

City of Whittier Bicycle Transportation Plan



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Definitions

- ADT - Average Daily Traffic Volume.
- ARRA - American Recovery and Reinvestment Act. Federal Funding Program
- BTA - Bicycle Transportation Account. State Grant Funding Program.
- BTP - Bicycle Transportation Plan.
- Caltrans - State of California Department of Transportation.
- CA MUTCD - California Manual on Uniform Traffic Control Devices.
- Class I Bike Path - Separate Bikeway facility for bicyclists and pedestrians only.
- Class II Bike Lane - Designated striped bicycle travel lane (one-way facility each direction) on roadway.
- Class III Bike Route - Designate signed only Bikeway that shares the travel way with motor vehicles.
- Complete Streets - Street improvements that allow for and promotes safe multimodal interaction between pedestrians, bicycles, public transit and vehicles.

- CVC - California Vehicle Code.
- DMV - Department of Motor Vehicles.
- Gas Tax B - State Excise Tax on sale of motor vehicle fuels used for funding transportation improvements.
- HSIP - Highway Safety Improvement Program. Federal Transportation Grant Funding Program.
- Metro - Los Angeles County Metropolitan Transportation Authority.
- PCF - Primary Collision Factor that resulted in or caused a traffic accident.
- Proposition 1B - State of California issued Bonds for funding transportation improvements.
- Road Diet - Roadway travel lane restriping that reduces the number of travel lanes so to accommodate bike lanes and or two-way left-turn lanes.

- SAFETEA-LU - Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users.
- Sharrow - Painted Pavement Marking Legends on roadway installed in conjunction with “Share the Road” signs to reminder drivers to share the road with bicyclists.

- TDM - Transportation Demand Management Ordinance.
- TEA - Transportation Enhancement Act. Federal Transportation Funding Program.
- UPRR - Union Pacific Railroad Company.
- YMCA - Young Men’s Christian Association.

Goals and Objectives

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

Background

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

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

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

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

Background (Continued)

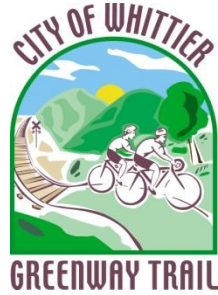
The City continues to negotiate with UPRR for a perpetual easement along the active rail line from the terminus of the Class I Whittier Greenway Trail at Mills Avenue and Lambert Road to the City's eastern shared border with La Habra. The eventual goal is to connect a Class I bicycle path into Orange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

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

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

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

Bikeway Analysis



Whittier Greenway Trail

In the past twenty years, the City has investigated several options to develop a direct route extending the length of the City. The most obvious opportunity, as well as the most complex, involved the conversion of an abandoned Union Pacific Rail line that extends from the western City boundary towards its easterly limits, traveling in a direct route through the heart of Whittier. In the 1982 Master Plan, the idea to convert the UPRR line into a Class I trail was determined to be infeasible. In 1999, the City began negotiating for acquisition of the abandoned line, successfully concluding its purchase in December 2001. With the help of Federal and State funding and the support of the Los Angeles County Metropolitan Transportation Authority, the City has developed the abandoned rail line into a utilitarian and environmentally sound Class I trail. The Whittier Greenway Trail was completed in 2008 and its potential is unprecedented. This rails-to-trails project has dramatically increased the use of alternative modes of transportation in the City and the region.



Whittier Greenway Trail parallels Whittier Boulevard



Whittier Greenway Trail continues on bridge deck over Whittier Boulevard at Five Points

Whittier Greenway Trail (Continued)

The Whittier Greenway Trail includes approximately 4.5 miles of abandoned rail line traversing the City in an east/west direction. Its urban location and direct route through the City are only two of the positive aspects of the trail.

The Whittier Greenway Trail produces unrivaled bicycle access by providing a backbone for connecting three significant Class I paths in the region. The link to the San Gabriel River and LARIO Trails is achieved at the northernmost point of the trail, near the 605 Freeway. Traveling easterly along Lambert Road yields a connection to Beach Boulevard and Imperial Highway to the future north entrance to Coyote Creek Trail Class I Bikeway.

Additionally, the City's commitment to developing a bikeway along Lambert Road or along the active UPRR line, traveling in a easterly direction to the City's limits, would create a link to the City of La Habra and Orange County. The beginning point for the Whittier Greenway Trail Eastern Extension will be a Trail Head parking lot on Mills Avenue just north of Lambert Road. The City is in active negotiation with UPRR to obtain a perpetual easement on the north edge of the active right-of-way from Mills Avenue to the east City limits. There is \$2 million designated in the Federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) for the project.



Whittier Greenway Trail Transportation History Exhibit



Whittier Greenway Trail Citrus Industry History Exhibit

Whittier Greenway Trail (Continued)

Due to its origin as a rail line, the placement of the Class I trail is ideal for commuter use. The abandoned railroad right-of-way bisects numerous residential, commercial, industrial and institutional areas within the City. Activity nodes such as Whittwood Town Center, Whittier Marketplace, the Quad, Whittier College, Presbyterian Intercommunity Hospital, several public schools, and churches are located less than one-half mile from the Whittier Greenway Trail. Its centralized urban location offers increased accessibility to various segments of the community with the advantage of a separation between bicycle and automobile.

While the City has implemented this Class I trail, which accomplished an essential element of an enhanced bikeway system. The continued commitment to connecting it with existing or new Class II or Class III bike lanes is important to encourage and increase bicycle usage for commuting to and from work, school, and pleasure. The City is utilizing a Bicycle Transportation Account (BTA) grant to expand and upgrade the bike routes throughout Whittier. Several Class III bike routes will be upgraded to Class II bike lanes along with additional streets designated as Class III bike routes to improve connectivity.



Whittier Greenway Trail

Whittier Greenway Trail Connections

Many residential streets and neighborhoods are already located next to the Whittier Greenway Trail regardless of the City's installation of additional routes. These provide numerous local direct access points to the Whittier Greenway Trail. However, to truly improve the overall system, the creation of new bikeways and upgrades to existing ones that are linked to the Whittier Greenway Trail must be the primary focus. Many existing Class II and Class III routes already connect to the Whittier Greenway Trail; therefore, it is accessible at many points throughout the City.

Direct access to the Whittier Greenway Trail through existing bikeways occurs at:

- Pioneer Boulevard – Class II/Class III
- El Rancho Drive/ Palm Park – Class III
- Broadway – Class II
- Hadley Street – Class III
- Mar Vista Street at Whittier Boulevard – Class II
- Greenleaf Avenue – Class II
- Laurel Avenue – Class III
- Mills Avenue – Class II

Priority shall be given to those routes with a connection to the Whittier Greenway Trail and the future eastern extension; and to those routes which provide the most direct access through the City and to adjacent communities. To this end, installation of or upgrades to routes along Norwalk Boulevard, Santa Fe Springs Road, Washington Boulevard, Colima Road, Lambert Road, Santa Gertrudes Avenue, Leffingwell Road, First Avenue, Beverly Boulevard, Pioneer Boulevard, Laurel Avenue, and Mar Vista Street are priority recommendations. With the focus on the Whittier Greenway Trail, the following upgrades, connections and additions shall be evaluated and implemented to substantially expand the existing bikeway system.

Colima Road

Colima Road is one of the City's busiest thoroughfares with four lanes traveling in a north/south direction. Located closer to the eastern limits of the City, Colima possesses similar opportunities in connecting communities to the north and south as does Norwalk Boulevard. The distance between Colima Road and Norwalk Boulevard is approximately five miles; therefore, an upgrade of both bike routes would achieve improved access to surrounding north/south limits at both ends of the City.

Transitioning into La Mirada Boulevard beyond southern City limits, a Class II lane on Colima Road would provide the City of La Mirada with a link to the Whittier Greenway Trail through a future route on Lambert Road. The communities of Hacienda Heights and La Habra Heights would also be accessible to the north via a Class II route along Colima Road.

Lambert Road

Lambert Road is a four-lane street with parking restrictions for most of its length. Portions of Lambert Road located in the City of La Habra and Los Angeles County already maintain a Class III route. The City of Whittier shall pursue the development of a 15 foot wide portion of the active rail line as an extension of the Whittier Greenway Trail along Lambert Road from Mills Avenue to the eastern city limits. This extension would produce a direct connection from the Whittier Greenway Trail to La Habra and existing Orange County bikeways. Feasibility of installing a future Class II lane along Lambert Road from Mills Avenue to Valley Home Avenue shall be explored at such time that the City determines that use of the adjacent active rail line cannot be achieved.

Mar Vista Street

Class II Bike Lanes are striped along Mar Vista Street extending from Painter Avenue to Whittier Avenue as well as a Class III signed route from Whittier Avenue to the Whittier Greenway Trail at Whittier Boulevard produces a direct travel route from the Whittier Greenway Trail to the Civic Center, the Transit Depot and the Uptown Whittier business district. The installation of this bikeway along this four-lane street provides the most effective link from the Whittier Greenway Trail to three of the City's busiest activity centers.

Norwalk Boulevard

Norwalk Boulevard is a four-lane arterial with an existing Class III designation. Norwalk Boulevard extends north to City limits and unincorporated areas of Los Angeles County. Traveling south along Norwalk Boulevard provides access to the cities of both Pico Rivera and Santa Fe Springs. Some existing features of Norwalk Boulevard may inhibit an upgrade from Class III to II. These obstacles include existing catch basins, roadway width, traffic striping and on-street parking. Because of location, accessibility, potential connection to the Whittier Greenway Trail and the direct route that Norwalk Boulevard provides, future analysis of upgrading shall be considered through the possible redesign of some of these existing features.

Because of its direct path in a north/south direction, a connection to the Whittier Greenway Trail from Norwalk Boulevard shall be analyzed for feasibility. The Whittier Greenway Trail is elevated above Norwalk Boulevard in the form of a bridge. Although maintenance of the bridge is encouraged, a direct connection to Norwalk Boulevard is recommended. This could be achieved through grading and construction of a ramp adjacent to El Rancho Drive feeding out onto Norwalk Boulevard or through acquisition and construction of a ramp on unused school district property located just west of Norwalk Boulevard.

Workman Mill Road

Norwalk Boulevard changes names and becomes Workman Mill Road to the north of Beverly Boulevard. Workman Mill Road is currently designated as a Class III Bike Route that will be upgraded with Class II Bike Lanes. The Los Angeles County Bicycle Master Plan calls for installation of Class II Bike Lanes on Workman Mill Road to provide a bikeway connection to Rio Hondo Community College.

San Gabriel River Trail via Beverly Boulevard

The original concept for the development of the Whittier Greenway Trail included a Class I trail stretching from Norwalk Boulevard to the San Gabriel River Trail along the abandoned rail line. This scenario would have involved the purchase of a railroad trestle bridge that crosses the 605 Freeway, bisecting private property adjacent to the San Gabriel River and crossing an active Metrolink line. One alternative that was also considered was a Class III route south on Orange Drive to Obregon Street bridge across the 605 Freeway to connect with Whittier Boulevard via Esperanza Avenue through Amigo Park. This route would have required the acquisition of a single family home in order to provide a connection between Obregon Street and Esperanza Avenue.

After further investigation and discussion with Caltrans and Metro officials, as well as field observation, the most efficient immediate solution involved the termination of the Class I trail at Pioneer Boulevard with a transition to a Class II or III Lane/Route going north on Pioneer Boulevard and west on Beverly Boulevard. Beverly Boulevard would require future street and bridge widening to accommodate the striping of Class II Bike Lanes. In the interim, Beverly Boulevard will remain signed as a Class III Bike Route to connect to the San Gabriel River Trail. The interim upgrade of Beverly and Pioneer Boulevard is the best alternative until additional funding becomes available. One of the focuses of the City is to improve the connection to the San Gabriel River Trail.

Pioneer Boulevard

As previously indicated, the proposal to upgrade the Pioneer Boulevard bikeway from the Whittier Greenway Trail to the entrance to the 605 Freeway would allow for connection to the San Gabriel River Trail without compromising safety or requiring substantial funds. To provide this upgrade would require the elimination of all on-street parking on both sides of the street. To retain on-street parking for residents along Pioneer Boulevard, a Class II Bike Lane was only be striped in the northbound direction between the Whittier Greenway Trail and Beverly Boulevard. Southbound Pioneer Boulevard remained signed as a Class III Bike Route with supplemental Share the Road Signs and Sharrow Pavement Legends.

