple of years, BikeSGV has actively followed, supported and championed multiple efforts to improve bicycle-related policies, legislation and infrastructure to create a built environment that is advantageous and safe for all users.

Updating a city's bicycle plan is not only required to qualify for the Cal-Trans Bicycle Transportation Account funding but it also presents an opportunity to reevaluate existing bikeway conditions and identify areas of improvement. Modern cityscapes and infrastructure designs have evolved with the widespread use of bicycles and mass transit. This emerging trend to create dynamic pedestrian/bicycle-friendly communities has forged a nexus between public health, safety and economic development.

BikeSGV would like to submit the following suggestions for consideration:

1. **Using Traffic Calming Measures to Improve Safety** - Studies on impact speeds between automobiles and cyclists/pedestrians are unequivocal about one thing: speed

kills. Therefore, in accordance with the [California Complete Streets Act \(AB 1358\)](#), BikeSGV wholeheartedly supports any and all measures that significantly improves safety for pedestrians and bicyclists. Many successful bike plans are utilizing road diets, bulb-out street corners, speed bumps, increased signage, highly visible street crossings and markings to improve safety on major arterials. We strongly urge you to consider incorporating innovative traffic calming measures to improve safety for all roadway users.

Pedestrian Injuries at Impact Speeds



2. **Utilizing Best Practices in Bicycle Infrastructure** - According to a classification system that gauges Americans' 'varying attitudes' toward bicycling, approximately 60% of the population are categorized as *Interested but Concerned* and represents those who do not currently ride a bicycle regularly, in large part due to perceived risks from riding with traffic. In general, Class-III bikes lanes do not provide a safe environment for bicyclists or the comfort assurance necessary to attract bicyclists of all ages and abilities which oftentimes results in sidewalk cycling (lower perceived risk but inherently more dangerous). A growing number of cities have recognized the demand for safer cycling conditions and are installing protected bike lanes a.k.a. "cycle-tracks" or green bike lanes to create a safe space for bicyclists. Building on the existing network of bikeways, especially the Whittier Greenway Trail, BikeSGV strongly urges you to bolster the network of Class-I and Class-II bikes paths that provide safe, comfortable and highly visible dedicated bike lanes.
3. **Safe and Convenient Bicycle Parking Facilities** - Years of auto-centric planning and development has overlooked safe and convenient bicycle parking as a means to encourage a healthier transportation alternative and localized economic development. The shift toward increased bicycle use charges local cities with the responsibility to provide safe, accessible and easy-to-use bicycle parking in retail centers, business districts and downtown corridors. Cities in conjunction with their business district associations are re-purposing single motor vehicle parking spaces and converting them into bicycle parking corrals. These "parking swaps" provide multiple benefits such as:
 - o One car parking space accommodates approximately 15-20 bicycles (better customer to parking space ratio)
 - o Reduces or eliminates unwanted bicycle parking on fences, public furniture, street poles, trees, etc.
 - o Provides a permanent buffer between pedestrian activities on the sidewalk and motor vehicle traffic on the street
 - o Create a de-facto curb extension, shortening pedestrian crossing distances at intersections
 - o Encourages local economic activity by staying local and spending local

Support Letters

BikeSGV recognizes that there is a strong social movement to create physical environments that promote public health and wellness by improving walkability and bikeability. We call on Whittier's Parking and Transportation Commission to capitalize on this opportunity to enhance it's built environment through innovative land use and supporting policies.

We feel that Whittier has the potential to be an flourishing pedestrian/bicycle-friendly community. Please feel welcome to visit our website listed below for additional information on building a more bike-friendly community. BikeSGV is committed to assisting you in updating the Bicycle Transportation Plan to truly meet the needs of the community. Thank you for considering our observations and suggestions.

Sincerely,



Javier Hernandez, Program Director
Bike San Gabriel Valley
www.bikesgv.org



January 3, 2012

Whittier City Hall
Parking and Transportation Commission
13230 Penn St.
Whittier, CA 90802

RE: Whittier Bicycle Transportation Plan

Parking and Transportation Commission:

On behalf of the Whittier Rio Hondo AIDS Project (WRHAP) I would like to submit this letter in support of your efforts to update the Whittier Bicycle Transportation Plan.

Modern cityscapes and infrastructure designs have evolved with the widespread use of bicycles and transit. This emerging trend to create dynamic pedestrian/bicycle-friendly communities has forged a nexus between public health, safety and economic development.

The Whittier Rio Hondo AIDS Project would like to submit the following suggestions for consideration:

- 1. Using Traffic Calming Measures to Improve Safety** - Studies on impact speeds between automobiles and cyclists/pedestrians are unequivocal about one thing: speed kills. Therefore in accordance with the California Complete Streets Act (AB 1358), WRHAP supports any and all measures that significantly improves safety for pedestrians and bicyclists. Many successful bike plans are utilizing road diets, bulb-out street corners, speed bumps, increased signage, highly visible street crossings and markings in

Main Office

9700 Colima Road, Suite 104
Whittier, CA 90605
T (562) 698-3550
F (562) 698-6511

Christopher Wahl Youth Center

12401 Slauson Avenue, Unit G
Whittier, CA 90606
T (562) 693-2247
F (562) 945-7264

Pathways

520 N. Prospect Avenue, Suite 209
Redondo Beach, CA 90277
T (310) 374-5475
F (310) 374-5625

www.wrhap.org

Support Letters

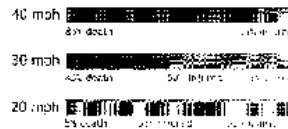
Page Two
Whittier Rio Honda AIDS Project

improve safety on major arterials. We strongly urge you to consider incorporating innovative traffic calming measures to improve safety for all roadway users.

2. Utilizing Best Practices in Bicycle Infrastructure

A growing number of cities, including Long Beach, Portland, Minneapolis, Chicago, and New York have recognized the demand for safer cycling conditions and are installing protected bike lanes a.k.a. "cycle-tracks" or green bike lanes to create a safe space for bicyclists. According to a classification system that gauges Americans' varying attitudes toward bicycling, approximately 65% of the population are categorized as *Interested but Concerned* and represents those who do not currently ride a bicycle regularly in large part due to perceived risks from riding with traffic. In general, Class III bike lanes do not provide a safe environment for bicyclists or the comfort assurance necessary to attract bicyclists of all ages and abilities. Building on the existing network of bikeways, especially the Whittier Greenway Trail, WRHAP strongly urges you to bolster the network of Class-I and Class-II bike paths that provide safe, comfortable and highly visible dedicated bike lanes.

Pedestrian Injuries at Impact Speeds



- ## 3. Safe and Convenient Bicycle Parking Facilities
- Years of auto-centric planning and development has overlooked safe and convenient bicycle parking as a means to encourage a healthier transportation alternative and localized economic development. The shift toward increased bicycle use charges local cities with the responsibility to provide safe, accessible and easy-to-use bicycle parking in retail centers, business districts and downtown corridors. Cities in conjunction with their business district associations are re-purposing single motor vehicle parking spaces and converting them into bicycle parking corrals. These "parking swaps" provide multiple benefits such as:
- One car parking space accommodates approximately 15-20 bicycles (better customer to parking space ratio)
 - Reduces or eliminates unwanted bicycle parking on fences, public furniture, street poles, trees, etc.
 - Provides a permanent buffer between pedestrian activities on the sidewalk and motor vehicle traffic on the street
 - Creates a de-facto curb extension, shortening pedestrian crossing distances at intersections
 - Encourages local economic activity by staying local and spending local

Page Three
Whittier Rio Honda AIDS Project

WRHAP recognizes that there is a strong social movement to create physical environments that improve public health and wellness by improving walkability and bikeability. We call on Whittier's Planning and Transportation Commission to capitalize on this opportunity to improve its built environment through innovative land use and supporting policies.

We feel that Whittier has the potential to be an amazing pedestrian/bicycle-friendly community. Please feel welcome to visit our website listed below for additional information on building a more bike-friendly community. WRHAP is committed to assisting you in updating the Bicycle Transportation Plan to truly meet the needs of the community. Thank you for considering our observations and suggestions.

Sincerely,

Elizabeth Mendia
Whittier Rio Honda AIDS Project

Commission Reports



MEMORANDUM

Date: November 1, 2012
To: Parking and Transportation Commission
Submitted by: Department of Public Works
Reviewed by: Christopher L. Magdosku, Deputy Secretary
Prepared by: James L. Keena, Civil Engineering Associate
Subject: Whittier Bicycle Transportation Plan - Update

Recommendation

Staff recommends that the Commission:

1. Review and receive public comments regarding the Draft 2013 Bicycle Transportation Plan (BTP); and
2. Direct staff to incorporate comments and revisions received at the Parking and Transportation Commission, Parks Recreation and Community Service Commission and the Planning Commission into the BTP and return on January 3, 2013 for Commission review and approval before forwarding a recommendation to the City Council to adopt the 2013 BTP.

