

City of Compton Bicycle Master Plan

City of Compton, California | May 2015



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The Compton Bicycle Master Plan may also be viewed/downloaded on the City's website at www.ComptonCity.org.

1 Introduction

The *Compton Bicycle Master Plan* provides for a recommended citywide network of bicycle paths, lanes and routes, along with bicycle-related programs and support facilities, intended to promote bicycling as a more viable transportation option for people who live, work and recreate in Compton. Current bikeway network information was gathered from City staff, and combined with information from the Los Angeles County Bicycle Master Plan (2012) and other relevant plans from jurisdictions adjacent to Compton.



The purpose of this bicycle master plan is to improve the bicycling environment in Compton by providing direction for future bicycle master planning and meeting the guidelines of the California Active Transportation Program, the requirements of which are contained in Senate Bill 99 (Chapter 359, Statutes of 2013).

1.1 Community Participation

In February 2015, a web survey was developed and linked from the City's web site. The survey was publicized to community and regional stakeholders by email and through flyers inserted into residential utility bills. The survey asked Compton residents to provide their feedback on bicycling conditions in Compton, including their travel experiences, preferences and concerns. 106 detailed responses were received.

The Planning Commission meeting of April 8th, 2015 provided an opportunity to host a Bicycle Master Plan workshop for interested residents. At the workshop, the project team presented initial bicycle network concepts to the Planning Commission and the public. Following the presentation, community members reviewed maps with the project team and provided feedback on the Draft Recommended Bikeway Network.

Additional public input was received through a follow-up survey, released in April 2015, which provided a platform for detailed feedback on the Draft Recommended Bikeway Network.

2 Plan Goals & Policies

Compton strives to be one of the most bikeable, livable and age-friendly cities in the United States and to provide a safe, beautiful, and connected system of bikeways, making the healthy choice the easy choice for all ages and abilities. Bicycling should be part of Compton residents' daily routine. As a historic transportation hub within Los Angeles County, Compton should provide residents with transportation choices that capitalize upon the City's multi-modal infrastructure.

2.1 Plan Goals

- Make bicycling a more viable means of alternative transportation.
 - Improve bicycle network connections to places of employment.
 - Encourage biking to work.
 - Support programs and incentives for biking to work (For example: partner with Metro and bicycling organizations for promotional events and incentives during national Bike-to-Work Week).
 - Improve multi-modal connections for bicyclists.
 - Provide access to information for bicycle trip planning.
 - Support a bicycle share program as an added resource to increase bicycle use and feasibility to all potential users.
- Improve the health of all Compton residents by making the healthy choice the easy choice.
 - Create a comprehensive system of bikeways that connects key destinations, including parks, schools, shopping, and invites people to get outdoors.
- Increase participation in bicycling as a means to improve community health and support a vibrant, resilient economy.
- Encourage students to bicycle and walk to school.
- Increase bicycle safety.
 - Reduce the total number of annual bicycle collisions by 50 percent from 2015 to 2020.
 - Reduce the total number of annual bicycle fatalities to zero.
 - Improve lighting at intersections and undercrossings.
 - Improve crossing conditions, particularly in areas with high pedestrian demand.
 - Manage vehicle speeds to support and encourage bicycling.
 - Design buildings and streets to support active use and enhance the perception and feeling of safety by bicyclists.
- Plan, design, and build complete streets.
- Encourage more people to bicycle.
 - Develop education, marketing, and promotion or incentive programs.
- Build strong communities and livable neighborhoods.

- Create walkable neighborhoods that are connected to shops, transit, schools and parks and recreation opportunities.
- Become a sustainable city.
 - Reduce emissions from cars through walking and bicycling trip activity.
 - Reducing health care costs by improving health through physical activity.
 - Reduce consumption of fossil fuels by creating an environment where one can leave the car at home.
- Foster economic growth.
 - Design and build livable streets that are safe, inviting, and foster community cohesion in order to maintain a strong economy.

Cities are recognizing that a thriving and robust bicycle environment is a key element of economic vitality and vibrancy, and that daily bicycling are a key protective factor that supports health and prevents disease. Bikeable and walkable neighborhoods with active streets that promote interaction, while providing safe and efficient ways for residents to travel on foot – to the store, to a neighbor, to school – are a key component in making Compton a healthy and thriving community!

2.2 Consistency with Adopted Plans and Policies

The *Compton Bicycle Master Plan* is consistent with the *Compton General Plan – Mobility Element (2011)* and the *Los Angeles County Bicycle Master Plan (2012)*. It is also consistent with bicycle plans from neighboring jurisdictions, including the cities of Long Beach (2001), Carson (2013) and Lynwood (2013).

Other local plans and policies that have been evaluated for consistency include:

- *Martin Luther King Jr. Transit Center Transit-Oriented Development (2011)* – This plan envisions a pedestrian and transit district, centered around Compton Boulevard and Willowbrook Avenue, that functions as the focal point of downtown Compton. The Bicycle Master Plan supports this effort by creating multi-modal linkages to Compton Station, and by developing pedestrian and bicycle-friendly environments in the station area through crossing improvements and bicycle parking.
- *Compton Creek Regional Garden Park Master Plan (2006)* – The three major goals and objectives of this plan are to: promote ecology and environment, expand and enhance the creek corridor, and improve community and city. The Bicycle Master Plan supports each of these objectives by developing recommendations for a Compton Creek Path with improved neighborhood connections, creek overcrossings and intersection improvements. The Bicycle Master Plan envisions a Compton Creek Path that is connected through the Gateway Towne Center area and that is extended to the north and south beyond Compton city limits.

The *Compton Bicycle Master Plan* is also consistent with broader statewide policies and initiatives intended to promote sustainability and multi-modal integration. These statewide plans include:

- *AB 1358 - California Complete Streets Act of 2008* – The 2008 [California Complete Streets Act](#) requires that municipalities, “upon any substantive revision of the circulation element of the general plan, modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, people bicycling, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan” (Sec. 65040.2 and 65302).
- *Caltrans Deputy Directive DD-64-R1 - Complete Streets - Integrating the Transportation System (2008)* – Following passage of the State’s Complete Streets Act, Caltrans adopted its own [Complete Streets policy](#), which requires Caltrans to provide “for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State Highway System.” The Caltrans policy is supported by Federal law requiring safe accommodation for all users and State law that Caltrans provide an integrated multi-modal system. It also helps local governments meet their requirement under State law (AB 1358) to include Complete Streets in their General Plans.
- *SB 375 - Sustainable Communities and Climate Protection Act of 2008* – The [Sustainable Communities and Climate Protection Act](#) (SB 375) supports the State of California’s climate action goals to reduce GHG emissions through coordinated transportation and land use planning with the goal of fostering more sustainable communities. Under SB 375, the California Air Resources Board (ARB) sets regional targets for GHG emissions reductions from passenger vehicle use. In 2010, ARB established these targets for 2020 and 2035 for each regional Metropolitan Planning Organization (MPO; Compton is located in the Southern California Association of Governments (SCAG) region. SCAG has prepared a sustainable communities strategy (SCS) to guide efforts to meet GHG emission reduction targets. Encouragement of bicycle transportation is one tactic to lower transportation-related emissions.
- *AB 32 - Global Warming Solutions Act of 2006* – In 2006, the California Legislature passed and the Governor signed the [Global Warming Solutions Act](#), which sets the 2020 greenhouse gas emissions reduction goal into state law. It also directed the California Air Resources Board (CARB) to develop action plans for meeting those GHG reduction targets. SB 375, adopted in 2008 to require coordination of transportation and land use planning, is one of the tools supporting CARB’s goals.

2.3 ATP Compliance Checklist

The State of California adopted Active Transportation Program (ATP) guidelines that encourage increased use of active modes of transportation, such and bicycling, and provide guidance on the

inclusion of specific active transportation plan elements in order to apply for grant funding. The *Compton Bicycle Master Plan* includes the following provisions in order to fully comply with ATP guidelines:

Table 2-1: ATP Compliance Checklist

Required Plan Elements	Location Within the Plan
(a) The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.	Table 3-2; pedestrian trips n/a
(b) The number and location of collisions, serious injuries, and fatalities suffered by bicyclists in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.	Section 3.4
(c) A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, and other destinations.	Section 3.1; Figure 3-1
(d) A map and description of existing and proposed bicycle transportation facilities.	Section 4.1; Chapter 5
(e) A map and description of existing and proposed end-of-trip bicycle parking facilities.	Section 4.1.1; Figure 5-3
(f) A description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments.	Section 4.1.1
(g) A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	Section 4.2
(h) A map and description of existing and proposed pedestrian facilities at major transit hubs. These must include, but are not limited to, rail and transit terminals, and ferry docks and landings.	n/a

Required Plan Elements	Location Within the Plan
(i) A description of proposed signage providing wayfinding along bicycle networks to designated destinations.	Section 6.1.4
(j) A description of the policies and procedures for maintaining existing and proposed bicycle facilities, including, but not limited to, the maintenance of smooth pavement, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.	Section 6.1.4
(k) A description of bicycle safety, education, and encouragement programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle safety, and the resulting effect on collisions involving bicyclists.	Section 4.5
(l) A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.	Section 1.1
(m) A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.	Section 2.2
(n) A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.	Chapter 6, Chapter 7
(o) A description of past expenditures for bicycle facilities and programs, and future financial needs for projects and programs that improve safety and convenience for bicyclists in the plan area. Include anticipated revenue sources and potential grant funding for bicycle uses.	Section 4.4
(p) A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.	Chapter 7
(q) A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.	Appendix C (forthcoming)

3 Needs Analysis

3.1 Bicycle Demand

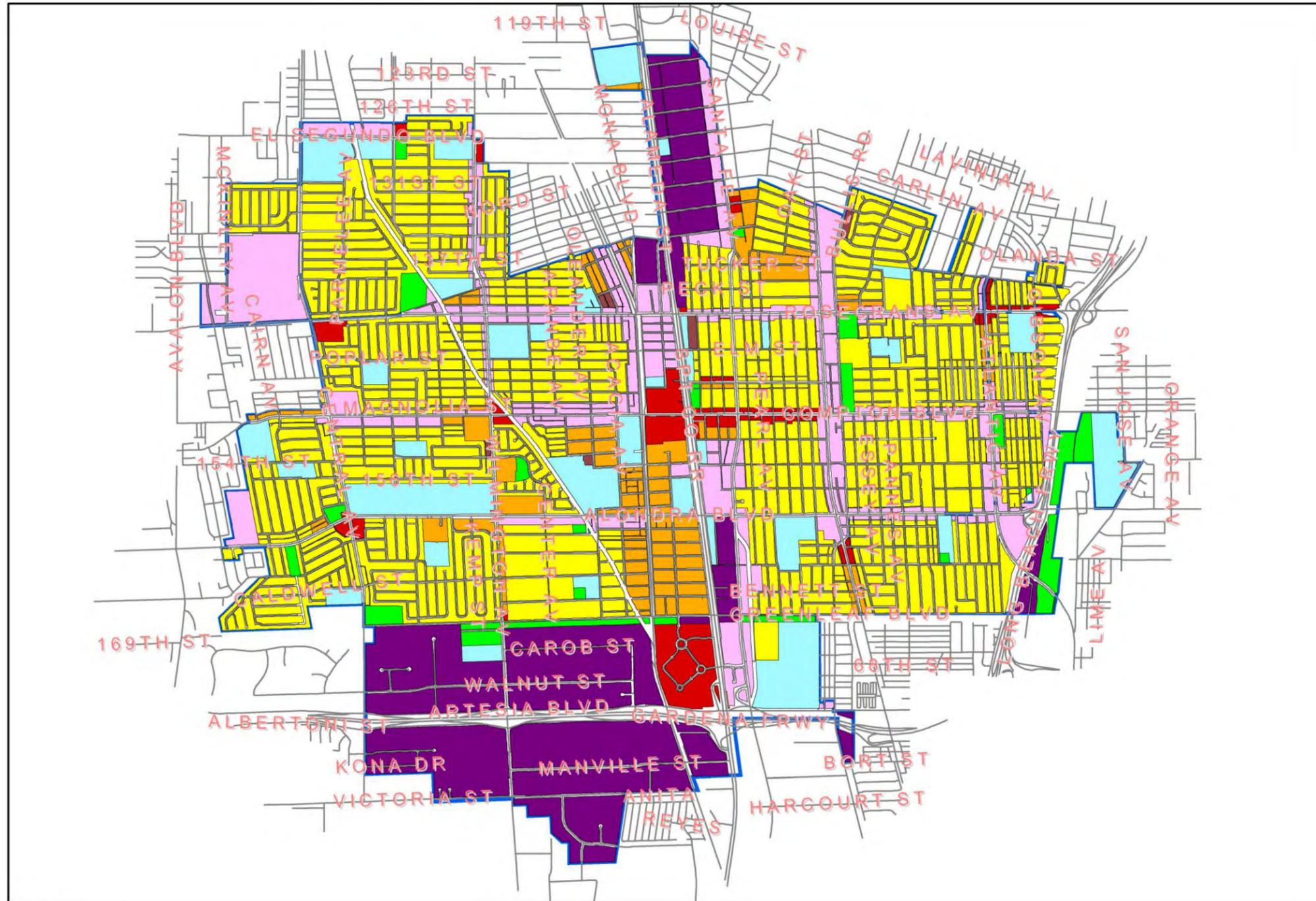
The demand for bicycle facilities can be difficult to predict. Unlike automobile use, where historical trip generation studies, traffic counts, and planned land use development allow one to estimate future demand for travel, bicycle trip generation methods are less advanced and less standardized. Development patterns can help predict demand and are important to bicycle master planning because changes in land use (and particularly employment areas) will affect average commute distance, which in turn affects the attractiveness of bicycling as commute modes. Figure 3-1, the land use map from the City of Compton General Plan (2011), is included on the next page.

The Compton bicycle network will connect the neighborhoods where people live to the places they work, shop, engage in recreation, or go to school. An emphasis will be placed on regional bikeways and transit connections centered on the major activity centers in Compton, including:

- Downtown commercial district
- Civic buildings such as the community centers, senior centers and libraries
- Schools
- Transit stops
- Neighborhood parks and regional recreational areas
- Shopping centers
- Major employers

The greatest concentration of shopping, civic buildings, places of worship, major employers, and transit routes in Compton center around Downtown Compton and Gateway Towne Center. The City has a relatively even distribution of schools and parks, with larger parks and recreational services located immediately outside the city limits. The location of these amenities across Compton requires the development of corridors that connect them to each other. The location of parks outside of the city limits, such as Willowbrook Park, requires coordination with the County and with neighboring municipalities.

Figure 3-1: General Plan Land Use Map



Legend

- | | | |
|---|--|---|
|  Low Density Residential <8.0 du/ac |  General Commercial |  Open Space/Parks |
|  Medium Density Residential 8.1-17.0 du/ac |  Mixed Use |  Public/Quasi-Public |
|  High Density Residential 17.1-34.0 du/ac |  Industrial |  Transportation |
| | |  Streets |
| | |  City Limits |

General Plan Land Use Map

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3.2 Commute Patterns

Mode split refers to the breakdown of trips by mode, and is expressed as a percentage of total trips. One major objective of any bicycle investment is to increase the percentage of people who choose to bicycle, rather than drive. Every saved motor vehicle trip or vehicle mile represents quantifiable reductions in air pollution and can help to reduce traffic congestion.

Journey to work data was obtained from the US Census Bureau’s American Community Survey (2009-2013). The data is shown in Table 3-1.

Table 3-1: Journey to Work Mode Split Compared to the County, State, and Nation

Mode	Nationwide	Statewide	Los Angeles County	Compton
Bicycle	0.6%	1.1%	0.9%	0.3%
Walk	2.8%	2.7%	2.9%	1.6%
Public Transit	5.0%	5.2%	7.1%	6.2%
Drive Alone	76.3%	73.2%	72.4%	69.5%
Carpool	9.8%	11.3%	10.6%	18.0%

About 0.3 percent of all employed Compton residents commute primarily by bicycle. Census data does not include the number of people who bicycle for recreation or for utilitarian purposes, students who bicycle to school, and bicycle commuters who travel from outside Compton, and are therefore likely to undercount true cycling rates. Recreational cycling is especially popular in Compton, with its access to the popular Los Angeles River Trail and Compton Creek Path. This means that, once recreational trips are counted, the bicycle mode split in Compton (for all trips) is much higher than 0.3 percent. Based on data from the 2013 American Community Survey and estimates of bicycle mode share for students, the current number of daily bicycle commute trips in Compton is 254 and the estimated daily school, social, recreation, and utilitarian bicycle trips is 3,290.

Though Compton’s rate of commute bicycling is low—about a third of the County rate and half of the national rate—there are numerous opportunities for increased participation. Compton’s “drive alone” commute share is slightly lower than County average, but its carpool rate (at 18 percent) is extremely high – nearly double the national average. This means that Compton residents are already seeking cost-effective transportation alternatives. Although it is preferable to shift “drive alone” commute trips to bicycle, there is also potential to shift some carpool commute trips to bicycle. Together, drive alone and carpool trips account for 87.5 percent of all work trips, and the vast majority of these trips are drive alone trips. This represents the main pool from which future bicycle trips will draw.

At the same time, the number of Compton commuters who take public transit to work is a full percentage point higher than the statewide average (6.2 percent and 5.2 percent, respectively). Rather than replace travel by public transit, bicycling can complement these trips by enabling easier access to transit and providing alternatives for the first and last miles of trips. Improving connections to Metro Blue Line stations, in particular, would encourage Blue Line riders to bicycle to and from Compton Station and Artesia Station. In this way, rates of bicycling and transit use can increase in tandem in the future.

Table 3-2 quantifies the estimated reduction in VMT in Compton following an increase in the bicycle mode share to 1.3 percent. This would result in an estimated decrease of 29 kg/day of Hydro Carbons, 2,696,000 kg/day of Carbon Dioxide, and 192 kg/day of Nitrous Oxide. The improvements in air quality could be greater if conditions for bicyclists improve, attracting new residents interested in bicycling. Compton’s mild climate and unpredictable energy costs nationwide will also encourage additional bicycling as more attractive routes are developed and overall network connections are completed.

Table 3-2: Bicycle Commute Projections

Current Commuting Statistics	Value	Source
Current Population	97,040	American Community Survey (2009-2013)
Number of Commute Trips per Day	67,174	American Community Survey (2009-2013) x 2 for roundtrips
Number of Bicycle-to-Work Commute Trips per Day	254	American Community Survey (2009-2013) x 2 for roundtrips
Bicycle-to-Work Mode Share	0.3%	American Community Survey (2009-2013)
Number of College Students	7,557	American Community Survey (2009-2013)
Estimated College Bicycle Commute Trips per Day	756	National Bicycling & Walking Study, FHWA, Case Study No. 1, 1995. Review of bicycle commute share in seven university communities (5%) x 2 for roundtrips
School Children (K-12)	23,561	American Community Survey (2009-2013)
Estimated School Children Bicycle Commute Trips per Day	1,200	City of Compton (2015) x 2 for roundtrips
Estimated Social, Recreational, and Utilitarian Trips per Day	2,090	NHTS, 2009 (1 commute trip : 8.23 social, recreational, and utilitarian trips)

Estimated Current Bicycle Trips	Value	Source
Total Daily Bicycle Trips	4,300	Estimated work, school, social, recreational, and utilitarian trips
Reduced Vehicle Trips per Weekday	3,400	Assumes 79% of bicycle trips replace vehicle trips for adults/college students (rounded to nearest hundred)
Reduced Vehicle Miles per Weekday	15,600	Assumes average one-way trip travel length of 4.6 miles for adults/college students (rounded to nearest hundred)

Potential Future Bicycle Commuters	Value	Source
Number of Commute Trips 9 minutes or less per Day	4,384	American Community Survey (2009-2013) x 2 for roundtrips
Existing Bicycle-to-Work Commute Trips per Day	254	American Community Survey (2009-2013) x 2 for roundtrips
Number of Potential Bicycle Commute Trips per Day	4,130	Number of commute trips under 10 minutes less existing bicycle-to-work commute trips
Estimated Number of Future Bicycle Commute Trips	600	Based on capture goal of 15% of potential bicycle trips (rounded to nearest hundred)
Total Future Daily Bicycle-to-Work Commute Trips	854	Estimated future bicycle commute trips plus existing bicycle commute trips
Estimated Future Daily Bicycle Trips	7,600	NHTS, 2009 (1 commute trip : 8.93 school, social, recreational, and utilitarian trips), rounded to nearest hundred
Estimated Future Reduced Vehicle Trips per Weekday	6,000	Assumes 79% of bicycle trips replace vehicle trips for adults/college students (rounded to nearest hundred)
Estimated Future Reduced Vehicle-Miles per Weekday	27,600	Assumes average one-way trip travel length of 4.6 miles for adults/college students (rounded to nearest hundred)

Future Reduced Vehicle-Miles per Year	7,066,000	Assumes 256 weekdays per year (rounded to nearest thousand)
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3.3 Collision History

In the four years between January 1, 2010 and December 31, 2013 (the period with the most recent available data), Compton had a total of 136 collisions involving a bicyclist. The number of bicycle collisions ranged from 25 and 40 collisions per year, with a running average of 35 annually. Four of those collisions (one per year) resulted in a fatality. Table 3-3 and 3-4 summarize the number, type and severity of bicycle-related collisions over this four-year period; Figure 3-2 shows the locations of these collisions.