Washington Boulevard

A direct connection from Whittier Greenway Trail to the Presbyterian Intercommunity Hospital could be best achieved with an upgrade of Washington Boulevard with Class II bike lanes from the Whittier Greenway Trail to Lambert Road. Presbyterian Intercommunity Hospital is the City's largest employer and the hospital and surrounding medical offices are a major employment center in the City. This would also provide a bikeway connection to the possible future Metro Gold Line Light Rail Station now in route selection determination Environmental Review process.

Santa Fe Springs Road

Upgrading Santa Fe Springs Road with Class II bike lanes would provide connectivity between the Whittier Greenway Trail and York Field located at Mulberry Drive/Slauon Avenue. These bike lanes can be installed through restriping of the travel lanes on the street while still retaining on-street parking. There is the potential opportunity to extend the bikes lanes along Santa Fe Springs Road to connect with the recently installed bikeway system in the City of Santa Fe Springs at Los Nietos Road. This would create a bikeway connection from the City of Whittier to the Norwalk/Santa Fe Springs Metrolink Commuter Rail Station.

Laurel Avenue

A direct connection from Whittier Greenway Trail to one of three major bus line transfer centers could be best achieved with an upgrade of Laurel Avenue to Class II from the Whittier Greenway Trail to the Quad Shopping Center. Laurel Avenue is presently signed as a Class III route with a portion where there is adequate width that accommodates a Class II bike lane. Future extension of the Class II bike lane would require implementing on-street parking restrictions and coordination with Los Angeles County to extend south to Mulberry Drive.

Mills Avenue

Mills Avenue provides striped with Class II bike lane connection to the Whittier Greenway Trail. The Los Angeles County Bicycle Master Plan indicates future extension of the Class II bike lanes south on Mills Avenue to Telegraph Road.

Intermodal Connections

Whittier Transportation Depot Bus Layover / Transfer Station

The City of Whittier pursued an ambitious renovation to its historic Southern Pacific Railroad Depot for use as the City Transit Center and home to its Transit Division. Located in Uptown Whittier, the Transit Depot was completed in 2002. Bus lines and bus transfers with connections to Metrolink Trains are accommodated at the site, so the connection to the Whittier Greenway Trail is an important addition to the bikeway system. Class II bike lanes along Mar Vista Street connects Historic Uptown Whittier to the Whittier Greenway Trail. A short Class III route along Comstock Avenue north of Mar Vista Street would provide access to the rear parking lot of the Transit Center. The distance from the Whittier Greenway Trail to the Transit Depot is less than one mile.

Beverly Boulevard/Norwalk Boulevard Bus Layover / Transfer Connection

Bus transfer and layover station is located adjacent to the Hoover Fountain near the intersection with Beverly Boulevard at Norwalk Boulevard/Workman Mill Road. This location provide convenient transfers between Metro, Foothill Transit, Norwalk Transit and Montebello Bus Lines.

Whittwood Town Center Bus Layover / Transfer Connection

Located within the Whittwood Town Center at Whittier Boulevard at Whittwood Lane, this bus stop provides transfers between Metro, Foothill Transit, Montebello Bus Lines and Los Angeles County Sunshine Shuttle. The Whittwood Town Center has connections to bikeways on Whittier Boulevard, Santa Gertrudes Avenue, Russell Street, Starbuck Street and Messina Drive.

Whittier Quad Bus Transfer Connection

Located adjacent to the Whittier Quad at the intersections of Whittier Boulevard and Painter Avenue, these bus stops provides transfers between Metro, Norwalk Transit, Montebello Bus Lines and Los Angeles County Sunshine Shuttle. The Whittier Quad connects to bikeway system on Laurel Avenue and Whittier Boulevard.

Intermodal Connections



Historic Whittier Transportation Depot
Bus Layover/Transfer Station

Provides bus connection to the
Norwalk/Santa Fe Springs Metrolink
Train Station



Hoover Fountain Bus Layover/Transfer Connection



Whittwood Town Center Bus Layover/Transfer Connection

Scope of the Plan

In order to be eligible for Bicycle Transportation Account (BTA) grant funds, the City of Whittier must have an adopted Bicycle Transportation Plan (BTP) that is no more than five years old that addresses items (a-k) in the Streets and Highways Code Section 891.2. The last BTP was adopted by Whittier City Council on February 1, 2008. In fulfilling the requirements, Whittier BTP will be referencing the countywide BTP prepared by Los Angeles County Metropolitan Transportation Authority (Metro) in the areas the BTA requirements for Whittier have been met. Metro BTP included a discussion of items (a-k) for the City of Whittier. Any items not covered by Metro BTP are further discussed in Whittier BTP.

Whittier BTP addresses the following required elements:

- ❑ *(a) Estimated number of existing bicycle commuters and the estimated increase in the number of bicycle commuters*
- ❑ *(b) Description of existing and proposed land use and settlement patterns (Map)*
- ❑ *(c) Description of existing and proposed bikeways (Map)*
- ❑ *(d) Description of existing and proposed end-of-trip bicycle parking facilities (Map)*
- ❑ *(e) Description of existing and proposed bicycle transportation and parking facilities for connections with and use of other transportation modes (Map)*
- ❑ *(f) Description of existing and proposed facilities for changing and storing clothes and equipment (Map)*
- ❑ *(g) Description of bicycle safety and education program*
- ❑ *(h) Citizen and community involvement in development of the plan*
- ❑ *(i) Description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional plans*
- ❑ *(j) Proposed projects and listing of their priorities for implementation*
- ❑ *(k) Past expenditures for bicycle facilities and future financial needs for projects*

(a) Bicycle Commuter Estimates

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

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

While the Bicycle Transportation Account (BTA) requirements identify estimates of bicycle commuters only, the 1999 model includes the total range of bicycle transportation trips in a community, including work, bike-transit users, school, recreational and utility trips. This model has been used by a variety of agencies around the United States. The Bicycle Ridership Demand Estimating Model methodology is documented in the 2006 Metro Bicycle Transportation Account Compliance Document, Volume 2, Appendix A, pages A-2 through A-7.

The above document (page 16) estimated that City of Whittier has an existing 2,313 daily bicycle trips, and future projection of 6,446 daily bicycle trips.

(a) Bicycle Commuter Estimates Continued

With the completion of the separate Class I Whittier Greenway Trail in 2008, bikeway usage continues to increase as it provides separate and direct access through most of the City. Actual survey counts performed during September of each year documenting the usage of the Whittier Greenway Trail are shown below. The future extension of the trail to the east toward Orange County is expected to go beyond these recent counts and estimates.

Whittier Greenway Trail Actual Usage Figures from September Surveys

<u>Year</u>	<u>Daily Activity</u>	<u>Weekly Activity</u>	<u>Monthly Activity</u>	<u>Annual Activity</u>	<u>Percent Bicycles</u>
2010	502	3,859	16,538	150,350	29%
2011	613	4,712	20,192	183,566	22%
2012	782	6,015	25,804	234,582	36%

(b) Land Use Patterns

Land use patterns for the City of Whittier are shown on the 2006 Metro Bicycle Transportation Strategic Plan Map 15, page 106. Residential property is the primary land use within the City of Whittier. Destination points for commercial, service, general office and industrial uses lie along major vehicular arterials within the City. These arterials include Whittier Boulevard, Washington Boulevard, Lambert Road, Greenleaf Avenue, and Philadelphia Street. Other concentrations of commercial and retail activity exist through out the City. However, these above mentioned streets represent the more significant areas in the City. The major activity centers include the Whittwood Town Center, the Whittier Quad, Uptown Whittier, Whittier Marketplace, the Whittier Transportation Center (Whittier Historic Depot), Presbyterian Intercommunity Hospital and Whittier Hospital. Recreational activity nodes include an extensive park system throughout the City with Palm, Penn, Parnell, Central, Lee Owens and Michigan Parks generating the most significant activity. Whittier Civic Center and Whittier College are two other significant centers in the northern portion of the City, separate from the general commercial, office and service uses. Whittier has three (3) elementary school districts, three (3) private elementary schools and one (1) high school district that comprise the 25 school campus within, or directly adjacent to, City limits.

Located adjacent to or within close proximity to most of these activity centers are Class II and III bikeways. Almost all the activity nodes are accessible by bicycle with most centers providing bicycle amenities such as bike racks.

Analysis contained within this plan, beginning on page 46, furthers the previous efforts of connecting these activity centers and making them easily accessible to bicyclists. Those bikeways which may be upgraded or added to the existing system for this purpose will be later outlined in this plan as well.

The following pages highlight some of the City's activity centers, including a listing of schools and their proximity to existing or future bikeways.

Shopping Centers



The Quad at Whittier Blvd., a large shopping center directly accessible by Laurel Avenue (Class II)



Whittwood Town Center, directly accessible from Santa Gertrudes Avenue (Class II)



The Marketplace, accessible from nearby Whittier Greenway Trail (Class I)

Hospitals and Medical Centers



Whittier Presbyterian Intercommunity Hospital, future Class II connection via Washington Blvd.



Whittier Hospital Medical Center, directly accessible from Colima Road (Class II) and future Class III on Janine Drive.

Historic Shopping and Business District



Uptown Whittier, looking north and south on Greenleaf Avenue



Whittier College and Continuing Education



Whittier College directly accessible from Painter Avenue (Class III) and Philadelphia Street (Class II)



Sierra Adult Education Center directly accessible from Mulberry Drive (Class III)



Marinello School of Beauty accessible from Hadley Street (Class II)

Public and Private Schools

School and Existing Bikeway Accessibility		
<i>School (District)</i>	<i>Nearest Bikeway</i>	<i>Distance from Bikeway</i>
California (WUHSD)	Whittier Greenway Trail/Mills Avenue/Lambert Road	1000 ft.
Frontier (WUHSD)	Mulberry Road/Greenleaf Avenue	> 100 ft.
La Serna (WUHSD)	Villaverde Drive/Youngwood Drive	> 100 ft.
Whittier (WUHSD)	Whittier Greenway Trail /Hadley Street	200 ft.
Dexter (WCSD)	Whittier Greenway Trail	> 100 ft.
Hoover (WCSD)	Hadley Street	> 500 ft.
Jackson (WCSD)	La Cuarta Street	> 100 ft.
Longfellow (WCSD)	Whittier Greenway Trail	> 100 ft.
Lincoln (WCSD)	Broadway	> 100 ft.
Orange Grove (WCSD)	Whittier Greenway Trail	> 100 ft.
Sorensen (WCSD)	Broadway	300 ft.
West Whittier (WCSD)	Norwalk Boulevard	> 100 ft.
Evergreen (EWCSO)	Greenway /Greenleaf Avenue	300 ft.
East Whittier (EWCSO)	Mills Avenue/La Cuarta Street	1500 ft.
Laurel (EWCSO)	Whittier Greenway Trail /Laurel Avenue	100 ft.
Leffingwell (EWCSO)	Santa Gertrudes Avenue	> 100 ft.
Murphy Ranch (EWCSO)	Janine Drive	> 100 ft.
Ocean View (EWCSO)	La Cuarta Street	700 ft.
Scott Avenue (EWCSO)	Leffingwell Road	800 ft.
Jordan (LJSD)	First Avenue	1300 ft.
Macy (LJSD)	Janine Drive	200 ft.
Meadow Green (LJSD)	Leffingwell Road	1500 ft.
Whittier Christian (Private)	Milton Avenue	>100 ft.
St. Mary's (Private)	Milton Avenue	>200 ft.
St. Bruno's (Private)	Santa Gertrudes Avenue	>100 ft.