Background

The City is seeking supplementary funding for the eastern extension of the Whittier Greenway Trail. Eligibility for the California Department of Transportation Bicycle Transportation Account grant funds (BTA) mandates applicants have a BTP which is no more than five (5) years old. The BTP for the City of Whittier was last updated and adopted on February 1, 2008. Adoption of the updated BTP would allow the City to qualify for additional funding to develop the extension of the Greenway Trail from Mills to the eastern city limits.

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.

C:\Parking & Transportation Commission\Reports\2012 PTC Report\110112 Whittier Bicycle Transportation Plan - Update.docx

In 1982, as the City adopted a Bicycle Master Plan, very few bikeways existed within its boundaries. By 2002, the majority of bikeways identified in the 1982 Plan had been developed. In addition to implementing all bikeways within the Master Plan, the City's Public Works Department has proposed and completed additional bikeways not addressed in 1982.

In 2002 and again in 2008, City staff prepared an updated BTP that provided a bikeway needs assessment, which identified improvements such as improved route connection, more direct cross-city bike access and called for upgrading Class III routes to Class II routes. Additionally, the bikeway analysis from the 2008 BTP identified the proposed bikeway improvements.

The City was successful in obtaining a BTA grant from the State of California Department of Transportation (Caltrans) to expand and upgrade the existing bikeway system through out the City of Whittier. The BTA grant will be utilized to replace bike route signage and for the striping and signing of additional Class II bike lanes that were identified in the 2008 BTP.

Construction of the Whittier Greenway Trail Eastern Extension by itself requires an updated BTP. Special attention for the Greenway Trail is warranted to due its unprecedented potential. Completion of the rails-to-trail project is expected to dramatically increase the use of alternative modes of transportation in the City and the region. The extension of the Greenway Trail will link bikeways in the Southeast area of Los Angeles County and the Northwest region of Orange County.

The 2013 Whittier BTP fulfills Caltrans requirements for BTA grant funds. All BTP's must address Section (a through k) in the Streets and Highways Code Section 891.2. The Whittier BTP references the Los Angeles County Metropolitan Authority (Metro) 2006 Bicycle Transportation Strategic Plan and the Los Angeles County 2012 Bicycle Master Plan where BTA requirements for Whittier have been met. The Metro BTP included a discussion of items (a-k) for the City of Whittier. Any items not covered in the Metro BTP or LA County BTP is covered by the Whittier BTP.

Through the 2013 BTP, the City would enhance the existing bikeway system and increase community usage by providing more direct cross-city access, improving route connection, upgrading Class III routes to Class II routes and providing additional bicycle facilities. The City would continue its commitment to establishing bicycles as an alternative mode of transportation and acknowledges an increasing need due to future traffic congestion and increased gas prices.

City prepared the 2013 BTP update. Caltrans requires that the City update the BTP every five years to qualify for grant funding. Once approved and adopted by the City, the plan will need approval concurrence from Metro, the Regional Transportation Planning Agency before forwarding for approval by the Bicycle Facilities Unit in Sacramento.

CM:jlk

Attachment A: Whittier Bicycle Transportation Plan 2013 – 2nd Revision Draft
Attachment B: Letters

C:\Parking & Transportation Commission\Reports\2012 PTC Report\110112 Whittier Bicycle Transportation Plan - Update.docx

Commission Reports



MEMORANDUM

Date: January 3, 2013
To: Parking and Transportation Commission
Submitted by: Department of Public Works
Reviewed by: Christopher L. Magdosku, Deputy Secretary
Prepared by: James L. Keena, Civil Engineering Associate
Subject: Whittier Bicycle Transportation Plan - Update

Recommendation

Staff recommends that the Commission:

1. Review the Draft 2013 Bicycle Transportation Plan (BTP) revisions;
2. Receive additional public comments; and
3. Advise staff to schedule a Planning Commission meeting and Parks Recreation and Community Service Commission meeting for review of the Draft BTP.

Background

At its November 1, 2012 meeting, the Commission reviewed and received public comments regarding the Draft 2013 Bicycle Transportation Plan (BTP). Comments, suggestions, requested revisions and clarifications received have been incorporated into the 3rd Revision Draft of the BTP. All changes made to the BTP are shown in red type for easier review.

Based upon comments received, the BTP has been reorganized to separate recently completed bikeway improvement from proposed improvements. It was also requested that Janine Drive between Colima Road and La Serna Drive be classified as a Class III Bike Route to provide direct access to the Whittier Hospital Medical Center.

Applicable portions of the Los Angeles County 2012 Bicycle Master Plan Priority and Phasing Criteria were incorporated into the BTP to rank the priority of the various proposed bikeway improvements. The Criteria address bikeway utility, implementation and project cost in assigning priority ranking for the proposed bikeway improvements. This resulted in revisions to the priority ranking of the bikeway improvement projects.

0:\Parking & Transportation Commission\Reports\2013 PTC Reports\010313 Whittier Bicycle Transportation Plan - Update.docx

An in-depth analysis of the bicycle collisions that occurred between January 1, 2007 and December 31, 2011 has been added to the Appendix. This provides insight into the Primary Collision Factor (PCF) that was involved in the bicycle collisions reported to the Police Department.

In addition, sections of the California Vehicle Code (CVC) relating to bicycle regulations has also been included in the Appendix.

The 2013 Whittier BTP fulfills Caltrans requirements for BTA grant funds. All BTP's must address Section (a through k) in the Streets and Highways Code Section 891.2. The Whittier BTP references the Los Angeles County Metropolitan Authority (Metro) 2006 Bicycle Transportation Strategic Plan and the Los Angeles County 2012 Bicycle Master Plan where BTA requirements for Whittier have been met. The Metro BTP included a discussion of items (a-k) for the City of Whittier. Any items not covered in the Metro BTP or LA County BTP is covered by the 2013 Whittier BTP.

Through the 2013 Whittier BTP, the City would enhance the existing bikeway system and increase community usage by providing more direct cross-city access, improving route connection, upgrading Class III routes to Class II routes and providing additional bicycle facilities. The City would continue its commitment to establishing bicycles as an alternative mode of transportation and acknowledges an increasing need due to future traffic congestion and increased gas prices.

Caltrans requires that the City update the BTP every five years to qualify for grant funding. Once approved and adopted by the City, the plan will need approval concurrence from Metro, the Regional Transportation Planning Agency before forwarding for approval by the Bicycle Facilities Unit in Sacramento.

CM:jlk

Attachment A: Whittier Bicycle Transportation Plan 2013 – 3rd Revision Draft

0:\Parking & Transportation Commission\Reports\2013 PTC Reports\010313 Whittier Bicycle Transportation Plan - Update.docx

Commission Reports



MEMORANDUM

Date: January 16, 2013
To: Parks, Recreation, and Community Services Commission
Submitted by: Department of Public Works
Reviewed by: Christopher L. Magdosku, Assistant Director of Public Works
Prepared by: James L. Keena, Civil Engineering Associate
Subject: Whittier Bicycle Transportation Plan - Update

Recommendation

Staff recommends that the Commission:

1. Review the Draft 2013 Bicycle Transportation Plan (BTP); and
2. Receive additional public comments and incorporate as appropriate.

Background

At its November 1, 2012 meeting, the Parking and Transportation Commission (PTC) reviewed and received public comments regarding the Draft 2013 Bicycle Transportation Plan (BTP). Comments, suggestions, requested revisions and clarifications received have been incorporated into the 3rd Revision Draft of the BTP. This document was once more brought to the PTC at the January 3, 2013 meeting and was approved to move forward with the Parking, Recreation, and Community Services Commission involvement in the process before continuing to the Planning Commission later this month.

The existing draft incorporated public comments and input from the PTC meetings (in red print) which included the following additions, clarifications, and discussion points:

- The BTP was reorganized to separate recently completed bikeway improvement from proposed improvements.
- Janine Drive between Colima Road and La Sema Drive was classified as a Class III Bike Route to provide direct access to the Whittier Hospital Medical Center.
- Applicable portions of the Los Angeles County 2012 Bicycle Master Plan Priority and Phasing Criteria were incorporated into the BTP to rank the

O:\Parks, Rec, Comm Services Commission\011613\WHITTIER Bicycle Transportation Plan - Update.docx

priority of the various proposed bikeway improvements. The Criteria address bikeway utility, implementation and project cost in assigning priority ranking for the proposed bikeway improvements. This resulted in revisions to the priority ranking of the bikeway improvement projects.

- An in-depth analysis of the bicycle collisions that occurred between January 1, 2007 and December 31, 2011 has been added to the Appendix. This provides insight into the Primary Collision Factor (PCF) that was involved in the bicycle collisions reported to the Police Department.
- In addition, sections of the California Vehicle Code (CVC) relating to bicycle regulations has also been included in the Appendix.

Discussion

The 2013 Whittier BTP fulfills Caltrans requirements for BTA grant funds. All BTP's must address Section (a through k) in the Streets and Highways Code Section 891.2. The Whittier BTP references the Los Angeles County Metropolitan Authority (Metro) 2006 Bicycle Transportation Strategic Plan and the Los Angeles County 2012 Bicycle Master Plan where BTA requirements for Whittier have been met. The Metro BTP included a discussion of items (a-k) for the City of Whittier. Any items not covered in the Metro BTP or LA County BTP is covered by the 2013 Whittier BTP.