Table 3-3: Bicycle-Related Collisions, 2010-2013

	2010	2011	2012	2013
Total Collisions Involving a Bicyclist	25	40	35	36
Fatal Collisions Involving a Bicyclist	1	1	1	1

Table 3-4: Severity of Bicycle-Related Collisions, 2010-2013

Severity	Count
Complaint of Pain	72
Other Visible Injury	49
Severe Injury	11
Fatal	4
Total	136

3.3.1 Collision Analysis

Jurisdictional Comparison

Compton's bicycle collision rate, expressed on a per-capita basis, is similar to neighboring Gateway Cities such as Paramount and Lynwood. It is somewhat lower than the Los Angeles County average. In terms of fatal bicycle collisions, Compton has a relatively high per-capita rate – roughly double that of its peers. These trends indicate that Compton should strongly consider

initiatives to reduce motor vehicle traffic speeds in order to reduce the severity of collisions. Traffic calming features are a key aspect of the Class III facilities recommended in this Plan; however, these projects may also be implemented independently of the bikeway network.

Table 3-5: Peer City Bicycle Collision Rates, 2010-2013

Jurisdiction	Population (ACS 2013 5-Year)	Collisions	Fatalities	Collisions per 100,000	Fatalities per 100,000
Los Angeles County	9,893,481	18,651	120	189	1.2
Long Beach	465,424	1,063	7	228	1.5
Compton	97,040	136	4	140	4.1
Carson	91,994	74	2	80	2.2
Lynwood	70,257	83	0	118	0.0
Paramount	54,468	91	2	140	3.7

Temporal

Between 2010 and 2013, 65 percent of bicycle-related collisions in Compton occurred between 8AM and 6PM. These are the times when the most traffic, both in motor vehicles and on bicycles, is traveling on the streets. The next four-hour period - between 6PM and 10PM - saw 22 percent of all bicycle collisions. The relatively high number of collisions that occurred in the evening period likely reflects both high traffic levels and poor visibility after dark. This indicates a need for various countermeasures, such as bicycle safety education concerning visibility and lights, motorist education regarding watching for bicyclists, or other means to improve visibility of cyclists to motorists (i.e. bicycle lanes, share the road signs, etc.). The addition of bikeways to Compton streets, and in particular the addition of bicycle lanes on major streets, should help to reduce bicycle collisions. Increased bikeway connections along non-arterial streets will also provide bicyclists with route options, allowing them to circumvent busy streets as desired.

Geographic

The geographic distribution of bicycle collisions around Compton suggests that major arterial and collector streets are the most hazardous routes in the City. As Table 3-5 and Figure 3-2 show, Compton Boulevard, Long Beach Boulevard and Alondra Boulevard are the three corridors with the highest number of bicycle collisions. In terms of intersections, the most dangerous locations are Long Beach Boulevard at Golden Street, Compton Boulevard at Wilmington Avenue, and Compton Boulevard at Atlantic Avenue.

The Bicycle Master Plan responds to these patterns by recommending bicycle facility improvements along all seven of the corridors identified in **Table 3-5** and intersection improvements at many of the locations with a history of bicycle collisions.

Table 3-6: Priority Bicycle Collision Reduction Corridors

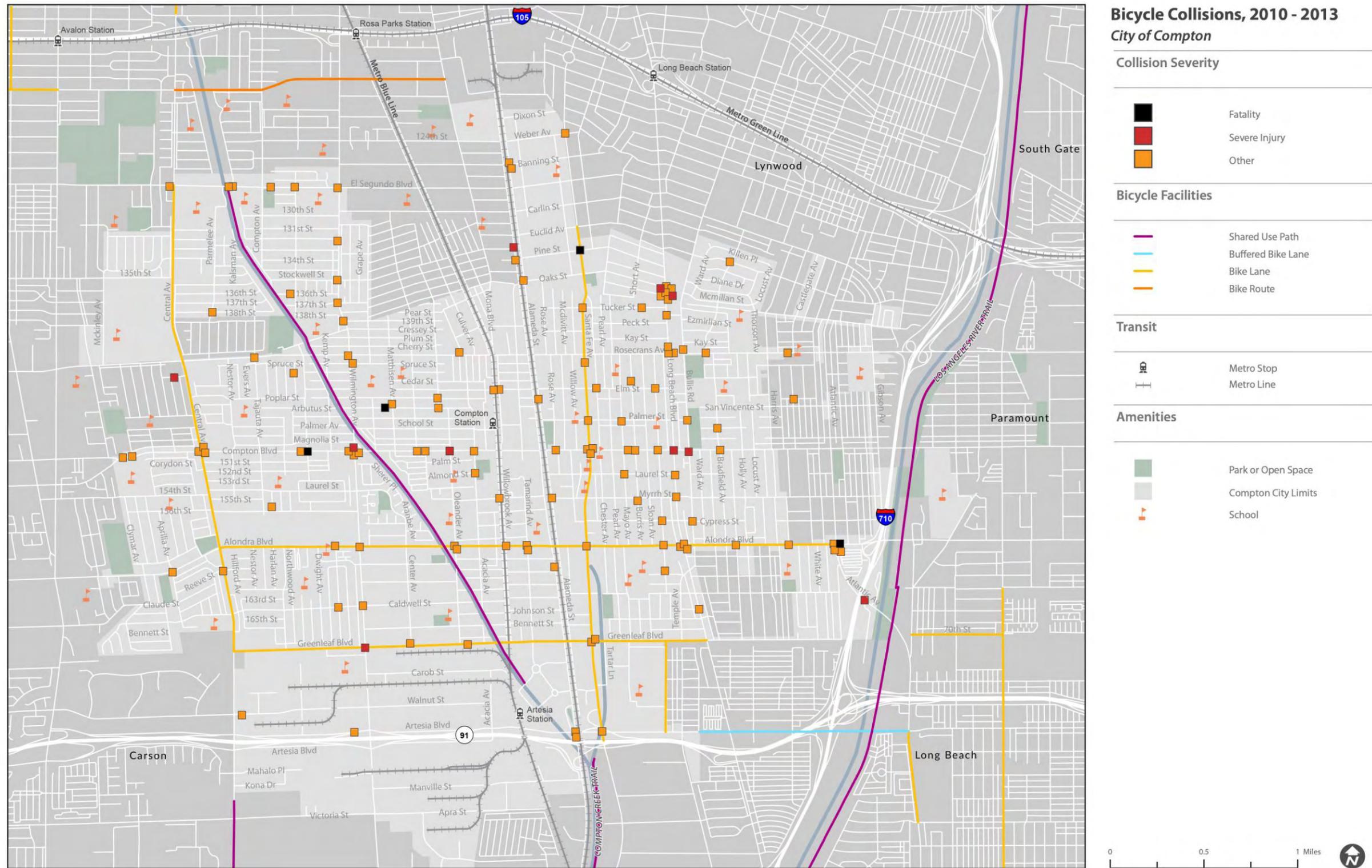
Corridors	Collisions (2010- 2013)
Compton Boulevard	26
Long Beach Boulevard	16
Alondra Boulevard	16
Wilmington Avenue	14
Alameda Street	13
Santa Fe Avenue	12
Rosecrans Avenue	7

3.3.2 Collision Reduction Goal

Reducing the number and severity of collisions is a principal goal of the *Compton Bicycle Master Plan*. Between 2010 and 2013, 136 collisions involving a bicyclist occurred in Compton – an average rate of 35 per year. This Bicycle Master Plan establishes a goal to reduce the bicycle collision rate by 50 percent over five years. By 2020, bicycle collisions should be reduced to no more than 17 on an average annual basis.

During the same 2010-2013 period, Compton saw four bicycle fatalities – exactly one per year. This Bicycle Master Plan establishes a goal to reduce the bicycle fatality rate from one per year to zero. In order to achieve this goal, the Recommended Bikeway Network must be supplemented by strong programs that emphasize motor vehicle speed management. These programs include traffic calming, safe routes to school, and enforcement of motorist behavior, and are described in Chapter 6. Achieving the goal of eliminating bicycle fatalities in Compton requires the coordinated efforts of City staff, law enforcement agencies and community members.

Figure 3-2: Bicycle-Related Collisions, 2010-2013



4 Existing Conditions

4.1 Existing Bikeways

The bicycle maps which accompany this plan designate Compton's existing and proposed bicycle routes, and those in adjacent unincorporated areas, by Class I, II, III or IV in accordance with Chapter 1000 of the California Department of Transportation, *Highway Design Manual – Bikeway Planning and Design*. The four classes of bikeway designated in the *Highway Design Manual* are described below and illustrated in Figure 4-1.

- **Class I Bikeway.** Typically called a shared-use path, a Class I Bikeway provides bicycle travel on a paved right-of-way completely separated from any street or highway. It is usually shared with pedestrians and other active transportation users, such as skateboarders.
- **Class II Bikeway.** Often referred to as a bicycle lane, a Class II Bikeway provides a striped and stenciled lane for one-way bicycle travel on a street or highway.
- **Class III Bikeway.** Generally referred to as a bicycle route, a Class III Bikeway provides for shared use with motor vehicle traffic and is identified only by signing and/or pavement markings. A subset of this type of bikeway is a Bicycle Boulevard, which is a local street that has been optimized for bicycle travel by reducing motor vehicle speeds and volumes and by improving arterial crossings and operating speeds for bicyclists.
- **Class IV Bikeway.** Often referred to as protected bicycle lanes or cycle tracks, Class IV bikeways are located within a street or highway right-of-way, provide a designated area for one-way or two-way bicycle travel, and offer physical protection from adjacent motor vehicle traffic using barriers, bollards, curbing, parked cars, posts, planters, or other vertical elements. Protected bicycle lanes, which have recently been officially permitted in California, are referred to in this plan as *Class IV Protected Bicycle Lanes*. This is a working title and subject to change as Caltrans and other agencies develop more detailed guidelines and standards regarding protected bicycle lanes. These facilities are not depicted in Figure 4-1.
- In addition to these four basic categories, two additional bikeway facility types are recommended for Compton. **Class II buffered bicycle lanes** and **Class III bicycle boulevards** (abbreviated as II+ and III+) are both enhancements of their parent facility class. The former is a variation on Class II bicycle lanes that substitutes a painted line for a wider (2-5 foot) painted buffer zone, increasing the effective distance between bicycle riders and adjacent motor vehicle traffic. A Class II buffered bicycle lane is a middle ground (in terms of protective quality and cost) between standard Class II bicycle lanes and fully protected Class IV bikeways.
- Class III bicycle boulevards, like Class III routes in general, are not dedicated bicycle facilities, but rather enhancements to a street (typically a low-volume residential street) that prioritize bicycle movement. In addition to the signage and pavement markings

associated with Class III bicycle routes, bicycle boulevards employ traffic calming (speed and volume management techniques) to encourage slower and more predictable motor vehicle travel.

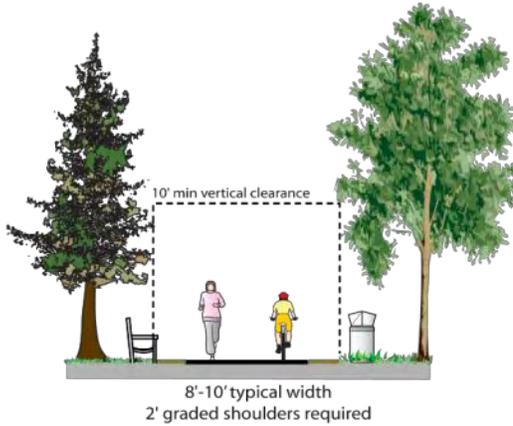
It is important to note that bicycles are permitted on *all* roads in the State of California and in Compton (with the exception of designated freeways). As such, Compton's entire street network is effectively the city's bicycle network, regardless of whether or not a bikeway stripe, stencil, or sign is present on a given street. The designation of certain roads as Class II, III or IV bicycle facilities is not intended to imply that these are the only roadways intended for bicycle use, or that bicyclists should not be riding on other streets. Rather, the designation of a network of Class II, III and IV on-street bikeways recognizes that certain roadways are optimal bicycle routes, for reasons such as directness or access to significant destinations, and allows the City of Compton to then focus resources on building out this primary network.

Figure 4-1: Standard Bikeway Facility Classification

SHARED-USE PATH



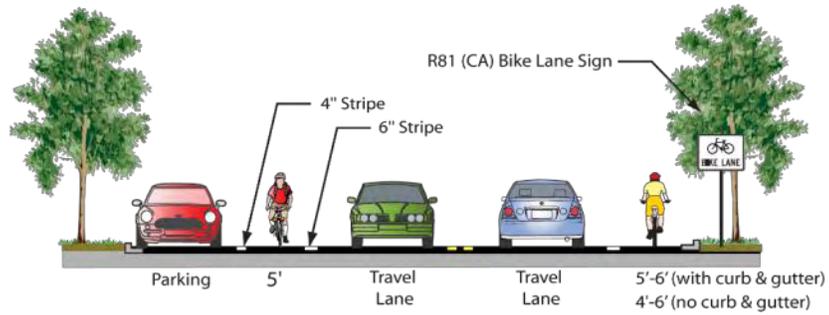
Provides completely separated right-of-way for exclusive use by bicycles and pedestrians with cross-flow minimized



BIKE LANE



Provides striped lane for one-way bike travel on a street or highway



BIKE ROUTE



Provides for shared-use with motor vehicles, typically on lower volume roadways

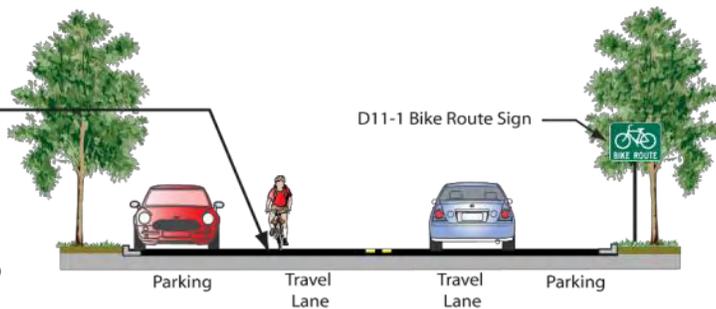
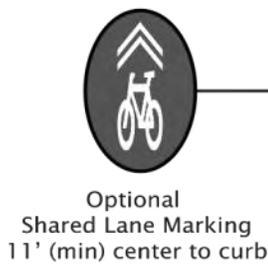
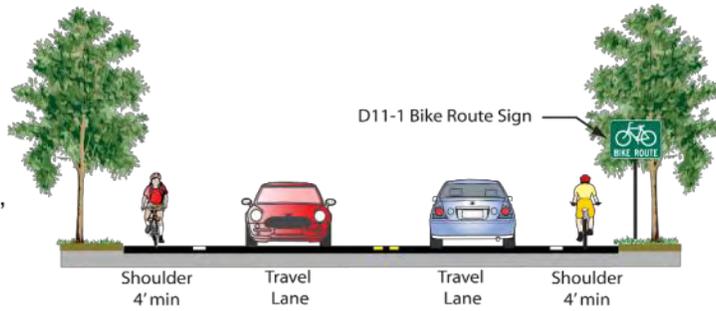


Figure 4-2: Innovative Bikeway Facility Classification



Class II+
Buffered Bicycle Lane



Class III+
Bicycle Boulevard



Class IV
Protected Bicycle Lane (1-way)



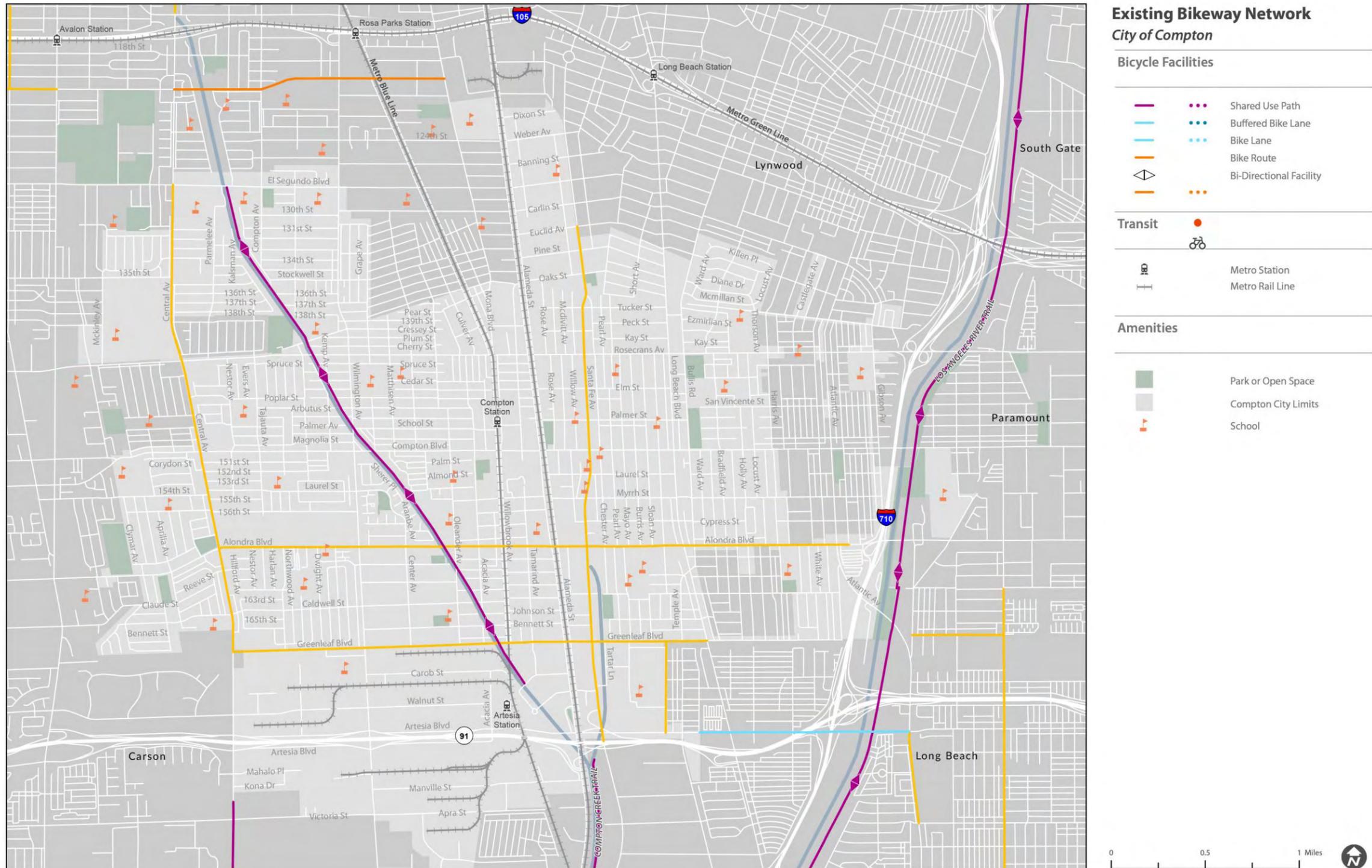
Class IV
Protected Bicycle Lanes (2-way)

The city’s existing network of designated bikeways is shown in Table 4-1. Specific facility segments are discussed in more detail below. Compton has a total of 13.94 miles of bikeways.

Table 4-1: Existing Bikeway Mileage by Facility and Type

Class	Bikeway Type	Total Mileage
I	Shared-Use Paths	2.85
II	Bicycle Lanes	11.09
II+	Buffered Bicycle Lanes	0.00
III	Bicycle Routes	0.00
III+	Bicycle Boulevards	0.00
IV	Protected Bicycle Lanes	0.00
Total Bikeways		13.94

Figure 4-3: Existing Bikeway Network



4.1.1 Recent Expenditures on Bikeways

Table 4-2 shows a summary of bicycle facility projects constructed in recent years.

Table 4-2: Past Expenditures on Bikeways

Segment	Begin	End	Class	Length	Cost Estimate	Status
Compton Creek Path	El Segundo Boulevard	Greenleaf Boulevard	I	2.85	\$2,850,000	Completed
Alondra Boulevard	Central Avenue	Atlantic Avenue	II	3.32	\$ 282,000	Completed
Central Avenue	El Segundo Boulevard	Greenleaf Boulevard	II	2.57	\$218,000	Completed
Greenleaf Boulevard	Central Avenue	Long Beach Boulevard	II	2.45	\$ 208,000	Completed
Santa Fe Avenue	Euclid Avenue	Artesia Boulevard	II	2.75	\$234,000	Completed

4.1.2 Existing Bicycle Support Facilities

Bicycle support facilities include bicycle parking racks, lockers, and changing facilities. Any facility that assists commuting or recreational cyclists to complete their journey is also considered a support facility.

Parks can also serve as bicycle support facilities. Compton has an extensive system of parks and open space areas. Many parks are equipped with water and restrooms; however, not all parks have bicycle parking. Due to the gap in knowledge about existing bicycle parking, Section 6.1.1 recommends the creation of a bicycle parking inventory.

The City of Compton has adopted an ordinance (12-7.2) requiring bicycle racks or other secure bicycle parking at a rate of four (4) spaces for the first 50,000 square feet of new development and one (1) space for each additional 50,000 square feet of floor area. The ordinance also requires, as part of Transportation Demand Management (TDM), that bicycle route and safety information be posted within the building for the convenience of facility users. Finally, the ordinance specifies that safe and convenient access be provided between the external circulation system and internal bicycle parking facilities.

The City of Compton Municipal Code, Section 30-21.3(g), specifies off-street bicycle parking requirements at a ratio of one (1) bicycle space per every twenty (20) vehicle spaces. The requirement applies to all commercial, retail, office, food-related, industrial and warehousing uses.