WUHSD - Whittier Union High School District
 EWCSO - East Whittier City School District (Elementary)

WCSD - Whittier City School District (Elementary)
 LJSD – Lowell Joint School District (Elementary)

(c) Existing and Proposed Bikeways

The City maintains a system of bikeways that consists of approximately 40 miles of Class I, II, and III bikeways within City limits. Located within both residential and non-residential areas, the existing network allows for comprehensive travel to all areas of the City. Many of these bikeways connect to adjacent cities and Los Angeles County unincorporated areas south of Whittier. The single most important accomplishment since the last Plan and greatest enhancement to the existing system is the Class I Whittier Greenway Trail completed in 2008 that provides both north/south and east/west directions. To improve and increase bicycle commuter travel, additional designations of direct routes are necessary, including future connections of the Whittier Greenway Trail to the trail network in Orange County.

Proposed within this Transportation Plan are an additional 12 miles of Class I, II and III routes, totaling approximately 49 miles of existing and proposed bikeways within Whittier. Table 2 delineates the existing Class I and Class II routes and Table 2 the existing Class III routes, class designations, length, and Average Daily Traffic (ADT) volume. Tables 4 and 5 show the proposed routes.

A map of the entire bikeway system appears as Figure 1. It is also referred as Map 30 – Existing and Proposed Bikeways, Area 15 of 17 – in the 2006 Metro Bicycle Transportation Account Compliance Document (Volume 2).

As studies suggest and field observation confirms, bicyclists are most likely to use paths designed as routes separate from vehicular traffic (Class I). The lesser alternative is designated lanes, striped along existing public streets but separate from motorists (Class II). The least desirable option is a signed route maintained on a public street but with no physical or visual separation from vehicular traffic (Class III). Therefore, the addition of Class I and II bikeways are recommended where feasible. Existing and proposed bikeways located within City of Whittier as well as adjacent cities of Santa Fe Springs, Pico Rivera, La Habra, La Habra Heights, La Mirada and unincorporated Los Angeles County are shown on the 2013 City of Whittier Bicycle Transportation Plan Map, page 114.

Table 2 - Existing Class I & II Bikeways

<i>Existing Class I Bikeways</i>	<i>From (Street Name)</i>	<i>To (Street Name)</i>	<i>Length (Miles)</i>	<i>ADT Volume</i>
Lambert Road UPRR Bike Crossing	Gunn Avenue	Mills Avenue	0.06	19,800
San Gabriel River Bike Trail	Beverly Boulevard	Whittier Boulevard	0.87	N/A
Whittier Greenway Trail	Pioneer Boulevard	Mills Avenue	4.50	N/A
Total Miles of Existing Class I			5.37	

<i>Existing Class II Bikeways</i>	<i>From (Street Name)</i>	<i>To (Street Name)</i>	<i>Length (Miles)</i>	<i>ADT Volume</i>
Broadway Avenue	Western Avenue	Greenleaf Avenue	1.06	7,000
Colima Road	Lambert Road	North City Limits	2.61	40,300
First Avenue	Lambert Road	Whittier Boulevard	0.77	9,400
Greenleaf Avenue	Hadley Street	Beverly Boulevard	0.36	8,600
Greenleaf Avenue	Mulberry Drive	Mar Vista Street	1.38	12,300
Hadley Street	Comstock Avenue	Elmquist Avenue	0.98	12,500
Leffingwell Road	Lambert Road	Valley Home Avenue	0.76	22,300
Mar Vista Street	Whittier Greenway Trail	Painter Avenue	0.70	12,300
Mar Vista Street	Colima Road	Cerquita Drive	1.09	1,900
Mills Avenue	Lambert Road	Whittier Boulevard	0.64	12,000
Mulberry Drive	Colima Road	Scott Avenue	0.89	12,000
Philadelphia Street	Painter Avenue	Stanford Way	0.17	3,000
Russell Street	Whittier Boulevard	Valley Home Avenue	0.89	3,700
Santa Gertrudes Avenue	Lambert Road	La Forge Street	0.44	15,400
Santa Gertrudes Avenue	Whittier Boulevard	Janine Drive	0.13	7,100
Villaverde Drive	Youngwood Drive	Mar Vista Street	0.53	2,700
Total Miles of Existing Class II			13.40	

Table 3 - Existing Class III Bikeways (Signed Routes)

<i>Existing Class III Bikeways</i>	<i>From (Street Name)</i>	<i>To (Street Name)</i>	<i>Length (Miles)</i>	<i>ADT Volume</i>
Beverly Boulevard	Pioneer Boulevard	Norwalk Boulevard	0.83	31,900
Broadway Avenue	Whittier Boulevard	Western Avenue	0.15	9,200
Broadway Avenue	Greenleaf Avenue	Painter Avenue	0.26	1,600
Carretera Drive	La Cuarta Street	La Serna Drive	0.40	2,800
College Avenue	Whittier Boulevard	Penn Street	1.04	4,900
El Rancho Drive	Floral Drive	Howard Street	0.27	5,200
Floral Drive	Pioneer Boulevard	El Rancho Drive	0.64	1,600
Greenleaf Avenue	Mulberry Drive	La Cuarta Street	1.02	15,500
Howard Street	El Rancho Drive	Palm Avenue	0.15	600
Janine Drive	La Serna Drive	Capulet Avenue/Macy St.	1.86	3,800
La Cuarta Street	Milton Avenue	Carretera Drive	2.35	5,200
La Serna Drive	Janine Drive	Youngwood Drive	0.45	5,700
Lambert Road	Leffingwell Road	East City Limits	0.85	20,200
Laurel Avenue	Whittier Boulevard	Mulberry Drive	0.89	8,100
Leffingwell Road	Scott Avenue	Lambert Road	0.66	22,300
Mar Vista Street	Colima Road	Villaverde Drive	0.11	4,400
Messina Drive	Scott Avenue	Starbuck Street	0.28	1,800
Milton Avenue	La Cuarta Street	Broadway Avenue	1.23	3,000
Mulberry Drive	Santa Fe Springs Road	Colima Road	2.22	20,200

Table 3 - Existing Class III Bikeways (Signed Routes) continued

<i>Existing Class III Bikeways</i>	<i>From (Street Name)</i>	<i>To (Street Name)</i>	<i>Length (Miles)</i>	<i>ADT Volume</i>
Norwalk Boulevard	Beverly Boulevard	South City Limits	1.10	16,300
Painter Avenue	Penn Street	Broadway Avenue	0.74	26,700
Palm Avenue	Howard Street	Broadway Avenue	0.17	3,400
Penn Street	Milton Avenue	College Avenue	0.70	4,400
Pioneer Boulevard	Beverly Boulevard	Orange Drive	0.42	3,700
Santa Gertrudes Avenue	Leffingwell Road	Lambert Road	0.23	14,000
Santa Gertrudes Avenue	La Forge Street	Whittier Boulevard	0.19	12,600
Scott Avenue	Leffingwell Road	Messina Drive	0.68	10,700
Slauson Avenue	West City Limits	Santa Fe Springs Road	0.34	24,700
Starbuck Street	Messina Drive	Santa Gertrudes Ave	0.30	3,900
Whittier Boulevard	Laurel Avenue	College Avenue	0.11	39,000
Whittier Boulevard	Santa Gertrudes Avenue	Russell Street	0.13	31,000
Youngwood Road	Colima Road	Seranata Drive	0.97	2,700
Workman Mill Road	Beverly Boulevard	North City Limits	0.36	18,900
Total Miles of Existing Class III Bikeways			18.42	

Recent Bikeway Upgrades – page 1

- Greenleaf Avenue from Mar Vista Street to Mulberry Drive/South City Limits



Upgraded Class III bike route with “Road Diet” travel lane reduction restriping to provide two-way left-turn lane, one travel lane each direction and Class II Bike Lanes.

- Laurel Avenue from Oak Street to Starbuck Street



Upgraded Class III Bike Route with striping of Class II Bike Lanes.

Recent Bikeway Upgrades – page 2

- Pioneer Boulevard from Whittier Greenway Trail to Beverly Boulevard
- Philadelphia Street from Painter Avenue to Stanford Way



Striping of northbound Class II Bike Lane and installation of “Share the Road” Signs with “Sharrow” pavement markings for the southbound Class III Bikeway.



Upgraded Class III Bike Route with striping of Class II Bike Lanes adjacent to the campus of Whittier College.

Recent Bikeway Upgrades – page 3

- Mar Vista Street from Whittier Boulevard to Painter Avenue



Striping of Class II Bike Lanes to connect Civic Center and Whittier Historic Uptown District with the Whittier Greenway Trail.

- Mar Vista Street from Colima Road to Villaverde Drive



Striping of Class II Bike Lanes was included as a Transportation Demand Management (TDM) condition of redevelopment.

Table 4 - Proposed Class I & Class II Bikeways

<i>Proposed Class I Bikeways</i>	<i>From (Street Name)</i>	<i>To (Street Name)</i>	<i>Length (Miles)</i>	<i>ADT Volume</i>	<i>Priority</i>
Eastern Extension of the Whittier Greenway Trail	Mills Avenue	East City Limits	2.80	N/A	1
Whittier Boulevard	San Gabriel River Trail	Pio Pico State Historic Park	0.15	N/A	2
Jacmar Drainage Channel	Whittier Greenway Trail E/O Laurel Avenue	Oak Street	0.38	N/A	3
Total Miles of Proposed Class I Bike Paths			3.23		

<i>Proposed Class II Bikeways</i>	<i>From (Street Name)</i>	<i>To (Street Name)</i>	<i>Length (Miles)</i>	<i>ADT Volume</i>	<i>Priority</i>
Workman Mill Road	Beverly Boulevard	North City Limits	0.36	18,900	1
Washington Avenue	Walnut Street	Penn Street	0.25	3,400	2
Santa Fe Springs Road	Mulberry Drive	Whittier Boulevard	1.04	15,300	3
Washington Boulevard	Lambert Road	Whittier Boulevard	0.36	24,800	4
Starbuck Street	Portada Drive	Santa Gertrudes Ave.	0.15	3,900	5
Greenleaf Avenue	Beverly Boulevard	Orange Road	0.11	3,100	6
Beverly Boulevard	San Gabriel River Trail	Norwalk Boulevard	0.83	31,900	7
Leffingwell Road	Scott Avenue	Lambert Road	0.66	22,300	8
Lambert Road	Mills Avenue	Leffingwell Road	1.97	24,100	9
Broadway	Whittier Boulevard	Western Avenue	0.15	9,200	10
Norwalk Boulevard	Beverly Boulevard	South City Limits	1.10	16,300	11
Laurel Avenue	Starbuck Street	Mulberry Drive	0.69	8,100	12
Total Miles of Proposed Class II Bike Lanes			7.67		

Table 5 - Proposed Class III Bikeways (Signed Routes)

<i>Proposed Class III Bikeways</i>	<i>From (Street Name)</i>	<i>To (Street Name)</i>	<i>Length (Miles)</i>	<i>ADT Volume</i>	<i>Priority</i>
Hadley Street	Greenway	Comstock Avenue	0.57	14,900	1
Comstock Avenue	Mar Vista Street	Penn Street	0.11	3,300	2
Bogardus Avenue	Whittier Boulevard	Janine Drive	0.21	1,900	3
Santa Gertrudes Avenue	Janine Drive	West Road	0.21	4,900	4
West Road	Santa Gertrudes Avenue	City Limits	0.30	2,200	5
Whittier Boulevard	First Avenue	Bogardus Avenue	0.06	27,500	6
Janine Drive	Colima Road	La Serna Drive	0.21	71,00	7
Total Miles of Proposed Class III Bikeways			1.67		

(d) End-of-Trip Bicycle Parking

At present, many end-of-trip facilities have already been constructed throughout the City. The facilities consist of bike racks at major activities nodes including many retail centers, both hospitals, public building, Whittier Transportation Depot, parks and schools. The following page lists some of the destination points where bike racks have been installed (Table 6). The Transportation Element and the Environmental Resources Management Element of the Whittier General Plan addresses the need to further accommodate bicycle users at all major activity centers.

Additionally, Ordinance 2589 serves as the Transportation Demand Management (TDM) ordinance requiring bicycle facilities and amenities be provided for large-scale development projects. This includes not only parking facilities but informational facilities as well.

Showers, lockers, and changing facilities are presently available in Uptown Whittier (Uptown YMCA), East Whittier (East Whittier YMCA), Palm Park, and the Whittier Community Center, located on Washington Avenue across from the Civic Center. In addition to these facilities, the City shall pursue additional amendments to the Municipal Code requiring the installation of end-of-trip facilities for large development projects and businesses.