Through the 2013 Whittier BTP, the City would enhance the existing bikeway system and increase community usage by providing more direct cross-city access, improving route connection, upgrading Class III routes to Class II routes and providing additional bicycle facilities. The City would continue its commitment to establishing bicycles as an alternative mode of transportation and acknowledges an increasing need due to future traffic congestion and increased gas prices.

Caltrans requires that the City update the BTP every five years to qualify for grant funding. Once approved and adopted by the City, the plan will need approval concurrence from Metro, the Regional Transportation Planning Agency before forwarding for approval by the Bicycle Facilities Unit in Sacramento.

CM:jlk

Attachment A: Whittier Bicycle Transportation Plan 2013 – 3rd Revision Draft

O:\Parks, Rec, Comm Services Commission\011613\WHITTIER Bicycle Transportation Plan - Update.docx

Commission Reports



STAFF ANALYSIS WHITTIER CITY PLANNING COMMISSION JANUARY 23, 2013

2013 CITY OF WHITTIER BICYCLE TRANSPORTATION PLAN

SUBMITTED BY: ALDO E. SCHINDLER, DIRECTOR OF COMMUNITY DEVELOPMENT

REVIEWED BY: CHRISTOPHER L. MAGDOSKU, ASSISTANT DIRECTOR OF PUBLIC WORKS

PREPARED BY: JAMES KEENA, CIVIL ENGINEERING ASSOCIATE

LOCATION: CITYWIDE

REQUEST

The City Manager requested that staff agendize a discussion item regarding the update to the City of Whittier's Bicycle Transportation Plan prior to adoption by the City Council in February 2013.

RECOMMENDATION

Staff recommends that the Planning Commission review the Draft 2013 Bicycle Transportation Plan (BTP) and provide comments, and receive additional public comments and incorporate as appropriate.

BACKGROUND

At its November 1, 2012 meeting, the Parking and Transportation Commission (PTC) reviewed and received public comments regarding the Draft 2013 Bicycle Transportation Plan (BTP). Comments, suggestions, requested revisions and clarifications received have been incorporated into the 3rd Revised Draft of the BTP. This document was reintroduced to the PTC at the January 3, 2013 meeting and the Parks, Recreation, and Community Services Commission (PRCS) at the January 16, 2013 meeting before continuing to the Planning Commission. The purpose of the multi-City Commission review, including input from the bicyclist community in Whittier is to capture multiple perspectives on the document, as appropriate, for inclusion in the final version that is presented to the City Council for adoption. In this case, the Planning Commission can provide insight on the land use component of the document and it's relationships to the General Plan and other specific plans.

The existing draft incorporated public comments and input from the previous meetings (in red print) which included the following additions, clarifications, and discussion points from the initial draft and original document:

- The BTP was reorganized to separate recently completed bikeway improvement from proposed improvements.
- Janine Drive between Colima Road and La Serna Drive was classified as a Class III Bike Route to provide direct access to the Whittier Hospital Medical Center.
- Applicable portions of the Los Angeles County 2012 Bicycle Master Plan Priority and Phasing Criteria were incorporated into the BTP to rank the priority of the various proposed bikeway improvements. The Criteria addressed bikeway utility, implementation and project cost in assigning priority ranking for the proposed bikeway improvements. This resulted in revisions to the priority ranking of the bikeway improvement projects.
- An in-depth analysis of the bicycle collisions that occurred between January 1, 2007 and December 31, 2011 has been added to the Appendix. This provides insight into the Primary Collision Factor (PCF) that was involved in the bicycle collisions reported to the Police Department.
- In addition, sections of the California Vehicle Code (CVC) relating to bicycle regulations has also been included in the Appendix.

At the submission of this report, comments (if any) from the Parks, Recreation, and Community Services Commission were not available for inclusion in this draft. Rather, comments will be provided at the Planning Commission meeting.

DISCUSSION

The 2013 Whittier BTP fulfills Caltrans requirements for BTA grant funds. All BTP's must address Section (a through k) in the Streets and Highways Code Section 891.2. The Whittier BTP references the Los Angeles County Metropolitan Authority (Metro) 2006 Bicycle Transportation Strategic Plan and the Los Angeles County 2012 Bicycle Master Plan, where BTA requirements for Whittier have been met. The Metro BTP included a discussion of items (a through k) for the City of Whittier. Any items not covered in the Metro BTP or LA County BTP is covered by the 2013 Whittier BTP.

Through the 2013 Whittier BTP, the City would enhance the existing bikeway system and increase community usage by providing more direct cross-city access, improving route connection, upgrading Class III routes to Class II routes

Commission Reports

Bicycle Transportation Plan 2013
January 23, 2013

Page 3

and providing additional bicycle facilities. The City would continue its commitment to establishing bicycles as an alternative mode of transportation and acknowledges an increasing need for alternative modes of transportation due to future traffic congestion and increased gas prices.

Caltrans requires that the City update the BTP every five years to qualify for grant funding. Once approved and adopted by the City, the plan will need approval from Metro, the Regional Transportation Planning Agency before forwarding for approval by the Bicycle Facilities Unit in Sacramento.

CONCLUSION

Staff believes that adoption and future implementation of the BTP satisfies key goals and objectives by providing access to the City's facilities for bicyclists, creates and fosters an alternative mode of transportation, provides connectivity to other bikeway systems from inside the city limits to outside the city limits, encourages health and wellness for the community, and conforms to the Metro Bicycle Transportation Account Compliance Document.

Attachment:

- A) Whittier Bicycle Transportation Plan 2013 – 3rd Revision Draft

C:\Planning\Bike Master Plan.docx



MEMORANDUM

Date: February 7, 2013
To: Parking and Transportation Commission
Submitted by: Department of Public Works
Reviewed by: Christopher L. Magdosku, Deputy Secretary *CLM*
Prepared by: James L. Keena, Civil Engineering Associate *JK*
Subject: Whittier Bicycle Transportation Plan - Update

Recommendation

Staff recommends that the Commission:

1. Approve the 2013 Bicycle Transportation Plan (BTP); and
2. Forward a recommendation to the City Council to adopt the BTP.

Background

At its November 1, 2012 and January 3, 2013 meetings, the Commission reviewed and received public comments regarding the Draft 2013 Bicycle Transportation Plan (BTP). On January 16, 2013, the Parks, Recreation and Community Services Commission and on January 23, 2013, the Planning Commission reviewed the BTP. The 4th Revision Draft of the BTP incorporates public comments and input from the previous public meetings as appropriate or applicable.

Through the 2013 Whittier BTP, the City would enhance the existing bikeway system and increase community usage by providing more direct cross-city access, improving route connection, upgrading Class III routes to Class II routes and providing additional bicycle facilities. The City would continue its commitment to establishing bicycles as an alternative mode of transportation and acknowledges an increasing need due to future traffic congestion and increased gas prices.

Caltrans requires that the City update the BTP every five years to qualify for grant funding. Once approved and adopted by the City, the plan will need approval concurrence from Metro, the Regional Transportation Planning Agency before forwarding for approval by the Bicycle Facilities Unit in Sacramento.

CM/jlk

Attachment A: Whittier Bicycle Transportation Plan 2013 – 4th Revision Draft

C:\Parking & Transportation Commission\Reports\2013 PTC Report\2013 Whittier Bicycle Transportation Plan Update.docx

Public Notices

Whittier Daily News

December 26, 2012

WHITTIER Panel to consider revisions to bike plan

Changes to Whittier's Bicycle Transportation Plan will be considered and public comments received at the 6:30 p.m. Jan. 3 meeting of the Parking and Transportation Commission.

The 2013 Whittier Bicycle Transportation plan would enhance the existing bikeway system and increase community usage by providing more direct cross-city access, improving route connections, upgrading routes and providing additional bike facilities, a staff report said.

Caltrans requires the city to update the bike plan every five years to qualify for grants. Also, the commission will consider forwarding to City Council a recommendation for a crossing guard at Citrustree Road and Widener Avenue.

The crosswalk serves Leffingwell Elementary School and St. Bruno's Catholic School students.

The annual cost of a crossing guard is about \$10,280 to \$13,707, according to a staff report.

Whittier Daily News

January 22, 2013

WHITTIER Planners to discuss bike-plan changes

The Whittier Plan Commission has called a special meeting for Wednesday. The planners will discuss the update to Whittier's Bicycle Transportation Plan before its adoption by the City Council in February, according to the notice of the special meeting. The meeting will be at 7 p.m. in the Council Chamber of Whittier City Hall, 13230 Penn St.

Whittier Daily News

February 7, 2013

WHITTIER Parking-transportation panel to look at bike plan

The Whittier Parking and Transportation Commission will hear reports on a request for speed bumps on Dettmar Drive from Painter Avenue to Laurel Avenue and striping and sign modification on Catalina Avenue at its regular meeting today.