4.1.3 Existing Bicycle Signage

The City of Compton complies with State requirements for bicycle signage on all existing bikeways, as specified in the California Manual on Uniform Traffic Control Devices (CA MUTCD) and Highway Design Manual (HDM). The Bike Lane Sign (R81) is required at the beginning of each designated bicycle lane and at each major decision point. The Bike Route Sign (D11-1) is required on Class III facilities. Shared-use paths require additional standardized signs to help manage different user groups. The City has installed CA MUTCD standard signs along the appropriate bikeways.

In addition to standard CA MUTCD signs, various warning, informational and regulatory signs have been installed. Distinctive signage located along the Compton Creek Path brand the route and are supplemented by other signage, such as interpretive ecological information and trail sponsor recognition.



R81(CA)



D11-1

Caltrans Bikeway Signs



Existing Bike Route Sign (D11-1) and branded signage on the Compton Creek Bicycle Route.

4.2 Multi-Modal Connections

Providing bicycle access to public transit allows bicyclists to extend the distance they are able to travel. Compton is served by the Metro Blue Line, Metro local buses and Compton Renaissance Transit, as displayed in Figure 4-4. The numerous transit facilities within and nearby the cities create opportunities for transit access improvements and connections.

Most bus stops within the City of Compton do not have bicycle racks located at the stops. Modest bicycle parking in the form of bicycle racks is available at both the Compton and Artesia Blue Line Stations (eight (8) and six (6) spaces, respectively). The two next-closest Blue Line stations, Willowbrook and Del Amo, both offer secure bicycle parking in the form of lockers.

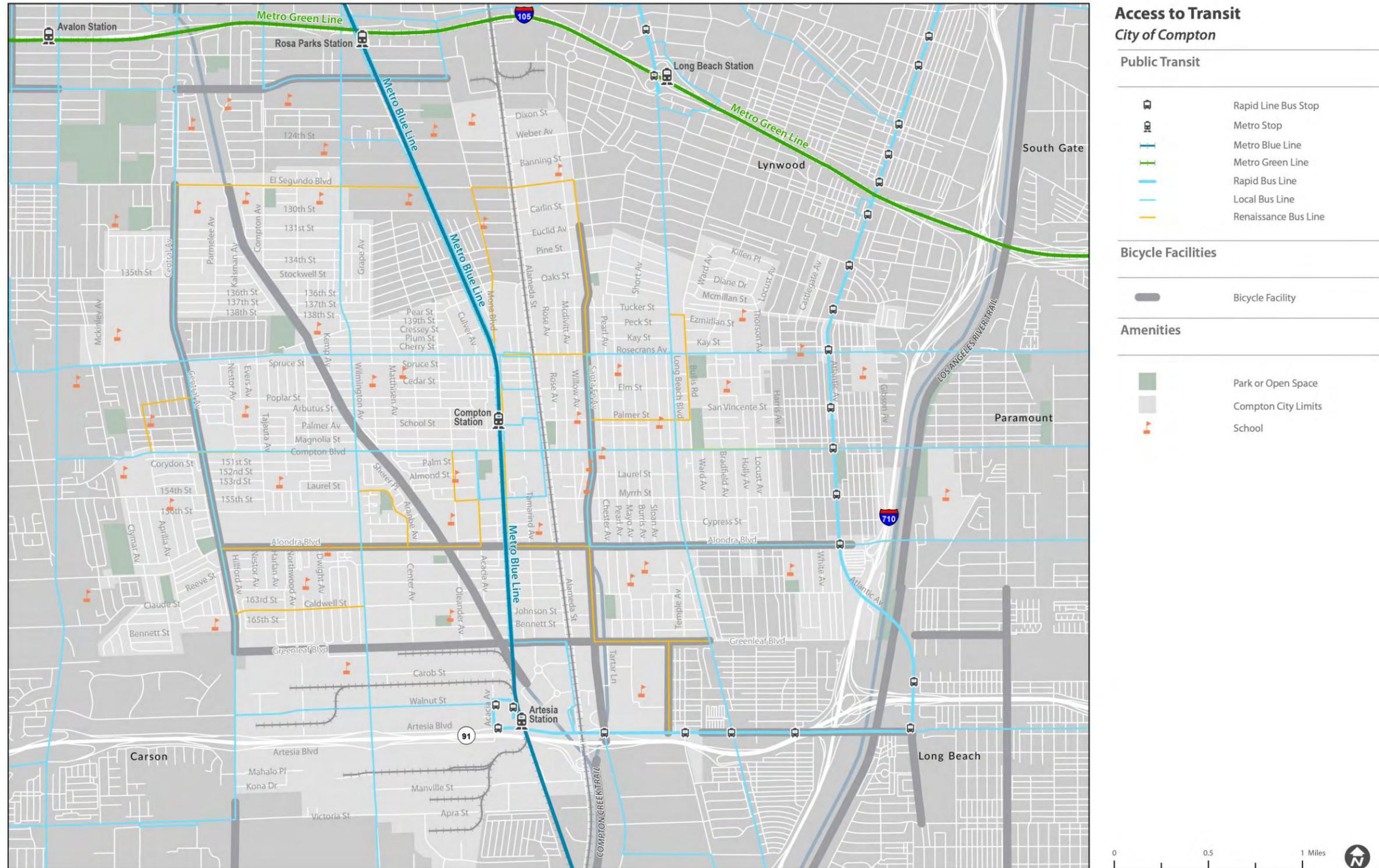
Bicycles are permitted on the Blue Line at all hours. Metro provides racks on the front of buses for bicycle transport, as they are not allowed on board.

Compton's two Blue Line stations represent a tremendous opportunity to improve first-last mile connectivity. Figure 4-4 shows existing transit facilities within Compton. Connectivity between these facilities and other community destinations are a major focus of the Recommended Bikeway Network, described in Section 5.



A wide sidewalk connects Compton Boulevard to Compton Station.

Figure 4-4: Compton Public Transit Network



4.3 Traffic Signal Bicycle Detection

The City of Compton has no official policy regarding bicycle signal detection at traffic signals. The City’s current practice is to upgrade signal detectors in concert with regular intersection maintenance activities. The most recent citywide intersection upgrades involved a total of 112 intersections, 54 of which were outfitted with Type D loop detectors and 35 of which were outfitted with video detectors. The status of bicycle detection at the remaining 23 intersections is unknown.

Type D loop detectors are in-pavement magnetic field detection devices that are sensitive enough to detect both bicycles and automobiles without inadvertently picking up vehicles in adjacent lanes. However, Type D loop detectors are more expensive to install than other common detection devices and present some maintenance issues.

At intersections with video detection systems, separate video detection zones for bicycles may be created, particularly on side streets where bicycle routes intersect major streets that rest on the green phase (i.e. creating a rest-on-red condition for the bikeway user). This is less of an issue for bikeways on primary streets where the signals are programmed to rest in green, but separate video detection zones for bicycles are usually provided on these roads as well. In other areas where loops are utilized, special dipole or other sensitive loop designs are used where bicycles in Bicycle Lanes would not be detected by the vehicle loop systems.

Table 4-3 lists the current locations for bicycle detection.

Table 4-3: Existing Traffic Signal Bicycle Detection Locations

Main Street	Side Street	Main Street	Side Street
Alameda	Myrrh	El Segundo	Slater/Parmelee
Alameda	Greenleaf	El Segundo	Compton
Alameda	Auto Dr South	El Segundo	Grandee
Alameda	Artesia	Long Beach	Pine/Arlington
Alondra	Central	Long Beach	Tucker
Alondra	Wilmington	Long Beach	Myrrh
Alondra	Center	Long Beach	Temple/Bullis
Alondra	Oleander	Myrrh	Acacia
Alondra	Willowbrook	Myrrh	Willowbrook
Alondra	Alameda	Bullis	Pine
Alondra	Santa Fe	Atlantic	San Vincente
Alondra	Mayo	Rosecrans	Parmelee
Alondra	Poinsettia	Rosecrans	Tajauta
Alondra	Long Beach	Rosecrans	Fire Station

Alondra	Bradfield	Rosecrans	Dwight
Alondra	Harris	Rosecrans	Wilmington
Alondra	White	Rosecrans	Matthisen
Alondra	Atlantic	Rosecrans	Aranbe
Artesia	Acacia	Rosecrans	Acacia
Artesia	Crystal Drive	Rosecrans	Willowbrook
Artesia	S. Alameda	Rosecrans	Santa Fe
Artesia	Santa Fe	Rosecrans	Mayo
Artesia	Harbor/Susana	Rosecrans	Long Beach
Central	Piru	Rosecrans	Bullis
Central	Rosecrans	Rosecrans	Bradfield
Central	Brazil/148 th	Rosecrans	Harris
Central	156 th	Rosecrans	Gibson
Central	Caldwell	Santa Fe	Pine
Central	Walnut	Santa Fe	Tucker
Central	N. Artesia	Santa Fe	Palmer
Central	S. Artesia	Santa Fe	Myrrh
Compton	Wadsworth	Santa Fe	Greenleaf
Compton	Aprilia/Deodora	Wilmington	El Segundo
Compton	Central	Wilmington	139 th
Compton	Dwight	Wilmington	Poplar
Compton	Wilmington	Wilmington	Caldwell
Compton	Aranbe	Wilmington	Greenleaf
Compton	Oleander	Wilmington	Carob
Compton	Acacia	Wilmington	Walnut
Compton	Willowbrook	Wilmington	Artesia (North)
Compton	D. DollarHide Dr	Wilmington	Artesia (South)
Compton	Alameda		
Compton	Santa Fe		
Compton	Mayo		
Compton	Long Beach		
Compton	Bullis		
Compton	Bradfield		
Compton	Harris		

4.4 Bicycle Safety Education Programs

Compton YAL- Sheriff Youth Foundation Bicycle Program.

The Compton YAL-Sheriff's Youth Foundation offers bicycle education for youth. [The Bicycle Education and Registration \(BEAR\)](#) program teaches participants about bicycle safety and provides a donated or confiscated bicycle to work on throughout the program. When the 5-week program ends, participants keep the bicycles they worked on.

Safe Routes to Schools

Los Angeles County Metropolitan Transportation Authority (Metro) is currently working on a [Safe Routes to School pilot](#) program with the intention of becoming a county-wide program. Metro is working with Los Angeles County municipalities in the fall of 2015 to encourage local support for the program in cities such Compton.

The program consists of five key components: education, engineering, encouragement, enforcement, and evaluation, which are described below:



- **Education** – Classroom lessons teach children the skills necessary to navigate through busy streets and show them how to be active participants in the program.
- **Engineering** – Create physical improvements to the infrastructure surrounding the school, reducing speeds and establishing safer crosswalks and pathways.
- **Encouragement** – Events, contests and promotional materials are incentives that encourage children and parents to try walking and biking.
- **Enforcement** – Police officers, crossing guards and law enforcement officials participate throughout the Safe Routes process to encourage safe travel through the community.
- **Evaluation** – Program participation is regularly monitored to determine the growth in student and parent participation.

County-Wide Bicycle Education Programs

Currently the Los Angeles County Bicycle Coalition and Metro are offering free bicycle education classes through an Office of Traffic Safety grant. Classes provide information on how to ride a bicycle in traffic, improve visibility on the road and make cycling a part of everyday life. Classes will be offered in North Long Beach in the summer of 2015. This is the second time Metro has received the OTS bicycle education grant; it is hoping to continue the program on a bi-annual basis.

5 Recommended Bikeway Network

Compton's current bikeway network provides some opportunities for travel both on-street and off-street. However, significant gaps remain in the system, and closing these gaps is critical to providing good connectivity for bicyclists riding both within the City of Compton and attempting to travel to neighboring communities. The projects recommended in this section are intended to improve connectivity for the entire Compton bicycle network through a range of Class I, II, III and IV facilities.

A summary of potential costs for the recommended bikeway network is presented in Table 5-1. Bikeway network costs were estimated by applying distance-based cost factors (by linear foot) to projects in each facility class. The combined cost for all bikeways within the City of Compton¹ is an estimated \$15,681,430 to \$23,360,676. It is important to note the following general assumptions about the cost estimates. First, all cost estimates are conceptual, since there is no feasibility or preliminary design completed, and second, the design and administration costs included in these estimates may not be sufficient to fund environmental clearance studies. Third, projects are assumed to have negligible resurfacing costs – in some instances, resurfacing may be required at a cost of \$130,000 to \$160,000 per lane mile.² Finally, costs estimates are a moving target over time as construction costs escalate quickly, and as such, the costs presented should be considered as rough order of magnitude only.

All the projects are recommended to be implemented over the next two to twenty years, or as funding are available. The more expensive projects may take longer to implement. In addition, many funding sources are highly competitive, and therefore impossible to determine exactly which projects will be funded by which funding sources. Timing of projects is also something difficult to pinpoint exactly, due to the dependence on competitive funding sources and, timing of roadway and development, and the overall economy.

¹ Facilities are recommended within the City of Compton and for adjacent unincorporated areas lying within Compton's sphere of influence. Connections into the neighboring cities of Carson, Lynwood, Paramount and Long Beach are also shown. All recommended facilities outside of Compton's borders – with the exception of routes that are included in other jurisdictions' bicycle transportation plans - are suggested routes only and are identified for the purposes of coordination and planning.

² Existing surface quality for the Recommended Bikeway Network was not assessed as part of the Bicycle Master Plan. The City of Compton has an independent street resurfacing program through its Public Works and Municipal Utilities Department. The City's Planning and Economic Development Department should coordinate with Public Works to determine which projects may be installed without pavement upgrades and which should be constructed in concert with scheduled street maintenance.

Table 5-1: Recommended Bikeway Project Cost Estimates - Summary

Type	Length	Length – Within Compton Only	Total Cost	Total Cost – Within Compton Only
Class I Shared Use Path	10.08	6.79	\$10,075,533	\$6,793,384
Class II Bicycle Lane	19.36	13.25	\$1,645,472	\$1,126,637
Class II Buffered Bicycle Lane	14.01	11.70	\$1,961,007	\$1,637,325
Class III Bicycle Route	20.76	17.24	\$415,143	\$344,789
Class III Bicycle Boulevard	12.33	10.78	\$2,218,907	\$1,939,671
Class IV Protected Bicycle Lane ³	8.41	7.68	\$4,203,481 to \$12,610,442	\$3,839,623 to \$11,518,869
Total	84.93	67.44	\$20,519,542 to \$28,926,503	\$15,681,430 to \$23,360,676

³ Cost estimates for Class IV facilities are expressed as a range to reflect 1) the uncertainty associated with protected bikeway costs, given the limited number of built examples in Southern California and 2) the variation in costs between a budget facility (e.g. with delineator post separation) and a premium facility (e.g. with curb or planter box separation).

5.1.1 Recommended Class I Shared-Use Paths

Class I paths – especially the Compton Creek Path and Los Angeles River Trail – serve as spine routes in the Recommended Bikeway Network. Maintenance and crossing improvements on the Compton Creek Path aim to make better use of a significant existing asset. Meanwhile, extensions recommended for either end of Compton Creek Path will connect the discontinuous southern creek segment and create a regional link serving transit destinations, shopping areas, schools and neighboring cities. On the east side of Compton, access improvements to the existing Los Angeles River Trail will be complemented by a new path on the west side of the Los Angeles River. This facility would serve as a key north-south spine linking to other communities in Los Angeles County.

Table 5-2: Recommended Class I Shared-Use Paths

Route	Begin	End	Class	Length	Cost
Artesia Blvd	Central Ave	Acacia Ave	I	1.37	\$1,372,492
Artesia Sidepath	Acacia Ave	Loops back to Artesia Blvd	I	0.91	\$908,901
Artesia Station	Compton Creek Trail N-Acacia Connector	Tamarind Ave	I	0.28	\$277,406
Artesia Station Path	Greenleaf Blvd	Artesia Station Bicycle Route	I	0.38	\$379,255
Artesia-Big Alameda Connector*	Artesia Bicycle Route	Artesia Blvd	I	0.49	\$493,501
Artesia-Little Alameda Connector*	S Alameda St	Artesia Blvd	I	0.18	\$175,196
Alondra Blvd Sidepath	S Lime Ave	Alondra Blvd	I	0.29	\$290,000
Barron Ave	Cypress St	Cocoa St	I	0.04	\$39,456
Compton Creek Trail Extension - Outside Compton*	E Imperial Hwy	El Segundo Blvd	I	0.95	\$945,603
Compton Creek Trail N-Acacia Connector	Greenleaf Blvd	Carob St	I	0.19	\$186,225
Compton Creek-College	Compton Community	Artesia Blvd	I	0.30	\$298,566

Connector*	College				
Compton Creek-Santa Fe Connector	Santa Fe Ave	Artesia Sidepath	I	0.08	\$84,568
Gibson ROW Path	Linsley St	Frailey Ave	I	0.18	\$180,592
Greenleaf Utility ROW Path	Avalon Blvd	Central Ave	I	0.93	\$928,777
LA River Path (West Bank)*	Compton City Limit	Sportsman Dr	I	0.91	\$906,732
LA River Path (West Bank) - Outside Compton*	Sportsman Dr	Long Beach Blvd	I	1.54	\$1,535,986
LA River Path (West Bank) - Outside Compton*	0.13 miles north of Rosecrans Ave	Compton City Limit	I	0.80	\$800,559
Palmer-San Vicente Connector	Bullis Rd	San Vincente St	I	0.13	\$129,136
Parmelee - Slater Connector	Parmelee Ave	Slater Ave	I	0.07	\$69,292
Santa Fe Creek Path*	Tartan Ln	Compton Creek Connector	I	0.07	\$73,287
Total Class I Shared-Use Paths				10.08	\$10,075,533
Total Class I – Within Compton Only				6.79	\$6,793,384

* Project also includes modifications to the creek bed and new undercrossing(s). These costs are not included in the planning-level cost estimate shown in this table. Additional study is required to determine more accurate costs for this project.

5.1.2 Recommended Class II Bicycle Lanes

Compton’s current on-street bikeway network is composed primarily of Class II bicycle lanes. Many of the recommended Class II projects are gap closures, such as the recommended bicycle lanes on Wilmington Avenue, El Segundo Boulevard, Long Beach Boulevard and Bullis Road. On Alondra Boulevard and Greenleaf Boulevard, existing Class III bicycle routes should be upgraded to Class II bicycle lanes to provide additional separation between bicyclists and motor vehicles. Bicycle lanes are currently in place on both boulevards in the central area of Compton; these upgrades will expand east-west connectivity across the entire City. Two of the recommended bicycle lanes – Long Beach Boulevard and Bullis Road – present alternative routes along a similar north-south desire line.

Some of the recommended Class II projects could be converted into Class IV facilities through the additional of physical barriers over time. Details of the bicycle lane proposals can be found in Table 5-3.

Table 5-3: Recommended Class II Bicycle Lanes

Route	Begin	End	Class	Length	Cost
Alondra Bicycle Lanes (W)	Avalon Blvd	Central Ave	II	0.91	\$77,048
Bullis Road and Temple Ave	Palm Ave	Greenleaf Blvd	II	2.23	\$189,744
Central Buffered Bicycle Lanes	Greenleaf Blvd	Compton City Limit	II	0.75	\$63,624
E Greenleaf Bicycle Lanes	Long Beach Blvd	Atlantic Dr	II	0.71	\$60,668
El Segundo Blvd Bicycle Lanes - Outside Compton	Compton City Limit	Alameda St	II	0.87	\$73,564
El Segundo Blvd Bicycle Lanes (E)	Alameda St	Santa Fe Ave	II	0.33	\$28,099
El Segundo Blvd Bicycle Lanes (W)	Central Ave	Compton City Limit	II	0.93	\$78,956
Long Beach Ave Bicycle Lanes	Orchard Ave	Greenleaf Blvd	II	2.10	\$178,134
Long Beach Ave Bicycle Lanes - Outside Compton	Greenleaf Blvd	Los Angeles River Trail	II	1.58	\$134,353
Long Beach Ave Bicycle Lanes - Outside Compton	I-105	Orchard Ave	II	0.91	\$77,270

Myrrh Bicycle Lanes	Oleander Ave	Santa Fe Ave	II	0.71	\$60,430
Santa Fe Ave Bicycle Lanes	CA-91	Compton Creek - Santa Fe Collector	II	0.13	\$11,057
Santa Fe Ave Bicycle Lanes - Outside Compton	Lynwood Rd	El Segundo Blvd	II	0.59	\$50,263
Santa Fe Ave Bicycle Lanes	El Segundo Blvd	Euclid Ave	II	0.25	\$20,825
Tamarind Avenue	Myrrh St	Greenleaf Blvd	II	0.77	\$65,455
Wilmington Ave Bicycle Lanes	Compton City Limit (north)	Victoria St	II	3.44	\$292,597
Wilmington Ave Bicycle Lanes - Outside Compton	I-105	Compton City Limit (north)	II	0.70	\$59,916
Wilmington Ave Bicycle Lanes - Outside Compton	Victoria St	Del Amo Blvd	II	1.45	\$123,468
Total Class II Bicycle Lanes				19.36	\$1,645,472
Total Class II Bicycle Lanes – Within Compton Only				13.25	\$1,126,637

5.1.3 Recommended Class II Buffered Bicycle Lanes

Buffered bicycle lanes play a similar role to standard bicycle lanes in Compton’s recommended bikeway network. They serve to close gaps in the existing lane network while providing a heightened degree of separation and comfort. The recommended Class II buffered bicycle lanes consist of new bikeways (e.g. Rosecrans Avenue), upgrades to existing Class II bicycle lanes (Greenleaf Boulevard) and extensions of existing buffered bicycle lanes outside City limits (e.g. Artesia Boulevard).