As described in Table 6, at least nineteen (19) sites maintain bike racks ranging in use from area high schools to large retail centers. An approximate total of 168 bicycle spaces are available throughout the City. This total does not include most institutional uses, such as elementary and junior high schools as well as public parks in the area. With the completion of the Whittier Greenway Trail, the City shall analyze specific activity nodes for installation of additional bike racks or other end of trip facilities to accommodate the increased bicyclists. Existing public bicycle parking facilities are shown on the 2013 Whittier Bicycle Transportation Plan Map, page 114.



Bailey Post Office Bike Racks



City Hall Bike Racks

Table 6 End of Trip Facilities

End of Trip Facilities		
<i>Location</i>	<i>Cross Streets</i>	
<i>Agencies</i>		
YMCA - Uptown (7 spaces)	Hadley Street	Pickering Avenue
YMCA – East Whittier (3 spaces)	Starbuck Street	Santa Gertrudes Avenue
<i>Regional Medical Centers</i>		
Presbyterian Hospital (7 spaces)	Washington Boulevard	Lambert Road
Whittier Hospital (11 spaces)	Janine Drive	Colima Road
<i>High Schools</i>		
Whittier High School (23 spaces)	Philadelphia Street	Whittier Avenue
La Serna High School (11 spaces)	Youngwood Avenue	La Serna Drive
<i>Major Retail Centers</i>		
Whittwood Town Center (7 spaces)	Whittier Boulevard	Santa Gertrudes Avenue
Whittier Quad (14 spaces)	Whittier Boulevard	Laurel Avenue
<i>Public Buildings and Right-of-way</i>		
City Hall (4 spaces)	Penn Street	Friends Avenue
Whittier Transportation Center (4 spaces)	Greenleaf Avenue	Penn Street
Whittier Theater (11 spaces)	Greenleaf Avenue	Wardman Street
Whittier Central Library (7 spaces)	Washington Avenue	Mar Vista Street
Whittier Branch Library (11 spaces)	Santa Gertrudes Avenue	Starbuck Street
Multi-deck Parking Lot (5 spaces)	Philadelphia Street	Bright Avenue
Public Right-of-Way (5 spaces)	Bright Avenue	Philadelphia Street
Public Right-of-Way (7 spaces)	Greenleaf Avenue	Bailey Street
Public Right-of-Way (11 spaces)	Philadelphia Street	Greenleaf Avenue
Post Office Parking Lot (7 spaces)	Washington Avenue	Bailey Street
Post Office (7 spaces)	Michigan Avenue	Christine Drive

(e) Regional Park and Ride Facilities

Whittwood Town Center, located on Whittier Boulevard and Santa Gertrudes Avenue has been identified in the 2006 Metro BTA Compliance Document, Volume 2, Table 5 as one of the sites with bicycle parking at park and ride lot. In addition, the Whittier Transportation Center (Historic Depot), completed in 2002, is designated as another park and ride facility that is served by Norwalk Transit Route 3.

Completed in September 2006, the 65-acre Whittwood Town Center is a revitalized retail and residential village located on Whittier Boulevard and Santa Gertrudes Avenue. There are four anchor retailers and a major grocery chain with new specialty shops, retailers, restaurants, and a multi-tenant upscale residential district of 114 townhomes. There are 3,591 parking stalls providing a parking ratio of 4.5/1,000 sq. ft. The center is served by Metro Line #120, Montebello Bus Line #10, and South Whittier County Sunshine Shuttle. All of the buses are equipped with front folding bicycle transportation storage racks.



Bicycle Racks at Whittwood Town Center



Whittwood Town Center Bus Layover/Transfer Station

(e) Regional Park and Ride Facilities continued

The Whittier Transportation Center (Whittier Historic Depot) was restored with grant funds through the Transportation Enhancement Act (TEA). It was reopened in 2002 with a new use and a new lease on life. The restored Depot serves as “home base” for the Whittier Transit Division. An important function of the Center is the centralization of information and services relating to public transit. Uses include a surface transportation museum, a Dial-A-Ride dispatch center; a transit information center where customers can receive information on all forms of public transit; and a meeting room in the former baggage storage area. There are parking stalls and a bicycle rack with four spaces. The Whittier Transportation Depot is served by Norwalk Transit Route 3 and Whittier Dial-A-Ride.

The Whittwood Town Center and Whittier Transportation Center (Whittier Historic Depot) public regional park and ride facilities are shown on the 2013 City of Whittier Bicycle Transportation Plan Map, page 114.



Whittier Dial-A-Ride at Whittier Depot Transit Center and Park and Ride Facility

(f) Changing Facilities

The City of Whittier now has four (4) known locations of public restrooms, showers or changing facilities for bicycle commuters:

- ❑ East Whittier YMCA on Starbuck Street at Santa Gertrudes Avenue
- ❑ Whittier Community Center on Washington Avenue at Mar Vista Street
- ❑ Uptown YMCA on Hadley Street at Pickering Avenue
- ❑ Palm Park on Palm Avenue north of Broadway

The locations of the changing facilities are shown on the 2013 Whittier Bicycle Transportation Plan Map, page 114.

(g) Safety and Education

The United States ranks among the lowest of all developed countries for which bicycles are used as modes of transportation. Climate is not necessarily a factor as some northern European countries rank among those with the highest rate of utilitarian bicycle use.

Americans generally depend heavily upon their automobiles with development patterns and public street designs that encourage that dependence. Further, many individuals view bicycle use on public streets as unsafe; therefore, education of both the motorist and potential bicycle user is necessary to further the goal of reducing vehicular trips and increasing the use of bicycles as modes of transportation.

The completion of the Whittier Greenway Trail, a Class I bike path within the abandoned rail line, achieved many objectives including the provision of a reassuring separation between car and bicycle. Additionally, the upgrade of existing Class III routes to Class II bike lanes will likely promote increased usage due to the perception of improved safety of Class II versus Class III paths.

Safety Measures

The City has analyzed many options for increasing safety of bicycle and pedestrian travel throughout the City. Aside from the obvious benefits gained from the implementation of an extensive and separate Class I bike trail traversing the heart of Whittier, the Whittier Greenway Trail illustrates to residents the City's commitment to reducing vehicular traffic and dedicating funds and resources for safe bicycle use within the City. With increased awareness produced with the use of the Whittier Greenway Trail, individual perspectives on the safety of bicycle travel is becoming more positive and residents are becoming more likely to use other bikeways throughout the City. Complete Streets design concepts will be incorporated in future street improvements by the City to provide for better integration of transit, bike and pedestrian safety amenities.

Enforcement of traffic laws is an important component of bicycle safety. Presently, Whittier Police officials enforce traffic laws applicable to both bicyclists and motorists. Bicyclist safety depends on continued Police Department efforts in patrolling all bikeways, including the separate Class I Whittier Greenway Trail. The Whittier Police Department trains a select number of officers and numerous public safety volunteers to patrol on bicycles; therefore, safety along all classes of bikeways is enhanced within City boundaries.

The City has analyzed existing conditions found within street crossings and intersections as well as posted speed limit signs to determine if additional safety features are necessary to accommodate the potential increase in bicyclists. Safety features were incorporated in the development of the Class I Whittier Greenway Trail, particularly in areas where the Whittier Greenway trail meets the streets.

<i>Intersection</i>	<i>Safety Improvements</i>
Pioneer Boulevard s/o Orange Grove Avenue	2 street lights installed
Norwalk Boulevard	Constructed new bridge deck
Palm Avenue @ Howard Street	Established 3-way stop intersection and installed 2 street lights
Broadway Avenue @ Court Avenue	Established 4-way stop intersection and installed 2 street lights
Magnolia Avenue @ Camilla Avenue	Established 3-way stop intersection and installed 3 street lights
Philadelphia Street @ Gregory Avenue	Installed bicycle/pedestrian traffic signal and 3 street lights
Hadley Street @ Hoover Avenue	Installed bicycle/pedestrian traffic signal and 2 street lights
Bailey Street @ Gregory Avenue	Installed 4-way stop and 3 street lights
Penn Street @ Union Avenue	Installed 2 street lights
Mar Vista Street @ Whittier Boulevard	Directed bicycle/pedestrian to existing traffic signal
Pickering Avenue @ Whittier Boulevard	Replaced existing bridge at Pickering with a new bridge and constructed new decking
Greenleaf Avenue @ Putnam Street	Install flashing lights and in-roadway warning lights for bicycle/pedestrian crossing, and installed 2 street lights
Painter Avenue @ Dittmar Drive	Installed bicycle/pedestrian traffic signal and 2 street lights
Laurel Avenue @ Lambert Road	Directed bicycle/pedestrian to existing traffic signal
Calmada Avenue @ Lambert Road	Directed bicycle/pedestrian to existing traffic signal
Gunn Avenue @ Lambert Road	Directed bicycle/pedestrian to existing traffic signal
Mills Avenue @ Lambert Road	Directed bicycle/pedestrian to existing traffic signal

Bicycle Accident Rate

From January 2007 to December 2011, 150 collisions involving bicycles were reported in the City, a reduction of 31 collisions from what was reported between January 2001 and December 2006 in the 2008 Bicycle Transportation Plan. These 150 reported collisions resulted in 136 injuries and 1 fatality. Analysis of the bicycle collisions are shown in the attachments beginning on page 71. Collision Report Summary, generated by the Police Department, has been included as an attachment pages 76 through 85 for the Collision Report Summary.

No single intersection appeared to involve a majority of accidents; however, there was a noted high concentration of accidents that occurred along Washington Boulevard between Lambert Road and the West City Limits. Whittier Boulevard is the street with the greatest number of accidents/injuries occurring at various points throughout the City. Whittier Boulevard is a heavily traveled State highway with no designated bikeways and no proposals to include any significant routes. However, it is likely that bicycle commuting occurs with much frequency along Whittier Boulevard because of its accessibility, directness and central location in the community. Because Whittier Boulevard is an east/west highway, it is fair to assume that commuters relying on its location and direction may increasingly turn to the Whittier Greenway Trail for travel. This would likely decrease the number of accidents occurring along Whittier Boulevard and therefore, increase overall bicycle safety within the City. As previously outlined, the City has added many specific safety features at various intersections along the Whittier Greenway Trail to make travel along the Class I trail as safe and direct as possible.

In addition to the safety measures along the Whittier Greenway Trail it is recommended that similar analysis be conducted prior to installation of future bikeways or upgrades. Bicycle accident rates shall also be reviewed on an annual basis and evaluated for additional safety features.

(g) Safety and Education continued

Educational and Incentive Programs

To fully commit to supporting bicycle use as a viable transportation alternative, the City shall explore methods to educate both bicyclists and motorists of the benefits gained from both recreational and utilitarian cycling.

The City shall support activities and community events where biking is shown to be an enjoyable alternative to driving. The City shall support other local and regional events and participate in incentive programs such as a Bike To Work program. In 2007, the Whittier Transportation Depot was a pit stop for Bike to Work Day which attracted more than 50 bicyclists. Over \$2,000 in prizes were given away.

The annual Bike to Work Pit Stop from 2008 to 2012 took place at the Palm Park Trailhead along the Whittier Greenway Trail. In attendance were representatives from two (2) main bicycle shops in the City to perform routine bicycle maintenance and provide safety information.

The Whittier Police Department conducts annual Officer Education program at all public and private elementary schools within the City of Whittier. The program includes emphasis on bicycle safety education, which includes the “McGruff the Crime Dog” bicycle safety video and “Officer Ollie” interactive student participation on proper safe riding habits, safety equipment, and rules of the road.

Bicycle safety education aimed at school age children serves not only as a preventative measure but also a direct connection to a large segment of the bicycling population. Elementary school assemblies or classroom instruction of bicycle safety measures may produce a reduction in bicycle accidents, particularly those resulting from lack of use of safety helmets, inappropriate use of safety gear or reckless riding. Younger children may be more influenced by such instruction; however, children in grades 3-8 are most likely to use bicycles for commuting purposes. Thus, those age groups should also be included in any education program conducted by the City.