The commission also will consider a recommendation to approve the 2013 Bicycle Transportation Plan and forward a recommendation to City Council to adopt the plan, according to the meeting agenda.

The plan would improve the existing bikeway system and increase usage by providing more direct cross-city access, improving route connections and providing more bike facilities, according to a staff report.

The meeting is at 6:30 p.m. in City Council chambers, 13230 Penn St.

California Vehicle Code (CVC) Bicycle Regulations

Bicycle

231. A bicycle is a device upon which any person may ride, propelled exclusively by human power through a belt, chain, or gears, and having one or more wheels. Persons riding bicycles are subject to the provisions of this code specified in Sections 21200 and 21200.5.

Amended Ch. 1013, Stats. 1985. Effective January 1, 1986.

Bicycle Path

231.5. A “bicycle path” or “bike path” is a Class I bikeway, as defined in subdivision (a) of Section 890.4 of the Streets and Highways Code.

Added Sec. 5, Ch. 200, Stats. 2009. Effective January 1, 2010.

Bicycle Path Crossing

231.6. (a) A “bicycle path crossing” is either of the following:

- (1) That portion of a roadway included within the prolongation or connection of the boundary lines of a bike path at intersections where the intersecting roadways meet at approximately right angles.
- (2) Any portion of a roadway distinctly indicated for bicycle crossing by lines or other markings on the surface.

(b) Notwithstanding subdivision (a), there shall not be a bicycle path crossing where local authorities have placed signs indicating no crossing.

Added Sec. 6, Ch. 200, Stats. 2009. Effective January 1, 2010.

Pedicabs

467.5. “Pedicab” means either of the following:

(a) A bicycle that has three or more wheels, that transports, or is capable of transporting, passengers on seats attached to the bicycle, that is operated by a person, and that is being used for transporting passengers for hire.

(b) A bicycle that pulls a trailer, sidecar, or similar device, that transports, or is capable of transporting, passengers on seats attached to the trailer, sidecar, or similar device, that is operated by a person, and that is being used for transporting passengers for hire.

Added Sec. 1, Ch. 614, Stats. 2010. Effective January 1, 2011.

Laws Applicable to Bicycle Use: Peace Officer Exemption

21200. (a) A person riding a bicycle or operating a pedicab upon a highway has all the rights and is subject to all the provisions applicable to the driver of a vehicle by this division, including, but not limited to, provisions concerning driving under the influence of alcoholic beverages or drugs, and by Division 10 (commencing with Section 20000), Section 27400, Division 16.7 (commencing with Section 39000), Division 17 (commencing with Section 40000.1), and Division 18 (commencing with Section 42000), except those provisions which by their very nature can have no application.

(b) (1) A peace officer, as defined in Chapter 4.5 (commencing with Section 830) of Title 3 of Part 2 of the Penal Code, operating a bicycle during the course of his or her duties is exempt from the requirements of subdivision (a), except as those requirements relate to driving under the influence of alcoholic beverages or drugs, if the bicycle is being operated under any of the following circumstances:

(A) In response to an emergency call.

(B) While engaged in rescue operations.

(C) In the immediate pursuit of an actual or suspected violator of the law.

(2) This subdivision does not relieve a peace officer from the duty to operate a bicycle with due regard for the safety of all persons using the highway.

Amended Sec. 3, Ch. 614, Stats. 2010. Effective January 1, 2011.

Riding Bicycle Under Influence of Alcohol or Drugs

21200.5. Notwithstanding Section 21200, it is unlawful for any person to ride a bicycle upon a highway while under the influence of an alcoholic beverage or any drug, or under the combined influence of an alcoholic beverage and any drug. Any person arrested for a violation of this section may request to have a chemical test made of the person's blood, breath, or urine for the purpose of determining the alcoholic or drug content of that person's blood pursuant to Section 23612, and, if so requested, the arresting officer shall have the test performed. A conviction of a violation of this section shall be punished by a fine of not more than two hundred fifty dollars (\$250). Violations of this section are subject to Section 13202.5.

Amended Sec. 17, Ch. 22, Stats. 1999. Effective May 26, 1999.

Equipment Requirements

21201. (a) No person shall operate a bicycle on a roadway unless it is equipped with a brake which will enable the operator to make one braked wheel skid on dry, level, clean pavement.

(b) No person shall operate on the highway a bicycle equipped with handlebars so raised that the operator must elevate his hands above the level of his shoulders in order to grasp the normal steering grip area.

(c) No person shall operate upon a highway a bicycle that is of a size that prevents the operator from safely stopping the bicycle, supporting it in an upright position with at least one foot on the ground, and restarting it in a safe manner.

(d) A bicycle operated during darkness upon a highway, a sidewalk where bicycle operation is not prohibited by the local jurisdiction, or a bikeway, as defined in Section 890.4 of the Streets and Highways Code, shall be equipped with all of the following:

(1) A lamp emitting a white light that, while the bicycle is in motion, illuminates the highway, sidewalk, or bikeway in front of the bicyclist and is visible from a distance of 300 feet in front and from the sides of the bicycle.

(2) A red reflector on the rear that shall be visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle.

(3) A white or yellow reflector on each pedal, shoe, or ankle visible from the front and rear of the bicycle from a distance of 200 feet.

(4) A white or yellow reflector on each side forward of the center of the bicycle, and a white or red reflector on each side to the rear of the center of the bicycle, except that bicycles that are equipped with reflectorized tires on the front and the rear need not be equipped with these side reflectors.

(e) A lamp or lamp combination, emitting a white light, attached to the operator and visible from a distance of 300 feet in front and from the sides of the bicycle, may be used in lieu of the lamp required by paragraph (1) of subdivision (d).

Amended Ch. 723, Stats. 1979. Effective January 1, 1980.

Amended Sec. 1, Ch. 232, Stats. 2007. Effective January 1, 2008.

Bicycle Lights

21201.3. (a) A bicycle or motorized bicycle used by a peace officer, as defined in Section 830.1 of, subdivision (a), (b), (c), (d), (e), (f), (g), or (i) of Section 830.2 of, subdivision (b) or (d) of Section 830.31 of, subdivision (a) or (b) of Section 830.32 of, Section 830.33 of, subdivision (a) of Section 830.36 of, subdivision (a) of Section 830.4 of, or Section 830.6 of, the Penal Code, in the performance of the peace officer's duties, may display a steady or flashing blue warning light that is visible from the front, sides, or rear of the bicycle or motorized bicycle.

(b) No person shall display a steady or flashing blue warning light on a bicycle or motorized bicycle except as authorized under subdivision (a).

Added Sec. 65, Ch. 877, Stats. 1998. Effective January 1, 1999.

Reflectorized Equipment

21201.5. (a) No person shall sell, or offer for sale, a reflex reflector or reflectorized tire of a type required on a bicycle unless it meets requirements established by the department. If there exists a federal Consumer Product Safety Commission regulation applicable to bicycle reflectors, the provisions of that regulation shall prevail over provisions of this code or requirements established by the department pursuant to this code relative to bicycle reflectors.

(b) No person shall sell, or offer for sale, a new bicycle that is not equipped with a red reflector on the rear, a white or yellow reflector on each pedal visible from the front and rear of the bicycle, a white or yellow reflector on each side forward of the center of the bicycle, and a white or red reflector on each side to the rear of the center of the bicycle, except that bicycles which are equipped with reflectorized tires on the front and rear need not be equipped with these side reflectors.

(c) Area reflectorizing material meeting the requirements of Section 25500 may be used on a bicycle.

Amended Ch. 399, Stats. 1980. Effective July 11, 1980 by terms of an urgency clause.

Operation on Roadway

21202. (a) Any person operating a bicycle upon a roadway at a speed less than the normal speed of traffic moving in the same direction at that time shall ride as close as practicable to the right-hand curb or edge of the roadway except under any of the following situations:

(1) When overtaking and passing another bicycle or vehicle proceeding in the same direction.

(2) When preparing for a left turn at an intersection or into a private road or driveway.

(3) When reasonably necessary to avoid conditions (including, but not limited to, fixed or moving objects, vehicles, bicycles, pedestrians, animals, surface hazards, or substandard width lanes) that make it unsafe to continue along the right-hand curb or edge, subject to the provisions of Section 21656. For purposes of this section, a "substandard width lane" is a lane that is too narrow for a bicycle and a vehicle to travel safely side by side within the lane.

(4) When approaching a place where a right turn is authorized.

(b) Any person operating a bicycle upon a roadway of a highway, which highway carries traffic in one direction only and has two or more marked traffic lanes, may ride as near the left-hand curb or edge of that roadway as practicable.

Amended Sec. 4, Ch. 674, Stats. 1996. Effective January 1, 1997.

Hitching Rides

21203. No person riding upon any motorcycle, motorized bicycle, bicycle, coaster, roller skates, sled, or toy vehicle shall attach the same or himself to any streetcar or vehicle on the roadway.

Amended Ch. 813, Stats. 1981. Effective January 1, 1982.