Table 5-4: Recommended Class II Buffered Bicycle Lanes

Route	Begin	End	Class	Length	Cost
Artesia Blvd Buffered Bicycle Lanes	Alameda St Path	Gale Ave	II+	0.63	\$88,306
Artesia-Albertoni Buffered Bicycle Lane	Avalon Blvd	Acacia Ave	II+	2.46	\$344,013
Atlantic Ave Buffered Bicycle Lanes	Alondra Blvd	Los Angeles River Trail	II+	0.55	\$76,719
Central Buffered Bicycle Lanes - Outside Compton	Compton City Limit	Del Amo Blvd	II+	1.56	\$218,601
E 135th St Buffered Bicycle Lanes - Outside Compton	Main St	Compton City Limit	II+	0.75	\$105,081
Greenleaf Buffered Bicycle Lanes	Central Ave	Long Beach Blvd	II+	2.52	\$353,374
McKinley Ave Buffered Bicycle Lanes	W 135th St	Rosecrans Ave	II+	0.47	\$65,680
Rosecrans Ave Buffered Bicycle Lanes	Compton City Limit (west)	Los Angeles River Trail	II+	4.70	\$657,648
W 135th St Buffered Bicycle Lanes	Compton City Limit	N Central Ave	II+	0.37	\$51,584
Total Class II Buffered Bicycle Lanes				14.01	\$1,961,007
Total Class II Buffered Bicycle Lanes – Within Compton Only				11.70	\$1,637,325

5.1.4 Recommended Class III Bicycle Routes

Class III bicycle routes are recommended primarily for the edges of Compton, rather than in the heart of the city. The lower cost of Class III bicycle routes (relative to the other bikeway facility classes) may expedite implementation in areas that are within Compton’s sphere of influence, but that are not within city boundaries. A number of Class III facilities are recommended for the northern part of Compton, where a discontinuous street grid is conducive to “wiggle” routes that link together multiple streets to form continuous bikeways. In some cases, such as the Caldwell Street Bicycle Route, a Class III facility is recommended to serve as an alternative to parallel Class II facilities on busy arterial streets.

Class III bicycle routes will not change existing street parking. However, over time the City of Compton may consider Class III facilities as candidates for upgrades, either with intensified traffic calming (to create a Class III bicycle boulevard) or with lane striping (to create a Class II bicycle lane).

Details of the recommended segments can be found Table 5-5.

Table 5-5: Recommended Class III Bicycle Routes

Route	Begin	End	Class	Length	Cost
I18th Street	Avalon Blvd	Compton Creek	III	0.74	\$14,871
124th St Bicycle Route - Outside Compton	Slater St	Mona Blvd	III	1.25	\$25,015
154th St Bicycle Route	Avalon Blvd	Central Ave	III	0.81	\$16,246
Acacia Ave Bicycle Route	Rosecrans Ave	Johnson St	III	1.38	\$27,648
Acacia Bicycle Route	Carob St	Artesia Blvd	III	0.39	\$7,756
Artesia Station Bicycle Route	Artesia Station Path	Artesia Blvd	III	0.20	\$4,014
Atlantic Ave Bicycle Route	I-105	Alondra Blvd	III	1.93	\$38,585
Bullis Rd Bicycle Route - Outside Compton	Lynwood Rd	Palm Ave	III	0.58	\$11,521
Caldwell Bicycle Route	Greenleaf Blvd	Alameda St	III	2.60	\$52,043
McMillan St Bicycle	Bullis Rd	Wright Rd	III	1.20	\$23,965

Route					
N Compton Ave / Slater Ave/ Stockwell St Bicycle Route	El Segundo Ave	Compton City Limit (east)	III	1.05	\$20,953
Orchard Bicycle Route (Outside Compton)	Long Beach Blvd	Bullis Rd	III	0.17	\$3,376
Parmelee Ave - Outside Compton	Compton City Limit (south)	Rosecrans Ave	III	0.23	\$4,621
Parmelee Ave Bicycle Route	El Segundo Blvd	Compton City Limit (south)	III	0.76	\$15,201
Pine/Orchard Bicycle Route	S Alameda St	Long Beach Blvd	III	0.90	\$17,905
S Atlantic Dr Bicycle Route	Greenleaf Blvd	Atlantic Ave	III	0.40	\$8,055
Slater Ave Bicycle Route	Compton City Limit	El Segundo Blvd	III	0.07	\$1,389
Slater Ave Bicycle Route - Outside Compton	118th St	Compton City Limit	III	0.64	\$12,784
Slater Ave Spur	W Stockwell St	W 136th St	III	0.07	\$1,406
Stockwell/133rd St / S Alameda St Bicycle Route (Outside Compton)	Compton City Limit	Pine St	III	0.84	\$16,878
Tartan Ln Bicycle Route	Greenleaf Blvd	Santa Fe Ave	III	0.27	\$5,454
Walnut Bicycle Route	Central Ave	Acacia Ave	III	1.37	\$27,440
Weber Ave Bicycle Route	Mona Blvd	Santa Fe Ave	III	0.57	\$11,460
Weber-Cedar Bicycle Route - Outside	Santa Fe Ave	Long Beach Blvd	III	0.56	\$11,158

Compton					
Willowbrook Ave Bicycle Route	Compton City Limit	Greenleaf Blvd	III	1.77	\$35,400
Total Class III Bicycle Routes				20.76	\$415,143
Total Class III Bicycle Routes – Within Compton Only				17.24	\$344,789

5.1.5 Recommended Class III Bicycle Boulevards

Many of Compton’s elementary, middle and high schools are located on, or may be accessed from, quiet residential streets. For this reason, Class III bicycle boulevards present the best opportunity to provide low-stress routes to and from schools. Other recommended bicycle boulevards, like School Street, are intended to assist with the first and last mile of regional trips by linking multi-modal transportation centers (Compton Station) to major Class I facilities (Compton Creek Path).

Crossing and intersection improvements related to the Class III Bicycle Boulevard projects are not included in these planning level cost estimates. Each crossing or intersection improvements may add between \$50,000 and \$200,000 to the cost of the project.

Table 5-6: Recommended Class III Bicycle Boulevards

Route	Begin	End	Class	Length	Cost
130th St Bicycle Boulevard	Parmelee - Slater Connector	Wilmington Ave	III+	0.56	\$101,540
154th St/Laurel St /Center Ave Bicycle Boulevard	S Central Ave	Greenleaf Blvd	III+	1.82	\$327,057
Compton College Bicycle Route	Greenleaf Blvd	Artesia Blvd	III+	0.47	\$85,420
Cypress St	Center St	Barron Ave	III+	0.13	\$24,167
E Myrrh St Bicycle Boulevard	Santa Fe Ave	Gibson Ave	III+	1.57	\$283,275
Gibson Ave Bicycle Boulevard	Rose St	Linsley St	III+	0.27	\$48,624

Gibson Bicycle Boulevard - Outside Compton	McMillan St	Rose St	III+	0.76	\$136,365
Harris Ave - Outside Compton	Pauline St	Compton City Limit	III+	0.23	\$41,623
Harris Ave - Outside Compton	Carlin Ave	Compton City Limit	III+	0.56	\$101,248
Harris Ave Bicycle Boulevard N	Compton City Limit	Pauline St	III+	1.33	\$240,154
Harris Ave Bicycle Boulevard S	Compton City Limit	Greenleaf Blvd	III+	0.02	\$2,980
Marker/Coachella Bicycle Boulevard	Artesia Blvd	Greenleaf Blvd	III+	0.59	\$106,440
Northwood Ave Bicycle Boulevard	Alondra Blvd	Greenleaf Blvd	III+	0.55	\$99,546
San Vincente St	Palmer - San Vincente Connector	Harris Ave	III+	0.37	\$66,984
School St/ Willowbrook Ave Bicycle Boulevard	Wilmington Ave	Compton Blvd	III+	0.87	\$155,907
Stockwell St Bicycle Boulevard	N Central Ave	Parmelee Ave	III+	0.22	\$39,021
Tajauta Bicycle Boulevard	Rosecrans Ave	Compton Airport	III+	0.84	\$151,701
Willowbrook Ave/ Palmer St Bicycle Boulevard	Compton Blvd	Bullis Rd	III+	1.15	\$206,856
Total Class III Bicycle Boulevards				12.33	\$2,218,907
Total Class III Bicycle Boulevards – Within				10.78	\$1,939,671

5.1.6 Recommended Class IV Protected Bicycle Lanes

Class IV protected bicycle lanes are a signature feature of the Recommended Bikeway Network. Two cross-town Class IV facilities are recommended along Compton Boulevard and Alameda Street East (Little Alameda). Intersecting at the geographic center of Compton, these facilities offer protected access to vital destinations such as Metro Blue Line stations, Gateway Towne Center, and the LA River and Compton Creek paths. When combined with existing and recommended Class I shared use paths, these protected bicycle lanes offer Compton travelers the ability to access many destinations without having to share road space with motor vehicles.

Two sets of cost estimates (low and high) were developed for recommended Class IV protected bicycle lanes. This range is necessary because Class IV facilities are less standardized than their Class I, II and III counterparts. Moreover, there are relatively few built examples in California. The ranges provided in Table 5-7 help to account for these uncertainties and reflect varying levels of investment in pavement, barrier materials and signalization. The “low” cost assumes a per-mile cost of \$500,000, while the “high” estimate assumes a per-mile cost of \$1,500,000.

Table 5-7: Recommended Class IV Protected Bicycle Lanes

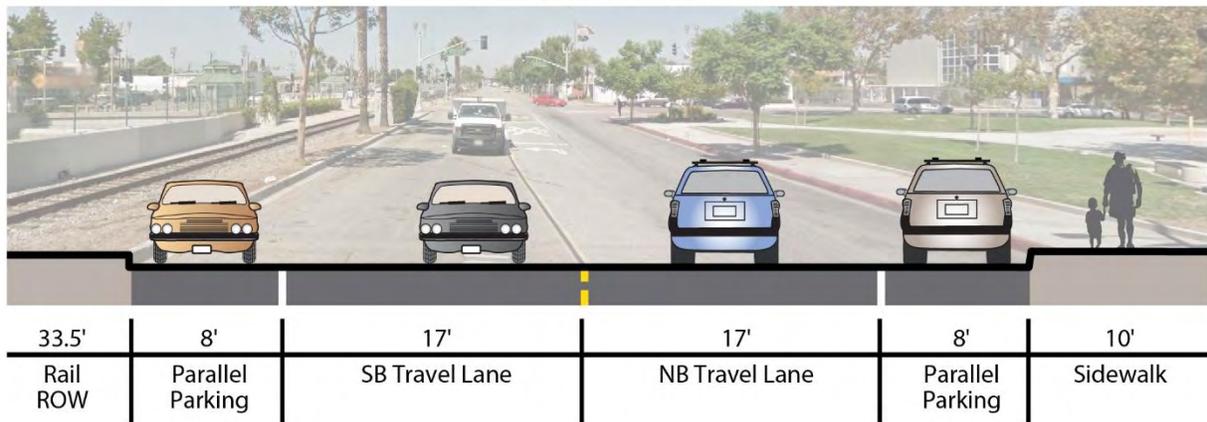
Route	Begin	End	Class	Length	Cost (Low)	Cost (High)
Compton Blvd One-Way Protected Bicycle Lanes	Avalon Blvd	Harris Ave	IV	3.87	\$1,933,324	\$5,799,972
Compton Blvd One-Way Protected Bicycle Lanes - Outside Compton	Harris Ave	Los Angeles River Trail	IV	0.73	\$363,858	\$1,091,573
Little Alameda Two-Way Protected Bicycle Lane	I-105	Artesia-Little Alameda Connector	IV	3.81	\$1,906,299	\$5,718,897
Total Class IV Protected Bicycle Lanes				8.41	\$4,203,481	\$12,610,442
Total Class IV Protected Bicycle Lanes - Within Compton Only				7.68	\$3,839,623	\$11,518,869

5.1.7 Project Detail: Alameda St E. (Little Alameda) Two-Way Protected Bicycle Lane

To demonstrate the opportunities for innovative facilities in Compton, a planning-level conceptual design was developed for the Little Alameda (Alameda St E.) Two-Way Protected Bicycle Lane. The potential transformation of the Alameda corridor into a bicycle-friendly spine route is illustrated in Figures 5-1 and 5-2.

Figure 5-1: Conceptual Cross-Section of Little Alameda Two-Way Protected Bicycle Lane

North Alameda St at East Palmer Street, Northbound (Existing)



North Alameda St at East Palmer Street, Northbound (Proposed)

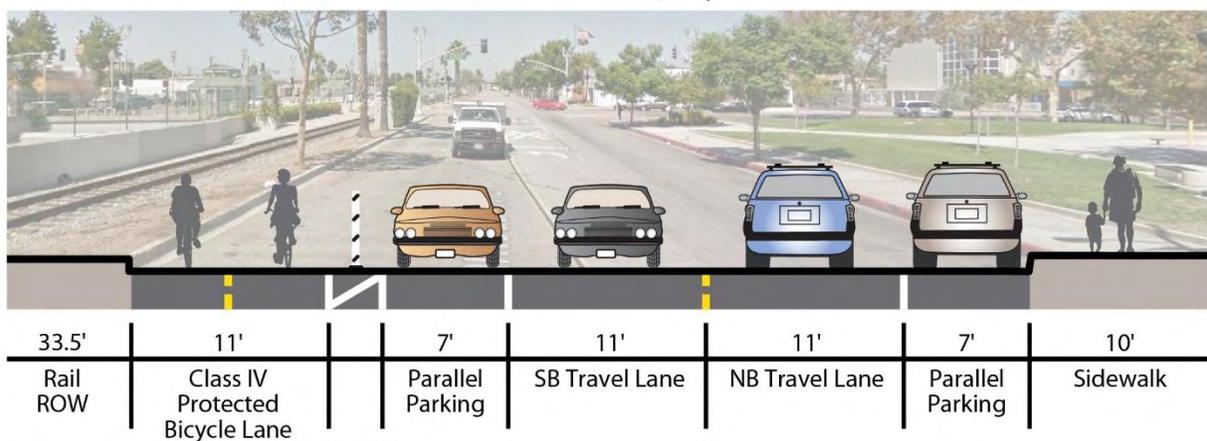
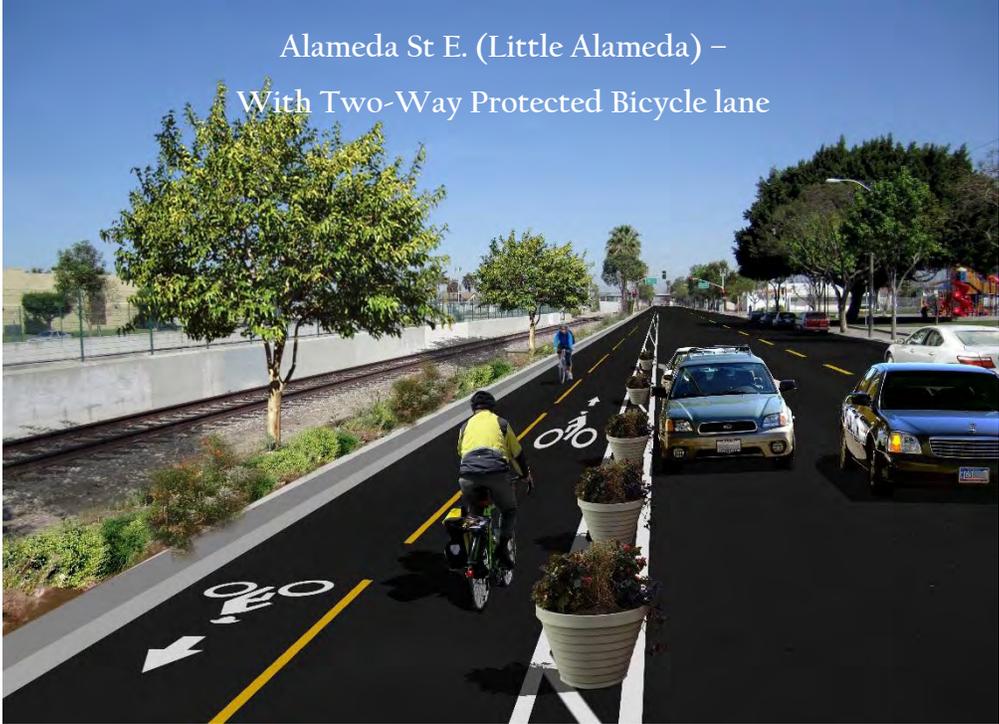
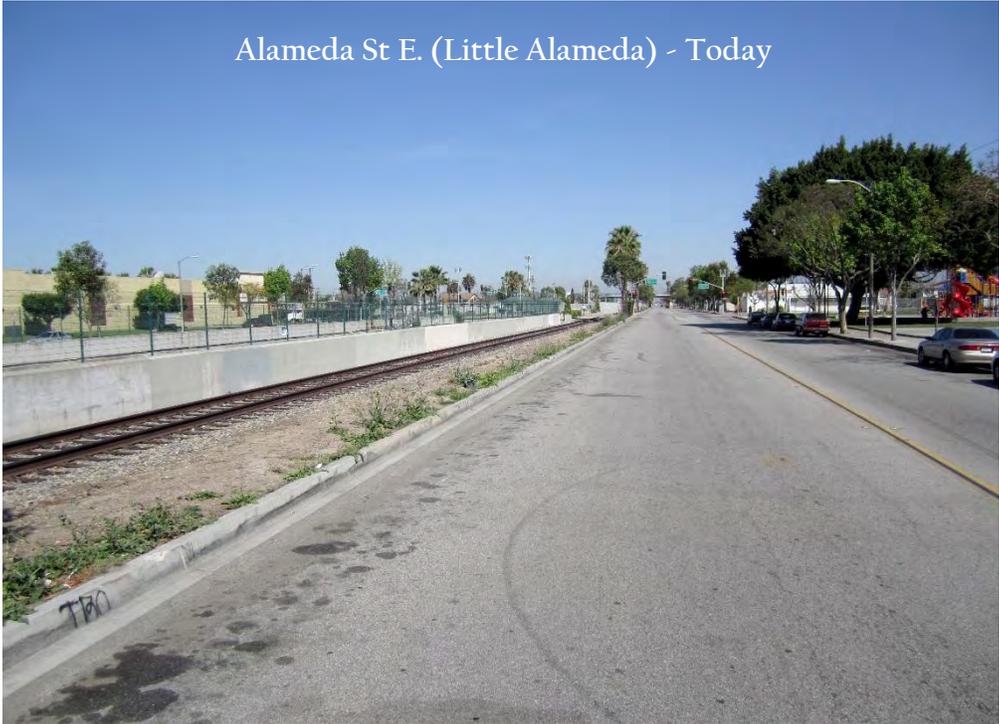


Figure 5-2: Conceptual Photosimulation of Little Alameda Two-Way Protected Bicycle Lane



5.1.8 Other Recommended Projects

In addition to Class I, II, III and IV bicycle facilities, several other recommended projects will provide enhanced bicycle access. These projects are described in Table 5-8.

Table 5-8: Recommended Intersection and Crossing Improvements

Project	Street	Cross-Street	Description
Compton Creek overcrossing improvement #1	Compton Creek Path	Parmelee Ave	Re-surface existing overcrossing, ensure ADA compliance and add wayfinding signage
Compton Creek overcrossing improvement #2	Compton Creek Path	Caldwell St	Re-surface existing overcrossing, ensure ADA compliance and add wayfinding signage
Compton Creek Path crossing improvement #1	Compton Creek Path	Wilmington Ave	Add signalization, median refuge islands and wayfinding signage
Compton Creek Path crossing improvement #2	Compton Creek Path	Alondra Blvd	Add signalization, median refuge islands and wayfinding signage
Compton Creek Path crossing improvement #3	Compton Creek Path	Oleander Ave	Add signalization, median refuge islands and wayfinding signage
Compton Creek Path neighborhood access improvement #1	Compton Creek Path	N. Slater Ave	Ensure ADA compliance and add wayfinding signage.
Compton Creek Path neighborhood access improvement #2	Compton Creek Path	Compton High School	Open gate, ensure ADA compliance and add wayfinding signage.
Intersection re-design study	Compton Blvd	Willowbrook Ave	Consider adding bicycle signal detection, wayfinding signage and median refuge islands
Intersection re-design study	Rosecrans Ave	Willowbrook Ave	Consider adding bicycle signal detection, wayfinding signage and median refuge islands
Intersection re-design study	Rosecrans Ave	Alameda St	Consider adding bicycle signal detection, wayfinding signage and median refuge islands

Los Angeles River Trail access improvement #1	Los Angeles River Trail	Compton Blvd	Construct ADA-compliant access point and add wayfinding signage. Integrate with recommended Compton Blvd Class IV protected bicycle lanes.
Los Angeles River Trail access improvement #2	Los Angeles River Trail	Alondra Blvd	Construct ADA-compliant access point and add wayfinding signage. Integrate with recommended Alondra Blvd Class II bicycle lanes.
Los Angeles River Trail access improvement #3	Los Angeles River Trail	Atlantic Blvd	Construct ADA-compliant access point and add wayfinding signage. Integrate with recommended Atlantic Blvd Class II buffered bicycle lane.
Los Angeles River Trail access improvement #4	Los Angeles River Trail	Artesia Blvd	Construct ADA-compliant access point and add wayfinding signage. Integrate with existing Class II buffered bicycle lanes on E. Artesia Blvd.
Bikeway transition improvements	Atlantic Ave	Coachella Ave	Connect the recommended Atlantic Ave Class III bicycle route with the Coachella Ave Class III bicycle boulevard via the Greenleaf hydro right of way.
Bikeway transition improvements	Butler Ave	E. Artesia Blvd	Consider adding bicycle signal detection, wayfinding signage and median refuge islands. Integrate with existing Class II buffered bicycle lanes on E. Artesia Blvd.