The City shall also pursue available funding for the improvement of amenities for bicyclists. Such funds might be used to include bike racks or locker facilities at various public sites. Requiring developers to include such amenities in their projects would also serve as an incentive for cyclists to use the existing system more frequently.

Finally, education of motorists is equally important. Brochures or flyers emphasizing the viability of alternative modes of transportation could be produced by the City and made available at various public offices including the Department of Motor Vehicles (DMV). Maps of bike routes and bus service connections would illustrate the system's viability and accessibility. Additionally, education of motorists relative to safe road-sharing would also be useful. With increased future use of the City's bikeway network, the City will also need to increase the awareness of automobile drivers. Brochures, flyers or a segment on local cable could be sources of information on the benefits of bicycling as well as a tool for increased safety awareness.

In short, if the City is committed to the promotion of both utilitarian and recreational bicycling, incentive programs may be developed over a period of time and evolve with the needs of the community.

(b) Community Outreach, Citizen and Public Involvement

The City of Whittier acknowledges that a comprehensive plan for an enhanced bikeway network is a vital element of its transportation system and a necessity for the community. However, without the interest or support of community, projects proposed within this Plan might be eliminated or reduced in priority and scope. Additionally, projects with a regional impact cannot be implemented without the support of adjoining cities or jurisdictions. The process for purchase and development of the Whittier Greenway Trail illustrates the City's commitment to improving the bikeway network and encouraging community participation. For the Whittier Greenway Trail, the City formed a Work Group consisting of Whittier City Council representatives, National Park Service staff and City staff. The Work Group met regularly to discuss issues pertinent to the development of the corridor. During the design phase, the City Council appointed nine residents to a Task Force that met regularly for a year in public to provide input on trail design.

For this plan, citizens were invited to provide input to the Draft Plan at meetings of the Parking and Transportation Commission on November 1, 2012 and January 3, 2013, the Parks, Recreation and Community Services Commission on January 16, 2013 and the Planning Commission on January 23, 2013. The Parking and Transportation Commission approved the revisions to the Plan on February 7, 2013 and forwarded a recommendation to City Council to adopt the Plan. Another opportunity for public input was held at the City Council meeting on February 26, 2013, where the Council discussed and unanimously approved the Plan.

Notices inviting citizens the opportunity to participate and comment on the draft Whittier Bicycle Transportation Plan at the Parking and Transportation Commission, Parks and Recreation Commission , Planning Commission and City Council meetings where posted at City Hall and public libraries, published in the Whittier Daily News and broadcasted on local City TV Channel 3.

(i) Consistency with Local and Regional Plans

The development of the Bicycle Transportation Plan required coordinated efforts between the City Public Works Department, Transit Division, Planning Division and Administration. Together with support from local bicycling organizations, school administrators and city staff from surrounding jurisdictions, the plan includes input from many key stakeholders.

The plan is consistent with both local and regional plans developed by the City of Whittier, County of Los Angeles and the Metro. The 2013 City of Whittier Bicycle Transportation Plan is consistent with the 2012 County of Los Angeles Bicycle Master Plan and the 2006 Metro Bicycle Transportation Strategic Plan.

The Whittier General Plan addresses bicycle use in the Environmental Resources Management Element developed in 1993. Although no specific projects or bikeways are identified in the General Plan, incentives and amenities for bicyclists are addressed. This plan furthers efforts proposed within the General Plan and specifies projects and programs to be implemented, that will improve circulation and air quality by reducing vehicular trips.

The Metro *Southeast Area Bicycle Master Plan* references the Whittier Greenway Trail as a potential Class I or Class II route receiving individual discussion within the document. The following excerpt from the *Master Plan* suggests prioritizing the trail as a portion of 20 potential miles of Class I trails in the area:

These mileages were determined as follows: Class I facilities extend along the Los Angeles River from the existing bikeway into Los Angeles, along Coyote Creek in La Mirada, Compton Creek in Compton from Long Beach, the Southern Pacific (now Union Pacific) Railroad right-of-way along Lambert Road in Whittier...

No other projects are specifically addressed with the Metro *Master Plan*; however, the potential of the Whittier Greenway Trail project has only recently been realized. Updates of local and regional plans are more likely to address the Class I routes as well as critical connections within and outside City boundaries.

(j) Implementation Program

Proposed Bikeways

The following pages describe proposed bikeways and upgrades to existing bikeways throughout Whittier in the coming years. Each description includes the name of the street and its boundaries; the proposed class designation; distance; surrounding land uses; average daily traffic (ADT); and special aspects associated with the bikeway. Additionally, a photograph of each bikeway has been included.

(j) Proposed Bikeways continued

Implementation Phasing

There are four major considerations in preparing the implementation phasing program for developing the City of Whittier bikeway network. These include:

- *System continuity*
- *Connections to the Whittier Greenway Trail*
- *Costs related to available for budgeted funds*
- *Opportunity or constraints to implementation*

Implementation Considerations

For the network to be a viable means of utilitarian bicycle travel, implementation shall occur in a logical manner with continuity between existing and proposed segments for the system. Priority shall be given to those segments with the most potential to connect adjoining cities and jurisdictions to Whittier and the Whittier Greenway Trail. A fractured or partial network will not adequately serve the community or region.

Because of the significance of the Whittier Greenway Trail, priority shall be given to those lanes or routes which directly feed into the Class I path. Additionally, those lanes or routes which connect the Whittier Greenway Trail to public transit routes shall also be a high priority to allow for more seamless linkage between the various modes of transportation.

A limited amount of funding is typically available each year within the City's capital improvement program. Those funds earmarked for bikeway system improvements will vary annually. The City shall determine the appropriate expenditures of funds from various sources with attention paid to priorities outlined within this plan.

(j) Proposed Bikeways continued

An additional factor in the implementation process is the opportunity for development. Some lanes and routes designated as a top priority may be easily implemented; however, others will require special consideration due to potential obstacles to their development. On-street parking, street condition, existing infrastructure will all play a role in the ability to designate bikeways. Additionally, connections to adjoining communities within other jurisdictions may hinder implementation of certain additions or upgrades to the bikeway system. The City shall attempt to proceed with the implementation of the high priority routes where feasible.

In order to assign prioritization for future bikeway project implementation, the City has utilized applicable portions of the Prioritization and Phasing Criteria developed by Los Angeles County for their 2012 Bicycle Master Plan. The criteria addresses bikeway utility, implementation and project cost with the following factors:

Utility Criteria

- Connects to Existing Bikeway Facility (0,15, or 20 points) Connects to Class I, 20 points; Connects to Class II or III, 15 points.
- Connects to Proposed Bikeway Facility (0 or 10 points) 10 points awarded if project connects to other proposed routes.
- Alternative Route Availability (0 or 10 points) 10 points awarded if project does not have a parallel existing facility.
- Connects to University, Community College, or Other Institutions of Higher Learning (0 or 20 Points) 20 points if connects to facility.
- Connects to Transit Station (0 or 20 points) 20 points awarded if adjacent to existing transit facility.
- Connects to K-12 School (0, 10, or 20 points) 20 points awarded for multiple schools, 10 points for single school.
- Within an Area of High Employment Density (0 or 10 points) 10 points awarded if project connects to high employment area.
- Connects to Park, Library or Recreation Center (0, 10, or 20 points) 10 points awarded for one facility, 20 points for multiple facilities.
- Community Support (0, 5, or 10 points) Support from one person, 5 points; Support from more persons, 10 points.

(j) Proposed Bikeways continued

Implementation Criteria

❑ Project Cost (0 - 20 points) See Table 1 for points awarded:

Table 1: Project Cost Prioritization Criteria

<u>Cost of Proposed Project</u>	<u>Points Received</u>
\$100,000 or Less	20
\$100,001 - \$500,000	15
\$500,001 - \$1,500,000	10
\$1,500,001 - \$3,000,000	5
Greater than \$3,000,000	0

- ❑ Project Coordination (0 or 10 points) 10 points awarded if jurisdictional coordination with other agency is not required.
- ❑ Requires Travel Lane Removal (0 or 5 points) 5 points awarded if travel lane removal is not required.
- ❑ Requires Reduction in Width of Landscaped Medians (0 or 5 Points) 5 points awarded if median width reduction is not required.
- ❑ Requires Street Widening of Paved Surface (0 or 5 points) 5 points awarded if widening of roadway is not required.
- ❑ Requires Parking Removal (0 or 5 points) 5 points awarded if parking removal is not required.

Bikeway Priority and Phasing Criteria Score Ranking

Segment	From	To	Class	Mileage	Priority Score	Utility Score	Implementation Score
Workman Mill Road	Beverly Blvd.	North City Limits	II	0.36	140	95	45
Santa Fe Springs Road	Whittier Blvd.	South City Limits	II	1.40	140	90	50
Washington Ave.	Walnut St.	Penn St.	II	0.25	130	80	50
Washington Boulevard	Lambert Road	Whittier Boulevard	II	0.60	130	80	50
Starbuck Street	Portada Drive	Santa Gertrudes Avenue	II	0.15	130	80	50
Hadley St.	Whittier Greenway Trail	Comstock Ave.	III	0.57	125	80	45
Comstock Ave.	Mar Vista St.	Penn St.	III	0.11	120	70	50
Greenleaf Ave.	Beverly Blvd.	Orange Dr.	II	0.11	90	40	50
Bogardus Ave.	Whittier Blvd.	Janine Dr.	III	0.21	90	40	50
Santa Gertrudes Ave.	Janine Drive	West Road	III	0.21	90	40	50
West Road	Santa Gertrudes Ave.	City Limits	III	0.30	90	40	50
Beverly Blvd.	San Gabriel River Trail	Norwalk Blvd.	II	0.83	85	45	40
Leffingwell Road	Scott Ave.	Lambert Road	II	0.66	85	45	40
Lambert Road	Mills Avenue	Leffingwell Road	II	1.97	85	50	35
Whittier Greenway Trail Eastern Extension	Mills Avenue	Valley Home Avenue	I	2.80	80	60	20
Broadway	Whittier Blvd.	Western Ave.	II	0.15	80	30	50
Norwalk Blvd.	Beverly Blvd.	South City Limits	II	1.10	80	75	5
Whittier Blvd.	First Ave.	Bogardus Ave.	III	0.06	80	40	40
Janine Drive	Colima Road	La Serna Drive	III	0.21	80	30	50
Pio Pico Mansion	San Gabriel River Trail	Pioneer Blvd.	I	0.11	80	30	50
Laurel Avenue	Starbuck Street	Mulberry Drive	II	0.69	65	30	35
Jacmar Drainage Channel	Whittier Greenway Trail	Oak St.	I	0.38	50	30	20

Table 7 – Bikeway Implementation High Priorities

Rankings are based upon priority and criteria scores, City Council Priorities and funding availability.

<i>Rank</i>	<i>High Priority Bikeways</i>	<i>From (Street Name)</i>	<i>To (Street Name)</i>	<i>Length (Miles)</i>	<i>ADT Volume</i>	<i>Class</i>
1	Eastern Extension of the Whittier Greenway Trail	Mills Avenue	East City Limits	2.80	N/A	I
2	Whittier Boulevard	San Gabriel River Trail	Pio Pico Mansion	0.15	36,000	I
3	Workman Mill Road	Beverly Boulevard	North City Limits	0.36	18,900	II *
4	Santa Fe Springs Road	Mulberry Drive	Whittier Greenway Trail	1.04	15,300	II
5	Washington Avenue	Walnut Street	Penn Street	0.25	3,400	III
6	Washington Boulevard	Whittier Greenway Trail	Lambert Road	0.38	24,800	II
7	Starbuck Street	Portada Avenue	Santa Gertrudes Ave.	0.15	3,900	II *
8	Hadley Street	Whittier Greenway Trail	Comstock Avenue	0.57	14,900	III
9	Comstock Avenue	Mar Vista Street	Penn Street	0.11	3,300	III
Total Miles of Proposed High Priority Bikeways				5.81		

* Upgrade from existing Class III Route to Class II Bike Lanes

Future Bikeways and Upgrades – High Priority page 1

- Eastern Extension of the Whittier Greenway Trail from Mills Avenue to East City Limits
- Whittier Boulevard from San Gabriel River Trail to Pio Pico Mansion



Construct Class I Bikeway connection to City of La Habra/Orange County. Whittier Greenway Trail Eastern Extension will have a Trail Head parking lot accessible from Mills Avenue.