Riding on Bicycle

21204. (a) A person operating a bicycle upon a highway shall not ride other than upon or astride a permanent and regular seat attached thereto, unless the bicycle was designed by the manufacturer to be ridden without a seat.

(b) An operator shall not allow a person riding as a passenger, and a person shall not ride as a passenger, on a bicycle upon a highway other than upon or astride a separate seat attached thereto. If the passenger is four years of age or younger, or weighs 40 pounds or less, the seat shall have adequate provision for retaining the passenger in place and for protecting the passenger from the moving parts of the bicycle.

Amended Sec. 1, Ch. 594, Stats. 2009. Effective January 1, 2010

Carrying Articles

21205. No person operating a bicycle shall carry any package, bundle or article which prevents the operator from keeping at least one hand upon the handlebars.

Added Ch. 479, Stats. 1963. Effective September 20, 1963

Local Regulation

21206. This chapter does not prevent local authorities, by ordinance, from regulating the registration of bicycles and the parking and operation of bicycles on pedestrian or bicycle facilities, provided such regulation is not in conflict with the provisions of this code.

Amended Ch. 751, Stats. 1976. Effective January 1, 1977.

Bicycle Lanes

21207. (a) This chapter does not prohibit local authorities from establishing, by ordinance or resolution, bicycle lanes separated from any vehicular lanes upon highways, other than state highways as defined in Section 24 of the Streets and Highways Code and county highways established pursuant to Article 5 (commencing with Section 1720) of Chapter 9 of Division 2 of the Streets and Highways Code.

(b) Bicycle lanes established pursuant to this section shall be constructed in compliance with Section 891 of the Streets and Highways Code.

Amended Ch. 517, Stats. 1993. Effective January 1, 1994.

Motorized Bicycles: Prohibited Operation

21207.5. Notwithstanding Sections 21207 and 23127 of this code, or any other provision of law, no motorized bicycle may be operated on a bicycle path or trail, bikeway, bicycle lane established pursuant to Section 21207, equestrian trail, or hiking or recreational trail, unless it is within or adjacent to a roadway or unless the local authority or the governing body of a public agency having jurisdiction over such path or trail permits, by ordinance, such operation.

Amended Ch. 373, Stats. 1979. Effective January 1, 1980.

Permitted Movements from Bicycle Lanes

21208. (a) Whenever a bicycle lane has been established on a roadway pursuant to Section 21207, any person operating a bicycle upon the roadway at a speed less than the normal speed of traffic moving in the same direction at that time shall ride within the bicycle lane, except that the person may move out of the lane under any of the following situations:

- (1) When overtaking and passing another bicycle, vehicle, or pedestrian within the lane or about to enter the lane if the overtaking and passing cannot be done safely within the lane.
- (2) When preparing for a left turn at an intersection or into a private road or driveway.
- (3) When reasonably necessary to leave the bicycle lane to avoid debris or other hazardous conditions.
- (4) When approaching a place where a right turn is authorized.

(b) No person operating a bicycle shall leave a bicycle lane until the movement can be made with reasonable safety and then only after giving an appropriate signal in the manner provided in Chapter 6 (commencing with Section 22100) in the event that any vehicle may be affected by the movement.

Amended Sec. 5, Ch. 674, Stats. 1996. Effective January 1, 1997.

Motor Vehicles and Motorized Bicycles in Bicycle Lanes

21209. (a) No person shall drive a motor vehicle in a bicycle lane established on a roadway pursuant to Section 21207 except as follows:

- (1) To park where parking is permitted.
 - (2) To enter or leave the roadway.
-

(3) To prepare for a turn within a distance of 200 feet from the intersection.

(b) This section does not prohibit the use of a motorized bicycle in a bicycle lane, pursuant to Section 21207.5, at a speed no greater than is reasonable or prudent, having due regard for visibility, traffic conditions, and the condition of the roadway surface of the bicycle lane, and in a manner which does not endanger the safety of bicyclists.

Amended Ch. 262, Stats. 1988. Effective January 1, 1989.

Bicycle Parking

21210. No person shall leave a bicycle lying on its side on any sidewalk, or shall park a bicycle on a sidewalk in any other position, so that there is not an adequate path for pedestrian traffic. Local authorities may, by ordinance or resolution, prohibit bicycle parking in designated areas of the public highway, provided that appropriate signs are erected.

Added Ch. 751, Stats. 1976. Effective January 1, 1977.

Obstruction of Bikeways or Bicycle Paths or Trails

21211. (a) No person may stop, stand, sit, or loiter upon any class I bikeway, as defined in subdivision (a) of Section 890.4 of the Streets and Highways Code, or any other public or private bicycle path or trail, if the stopping, standing, sitting, or loitering impedes or blocks the normal and reasonable movement of any bicyclist.

(b) No person may place or park any bicycle, vehicle, or any other object upon any bikeway or bicycle path or trail, as specified in subdivision (a), which impedes or blocks the normal and reasonable movement of any bicyclist unless the placement or parking is necessary for safe operation or is otherwise in compliance with the law.

(c) This section does not apply to drivers or owners of utility or public utility vehicles, as provided in Section 22512.

(d) This section does not apply to owners or drivers of vehicles who make brief stops while engaged in the delivery of newspapers to customers along the person's route.

(e) This section does not apply to the driver or owner of a rubbish or garbage truck while actually engaged in the collection of rubbish or garbage within a business or residence district if the front turn signal lamps at each side of the vehicle are being flashed simultaneously and the rear turn signal lamps at each side of the vehicle are being flashed simultaneously.

(f) This section does not apply to the driver or owner of a tow vehicle while actually engaged in the towing of a vehicle if the front turn signal lamps at each side of the vehicle are being flashed simultaneously and the rear turn signal lamps at each side of the vehicle are being flashed simultaneously.

Amended Ch. 517, Stats. 1993. Effective January 1, 1994.

Amended Sec. 21, Ch. 1007, Stats. 1999. Effective January 1, 2000.

Amended Sec. 7, Ch. 127, Stats. 2001. Effective July 30, 2001.

Youth Bicycle Helmets: Minors

21212. (a) A person under 18 years of age shall not operate a bicycle, a nonmotorized scooter, or a skateboard, nor shall they wear in-line or roller skates, nor ride upon a bicycle, a nonmotorized scooter, or a skateboard as a passenger, upon a street, bikeway, as defined in Section 890.4 of the Streets and Highways Code, or any other public bicycle path or trail unless that person is wearing a properly fitted and fastened bicycle helmet that meets the standards of either the American Society for Testing and Materials (ASTM) or the United States Consumer Product Safety Commission (CPSC), or standards subsequently established by those entities. This requirement also applies to a person who rides upon a bicycle while in a restraining seat that is attached to the bicycle or in a trailer towed by the bicycle.

(b) Any helmet sold or offered for sale for use by operators and passengers of bicycles, nonmotorized scooters, skateboards, or in-line or roller skates shall be conspicuously labeled in accordance with the standard described in subdivision (a) which shall constitute the manufacturer's certification that the helmet conforms to the applicable safety standards.

(c) No person shall sell, or offer for sale, for use by an operator or passenger of a bicycle, nonmotorized scooter, skateboard, or in-line or roller skates any safety helmet which is not of a type meeting requirements established by this section.

(d) Any charge under this subdivision shall be dismissed when the person charged alleges in court, under oath, that the charge against the person is the first charge against that person under this subdivision, unless it is otherwise established in court that the charge is not the first charge against the person.

(e) Except as provided in subdivision (d), a violation of this section is an infraction punishable by a fine of not more than twenty-five dollars (\$25).

The parent or legal guardian having control or custody of an unemancipated minor whose conduct violates this section shall be jointly and severally liable with the minor for the amount of the fine imposed pursuant to this subdivision.

(f) Notwithstanding Section 1463 of the Penal Code or any other provision of law, the fines collected for a violation of this section shall be allocated as follows:

(1) Seventy-two and one-half percent of the amount collected shall be deposited in a special account of the county health department, to be used for bicycle, nonmotorized scooter, skateboard, and in-line and roller skate safety education and for assisting low-income families in obtaining approved bicycle helmets for children under the age of 18 years, either on a loan or purchase basis. The county may contract for the implementation of this program, which, to the extent practicable, shall be operated in conjunction with the child passenger restraint program pursuant to Section 27360.

(2) Two and one-half percent of the amount collected shall be deposited in the county treasury to be used by the county to administer the program described in paragraph (1).

(3) If the violation occurred within a city, 25 percent of the amount collected shall be transferred to and deposited in the treasury of that city. If the violation occurred in an unincorporated area, this 25 percent shall be deposited and used pursuant to paragraph (1).

Added Ch. 1000, Stats. 1993. Effective January 1, 1994.

Amended Sec. 6, Ch. 674, Stats. 1996. Effective January 1, 1997.

Amended Sec. 1, Ch. 475, Stats. 2002. Effective January 1, 2003.

Transportation: Bicycle Signals

21456.3. (a) An operator of a bicycle facing a green bicycle signal shall proceed straight through or turn right or left or make a U-turn unless a sign prohibits a U-turn. An operator of a bicycle, including one turning, shall yield the right-of-way to other traffic and to pedestrians lawfully within the intersection or an adjacent crosswalk.