Figure 5-3: Intersection and Crossing Improvement Opportunities



Compton Creek Path arterial crossings



Compton Creek Path neighborhood connections



Compton Creek overcrossings

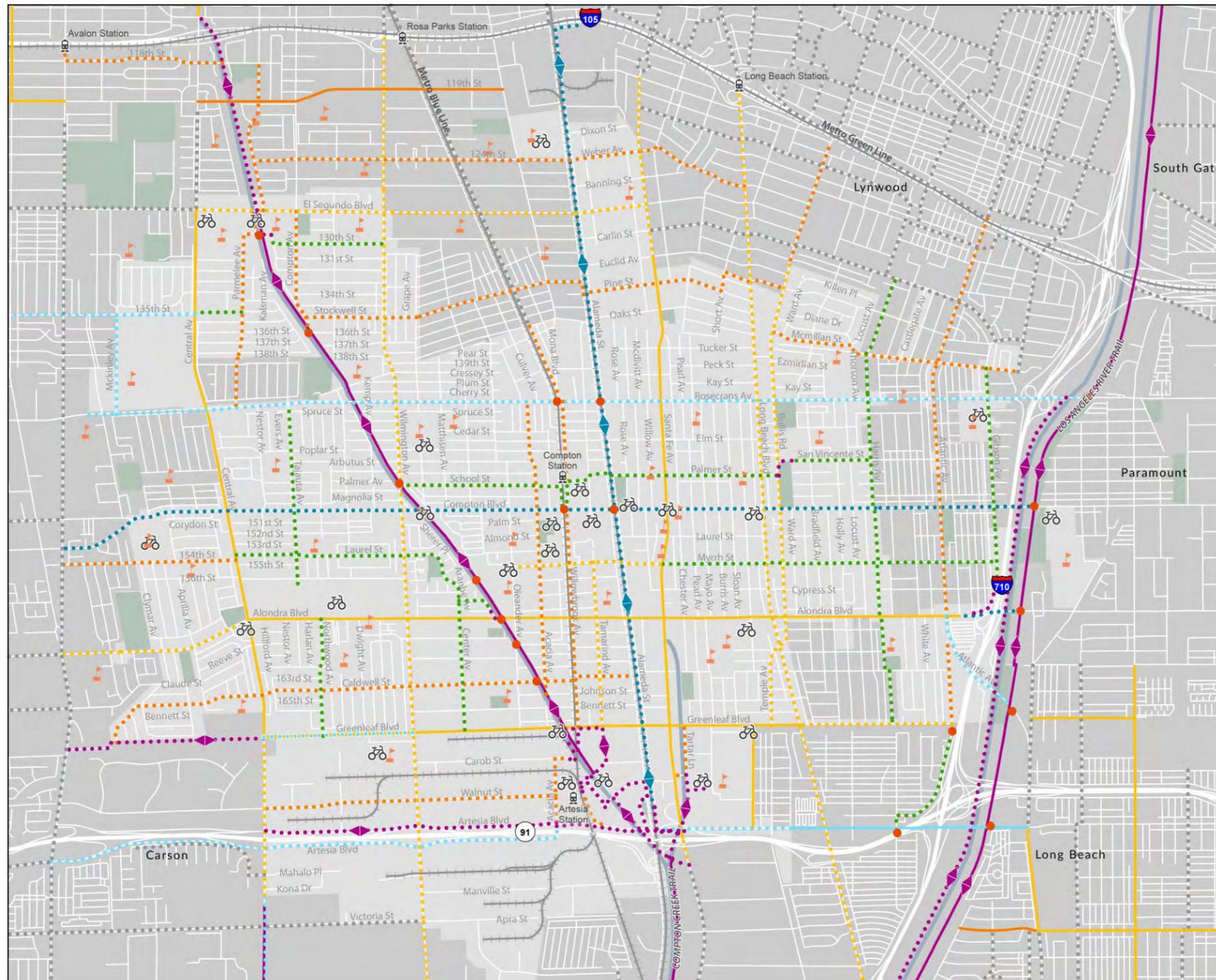


Los Angeles River path access points

Table 5-9: Recommended Secure Bicycle Parking

Project	Street	Cross-Street
Artesia Station – West	Walnut St	Acacia Ave
Artesia Station – East	Towne Center Dr	Auto Dr N.
Compton Creek Trailhead #1	Compton Creek Path	El Segundo Blvd
Compton Creek Trailhead #2	Compton Creek Path	Compton Blvd
Compton Creek Trailhead #3	Compton Creek Path	Greenleaf Blvd
Compton Library	Compton Blvd	S. Acacia Ave
Compton Courthouse	At courthouse	--
Compton Station	Willowbrook Ave	Palmer St
Downtown Compton #1	Compton Blvd	Tamarind Ave
Downtown Compton #2	Compton Blvd	E. Alameda St
Downtown Compton #3	Compton Blvd	Santa Fe Ave
Downtown Compton #4	Compton Blvd	Long Beach Ave
El Camino College – West	On campus	--
El Camino College – East	On campus	--
Compton High School	On campus	--
Centennial High School	On campus	--
Dominguez High School	On campus	--
Whaley Middle School	On campus	--
Bunche Middle School	On campus	--
Walton Middle School	On campus	--

Figure 5-4: Recommended Bikeway Network



Recommended Bikeway Network
City of Compton

Bicycle Facilities
Existing / Proposed

- Class I Shared Use Path
- Class IV Protected Bicycle Lane
- Class II Buffered Bicycle Lane
- Class II Bicycle Lane
- Class III Bicycle Boulevard
- Class III Bicycle Route
- Bikeways Outside of Compton
- ◁ ▷ Bi-Directional Facility
- Intersection Improvement
- 🚲 Bicycle Parking

Transit

- ▬ Metro Station
- ▬ Metro Rail Line

Amenities

- Park or Open Space
- Compton City Limits
- School



6 Recommended Bicycle Programs & Policies

Support programs and policies are an important component of a bicycle transportation system. Bikeway facilities alone are not sufficient to increase bicycling. The bicycling environment needs to be improved by providing bicyclists places to store their bicycles at work locations, and restrooms to shower and change clothes. In addition, bicycle racks on buses, directional signage intended for cyclists, route maps and educational and encouragement programs would be helpful to bicyclists. Programs such as bikeway management and maintenance improve bicyclists safety, and promotional and educational programs support the cultural shift that encourages bicycling as a mode of transportation. The following section includes both general and specific recommendations for support facilities and programs.

6.1.1 Bicycle Parking and Facilities Recommendations

Bicycle parking includes standard bicycle racks, covered lockers, enclosed lockers, bicycles SPAs (secure parking areas), and bicycle corrals. Parking infrastructure may be complemented by other end-of-trip facilities, including showers, changing facilities and bicycle maintenance services.

Bikeways and Development Policies

Private development presents an excellent opportunity to integrate active transportation into newly constructed or redeveloped environments. Similar to the bicycle parking and end-of-trip facilities recommendations described above, a policy should be developed concerning bikeway construction as a part of redevelopment or new construction. Based on specific criteria, bikeways could be required for development permits or be integrated into the City's traffic impact fees. Bikeways to be constructed should be identified in the Compton Bicycle Master Plan and be reviewed by staff.

Increase Public Bicycle Parking Facilities

The City of Compton should adopt City ordinance requirements for bicycle lockers and bicycle parking. In implementing these standards and regulations, the City should seek to provide bicycle lockers at public destinations, including park-and-ride lots, major bus stops, the Compton Metro station, community centers, libraries, parks, schools and shopping centers. All bicycle parking should be in a safe, secure, covered area (if possible). Large employers should be encouraged to provide secure indoor parking, covered bicycle corrals, or bicycle lockers.

Bicycle Parking Inventory

The City of Compton should create an inventory of existing bicycle parking and maintain the database through annual updates. The inventory should be geo-located and maintained by the City of Compton.

Bicycle Share

A bicycle share program is a means to provide travelers with low-cost, secure and flexible access to a fleet of bicycles with multiple pick-up and drop-off locations. Los Angeles County is currently investigating the feasibility of a regional bicycle share program. The City of Compton should consider joining the countywide bicycle share and advocate for stations within the City. Recommended priority bicycle share station locations are listed in Table 6-1.



Table 6-1: Recommended Priority Bicycle Share Locations

Bicycle Share Hub	Street	Cross-Street
Compton Station	Willowbrook Ave	Compton Blvd
Artesia Station	Willowbrook Ave	Artesia Blvd
Compton Creek Path #1	Compton Creek Path	Compton Blvd
Compton Creek Path #2	Compton Creek Path	El Segundo Blvd
Downtown Compton	E. Alameda St	Compton Blvd
Los Angeles River Trail #1	Los Angeles River Trail	Compton Blvd
North Compton	E. Alameda St	Weber Ave
El Camino College Compton Center	On campus	--
Compton/Woodley Airport	On site	--

The Compton Bicycle Master Plan web survey found that Compton respondents were unwilling to spend a significant amount on bicycle share memberships. Only 5 percent of respondents were willing to spend \$60 or more annually, but a majority (56 percent) were willing to spend between \$0 and \$60. 39 percent of respondents were not interested in a bicycle share membership at any cost. A number of strategies exist to make bicycle share more affordable, including:

- Free or subsidized memberships for low-income residents or residents of low-income housing developments;
- Free memberships for the homeless;
- Free helmets for low-income residents;
- Additional travel time (e.g. 30 minutes per trip) for subsidized members;
- No credit cards holds for all system users;
- A cash payment option for those without credit cards;

Bicycle Skills Park

Bicycle Skills Parks provide a safe place for youth to bicycle and learn new skills. These parks typically consist of features such as pump tracks, balance tests, jumps and road handling skills courses. Bicycle skills parks are constructed with a mix of natural surfaces and engineered wooden features and typically have a lower construction cost compared with skate parks. They range in size from a quarter-acre to more than 30 acres (County of Los Angeles, 2014. Bicycle Skills Parks Information).



Offering a safe place for bicyclists not only creates a positive outlet for youth, but highlights the City's dedication to building a healthy community and enhancing recreational opportunities for residents. A bicycle skills park is a positive social setting that can increase community pride, improve health outcomes and provide a venue for bicycle education events.

The City of Compton should consider investing in a Bicycle Skills Park, either in an existing park or on under-utilized land, such as under a freeway interchange.



Bicycle Maintenance Stations

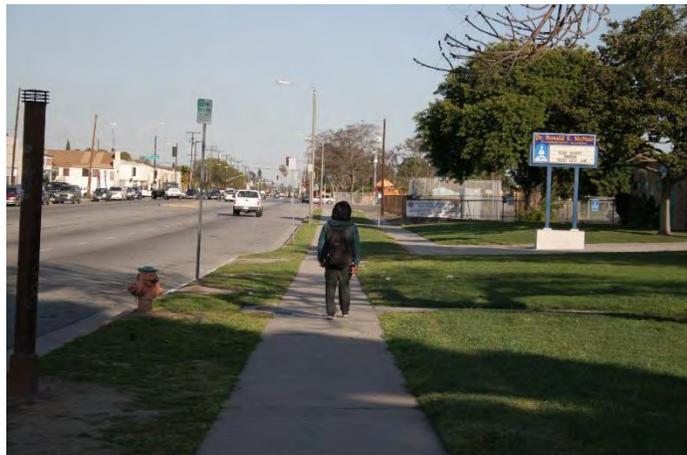
Publicly-accessible bicycle maintenance stations provide simple bicycle repair tools at no cost to the user. Maintenance stations typically include amenities such as elevated stands, air pumps, tire levers, screwdrivers and wrenches.

Although bicycle maintenance stations use stainless steel components and tamper-proof fasteners, vandalism and theft can be an issue. For this reason, stations should be sited in visible locations with high multi-modal activity. Ideally, maintenance facilities should be located along the bikeway network near transit hubs and major commercial, civic and educational destinations. These locational considerations are similar to those for secure bicycle parking. Siting bicycle maintenance stations near secure bicycle parking increases the effectiveness of

both amenities. The City of Compton should consider installing bicycle maintenance stations, beginning with the 20 locations recommended for secure bicycle parking in **Table 5-9**.

6.1.2 Safe Routes to School Programs

Identifying and improving routes for children and school staff to walk or bicycle to school is an effective means of reducing morning traffic congestion and addressing safety problems around schools. Most effective school commute programs are joint efforts of the School District, City and/or County, with parent organizations adding an important element. The traffic calming, route maps, School-Pool efforts, and infrastructure improvements that result from an extensive Safe Routes to School plan benefit not only students walking and biking to school, but also other cyclists and pedestrians that are using routes near schools.



The City of Compton should look for funding opportunities to create their own Safe Routes to Schools program within the Compton Unified School District and charter schools. The City should also work with Metro to help increase the county-wide program.

6.1.3 Traffic Calming Recommendations

Traffic calming consists of engineering infrastructure—such as speed humps, traffic circles and traffic diverters—that help to establish “slow and low” motor vehicle speeds and volumes. Traffic calming programs are beneficial for bicyclists, especially if programs succeed in reducing the speed differential between automobile and bicyclist travel speeds. Physical traffic calming solutions should take into account cyclists’ needs; incorporate design features and signage that ensure that cyclists and motorists have enough room to share the lane; and clearly establish right-of-way priorities. Traffic calming is a key feature of Class III bicycle boulevards.

The City of Compton should adopt a traffic calming program and prioritize traffic calming investments on streets identified as Class III bicycle boulevards. Other roadways that may be candidates for traffic calming include those with a history of unsafe motor vehicle operations, roadway configurations that encourage speeding, poor delineation of pedestrian crossings, and other potential bicycle- and pedestrian-related safety issues. The traffic calming program should provide a toolbox of potential countermeasures and designate a clear process for implementing traffic calming measures.

6.1.4 Wayfinding Recommendations

Wayfinding refers to information systems that assist travelers in successful navigation, allowing them to reach destinations safely and easily. Bicycle wayfinding consists of several interrelated components, from signage and pavement markings to map kiosks and mobile apps. As a first step, the City of Compton should develop and implement a signage plan, consistent with the California Manual of Uniform Traffic Control Devices (MUTCD-CA), which enables bicycle riders to reach destinations safely and easily via the Compton Bikeway Network. The City should also consider providing more detailed and/or branded wayfinding features along significant recreational routes (e.g. the Compton Creek Path) or in Downtown Compton. In these locations, larger kiosks may be appropriate in order to accommodate vicinity maps, interpretive content, safety information and other resources.



6.1.5 Maintenance Recommendations

Providing ongoing maintenance is often identified as one of the chief obstacles in the implementation of local bicycle master plans in Los Angeles County. Compton’s bikeways should be well-maintained. Some tasks, such as repairing damaged and potholed roadway surfaces, clearing plant overgrowth and regular sweeping are associated with routine roadway maintenance. Additional care and attention should be taken to ensure bikeways are included in the maintenance schedule. For example, street sweeping activities should include bicycle lanes and should not transfer debris out of the general purpose travel lanes and into the bicycle lane.

Other maintenance activities are bikeway-specific, and could include restriping lanes, repainting stencils and replacing signs.

Develop a Funding Source for the Bicycle Maintenance Program

Bikeways are an integral part of Compton’s transportation network, and maintenance of the bikeway network should be part of the ongoing maintenance program for all city transportation facilities. As such, bikeway network maintenance should be adequately funded. In addition to maintenance funds from general revenue, the City may also want to consider pursuing other methods of securing funding for bikeway and pathway maintenance. Examples of alternative funding include “adopt-a-trail” programs, implementing recreational fees on the purchase of recreational equipment in the city, project-specific fundraising and the sale of city-developed bicycle maps.

Intersection and Bikeway Spot Improvement Program

The City should ensure that a mechanism exists to evaluate the bikeway network, to alleviate potential hazards and to improve conditions for bicyclists at specific intersections and locations. Training should be provided if necessary to ensure that public works employees recognize bicycle hazards such as:

- Improperly designed or placed drainage grates;
- Cracks or seams in the pavement;
- Overhanging tree limbs or other obstacles located along bikeways;
- Areas where lane changes are difficult (e.g., bicycle lane to left-turn pocket);
- Signal timing problems (e.g. green phase too short); and
- Locations where motor vehicle traffic blocks bicycle facilities on a regular basis.



Integrate Bicycle Maintenance into DPW Maintenance Requests

In the future, all printed and online bicycle education materials and maps should include the Department of Public Works maintenance request website and phone number.

6.1.6 Periodically Analyze Bicycle Collision Data

The City should evaluate bicycle collision data on an annual basis to determine if any specific locations appear to have higher collision rates that could be due to design problems.

6.1.7 Bicycle Signal Detection Recommendations

As described in this plan, the City of Compton has no official policy regarding bicycle signal detection. The City's current practice is to upgrade signal detectors in concert with regular intersection maintenance activities. The following recommendations are intended to expand the City's existing bicycle signal detection efforts to include bicycles along all designated lanes/routes and at key intersections.

Calibrate Loop Detectors and Video Detection Devices

While detector loops and video detection facilitate faster and more convenient motorist trips, if they aren't calibrated properly or stop functioning, they can frustrate cyclists waiting for signals to change, unaware that their bicycle is not being detected. The City should ensure that all existing loops and video detection devices are calibrated and operable for bicycle users.

Develop Policy of Installing Bicycle-Calibrated Loop Detectors or Video Detection with Bicycle Zones at Signalized Intersections

The City should develop a policy of installing bicycle-calibrated loop detectors at intersections along designated bicycle routes as they are repaved. For new installations it is recommended that the City consider the use of video detection or Type E "quadracircle" loops with diagonal sawcuts. These loops are less expensive to install and maintain than Type D loops and their size may be customized to fit bicycle lanes, making a bicycle rider more likely to stop over it even if bicycle detection pavement markings have been applied.

Where video detection is currently or planned to be in use, it is recommended that the City continue and expand its practice of incorporating additional detection zones for bicycles, especially for intersections serving bikeways. Video image detection should sense bicycles in all approach lanes and also on the left side of right-turn channelization islands. Some video systems can estimate approach speed, and this capability could be used to extend the green time for slow objects assumed to be bicycles.

Apply Pavement Stenciling to Indicate Detection Areas

Since most bicyclists, as well as motorists, do not know how loop detectors or video detection work, all detector loops and video detection areas expected to be used by cyclists should be marked by a pavement stencil such as the *Caltrans Standard Plan A24C* bicycle detection marking that shows cyclists where to stop to activate the loop or video detection. Educational materials distributed by the City should describe how to activate bicycle detectors. Stencils should be repainted as needed along with other roadway markings.

6.1.8 Protect Bicycle Facilities from Removal

The City should implement a practice that prohibits the removal of existing bikeway facilities. For example, Class II bicycle lane facilities should not be removed at a future date to increase motor vehicle capacity without a thorough study analyzing the alternatives and unless the bicycle accommodation is replaced by another facility of equal or greater utility to cyclists.

6.1.9 Multi-Modal Connection Recommendations

The City of Compton should work with Metro to expand bicycle access to buses and Metro stations. Bicycle travel to transit stops and stations should be enhanced in order to make the transfer between bicycle and transit travel as convenient as possible. Key components to enhancing transit-bicycle connections include: providing bicycle parking at transit stops, providing educational materials regarding transit and bicycles-on-transit, and posting area bicycle maps at stations and stops. Improvements to bicycle rack capacity on buses will benefit Compton cyclists who use public transit.

6.1.10 Education Program Recommendations

Statewide trends show that the lack of education for bicyclists, especially younger students, continues to be a leading cause of collisions. Studies of collisions locations around California consistently show the greatest concentration of collisions is directly adjacent to elementary, middle, and high schools. Most education and encouragement programs and activities will likely be cooperative efforts between the City of Compton, the Los Angeles County Sheriff department, Los Angeles County Metro and local bicycle groups such as the Los Angeles County Bicycle Coalition.

Support Existing Education Programs

Compton should continue to support the Sheriff Youth Camp Bicycle Education and Registration “BEAR” program. The City should also consider offering “Street Skills” classes in lieu of fines. Funding for Safe Routes to School programming, bicycle education and complete streets should be actively supported by City officials. For adult education, the City should work the Los Angeles County Bicycle Coalition to publicize local adult bicycle education and safety programs and bring those programs into the City.

Public Service Announcements

Motorist education on the rights of bicyclists is limited. Many motorists mistakenly believe, for example, that bicyclists do not have a right to ride in general purpose travel lanes, or do not understand how to share the road with bicyclists. The City should consider investing in Public Safety Announcements (PSA) to reach a larger audience on road safety and usage. PSA campaigns can target motorist, bicyclist and pedestrian behavior and educate the public on safe roadway behavior.



Dedicated City Webpage on Bicycle Education

Offering quick access to bicycle education and etiquette can easily be done by dedicating a webpage on the City’s website. Having a webpage on bicycle education and etiquette will allow

residents to easily find bicycle education material. A dedicated webpage also signifies that the City is taking a proactive approach toward education of all road users.