Construct Class I Bikeway connection between the San Gabriel River Trail and the Pio Pico Mansion State Historic Park located at the intersection of Whittier Boulevard and Pioneer Boulevard.

Future Bikeways and Upgrades – High Priority page 2

- Workman Mill Road from Beverly Boulevard to North City Limits



Upgrade Class III Bike Route with the installation of Class II Bike Lanes. Future extension of Class II bikeway in Los Angeles County to provide connection to Rio Hondo Community College.

- Santa Fe Springs Road from Whittier Boulevard/Whittier Greenway Trail to Mulberry Drive/South City Limits



Striping of Class II Bike Lanes to provide bikeway connection from the Whittier Greenway Trail to Mulberry Drive/York Field baseball and softball fields. Future extension to connect to Class II Bike Lanes within the City of Santa Fe Springs to provide a bikeway connection to Norwalk/Santa Fe Springs Metrolink Commuter Rail Station.

Future Bikeways and Upgrades – High Priority page 3

- Washington Avenue from Walnut Street to Penn Street



Installation of Class II Bike Lanes to provide connection from Mar Vista Street to City Hall, Library, Police, County Courts, Health Center Community Center, Joe Miller Field, Special Activities building and Senior Center.

- Washington Boulevard from Whittier Boulevard /Whittier Greenway Trail to Lambert Road



Installation of Class II Bike Lane striping and signing to provide direct connection from Whittier Greenway Trail to Presbyterian Intercommunity Hospital and possible future Metro Gold Line light rail station.

Future Bikeways and Upgrades – High Priority page 4

- Starbuck Street from Portada Drive to Santa Gertrudes Avenue



Installation of Class II Bike Lines adjacent to East Whittier Branch Library, YMCA, Leffingwell Ranch Park and Whittwood Town Center.

- Hadley Street from Whittier Greenway Trail to Comstock Avenue



Installation of "Share the Road" signs with Sharrow pavement legends within the second travel lane from the Whittier Greenway Trail to Comstock Avenue.

Future Bikeways and Upgrades – High Priority page 5

- Comstock Avenue from Mar Vista Street to Penn Street



Installation of Class III Bike Route signing to provide connection between Penn Street and Mar Vista Street to the Whittier Historic Depot Transit Center.

- La Cuarta Street from Whittier Boulevard to Milton Avenue



Extension of Class III Bike Route signing to provide connection to the Whittier Greenway Trail at the Five Points intersection at Whittier Boulevard.

Table 7 – Bikeway Implementation Second Priorities

<i>Rank</i>	<i>Second Priority Bikeways</i>	<i>From (Street Name)</i>	<i>To (Street Name)</i>	<i>Length (Miles)</i>	<i>ADT Volume</i>	<i>Class</i>
1	Greenleaf Avenue	Beverly Boulevard	Orange Drive	0.11	3,100	II
2	Bogardus Avenue	Whittier Boulevard	Russell Street	0.21	1,900	III
3	Santa Gertrudes Avenue	Janine Drive	West Road	0.21	4,900	III
4	West Road	Santa Gertrudes Ave.	City Limits	0.30	2,200	III
5	Beverly Boulevard	San Gabriel River Trail	Norwalk Boulevard	0.83	31,900	II *
6	Leffingwell Road	Scott Avenue	Lambert Road	0.66	22,300	II *
7	Lambert Road	Mills Avenue	Leffingwell Road	1.97	24,100	III
8	Broadway	Whittier Boulevard	Western Avenue	0.15	9,200	II *
9	Norwalk Boulevard	Beverly Boulevard	South City Limits	1.10	16,300	II *
10	Whittier Boulevard	First Avenue	Bogardus Avenue	0.06	27,500	III
11	Janine Drive	Colima Road	La Serna Drive	0.21	7,100	III
Total Miles of Proposed Second Priority Bikeways				5.81		

* Upgrade from existing Class III Route to Class II Bike Lanes

Future Bikeways and Upgrades – Second Priority page 1

- Beverly Boulevard from San Gabriel River Trail to Norwalk Boulevard looking West toward 605 Freeway and San Gabriel River Trail



Upgrade Class III bikeway with Complete Street installation of Class II Bike Lanes, median islands, curb extensions, bus shelters and sidewalks. This is to improve bikeway connection to the San Gabriel River Class I Bike Trail.

- Janine Drive from Colima Road to La Serna Drive



Designate as a Class III Bike Route to provide direct bikeway connection to Whittier Hospital Medical Center from Colima Road Class II and La Serna Drive Class III bikeways.

Future Bikeways and Upgrades – Second Priority page 2

- Leffingwell Road from Scott Avenue to Lambert Road



Upgrade of Class III Bike Route with the installation of Class II Bike Lanes.

- Norwalk Boulevard from Beverly Boulevard to South City Limits



Current Class III signed bikeway. Roadway widening and or removal of on-street parking would be required to facilitate the installation of Class II Bike Lanes.

Future Bikeways and Upgrades – Second Priority page 3

- Bogardus Avenue from Whittier Boulevard to Janine Drive



Installation of Class III Bikeway signing, “Share the Road” signs and Sharrow pavement legends.

- Santa Gertrudes Avenue from Janine Drive to West Road



Installation of Class III Bikeway signing.

Future Bikeways and Upgrades – Second Priority page 4

- West Road from Santa Gertrudes Avenue to East City Limits



Installation of Class III Bikeway signing to provide connection to future Class III Bikeway in the City of La Habra Heights.

- Whittier Boulevard from First Avenue to Bogardus Avenue



Installation of Class III Bikeway signing to connect Class II Bike Lanes on First Avenue to Class III bikeway on Bogardus Avenue.

Future Bikeways and Upgrades – Second Priority page 5

- Greenleaf Avenue from Beverly Boulevard to Orange Drive



Stripe Class II Bike Lanes from Beverly Boulevard to Orange Drive near Hellman Park.

- Lambert Road from Mills Avenue to Leffingwell Road



Upgrade Class III Bikeway with the installation of Class II Bike Lanes. Requires coordination with Los Angeles County to implement.

Table 7 – Bikeway Implementation Third Priorities

<i>Rank</i>	<i>Third Priority Bikeways</i>	<i>From (Street Name)</i>	<i>To (Street Name)</i>	<i>Length (Miles)</i>	<i>ADT Volume</i>	<i>Class</i>
1	Laurel Avenue	Starbuck Street	Mulberry Drive	0.75	8,100	II *
2	Jacmar Drainage Channel	Whittier Greenway Trail E/O Laurel Ave.	Oak Street	0.38	N/A	I
Total Miles of Proposed Third Priority Bikeways				1.13		

* Upgrade from existing Class III Route to Class II Bike Lanes

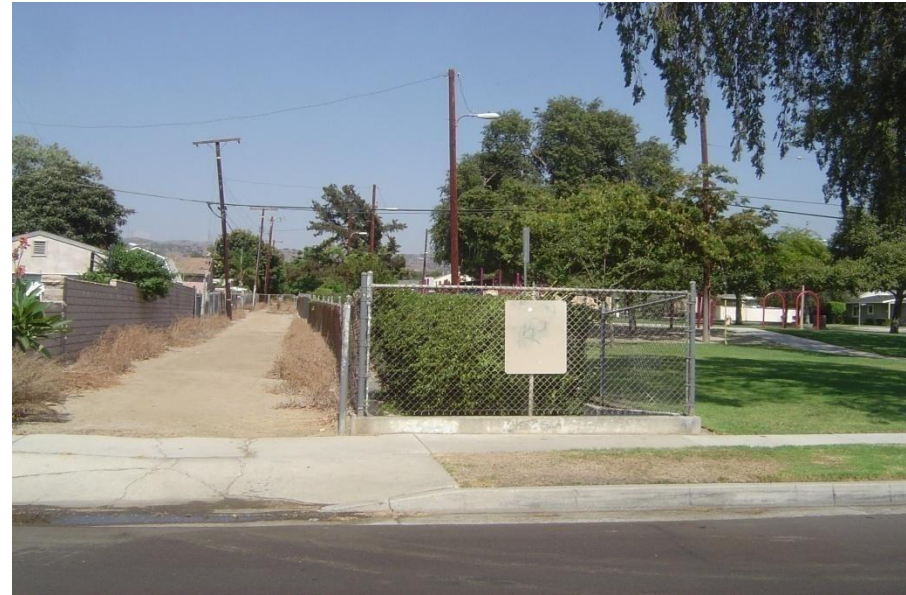
Future Bikeways and Upgrades – Third Priority

- Laurel Avenue from Starbuck Street to Mulberry Drive



Upgrade Class III Bike Route with Class II Bike Lanes where feasible. May require the implementation of on-street parking restrictions as well as coordination with Los Angeles County.

- Jacmar Drainage Channel from Whittier Greenway Trail between Laurel Avenue and Calmada Avenue northward to Oak Street



Construct Class I Bikeway connection from the Whittier Greenway Trail to Laurel Park and Oak Street. Requires coordination and access agreement with the Los Angeles County Flood Control District.

(k) Past Expenditures and Future Needs

In the final analysis, it is the ability of the City to fund the proposed bikeway system improvements that will determine whether such a network will materialize. Phasing strategies, prioritization of projects, and funding sources will all play a role in the City's advancement of this plan.

Funding Sources

The potential sources of funds for the bikeway system include Metropolitan Transportation Authority and State Bicycle Transportation Account (BTA) grants, City General Fund, County, Special District, State, and Federal sources. Several bikeway improvements were able to be implemented in conjunction with roadway resurfacing projects utilizing ARRA Recovery Act, Gas Tax B, Proposition 1B and Traffic Congestion Relief funding. Private sector funding for bicycle parking and other amenities may be required for large-scale development projects. Additionally, joint participation and funds from adjoining cities and Los Angeles County for projects on a regional scale may also be an implementation resource.

Bikeway Implementation Cost Estimates

Cost estimates for implementation of the entire bikeway plan vary depending the design features, materials, width, facilities (i.e. benches, street lights), concrete or asphalt. A 10-foot wide trail could range between \$500,000 to \$2,000,000 million a mile depending on the detailed design. Estimated project costs were based upon the follow unit costs:

Class II striping - \$3,500/mile

Class II and III signage - \$250/sign placed from 300-foot to 1000-foot intervals

These estimates reflect the installation as well as the annual striping maintenance costs. Signs would need to be replaced on an every 10 years basis. These costs must be added to special costs such as sandblasting, ramping or other specific features that might be added in each individual situation. Labor costs are included in these projections. The City of Whittier goal is to implement a majority of the bikeway improvements identified in this 2013 BTP within the next 5-years.

Table 8 – High Priority Bikeway Implementation Cost Estimates and Funding Sources

Priorities are based upon priority and criteria scores, City Council Priorities and funding availability.

<i>Rank</i>	<i>High Priority Bikeways</i>	<i>From (Street Name)</i>	<i>To (Street Name)</i>	<i>Length (Miles)</i>	<i>Cost Estimates</i>	<i>Class</i>
1	East Extension of the Whittier Greenway Trail	Mills Avenue	East City Limits	2.80	\$5,600,000	I
2	Whittier Boulevard	San Gabriel River Trail	Pio Pico Mansion	0.15	\$300,000	I
3	Beverly Boulevard	San Gabriel River Trail	Norwalk Boulevard	0.83	\$1,242,500	II
4	Workman Mill Road	Beverly Boulevard	North City Limits	0.36	\$18,000	II
5	Santa Fe Springs Road	Mulberry Drive	Whittier Greenway Trail	1.04	\$51,500	II
6	Washington Avenue	Walnut Street	Penn Street	0.25	\$6,000	II
7	Washington Boulevard	Whittier Greenway Trail	Lambert Road	0.38	\$18,500	II
8	Starbuck Street	Portada Drive	Santa Gertrudes Ave.	0.15	\$6,000	II
9	Hadley Street	Whittier Greenway Trail	Comstock Avenue	0.57	\$150,000	III
10	Comstock Avenue	Mar Vista Street	Penn Street	0.11	\$2,500	III
Total Miles of Proposed High Priority Bikeways				6.64		

Federal SAFETEA-LU Grant is available for acquiring the Right-of-Way for the Eastern Extension of the Whittier Greenway Trail. The City is seeking additional funding for the design and construction portions of the project.