(b) An operator of a bicycle facing a steady yellow bicycle signal is, by that signal, warned that the related green movement is ending or that a red indication will be shown immediately thereafter.

(c) Except as provided in subdivision (d), an operator of a bicycle facing a steady red bicycle signal shall stop at a marked limit line, but if none, before entering the crosswalk on the near side of the intersection, or, if none, then before entering the intersection, and shall remain stopped until an indication to proceed is shown.

(d) Except when a sign is in place prohibiting a turn, an operator of a bicycle, after stopping as required by subdivision (c), facing a steady red bicycle signal, may turn right, or turn left from a one-way street onto a one-way street. An operator of a bicycle making a turn shall yield the right-of-way to pedestrians lawfully within an adjacent crosswalk and to traffic lawfully using the intersection.

(e) A bicycle signal may be used only at those locations that meet geometric standards or traffic volume standards, or both, as adopted by the Department of Transportation.

Added and repealed Sec. 3, Ch. 277, Stats. 1999. Effective January 1, 2000. Repeal operative January 1, 2005. Added Sec. 4, Ch. 126, Stats. 2005. Effective July 25, 2005. NOTE: The preceding section was amended after it had been repealed. It was the legislature's intent that the amended text become part of statute and is therefore being considered "added" text.

Bicycle Operated on Roadway or Highway Shoulder

21650.1. A bicycle operated on a roadway, or the shoulder of a highway, shall be operated in the same direction as vehicles are required to be driven upon the roadway.

Added Ch. 58, Stats. 1988. Effective January 1, 1989.

Freeways and Expressways: Use Restrictions

21960. (a) The Department of Transportation and local authorities, by order, ordinance, or resolution, with respect to freeways, expressways, or designated portions thereof under their respective jurisdictions, to which vehicle access is completely or partially controlled, may prohibit or restrict the use of the freeways, expressways, or any portion thereof by pedestrians, bicycles or other nonmotorized traffic or by any person operating a motor-driven cycle, motorized bicycle, or motorized scooter. A prohibition or restriction pertaining to bicycles, motor-driven cycles, or motorized scooters shall be deemed to include motorized bicycles; and no person may operate a motorized bicycle wherever that prohibition or restriction is in force. Notwithstanding any provisions of any order, ordinance, or resolution to the contrary, the driver or passengers of a disabled vehicle stopped on a freeway or expressway may walk to the nearest exit, in either direction, on that side of the freeway or expressway upon which the vehicle is disabled, from which telephone or motor vehicle repair services are available.

(b) The prohibitory regulation authorized by subdivision (a) shall be effective when appropriate signs giving notice thereof are erected upon any freeway or expressway and the approaches thereto. If any portion of a county freeway or expressway is contained within the limits of a city within the county, the county may erect signs on that portion as required under this subdivision if the ordinance has been approved by the city pursuant to subdivision (b) of Section 1730 of the Streets and Highways Code.

(c) No ordinance or resolution of local authorities shall apply to any state highway until the proposed ordinance or resolution has been presented to, and approved in writing by, the Department of Transportation.

(d) An ordinance or resolution adopted under this section on or after January 1, 2005, to prohibit pedestrian access to a county freeway or expressway shall not be effective unless it is supported by a finding by the local authority that the freeway or expressway does not have pedestrian facilities and pedestrian use would pose a safety risk to the pedestrian.

Amended Sec. 6, Ch. 722, Stats. 1999. Effective January 1, 2000.

Bicycle Defined

39000. "Bicycle," for the purposes of this division, means any device upon which a person may ride, which is propelled by human power through a system of belts, chains, or gears having either two or three wheels (one of which is at least 20 inches in diameter) or having a frame size of at least 14 inches, or having four or more wheels.

Amended Ch. 421, Stats. 1978. Effective January 1, 1979.

Licenses and Registration Forms

39001. (a) The department shall procure and distribute bicycle license indicia and registration forms to all counties and cities which have adopted a bicycle licensing ordinance or resolution. Those counties and cities shall issue the indicia and registration form to the owner of any new bicycle, and may, upon request of the owner, issue an indicia and registration form to the owner of any bicycle which complies with Section 39007.

The department shall charge and collect a fee, not to exceed the cost of procuring and distributing the license indicia and registration form, for each bicycle license indicia and registration form issued. All fees collected pursuant to this section shall be deposited in the Motor Vehicle Account in the State Transportation Fund. Those fees are hereby continuously appropriated from the account for use by the department to defray costs to procure and distribute the bicycle license indicia and registration forms.

(b) The director shall design the bicycle license indicia and registration form described in subdivision (a), and shall establish procedures for the distribution of the indicia and registration form to counties and cities. The indicia shall be adhesive, durable, flexible, and of a size to permit it to be affixed to the front of the seat tube of the bicycle frame. Each indicia shall bear a unique license number and shall be permanently assigned to a bicycle. Each registration form shall comply with Section 39005.

(c) Bicycle licenses shall be renewed uniformly throughout the state on January 1 of the third year following the year of registration. Renewal of a bicycle license shall be indicated by a supplementary adhesive device affixed parallel to, and above or below, the indicia, with the expiration date showing.

Amended Ch. 1268, Stats. 1988. Operative July 1, 1989.

License Requirement

39002. (a) A city or county, which adopts a bicycle licensing ordinance or resolution, may provide in the ordinance or resolution that no resident shall operate any bicycle, as specified in the ordinance, on any street, road, highway, or other public property within the jurisdiction of the city or county, as the case may be, unless the bicycle is licensed in accordance with this division.

(b) It is unlawful for any person to tamper with, destroy, mutilate, or alter any license indicia or registration form, or to remove, alter, or mutilate the serial number, or the identifying marks of a licensing agency's identifying symbol, on any bicycle frame licensed under this division.

Amended Sec. 8, Ch. 674, Stats. 1996. Effective January 1, 1997.

Issuance to Owner

39003. If a city or county has or adopts a bicycle licensing ordinance or resolution, indicia and a copy of the registration form obtained from the department shall be issued to the owner by the city or county or other licensing agency designated by it.

Amended Ch. 1250, Stats. 1975. Effective January 1, 1976.

Fees

39004. Each licensing agency, by ordinance or resolution, may adopt rules and regulations for the collection of license fees. Revenues from license fees shall be retained by the licensing city or county and shall be used for the support of such bicycle ordinance or resolution, and may be used to reimburse retailers for services rendered. In addition, fees collected shall be used to improve bicycle safety programs and establish bicycle facilities, including bicycle paths and lanes, within the limits of the jurisdiction.

The fees required to be paid pursuant to this division are as follows:

(a) For each new bicycle license and registration certificate, the sum shall not exceed four dollars (\$4) per year or any portion thereof.

(b) For each transfer of registration certificate, the sum shall not exceed two dollars (\$2).

(c) For each replacement of a bicycle license or registration certificate, the sum shall not exceed two dollars (\$2).

(d) For each bicycle license renewal, the sum shall not exceed two dollars (\$2) per year.

Amended Sec. 4, Ch. 277, Stats. 1999. Effective January 1, 2000.

Records

39005. Cities and counties having a bicycle licensing ordinance or resolution shall maintain records of each bicycle registered. Such records shall include, but not be limited to, the license number, the serial number of the bicycle, the make and type, of the bicycle, and the name and address of the licensee.

Records shall be maintained by the licensing agency during the period of validity of the license or until notification that the bicycle is no longer to be operated.

Amended Ch. 947, Stats. 1973. Effective January 1, 1974.

Information Required Upon Retail Sale

39006. (a) Each bicycle retailer and each bicycle dealer shall supply to each purchaser preregistration form provided by the licensing agency and shall include on the sales check or receipt given to the purchaser, a record of the following information: name of retailer, address of retailer, year and make of the bicycle, serial number of bicycle if delivered to the purchaser in an assembled state, general description of the bicycle, name of purchaser, and address of purchaser. A copy of the preregistration form shall be filled out and forwarded by the purchaser to the appropriate licensing agency within 10 days from the date of sale.

(b) For the purposes of this division, a bicycle dealer is any person who sells, gives away, buys, or takes in trade for the purpose of resale, more than five bicycles in any one calendar year, whether or not such bicycles are owned by such person. "Bicycle dealer" also includes agents or employees of such person.

Amended Ch. 1250, Stats. 1975. Effective January 1, 1976.

Serial Numbers

39007. After December 31, 1976, no bicycle retailer shall sell any new bicycle in this state unless such bicycle has legibly and permanently stamped or cast on its frame a serial number, no less than one-eighth inch in size, and unique to the particular bicycle of each manufacturer. The serial number only shall be stamped or cast in the head of the frame, either side of the seat tube, the toeplate or the bottom sprocket (crank) housing.

Amended Ch. 1250, Stats. 1975. Effective January 1, 1976.