6.1.11 Encouragement Program Recommendations

Encouragement programs are vital to the success of the *Compton Bicycle Master Plan*. Encouragement programs work to get more people out of their cars, which will help to reduce traffic congestion and air pollution as well as improve quality of life in Compton. In addition to government efforts, involvement by the private sector in raising awareness of the benefits of bicycling is important and can range from small incremental activities by non-profit groups, to efforts by the largest employers in the City. Specific programs are described below.

Open Streets Events

The City of Compton should considering hosting an Open Streets event (or Ciclovía), which can raise the profile of bicycling in the area and provide entertainment for all ages at the same time. Open Street events close streets off to motor vehicles and allow residents and visitors to explore local neighborhoods through bicycling, walking and rolling along the route. Open Street Events have grown in popularity and have now gained financially support through Metro to host CicLAvia-branded events throughout Los Angeles County. Such events have had success with local economic development by attracting visitors to local neighborhoods.

Bike-to-Work and Bike-to-School Days

The City of Compton should participate in the annual Bike-to-Work day in May, in conjunction with the California bike-to-work week activities. Metro offers free assistance and resources for Bike Week. City staff should be present at energizer stations along the route to promote the plan and other programs. The City may also consider implementing bike-to-school days.



6.1.12 Enforcement

Voluntarily Register Bicycles

The City of Compton should rescind its City Code ordinance (8.6.1) requiring that bicycles in Compton be registered and that operators be licensed. Neighboring cities, such as Long Beach and Los Angeles, have found these codes impractical to enforce and ineffective at improving safety. Instead, Compton should encourage residents to voluntarily register their bicycles on the free National Bike Registry (www.nationalbikeregistry.com).

Security Cameras

The Compton Bicycle Master Plan web survey discovered that many respondents see personal security as their primary concern when bicycling around Compton. The risk of theft or violent confrontation makes many potential bicycle riders uneasy and less willing to ride a bicycle. Existing Class I shared use paths on along Compton Creek and the Los Angeles River were identified as problem spots, particularly around undercrossings and access points that tend to attract non-travelers. It is recommended that the City invest in security cameras to increase both perceived and actual community safety and to target these initiatives on existing shared use paths along waterways. These cameras should be monitored by the Los Angeles County Sheriff's Department and should be accompanied by enhanced enforcement efforts around camera locations.

7 Plan Implementation

This chapter identifies steps towards implementation of the recommended facilities and programs identified in this plan, the estimated costs for the recommended improvements, and strategies on funding and financing.

The steps between the network improvements and concepts identified in this Plan and the final completion of the improvements will vary from project to project, but typically include:

- Adoption of the *Compton Bicycle Master Plan* by the Compton City Council
- Conduct public outreach to understand the needs and concerns of residents and business owners in the immediate project area
- Preparation of a feasibility study involving a conceptual design (with consideration of possible alternatives and environmental issues) and cost estimate for individual projects as needed
- Secure, as necessary, outside funding and any applicable environmental approvals
- Consider the parking needs of businesses and residents in the development of new bicycle lanes with a thorough community engagement process
- Approval of the project by the City Council, including the commitment by the latter to provide for any unfunded portions of project costs
- Include project in the City's Capital Improvement Plan
- Completion of final plans, specifications and estimates, advertising for bids, receipt of bids and award of contract(s)
- Construction of project(s)
- Monitor project performance (bicycle counts)

7.1.1 Bikeway Network Phasing

Implementation of the bikeway network is expected to occur over a twenty-year timeframe. Over the course of this period, a number of factors influence the timing of construction for individual bikeway projects and segments. Broadly speaking, the following considerations inform the phased construction of the bikeway network:

1. In general, construct bikeway facilities in order of their relative priority ranking, as described in section 7.1.2.
2. Harness opportunities to coordinate bikeway construction with scheduled public works activities. For example, regular street re-paving presents an excellent opportunity to stripe bicycle lanes (Class II) and apply pavement markings (Class II and III).
3. Construct bikeway facilities as funding is available. Grant programs such as the Active Transportation Program (ATP) and Metro Call for Projects tie funding to specific

projects and timeframes. Projects funded through external sources should be implemented as funding is awarded and/or received.

7.1.2 Recommended Prioritization Criteria

To guide the implementation of the potential bicycle transportation facilities identified in this Plan, it is recommended that the City create an internal ranking of the potential bicycle transportation facilities. As potential facilities are implemented, lower ranked projects move up the list. The prioritized project list and individual projects outlined in this Plan are flexible concepts that serve as guidelines rather than strict requirements. The project list, and perhaps the overall system and segments themselves, may change over time as a result of changing bicycling travel behaviors, land use patterns, funding opportunities, implementation constraints and opportunities, and the development of other transportation system facilities.

Projects may be implemented out of scoring order as opportunities arise. The City could review the project list at regular intervals to ensure it reflects the most current priorities, needs, and opportunities for implementing the bicycle transportation network in a logical and efficient manner.

Each ranking criterion contains information about a facility and its ability to address an existing or future need in the City of Compton. The resulting project ranking determines each project's relative importance in funding and scheduled construction.

The following recommended criteria are used to evaluate each potential bicycle transportation facility, its ability to address demand and deficiencies in the existing bicycle transportation network, and its ease of implementation. The criteria are organized into “utility” and “implementation” prioritization factors.

Utility Prioritization Factors

Utility criteria include conditions of bicycle transportation facilities that enhance the bicycle transportation network. Each criterion is discussed below.

Bicycle-Related Collisions

Bicycle transportation facilities have the ability to increase safety by reducing potential conflicts between bicycle riders and motorists, which often result in collisions. Potential bicycle transportation facilities that are located along roadways with past bicycle-related collisions are important to the City.

Public Input

The Project Team solicited public input through a series of booths at local events, jurisdiction-wide workshops, a web-based feedback portal, and an opinion survey. Potential bicycle transportation facilities that community members identified as desirable are of priority to the City because they address the needs of the public.

Gap Closure

Gaps in the bicycle transportation network come in a variety of forms, ranging from a “missing link” on a roadway to larger geographic areas without bicycle facilities. Gaps in the bicycle transportation network discourage bicycle use because they limit access to key destinations. Facilities that fill a gap in the existing and potential bicycle transportation network are of high priority.

Connectivity to Existing Bicycle Transportation Facilities

Potential bicycle transportation facilities that connect to existing facilities in the City and to those in adjacent jurisdictions increase the convenience of bicycle travel. Potential facilities that fit this criterion are of high importance to the cities.

Connectivity to Regional Bicycle Transportation Facilities

Linkage to existing and planned regional bicycle transportation facilities in the City of Compton will enhance future connectivity between the City and surrounding communities. For the purposes of this evaluation, linkage to the following facility types would be identified as regional connections:

- Existing/Planned off-street shared-use paths along waterways, utility corridors, etc.
- Existing/Planned on-street bicycle transportation facilities that continuously connect two or more jurisdictions

Connectivity to Activity Centers

Improved linkage to key employment, recreational, commercial, and civic destinations within the community can increase bicycling activity and reduce in-town automobile travel for short-distance trips. These activity centers generate many trips that could be made by bicycle if the proper facilities were available. The following activity centers will be reviewed for improved access related to the potential bicycle transportation facility improvements:

- Major Employment Areas
- Civic Centers
- Public Libraries
- Community Centers
- K-12 Public Schools
- Major Cultural Destinations, such as museums and interpretive centers
- Hospitals & Medical Centers
- Parks & Recreation Centers
- Commercial/Retail Centers (shopping malls, downtown districts, retail complexes, etc.)

Connectivity to Multi-Modal Transportation Centers

Bicycle transportation facilities that link to modes of public transportation increase the geographical distance bicycle riders are able to travel. Potential bicycle transportation facilities that connect to transit stops and park and ride lots improve bicycle riders' mobility and are therefore key pieces of the bicycle transportation network.

Implementation Prioritization Factors

Implementation criteria address the ease of implementing each potential bicycle transportation facility. Each criterion is discussed below.

Permitting

Potential bicycle transportation facilities that can be implemented solely by the City have higher readiness factors, whereas those that require permitting and approvals from other agencies governing roadways and land will score lower. Examples include collaboration with adjacent jurisdictions, approval by Caltrans, or permitting by the Los Angeles County Department of Public Works for projects utilizing local washes, creeks, storm channels, etc.

Project Cost

Potential bicycle transportation facilities that do not require as much funding as other projects may be easier to implement. It is assumed that potential projects that cost less could be implemented faster than those which are more expensive.

Parking Displacement

Installing safe, easily accessible and attractive bicycle transportation facilities occasionally requires the displacement of on-street vehicular parking. Potential facilities that do not require parking displacement may be easier to implement.

Appendix A: Funding Sources

This appendix provides information on potential funding sources for bicycle improvements. Federal, state and local government agencies invest billions of dollars every year in the nation's transportation system. Only a fraction of that funding is used in development projects, policy development and planning to improve conditions for bicyclists. Even though appropriate funds are limited, they are available. To support agency efforts to find outside funding sources to implement bicycle improvements, a summary by source type is provided below.

Funding Source	Remarks
Federal	
Bus and Bus Facilities Program: State of Good Repair	Can be used for projects to provide access for bicycles to public transportation facilities, to provide shelters and parking facilities for bicycles in or around public transportation facilities, or to install equipment for transporting bicycles on public transportation vehicles.
Bus Livability Initiative	Can be used for bicycle and pedestrian support facilities, such as bicycle parking, bicycle racks on buses, pedestrian amenities, and educational materials
Federal Transit Act	Typical funded projects have included bicycle lockers at transit stations and bicycle parking near major bus stops. FTA funds can also be used for First/Last Mile bicycling and pedestrian improvements within 3 miles of a transit stop. Guideline for the use of 10 percent of the annual CMAQ funds starting in fiscal year 2012-2013 for bicycle/pedestrian projects through a competitive call to local agencies.
Land and Water Conservation Fund	Federal fund provides matching grants to state and local governments for the acquisition and development of land for outdoor recreation use. Lands acquired through program must be retained in perpetuity for public recreational use. Individual project awards are not available. Recent call deadline was February 2015.
MAP-21 – Surface Transportation Program	A wide variety of bicycle and pedestrian improvements are eligible, including on-street bicycle transportation facilities, off-street trails, sidewalks, crosswalks, bicycle and pedestrian signals, parking, and other ancillary facilities.
MAP-21 – Highway Safety Improvement Program (HSIP)	This program provides funds for the implementation of bicycle transportation facilities that address safety concerns, especially along corridors with high bicycle-related collision rates. Projects may include education and enforcement programs. The HSIP includes the Railroad-Highway Crossings program.
MAP-21 – Pilot Transit-Oriented	Provides funding to advance planning efforts that seek to increase access to transit hubs for pedestrian and bicycle traffic.

Funding Source	Remarks
Development Planning Program	
MAP-21 – Congestion Mitigation and Air Quality Improvement Program (CMAQ)	The amount of CMAQ funds depends on the state’s population share and on the degree of air pollution. Recent revisions were made to bring CMAQ in line with the new MAP-21 legislation. There is a broader emphasis on projects that are proven to reduce PM-2.5. Eligible projects include: “Constructing bicycle and pedestrian facilities (paths, bicycle racks, support facilities, etc.) that are not exclusively recreational and reduce vehicle trips; (and) non-construction outreach related to safe bicycle use.” Studies that are part of the project development pipeline (e.g., preliminary engineering) are eligible for funding. “An assessment of the project’s expected emission reduction benefits should be completed prior to project selection.”
National Center for Environmental Health – Health Impact Assessment for Improved Community Design	The grant program aims to increase the capacity of public health departments to include health considerations in transportation and land use planning decisions. The grant provides an average of \$145,000 per year for 3 years to 6 awardees. The grant is generally available every 3 years.
New Opportunities for Bicycle and Pedestrian Infrastructure Financing Act	A proposed bill in Congress to set aside one percent of TIFIA’s \$1 billion for bicycle and pedestrian infrastructure projects, such as the conversion of abandoned rail corridors for trails, bicycle signals, and path lighting. For these projects, TIFIA’s minimum project cost would be \$2 million. Eligible costs include: planning & feasibility studies, construction, and land acquisition. The bill reserves 25 percent of project funding for low-income communities.
Rivers, Trails, and Conservation Assistance Program	RTCA staff provides technical assistance to communities so they can conserve rivers, preserve open space, and develop trails and greenways.
Transportation Investments Generating Economic Recovery (TIGER) Program	Can be used for innovative, multimodal and multi-jurisdictional transportation projects that promise significant economic and environmental benefits to an entire metropolitan area, a region, or the nation. These include bicycle and pedestrian projects. Project minimum is \$10 million.
U.S. Environmental Protection Agency – Brownfields Program	Assessment grants provide funding for a grant recipient to inventory, characterize, assess, and conduct planning and community involvement related to brownfields sites (locations that have been host to a hazardous substance, pollutant, or contaminant). Revolving Loan Fund (RLF) grants provide funding for a grant recipient to capitalize a revolving loan fund and to provide sub-grants to carry out cleanup activities at brownfield sites. Cleanup

Funding Source	Remarks
	grants provide funding for a grant recipient to carry out cleanup activities at brownfield sites.
State of California	
Affordable Housing and Sustainable Communities (AHSC) Program	AHSC grants are available for projects that integrate walking and bicycling improvements with affordable housing developments and transit connectivity. Requirements for housing and transit project components vary based on the frequency of transit in the project vicinity and by the density of the community. The primary criteria for project selection is reduction of greenhouse gas emissions. The 2015 application cycle closed in February and offered approximately \$120 million in grant funding.
Caltrans Active Transportation Program (ATP)	Funds construction, planning, and design of facilities for pedestrians, bicycle riders, and other non-motorized forms of transportation, while also funding non-infrastructure programs related to active transportation. The second application cycle will open in spring of 2015. The ATP uses MAP-21 federal funds for a portion of the funded projects, so local agencies must adhere to certain federal guidelines.
Clean Water State Revolving Fund Program	The CWSRF program offers low interest financing agreements for water quality projects, which can include “implementation of nonpoint source projects or program.” Annually, the program disburses between \$200 and \$300 million. Stormwater management components of bicycle infrastructure projects may be eligible for this funding source. Applications are accepted on a continuous basis.
Climate Ready Grant Program	Climate Ready grants are available for projects located along the coast and coastal watersheds. Shared-use trails are eligible. \$1.5 million total; \$50,000 minimum grant; \$200,000 maximum. Managed by California Coastal Conservancy.
Community Based Transportation Planning Grants	Eligible projects that exemplify livable community concepts including enhancing bicycle and pedestrian access. Administered by Caltrans. \$3 million, each project not to exceed \$300,000.
Environmental Enhancement and Mitigation Program (EEMP)	Funds may be used for land acquisition. Individual grants limited to \$350,000.
Environmental Justice: Context-Sensitive Planning	Funds projects that foster sustainable economies, encourage transit-oriented and mixed use development, and expand transportation choices, including walking and biking. Projects can be design and education, as well as planning. Administered by Caltrans. \$3 million, each grant not to exceed \$250,000.
Habitat	Provides funds to local entities to protect threatened species, to address wildlife corridors,

Funding Source	Remarks
Conservation Fund	to create trails, and to provide for nature interpretation programs which bring urban residents into park and wildlife areas. \$2 million available annually. Application deadline is typically in October of each year.
Office of Traffic Safety (OTS) Grant Program	Funds safety improvements to existing bicycle transportation facilities, safety promotions including bicycle helmet giveaways, and studies to improve traffic safety. The grant cycle typically begins with a Request for Proposals in November/December, which are due the following January. For 2015, OTS awarded \$102 million to over 200 agencies.
Petroleum Violation Escrow Account (PVEA)	Funds programs based on public transportation, computerized bus routing and ride sharing, home weatherization, energy assistance and building energy audits, highway and bridge maintenance, and reducing airport user fees.
Public Access Program	Funds the protection and development of public access areas in support of wildlife-oriented uses, including helping to fund construction of ADA trails.
Recreational Trails Program	Administered in California as part of the ATP. \$5.8 million guaranteed set-aside. Managed by the California Department of Parks and Recreation.
River Parkways Grant Program	Administered by the California Natural Resources Agency, the River Parkways Grant Program is providing an estimated \$7.6 million (up to \$500,000 per project) during the one-time 2015 funding cycle. Eligible improvement projects must satisfy at least two of five statutory conditions: 1) recreation, 2) habitat, 3) flood management, 4) conversion to river parkways and 5) conservation and interpretive enhancement.
Safe Routes to School (SRTS)	In 2014, federal SRTS funds were rolled into the State's ATP to streamline grant allocation. \$24 million combined in ATP for state and federal Safe Routes to School projects for the 2014 cycle. SRTS is primarily a construction program to enhance the safety of pedestrian and bicycle transportation facilities near schools. A small percentage of funds can be used for programmatic improvements. Improvements can be made to target students of all grade levels.
Sustainable Communities Planning Grant and Incentives Program	Funded by Prop 84 bond funds, this grant program funds the development and implementation of plans that lead to significant reductions in greenhouse gas emissions, such as rehabilitation of existing infrastructure and the enhancement of recreational resources. The minimum grant award is \$50,000; the maximum award is \$500,000, unless the application is a joint proposal, in which case the maximum award is \$1 million. The 10 percent local match requirement is waived for a proposal that qualifies for the Environmental Justice set-aside.
Watershed Protection Program	Grants to municipalities, local agencies, or nonprofit organizations to develop local watershed management plans (maximum \$200,000 per local watershed plan) and/or

Funding Source	Remarks
(Proposition 13)	implement projects (maximum \$5 million per project) consistent with watershed plans. Sixty percent of the funds will be allocated to projects in the Counties of Los Angeles, Orange, Riverside, San Diego, San Bernardino, and Ventura. Administered by the Division of Financial Assistance.
Regional	
Clean Air Fund (AB 434/2766 – Vehicle Registration Fee Surcharge)	Administered by SCAQMD. Local jurisdictions and transit agencies can apply. Funds can be used for projects that encourage biking, walking, and/or use of public transit. For bicycle-related projects, eligible uses include: designing, developing and/or installing bikeways or establishing new bicycle corridors; making bicycle facility enhancements/improvements by installing bicycle lockers, bus bicycle racks; providing assistance with bicycle loan programs (motorized and standard) for police officers, community members and the general public. Matching requirement: 10-15 percent.
Metro Call for Projects	Every other year, Metro accepts Call for Projects applications in eight modal categories. The Call is a competitive process that distributes discretionary capital transportation funds to regionally significant projects. Capital funds are programmed 5 years out and typically provided, and design and right-of-way acquisition are eligible expenses as long as they are directly related and part of construction. So, a project awarded Call for Projects funds in 2015 would not be implemented until 2020.
Metro Measure R Local Return	Fifteen percent (15%) of the Measure R county sales tax is designated for use by local cities and the County of Los Angeles for transportation purposes, including bicycle-related uses such as infrastructure, signage, bicycle sharing, and education efforts. Guidelines for the Local Return program can be found at: http://ebb.metro.net/projects_studies/local_return/images/measure-r-Local-Return-Guidelines.pdf
Metro Open Streets Program	Metro will allocate up to \$2 million annually, through a competitive application process, to fund local Open Streets events in L.A. County cities. The first cycle announced in 2014 funded 12 open streets events to occur in 2015 and 2016.
Metro Transit-Oriented Development (TOD) Planning Grants	\$5 million fund to spur the adoption of transit-supportive land use and other regulatory plans around station areas in order to increase access to and utilization of public transit. Eligibility is for L.A. County jurisdictions with land use authority within one-half mile of existing, planned, or proposed transit stations. The most recent cycle of application funding was approved in January 2015.
SCAG Sustainability Program	SCAG provides financial and technical assistance to member agencies for integrated land use and transportation planning. The 2013-2014 Sustainability Program emphasized: <ul style="list-style-type: none"> • Projects that make measurable progress toward implementation • Assistance to communities for updating General Plans • Inter-jurisdictional and multi-stakeholder partnerships

Funding Source	Remarks
	<ul style="list-style-type: none"> • Outreach and education to the community and stakeholders on sustainable development • Past Compass Blueprint partner jurisdictions may propose work that will move their plans closer to implementation.
Southern California Edison Rule 20A Funds	Rule 20A funds are allocated by Southern California Edison by County Supervisorial District to help local governments “underground” utility lines for aesthetic purposes.
TDA Article 3 Funds	Administered by Metro. TDA Article 3 funds are allocated annually on a per capita basis to both cities and the County of Los Angeles for the planning and construction of bicycle and pedestrian facilities. Local agencies may either draw down these funds or place them on reserve. Agencies must submit a claim form to Metro by the end of the fiscal year in which they are allocated. Failure to do so may result in the lapse of these allocations. More info at: http://www.metro.net/projects/tda/
Private	
Community Action for a Renewed Environment (CARE)	EPA grant program to help community organize and take action to reduce toxic pollution in its local environment.
Health Foundations	Focus pedestrian improvements for an obesity prevention strategy. Examples include California Wellness Foundation, Kaiser, and the California Endowment.
PeopleForBikes	PeopleForBikes (formerly Bikes Belong) provides grants for up to \$10,000 with a 50 percent match that recipients may use towards the engineering, design, and construction of bicycle paths, lanes, bridges, and end-of-trip facilities, as well as programs.
Rails to Trails Conservancy	Provides technical assistance for converting abandoned rail corridors to use as multi-use trails.
Surdna Foundation	The Surdna Foundation makes grants to nonprofit organizations in the areas of environment, community revitalization, effective citizenry, the arts, and the nonprofit sector.
Other Private Foundations/Organizations	Various private foundations and organizations may fund specific components identified in this Plan, such as community encouragement events and other non-infrastructure programs.