Federal Grant is available for the design and construction of the Class I Bikeway connection from the San Gabriel River Bike Trail to the Pio Pico State Historic Park.

Federal Highway Safety Improvement Program (HSIP) Grant will be use to construct Complete Street Transit, Bike and Pedestrian Safety and Lighting Improvements along Beverly Boulevard from the I-605 Freeway to Norwalk Boulevard.

State of California Bicycle Transportation Account (BTA) Grant is available to fund the upgrade of Class III Bike Routes to Class II Bike Lanes as well as upgrade bikeway signing to current CA MUTCD standards Citywide.

Majority of the indentified High Priority Bikeway Improvements will be implemented utilizing these funding sources.

Table 8 – Second Priority Bikeway Implementation Cost Estimates and Funding Sources

Priorities are based upon priority and criteria scores, City Council Priorities and funding availability.

<i>Rank</i>	<i>Second Priority Bikeways</i>	<i>From (Street Name)</i>	<i>To (Street Name)</i>	<i>Length (Miles)</i>	<i>Cost Estimates</i>	<i>Class</i>
1	Greenleaf Avenue	Beverly Boulevard	Orange Drive	0.11	\$8,000	II
2	Bogardus Avenue	Whittier Boulevard	Janine Drive	0.21	\$6,000	III
3	Santa Gertrudes Avenue	Janine Drive	West Road	0.21	\$2,500	III
4	West Road	Santa Gertrudes Ave.	City Limits	0.30	\$2,500	III
5	Leffingwell Road	Scott Avenue	Lambert Road	0.66	\$50,000	II
6	Lambert Road	Mills Avenue	Leffingwell Road	1.97	\$362,500	III
7	Broadway	Whittier Boulevard	Western Avenue	0.15	\$27,500	II
8	Norwalk Boulevard	Beverly Boulevard	South City Limits	1.10	\$600,000	II
9	Whittier Boulevard	First Avenue	Bogardus Avenue	0.06	\$2,500	III
10	Janine Drive	Colima Road	La Serna Drive	0.21	\$3,000	III
Total Miles of Proposed Second Priority Bikeways				4.98		

Federal Highway Safety Improvement Program (HSIP) Grant will be use to install the Class II Bike Lanes on Broadway.

State of California Bicycle Transportation Account (BTA) Grant is available to fund the upgrade of Class III Bike Routes to Class II Bike Lanes as well as upgrade bikeway signing to current CA MUTCD standards Citywide.

Majority of the indetified Second Priority Bikeway Improvements will be implemented utilizing these funding sources with the exception of Norwalk Boulevard due to its implementation constraints at this time.

Table 8 – Third Priority Bikeway Implementation Cost Estimates and Funding Sources

<i>Rank</i>	<i>Third Priority Bikeways</i>	<i>From (Street Name)</i>	<i>To (Street Name)</i>	<i>Length (Miles)</i>	<i>Cost Estimates</i>	<i>Class</i>
1	Laurel Avenue	Starbuck Street	Mulberry Drive	0.69	\$17,100	II
2	Jacmar Drainage Channel	Whittier Greenway Trail	Oak Street	0.38	\$760,000	I
Total Miles of Proposed Third Priority Bikeways				1.07		

No funding source has been indentified for the implementation of these Third Priority Bikeway Improvements at this time.

Appendix & Attachments

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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.

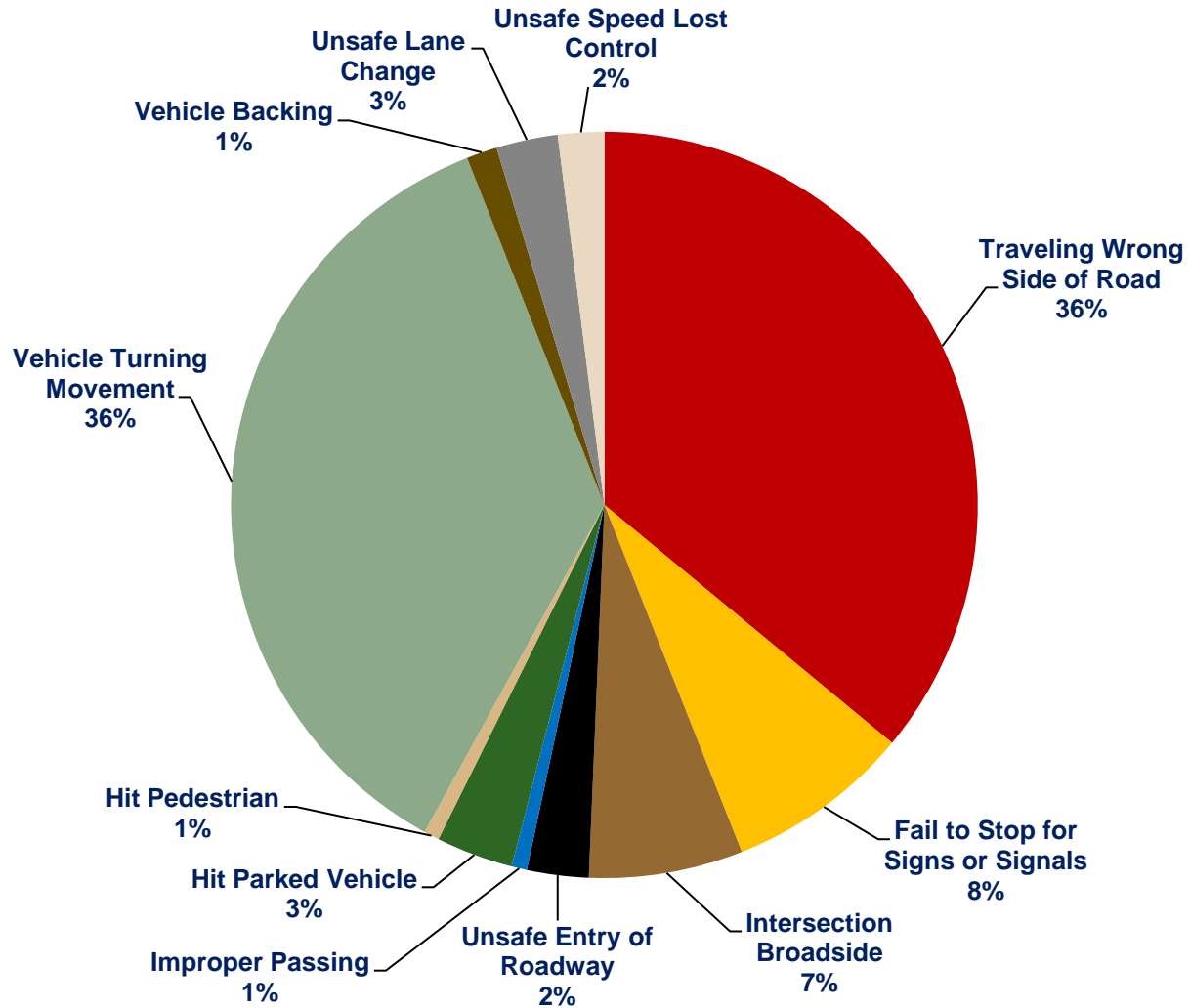
Bicycle Collision Analysis

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	

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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	

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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	

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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



- 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.
- 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
 - Create a de-facto curb extension, shortening pedestrian crossing distances at intersections
 - 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

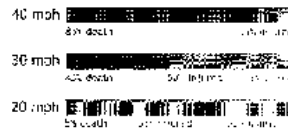
Page Two
Whittier Rio Honda AIDS Project

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:
- 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 Creates a de-facto curb extension, shortening pedestrian crossing distances at intersections
 - o 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.

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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

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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.

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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

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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

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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

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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

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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

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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

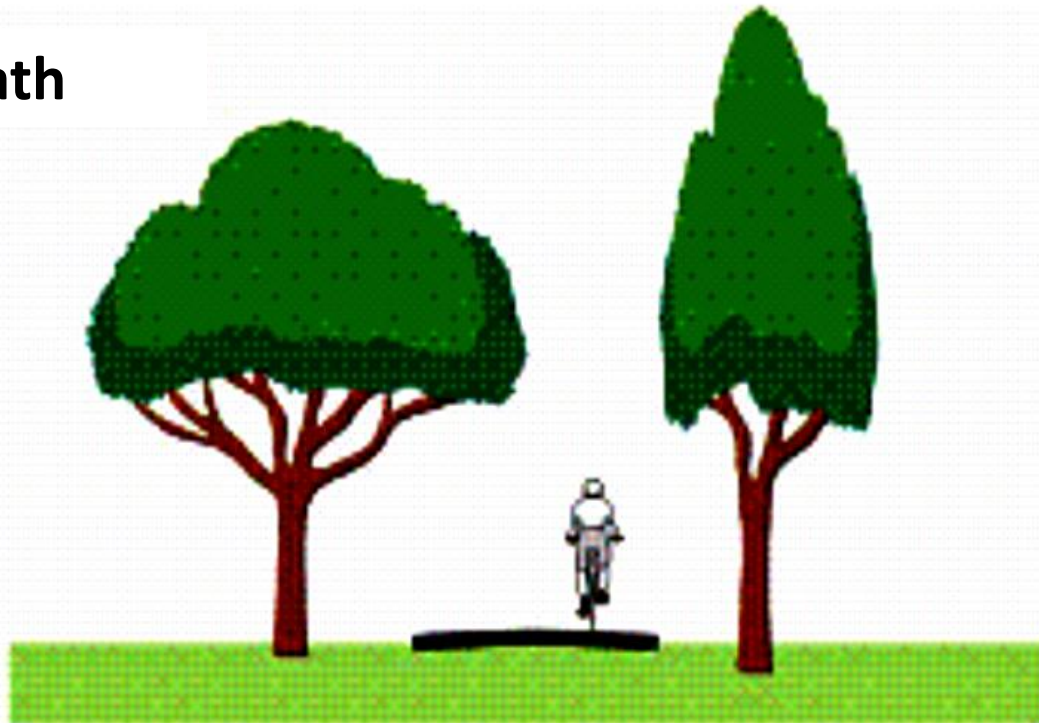
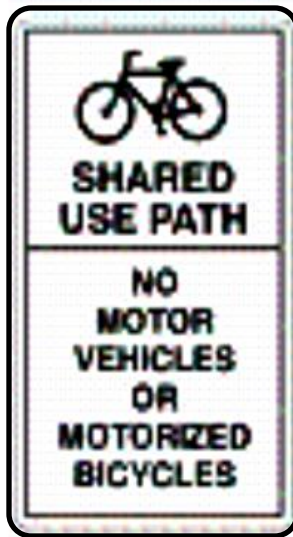
39011. No fine imposed for any violation of an ordinance or resolution, which is adopted pursuant to this division, shall exceed ten dollars (\$10).