Recordation of Transfer

39008. (a) Whenever any person sells or otherwise disposes of a bicycle, he shall endorse upon the registration certificate previously issued for such bicycle a written transfer of same, setting forth the name, address, telephone number of the transferee, date of transfer, and signature of the transferrer, and shall deliver the registration certificate, so endorsed, to the licensing agency within 10 days.

(b) Any person who purchases or otherwise acquires possession of a bicycle shall within 10 days of taking possession apply for the transfer of license to his own name. Cities and counties may establish rules and regulations to govern and enforce the provisions of this section.

Amended Ch. 1250, Stats. 1975. Effective January 1, 1976.

Notification of Change of Address; Duplicate License or Registration Form

39009. (a) Whenever the owner of a bicycle licensed pursuant to an ordinance or resolution of a city or county changes his address, he shall within 10 days notify the appropriate licensing agency of the old and new address.

(b) In the event that any bicycle license indicia or registration form issued pursuant to the provisions of this division is lost, stolen, or mutilated, the licensee of such bicycle shall immediately notify the licensing agency, and, within 10 days after such notification, shall apply to the licensing agency for a duplicate license indicia or registration form. Thereupon, the licensing agency shall issue to such licensee a replacement indicia or registration form upon payment to the licensing agency of the appropriate fee.

Amended Ch. 1250, Stats. 1975. Effective January 1, 1976

Fines: Limitations

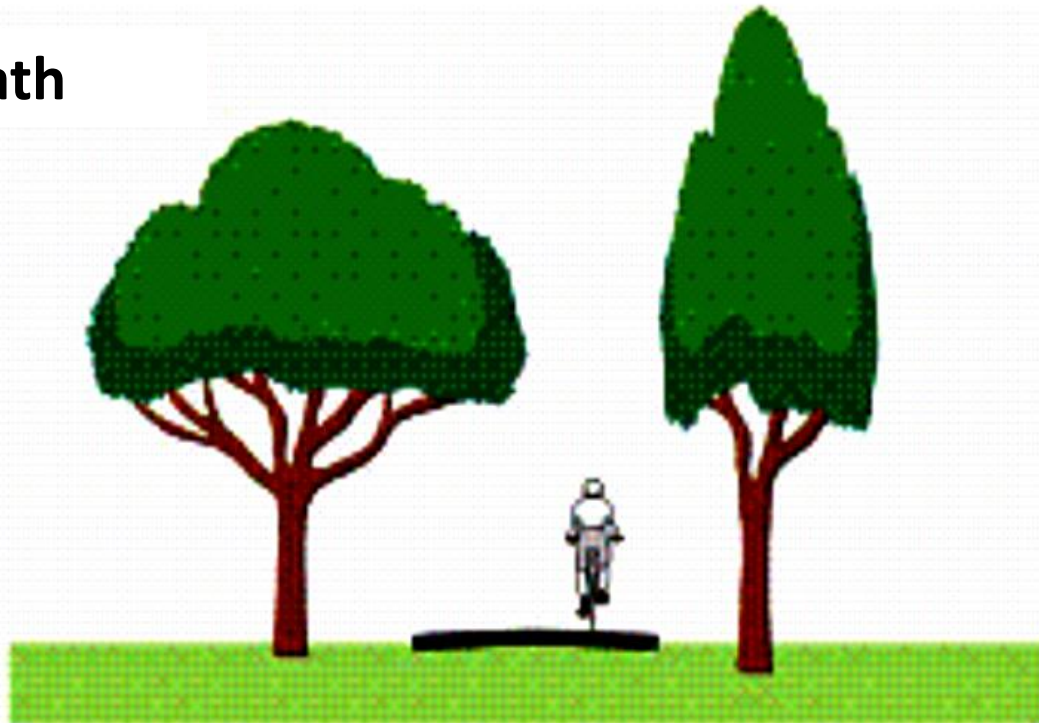
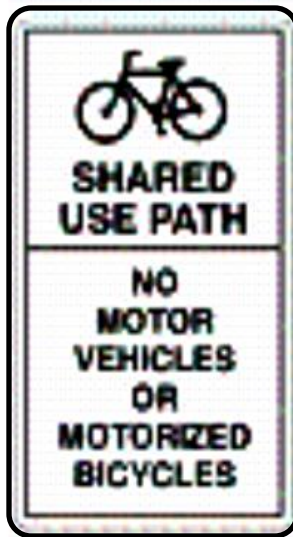
39011. No fine imposed for any violation of an ordinance or resolution, which is adopted pursuant to this division, shall exceed ten dollars (\$10).

Amended Ch. 1092, Stats. 1983. Effective September 26, 1983. Operative January 1, 1984.

CLASS I: *Bike Path*

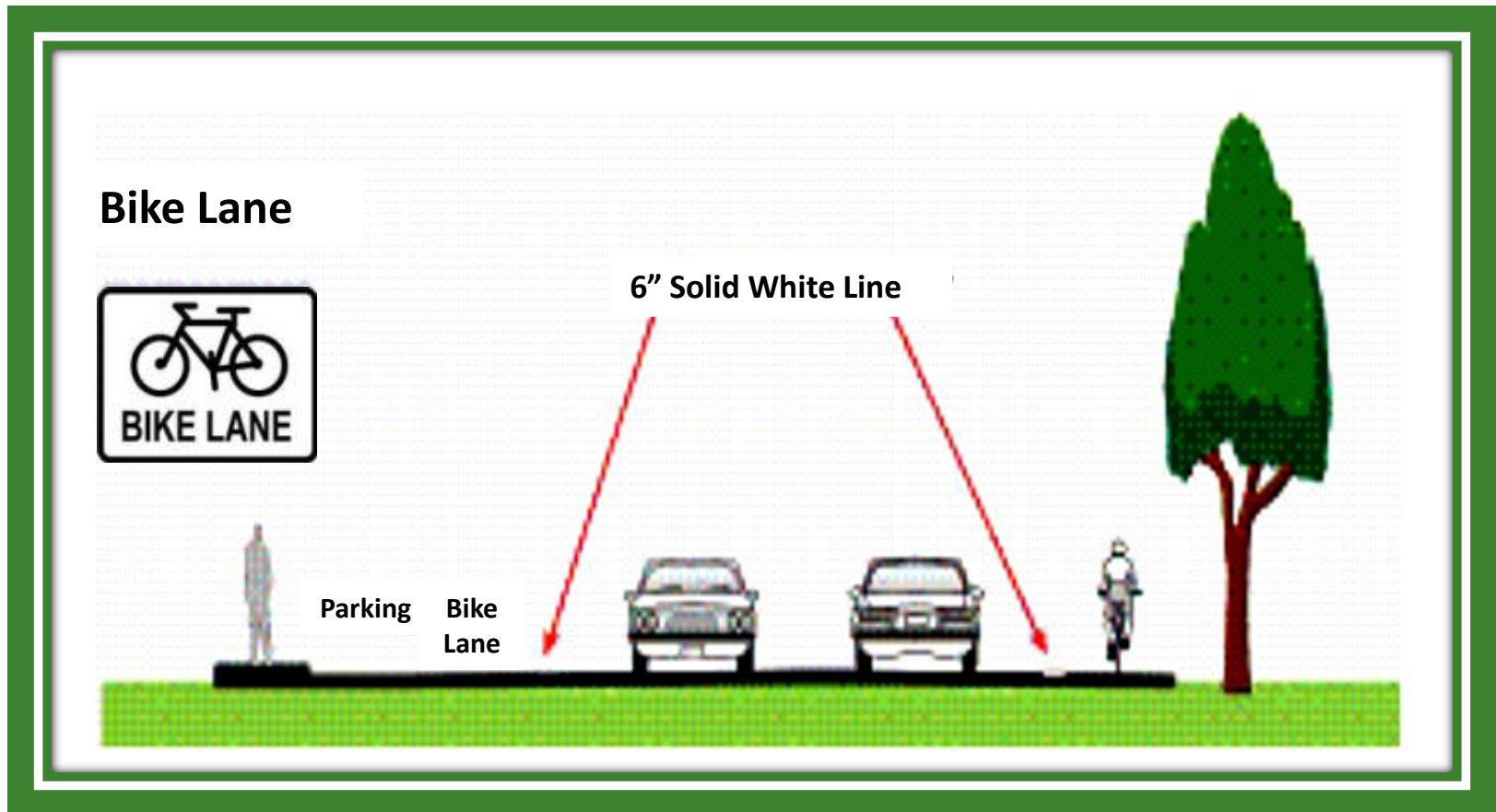
Provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross-flow minimized.

Shared Use Path



CLASS II: *Bike Lane*

Provides a striped lane for one-way bike travel on a street or highway adjacent to auto travel lanes. Bike travel in the same direction as traffic flow.



CLASS III: *Bike Route*

Provides for shared use with motor vehicle traffic. May share use with pedestrians when no separate sidewalk is available.