Appendix B: Bicycle Parking Guidelines

The goal of the Bicycle Parking Guidelines is to guide the development of secure bicycle parking, typically through the installation of bolted or embedded ‘U’ type racks and/or bicycle lockers located at specific bicycle destinations to encourage increased bicycle use.

Basic Bicycle Rack & Locker Provisions

1. Bicycle racks shall be permanently anchored and tamper-proof bolts should be used where appropriate.
2. Bicycle racks should be compact and attractive as street furniture and coated to minimize damage.
3. Parking racks/lockers must be placed close enough to user destinations (such as public or employee entrances) to encourage their use, i.e. closer than automobile parking if possible since secure bicycle parking needs to be competitive with the other transportation alternatives.
4. Parking devices are to be placed so as not block or diminish accessibility to sidewalks, entrances, etc.
5. Parking racks/lockers must be placed according to the minimum space requirements provided for in these guidelines, with adequate room for cyclists to maneuver their bicycles in and out of place. Racks/lockers must be well secured to an immovable object (e.g. the ground or wall). It is preferred that bicycle parking will be placed in a sheltered area with easy access for cyclists.
6. Bicycle lockers are intended for destinations where long-term storage is required, where access is restricted, or weather protection is necessary.
7. Bicycle racks and lockers are to be installed per supplier recommendations.
8. Bicycle racks shall be located away from traffic and delivery vehicles and in cases where this is not possible, then bollards or raised concrete slabs are acceptable to protect them from damage.
9. Bicycle parking directional signage should be considered as appropriate.

Basic Bicycle Cage Provision

1. Bicycle cages should be secure and it is recommended that they include a cover or cage top.
2. Bicycle cages are ideal for locations where bicycle users arrive in and leave en masse at regular times.
3. Chain link is an acceptable material for day use, but if the users are expecting to leave their bicycle overnight, the cage material may need to be stronger.

4. Bicycle cage subsidies will be agreed upon based on the applicant's design.

Exhibit A: Bicycle Rack Designs and Specifications

DIMENSION	MINIMUM	MAXIMUM	RECOMMENDED
A	20"	30"	24"
B	34"	38"	36"
C	2"	3"	2 1/2"
D	48"	-	54"
E	36"	48"	36"
F	30"	-	36"

GENERAL NOTES

1. Bicycle racks are to be of the "inverted U" style with either a semi-circle or flat top, similar to the cycle-safe U/2™ model or the Dero hoop rack or approved equal.
2. Bicycle rack shall be a minimum of schedule 40 pipe.
3. Bicycle rack shall be mounted with an embedded anchor mount or flanged surface mount. Flange mounted installations must use vandal/theft resistant bolts.
4. Bicycle rack and rack clearances shall not interfere with ADA pedestrian clearances.
5. Bicycle rack may be color treated if desired, with color scheme subject to City approval to ensure color compatibility.
6. The City recommends the application of stickers or decals to the bike racks demonstrating proper use of the "inverted U" style bike rack.

BUILDING, SIDEWALK OR OTHER OBSTRUCTION

CONCRETE PAD BUILT TO SIDEWALK STANDARDS

**THE CITY OF
NOVATO
CALIFORNIA**
Public Works Department

**STANDARD
BICYCLE RACK**

SCALE NTS DATE 12/22/05

APPROVED *[Signature]*

DRAWN BY D.A.B PROJECT

CHK'D E.C. DWG. NO. 989a

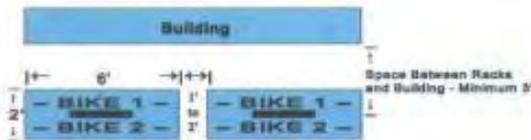
SPACING FOR BIKE BARS



Spacing Between Racks:

Each bike bar accommodates two bicycles, and requires a total "foot print" space 2'X6'. Aisles between the foot prints should be at least 1' wide, and 2' aisles are preferred. Bars should be centered in the foot print space.

Spacing Between Racks and Building when Bikes Are Parallel to Building:



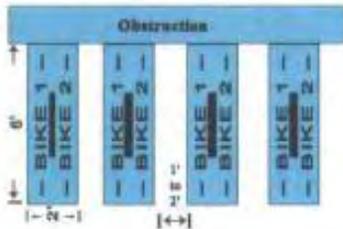
When bicycles will be parked parallel to a building, bike bars should be located at least 3' from the obstruction to allow for maneuvering handlebars between the locking devices and the building.

Spacing Between Racks and Curb When Bikes Are Parallel to Curb:



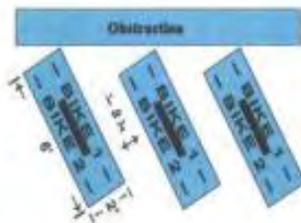
When bicycles will be parked parallel to a curb, bike bars should be at least 2' from the curb.

Spacing Between Racks and Obstruction When Bikes Are Perpendicular to Obstruction:



When bicycles will be parked perpendicular to a building, curb, or other obstruction, locking devices may be located as shown in the diagram at left.

Spacing When Racks Are Placed in a Diagonal Formation:



When bicycle bars will be placed diagonally to a building or other obstruction the angle may be varied; however, the bike parking area must still maintain a 2'X6' footprint and the aisles between the footprints should be at least 1' but preferably 2'.

EXHIBIT B

Locked Room or Cage



To the left is an example of an interior bicycle storage room. Notice the cyclone fence enclosure. This facility has electronic locks activated by the user's security fob. There are men's and women's locker rooms with showers located adjacent to this enclosure and accessed from within.

A fully enclosed room or a cage should be covered by industrial grade chain link or equivalent. It should also have a heavy-duty combination or tumbler lock on the entrance. Bicycle parking as shown below is provided within to economize parking spaces yet still provide bicycle security. Unless bicycles can be wheeled straight in from door to parking stall, there should be a 60 inch wide aisle inside the enclosure that allows bikes to be maneuvered in and out.



Double-decker



Space Saver vertical racks



Inverted U rack

Appendix C: Survey Results

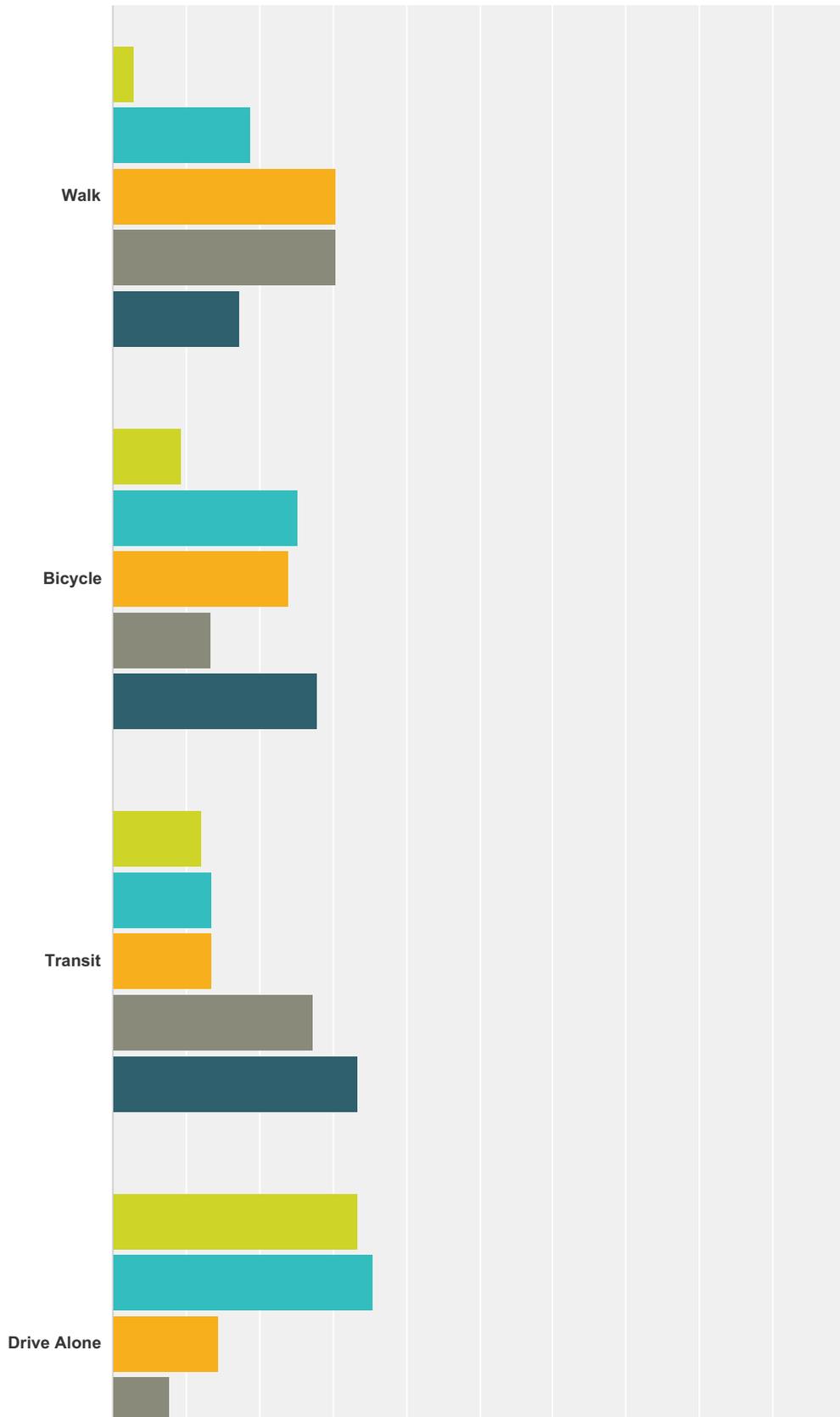
Please reference the attached *Appendix C – Survey Results*.

Appendix C: Survey Results

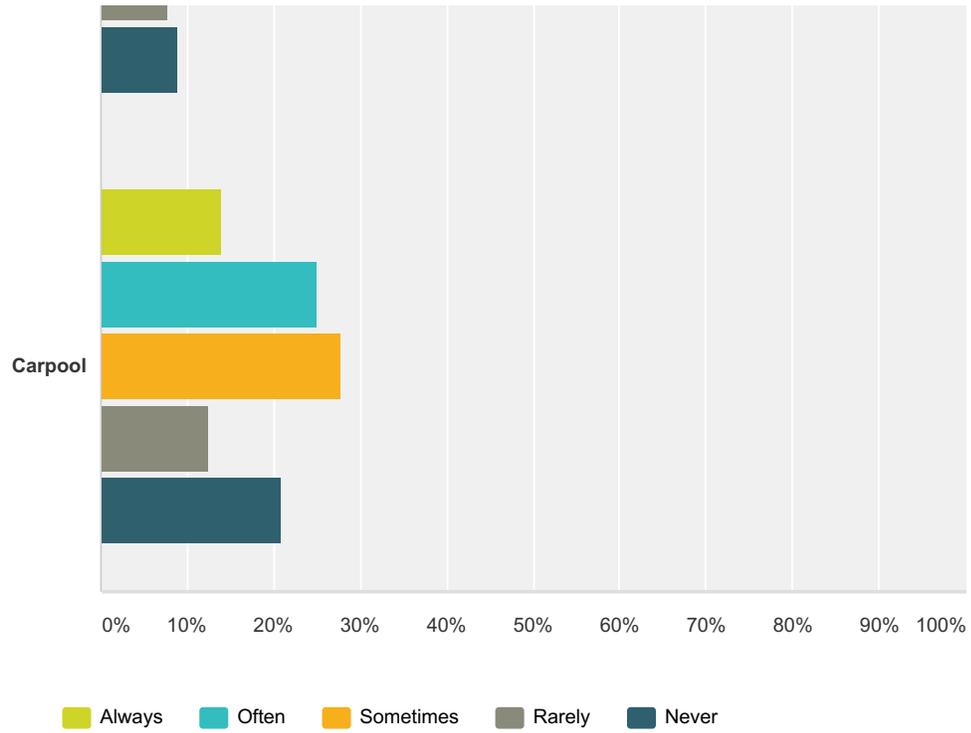


Q1 When you make trips within Compton, how do you typically travel?

Answered: 106 Skipped: 0



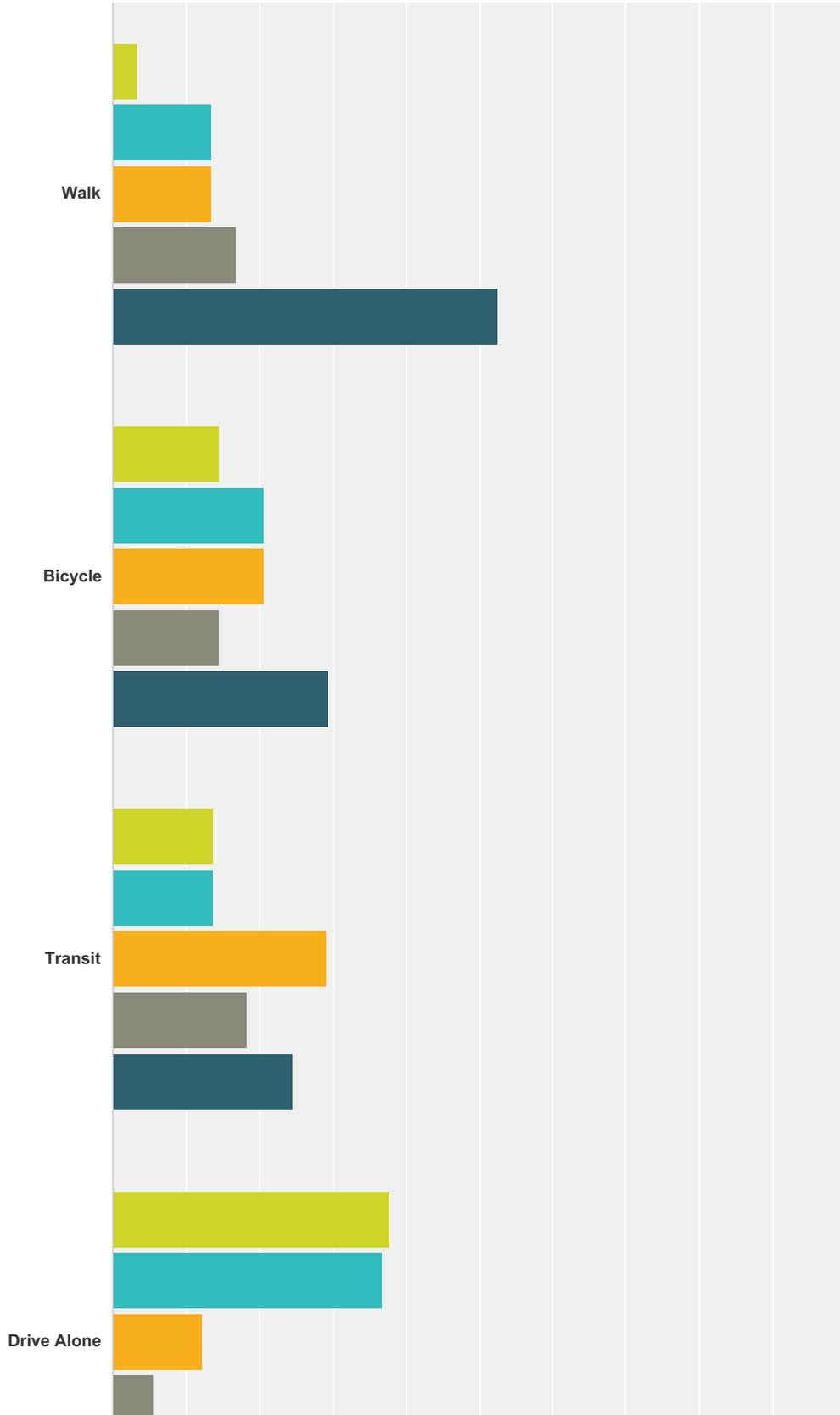
Compton Bicycle Master Plan Survey



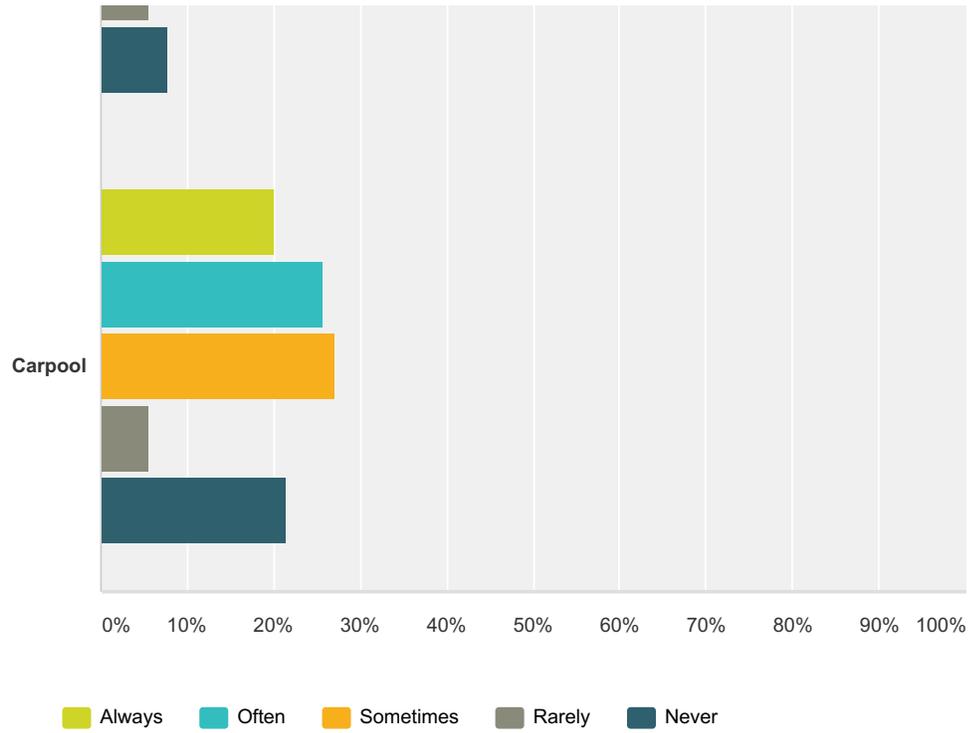
	Always	Often	Sometimes	Rarely	Never	Total
Walk	2.90% 2	18.84% 13	30.43% 21	30.43% 21	17.39% 12	69
Bicycle	9.33% 7	25.33% 19	24.00% 18	13.33% 10	28.00% 21	75
Transit	12.12% 8	13.64% 9	13.64% 9	27.27% 18	33.33% 22	66
Drive Alone	33.33% 30	35.56% 32	14.44% 13	7.78% 7	8.89% 8	90
Carpool	13.89% 10	25.00% 18	27.78% 20	12.50% 9	20.83% 15	72

Q2 When you make trips outside of Compton, how do you typically travel?

Answered: 106 Skipped: 0



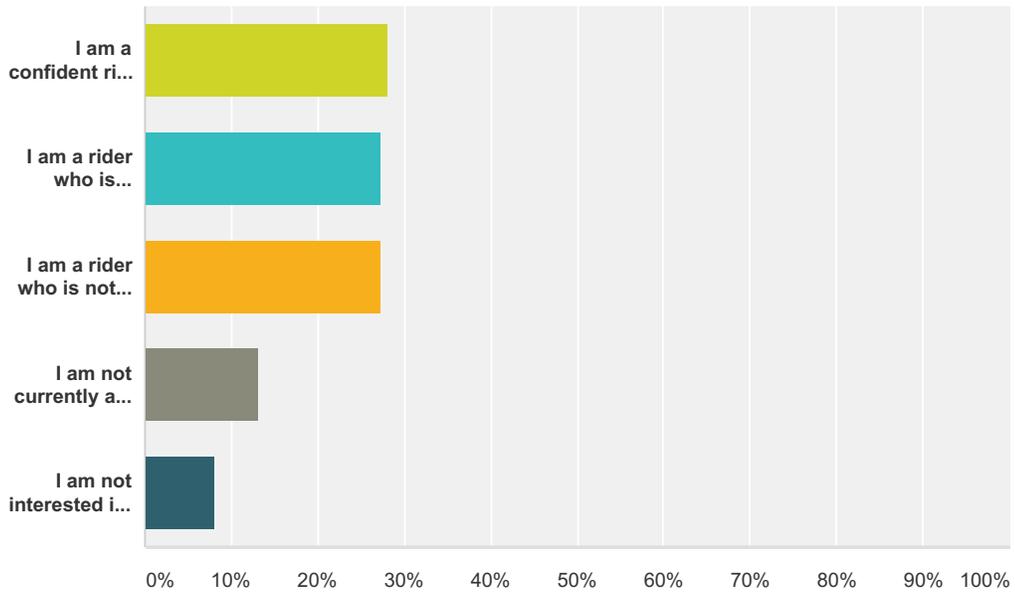
Compton Bicycle Master Plan Survey



	Always	Often	Sometimes	Rarely	Never	Total
Walk	3.39% 2	13.56% 8	13.56% 8	16.95% 10	52.54% 31	59
Bicycle	14.71% 10	20.59% 14	20.59% 14	14.71% 10	29.41% 20	68
Transit	13.85% 9	13.85% 9	29.23% 19	18.46% 12	24.62% 16	65
Drive Alone	37.78% 34	36.67% 33	12.22% 11	5.56% 5	7.78% 7	90
Carpool	20.00% 14	25.71% 18	27.14% 19	5.71% 4	21.43% 15	70

Q3 How would you characterize your level of interest/ability in riding a bicycle?