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

CLASS I: *Bike Path*

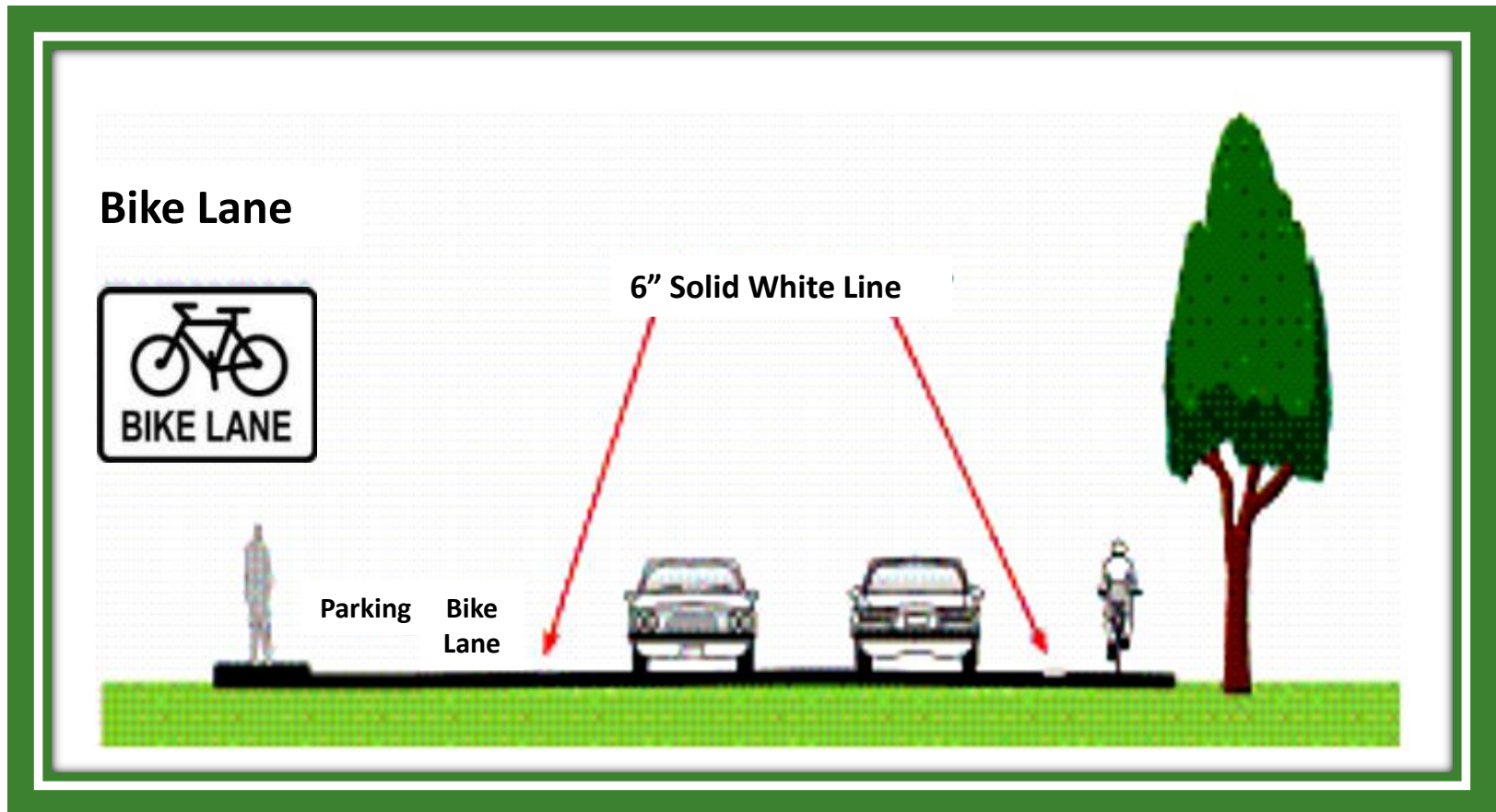
Provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross-flow minimized.

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.

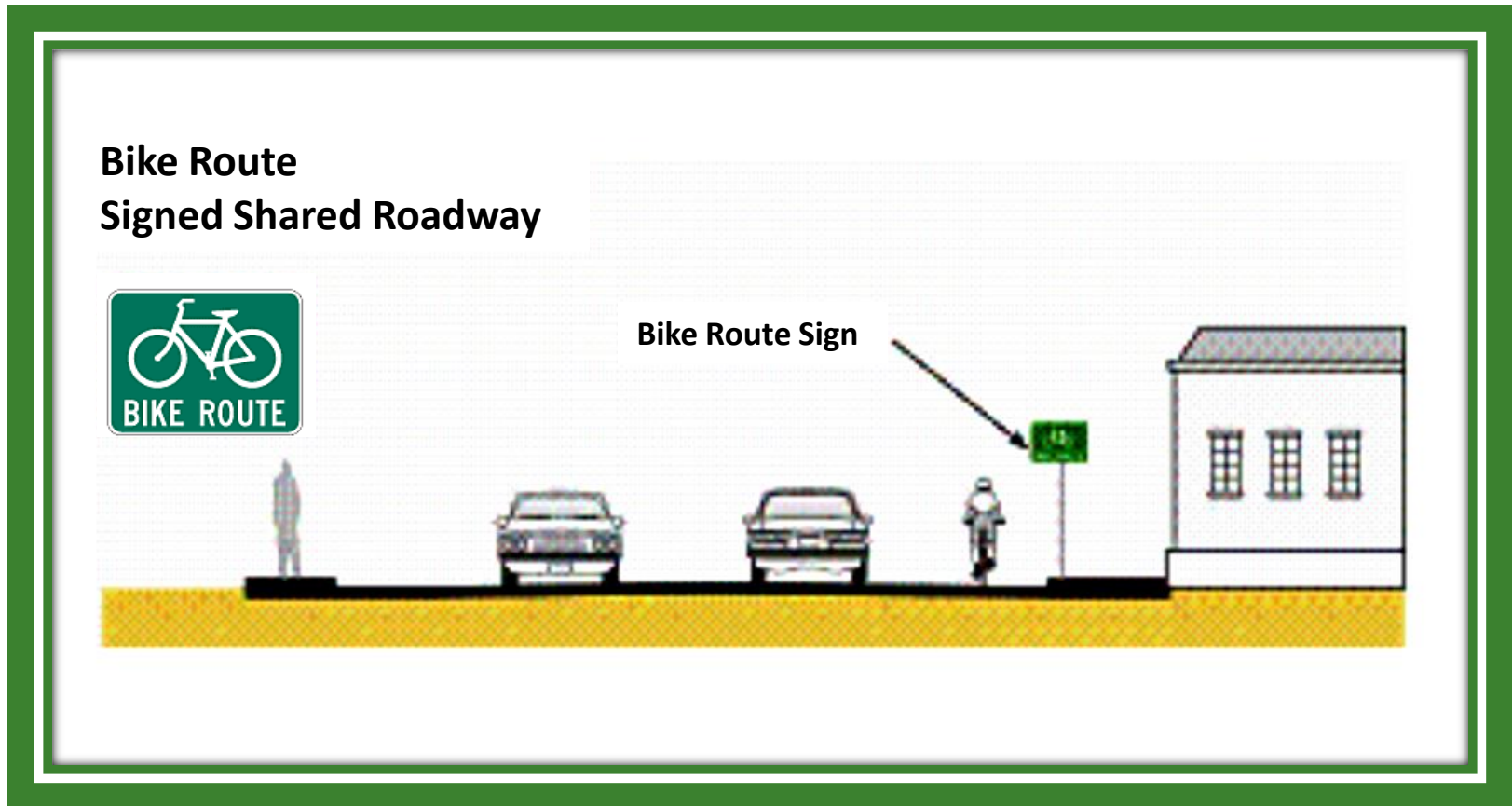


Figure 9C-3. Word, Symbol, and Arrow Pavement Markings for Bicycle Lanes

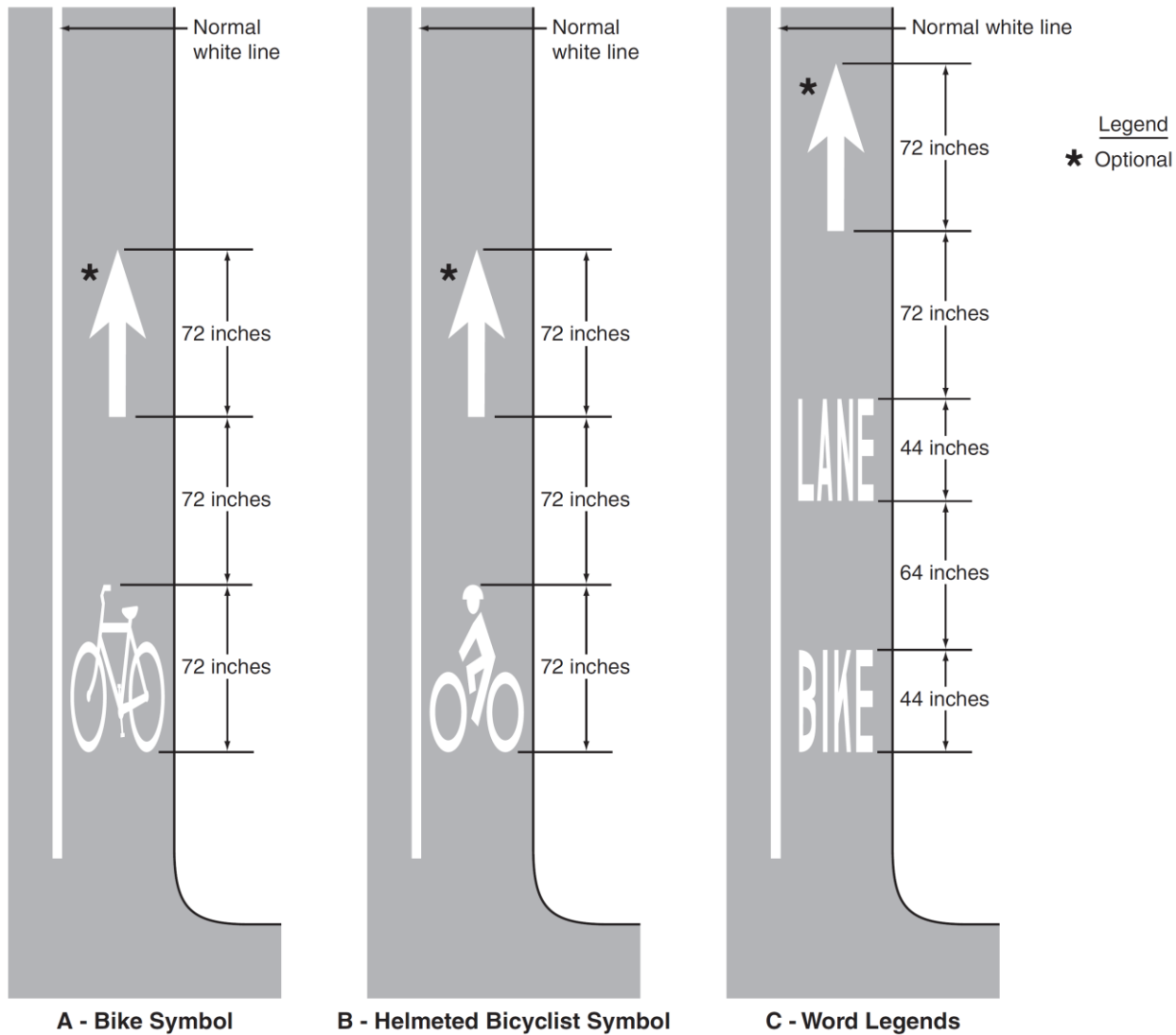
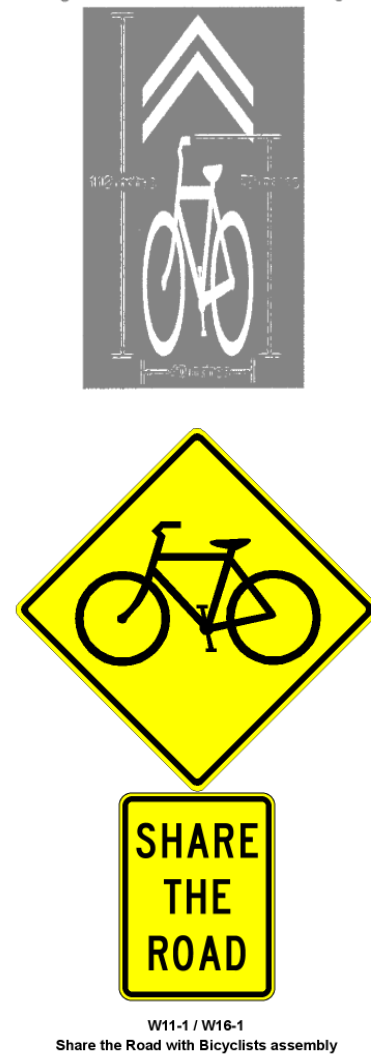


Figure 9C-9. Shared Lane Marking



2013 City of Whittier Bicycle Transportation Plan Map