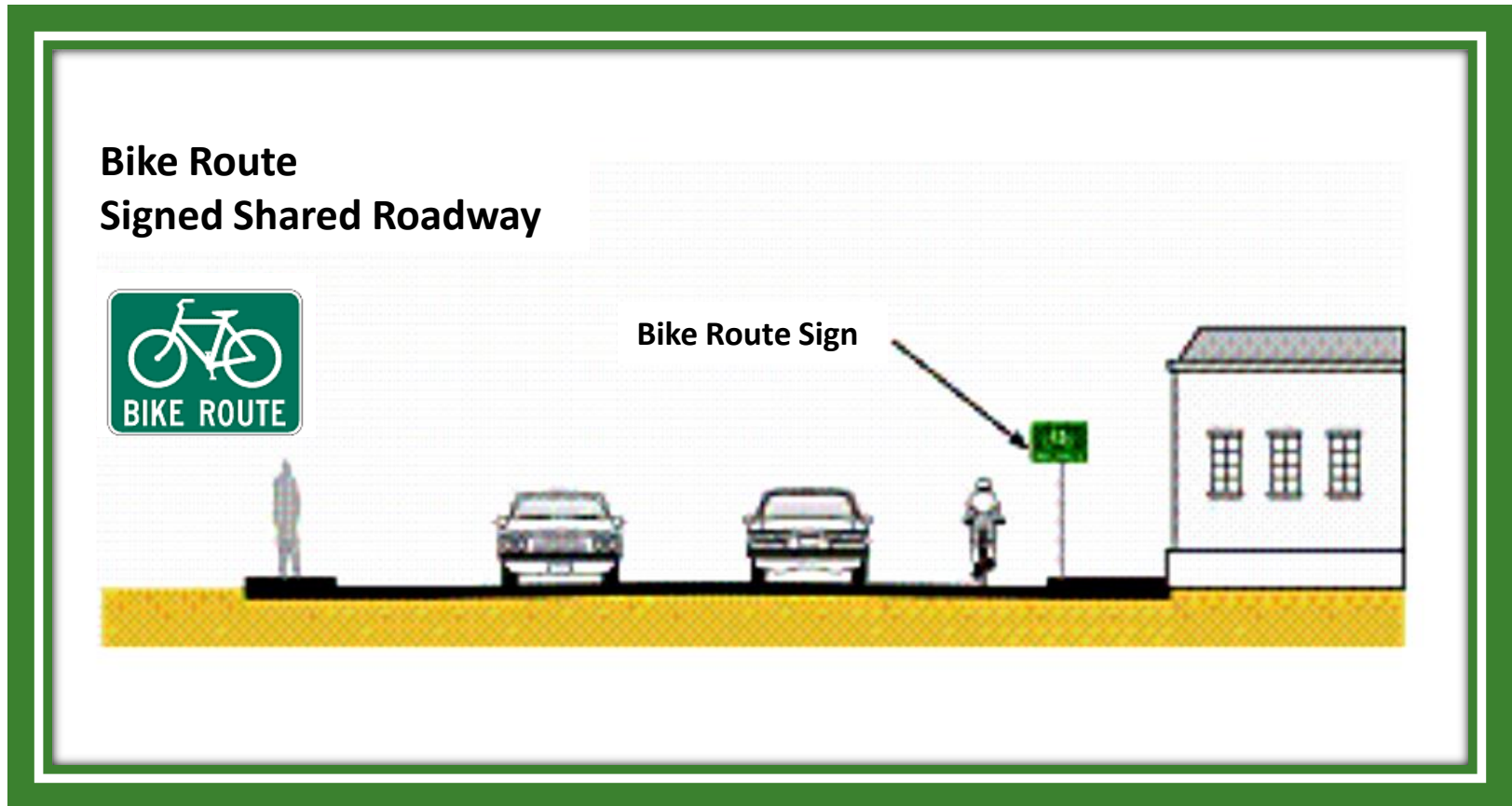


Figure 9C-3. Word, Symbol, and Arrow Pavement Markings for Bicycle Lanes

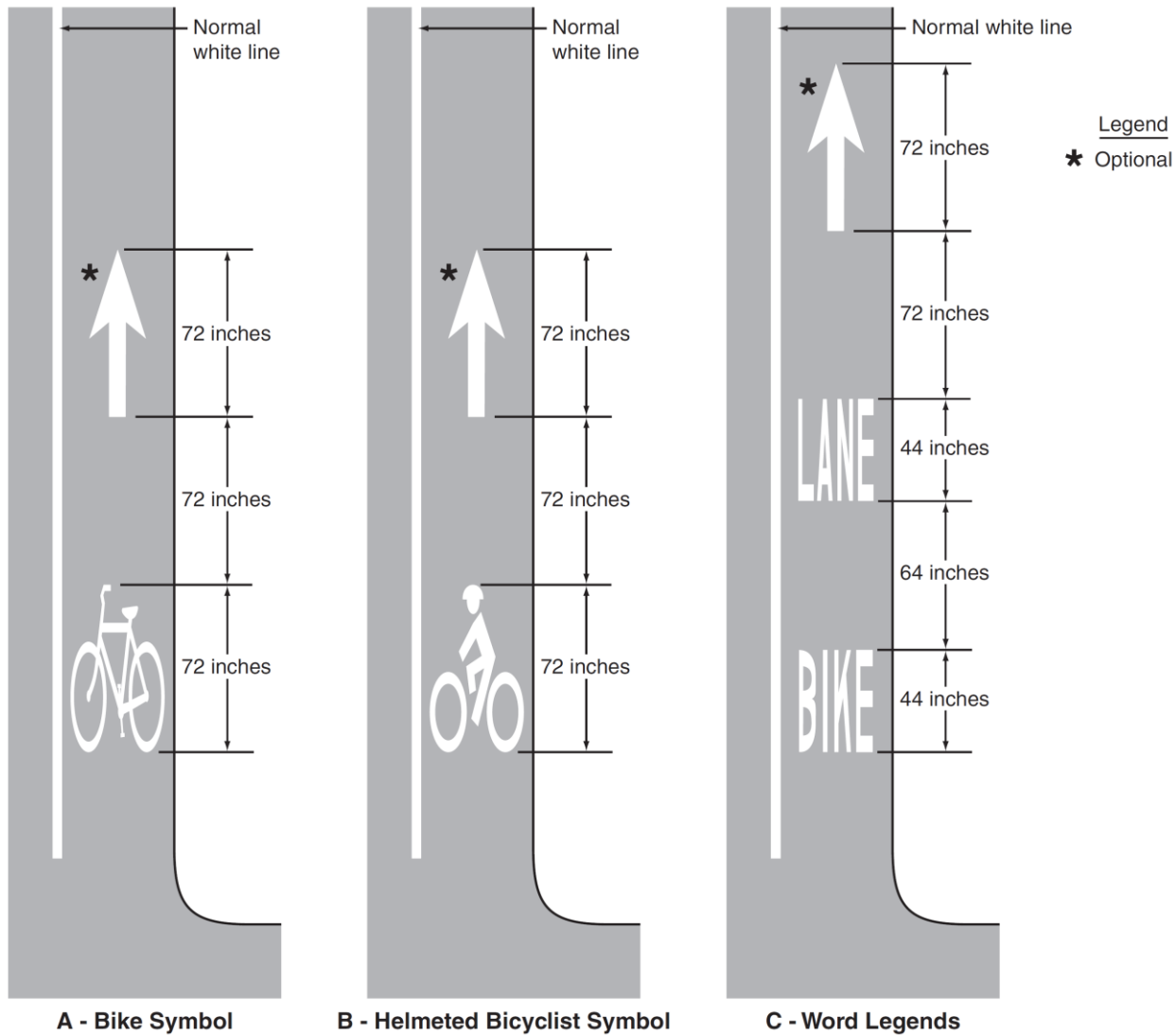
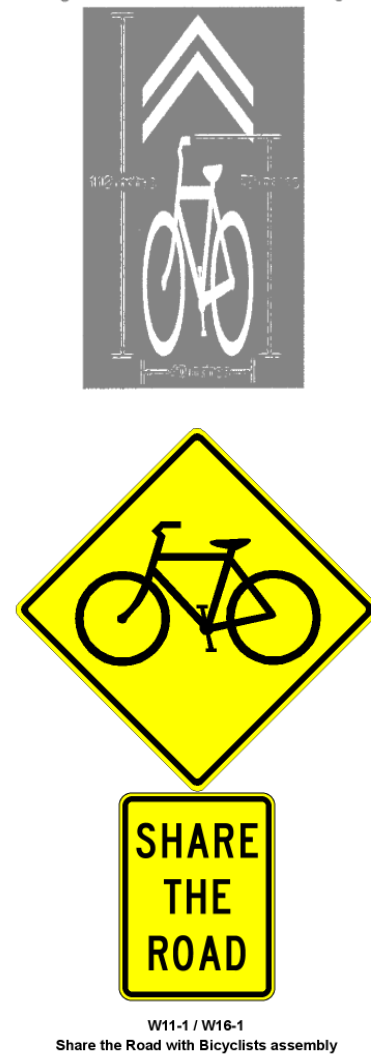


Figure 9C-9. Shared Lane Marking



2013 City of Whittier Bicycle Transportation Plan Map