Answered: 99 Skipped: 7

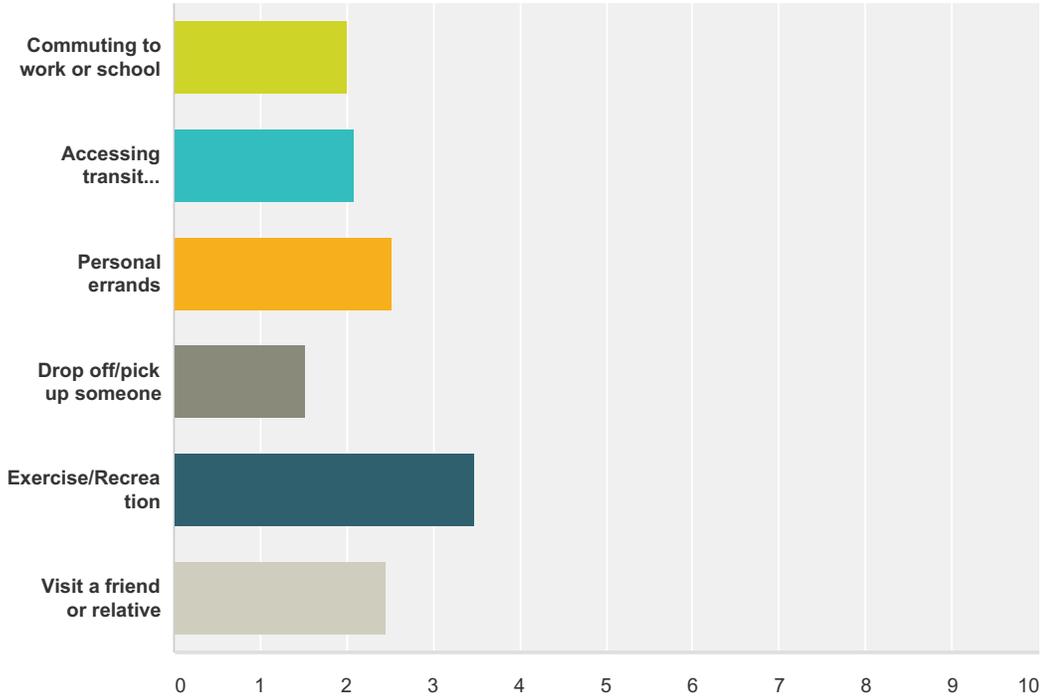


Answer Choices	Responses
I am a confident rider who is comfortable in most traffic situations, regardless of bicycle facilities.	28.28% 28
I am a rider who is comfortable on bicycle facilities and in some traffic situations.	27.27% 27
I am a rider who is not comfortable in traffic situations and will only ride on paths and quiet residential streets.	27.27% 27
I am not currently a rider, but am interested in taking up bicycling.	13.13% 13
I am not interested in bicycling.	8.08% 8
Total Respondents: 99	

Compton Bicycle Master Plan Survey

Q4 How often do you ride a bicycle for the following purposes?

Answered: 100 Skipped: 6

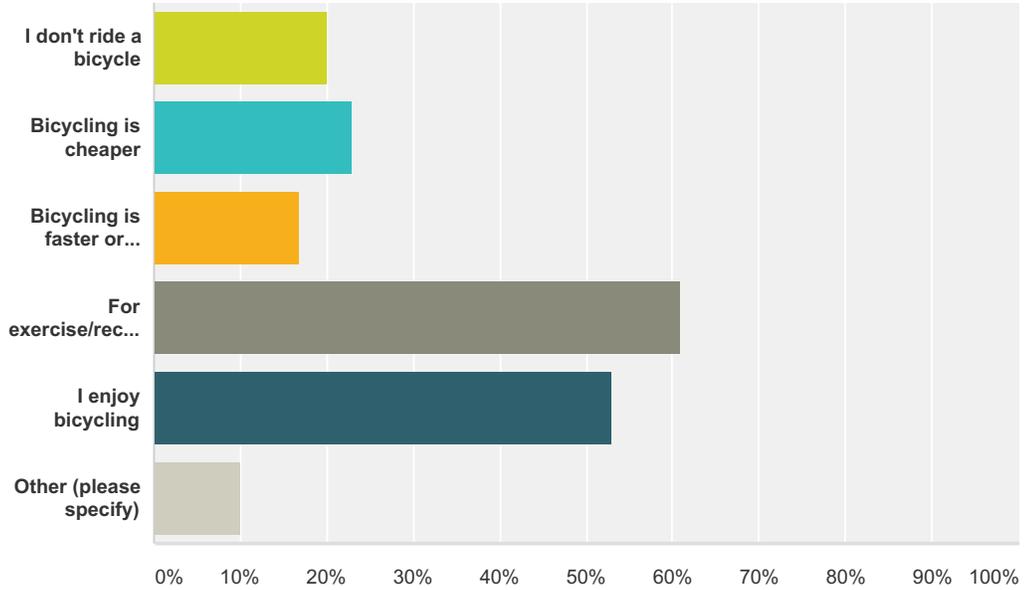


	Never	Very rarely	A couple times per month	Once per week	More than once per week	Total	Weighted Average
Commuting to work or school	58.33% 56	16.67% 16	5.21% 5	5.21% 5	14.58% 14	96	2.01
Accessing transit (Renaissance Transit, Metro Blue Line, etc.)	53.68% 51	15.79% 15	12.63% 12	4.21% 4	13.68% 13	95	2.08
Personal errands	38.95% 37	18.95% 18	13.68% 13	7.37% 7	21.05% 20	95	2.53
Drop off/pick up someone	76.40% 68	8.99% 8	5.62% 5	4.49% 4	4.49% 4	89	1.52
Exercise/Recreation	9.47% 9	18.95% 18	22.11% 21	12.63% 12	36.84% 35	95	3.48
Visit a friend or relative	46.81% 44	9.57% 9	11.70% 11	13.83% 13	18.09% 17	94	2.47

Compton Bicycle Master Plan Survey

Q5 What are the main reasons that you choose to ride a bicycle instead of using another form of transportation?

Answered: 100 Skipped: 6



Answer Choices	Responses
I don't ride a bicycle	20.00% 20
Bicycling is cheaper	23.00% 23
Bicycling is faster or easier	17.00% 17
For exercise/recreation	61.00% 61
I enjoy bicycling	53.00% 53
Other (please specify)	10.00% 10
Total Respondents: 100	

#	Other (please specify)	Date
1	Running a quick errand.	4/2/2015 1:06 PM
2	making new friends with other bike clubs	3/27/2015 6:05 PM
3	Reduce my carbon footprint	3/27/2015 5:17 PM
4	When my car is in the shop.	3/25/2015 8:48 AM
5	connects communities	3/17/2015 7:44 AM
6	I hate looking for and paying for parking	3/16/2015 8:34 AM
7	Sustainability, community, low impact on urban design	3/16/2015 6:41 AM
8	IF WANT TO RIDE BICYCLE THERE ARE A LOT OF PLACES SAFER AND PREPARED TO RIDE IT	3/15/2015 10:06 AM

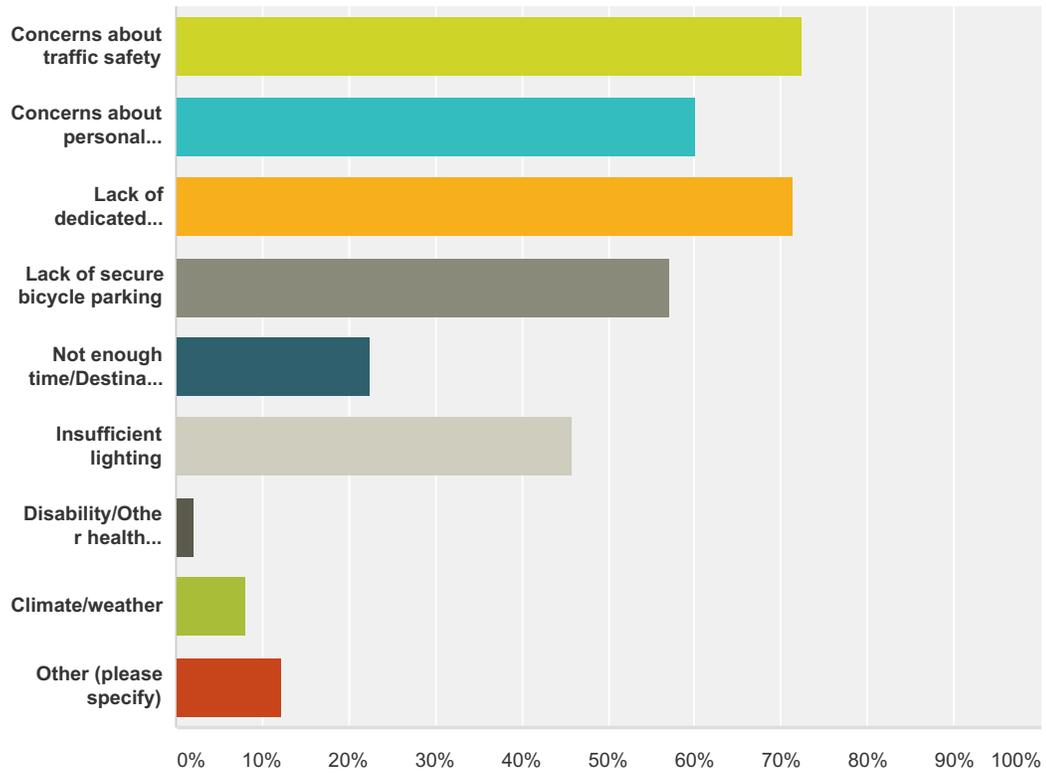
Compton Bicycle Master Plan Survey

9	I like the raggedy streets in Compton. Not really, they make it hard at times because they're old and falling apart. They make noise when I ride bicycle anyway.	3/13/2015 11:23 PM
10	To save on gas. Less pollution riding a bicycle	3/12/2015 11:30 AM

Compton Bicycle Master Plan Survey

Q6 What prevents you from riding a bicycle more often?

Answered: 98 Skipped: 8



Answer Choices	Responses
Concerns about traffic safety	72.45% 71
Concerns about personal security	60.20% 59
Lack of dedicated bicycle space (bike lanes, paths)	71.43% 70
Lack of secure bicycle parking	57.14% 56
Not enough time/Destinations are too far	22.45% 22
Insufficient lighting	45.92% 45
Disability/Other health impairment	2.04% 2
Climate/weather	8.16% 8
Other (please specify)	12.24% 12
Total Respondents: 98	

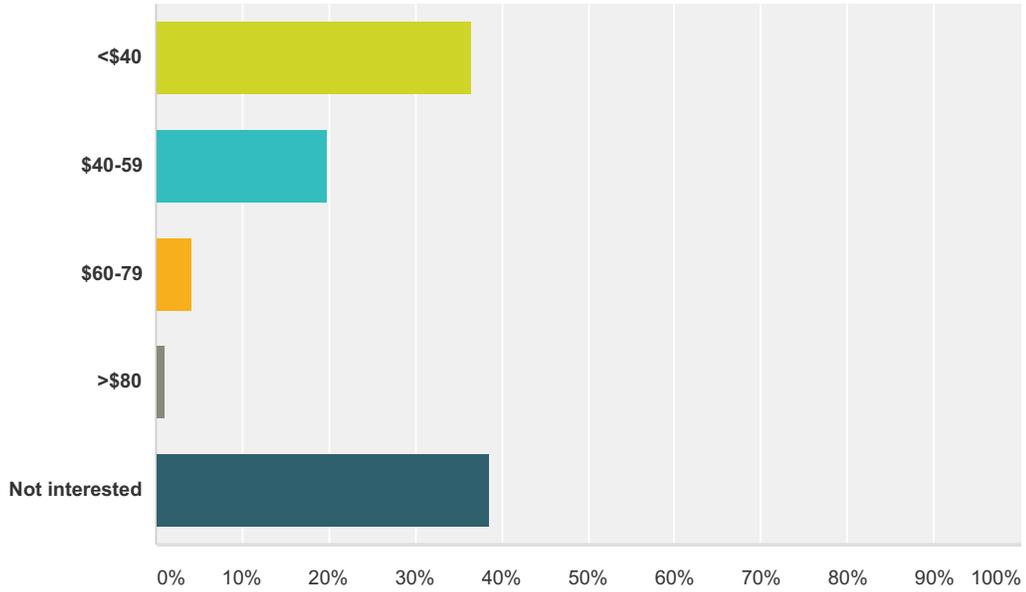
#	Other (please specify)	Date
1	Potholes on the streets in Compton. A hazard and accident for motorist and bicycle riders.	4/9/2015 4:51 PM
2	The amounts of trash in the streets and around the City, from fast food containers to Dumping large items.	4/9/2015 11:24 AM

Compton Bicycle Master Plan Survey

3	Unsafe areas in Compton No police presence	4/1/2015 9:35 PM
4	I don't know how to ride a bike	3/31/2015 5:23 PM
5	I currently don't have a bike	3/29/2015 10:54 PM
6	Hit and Runs, drivers not respecting	3/27/2015 5:17 PM
7	Lack of stores with outdoor sitting	3/26/2015 9:44 PM
8	the streets are not very safe	3/18/2015 9:07 AM
9	nothing	3/16/2015 7:05 AM
10	City decrepit sidewalks, insufficient bike lanes and too many damn potholes.	3/13/2015 11:23 PM
11	hauling capability	3/10/2015 11:35 PM
12	tyuu	2/23/2015 7:55 AM

Q7 How much would you be willing to pay for an annual membership to a bike share system, if it were a convenient and city-wide program?

Answered: 96 Skipped: 10

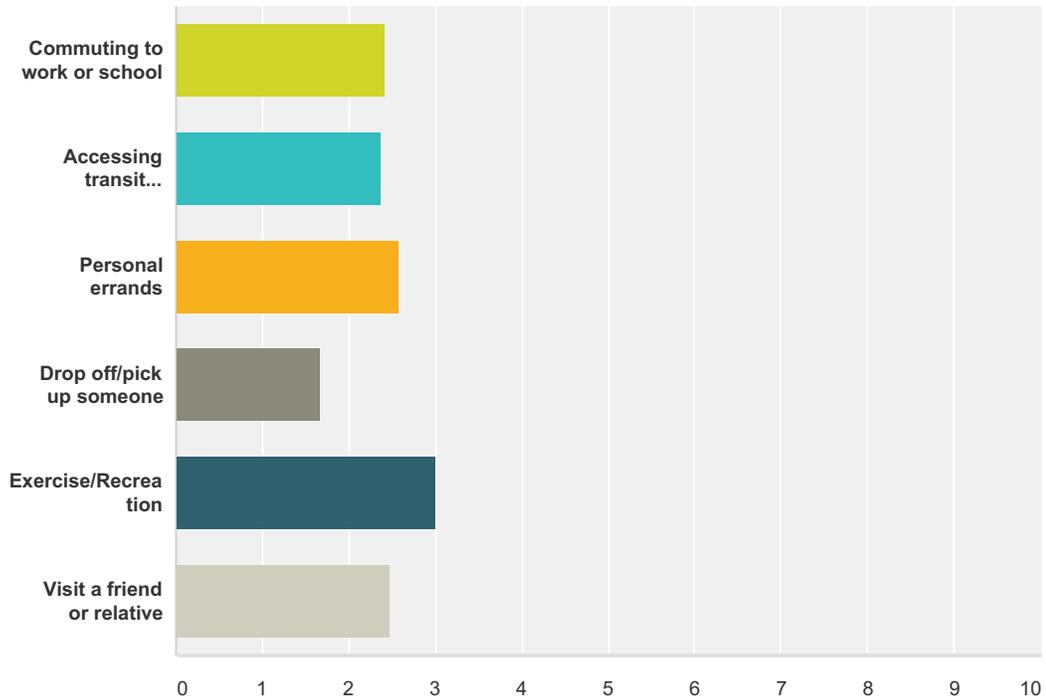


Answer Choices	Responses
<\$40	36.46% 35
\$40-59	19.79% 19
\$60-79	4.17% 4
>\$80	1.04% 1
Not interested	38.54% 37
Total	96

Compton Bicycle Master Plan Survey

Q8 How often would you use bike share for the following purposes?

Answered: 96 Skipped: 10



	Never	Very rarely	A couple times per month	Once per week	More than once per week	Total	Weighted Average
Commuting to work or school	44.44% 40	15.56% 14	13.33% 12	6.67% 6	20.00% 18	90	2.42
Accessing transit (Renaissance Transit, Metro Blue Line, etc.)	37.78% 34	18.89% 17	24.44% 22	6.67% 6	12.22% 11	90	2.37
Personal errands	32.97% 30	20.88% 19	20.88% 19	5.49% 5	19.78% 18	91	2.58
Drop off/pick up someone	68.97% 60	13.79% 12	8.05% 7	1.15% 1	8.05% 7	87	1.66
Exercise/Recreation	26.32% 25	15.79% 15	17.89% 17	11.58% 11	28.42% 27	95	3.00
Visit a friend or relative	39.53% 34	16.28% 14	16.28% 14	12.79% 11	15.12% 13	86	2.48

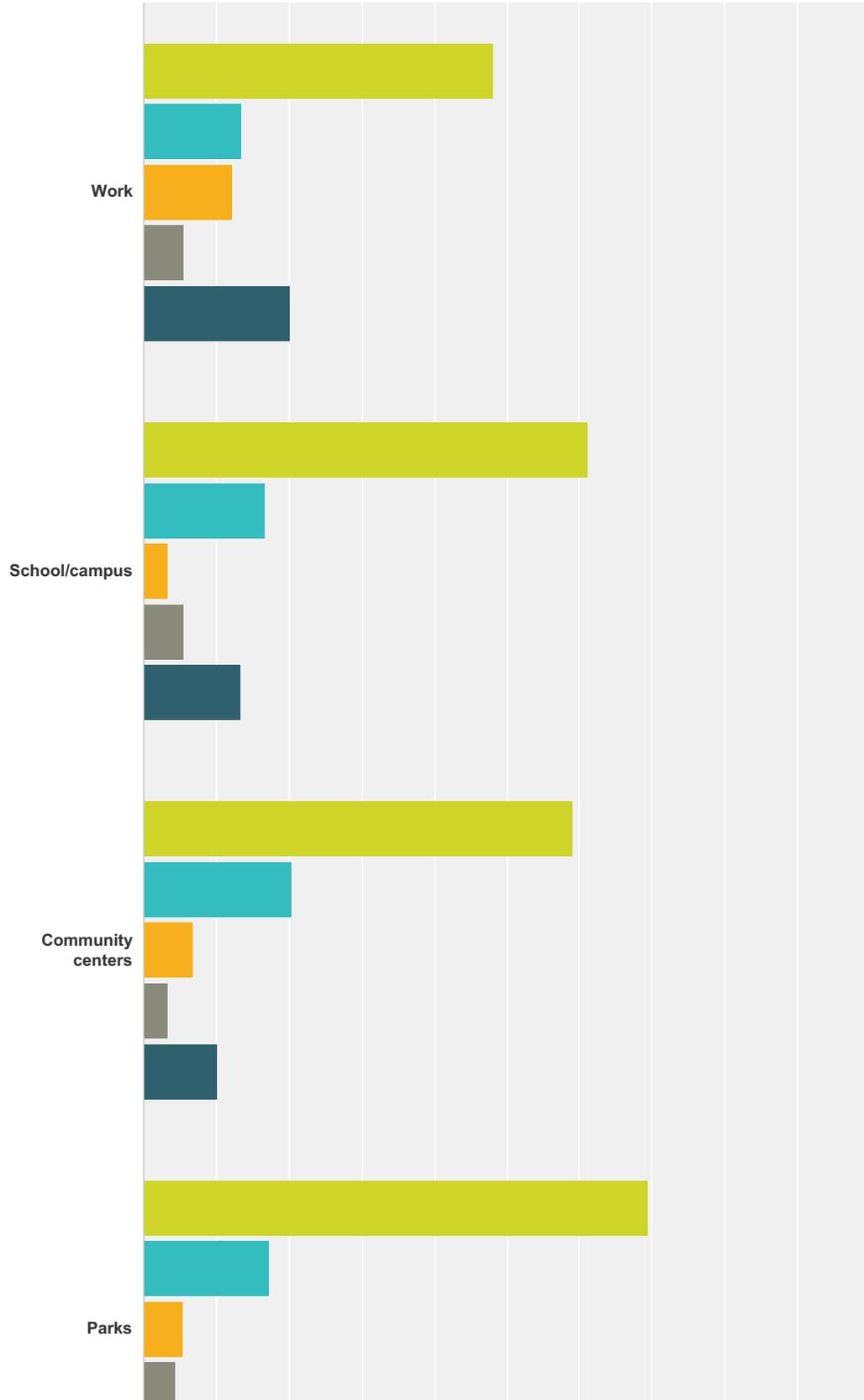
#	Other (please specify)	Date
1	I have my own bicycle, i woukdnt need a rental.	4/12/2015 2:45 PM
2	increase visibility	3/27/2015 5:19 PM
3	They just closed Fresh and Easy now we have Ralphs and Target with good fresh veteagles and fruits. I want to bike.	3/26/2015 9:45 PM

Compton Bicycle Master Plan Survey

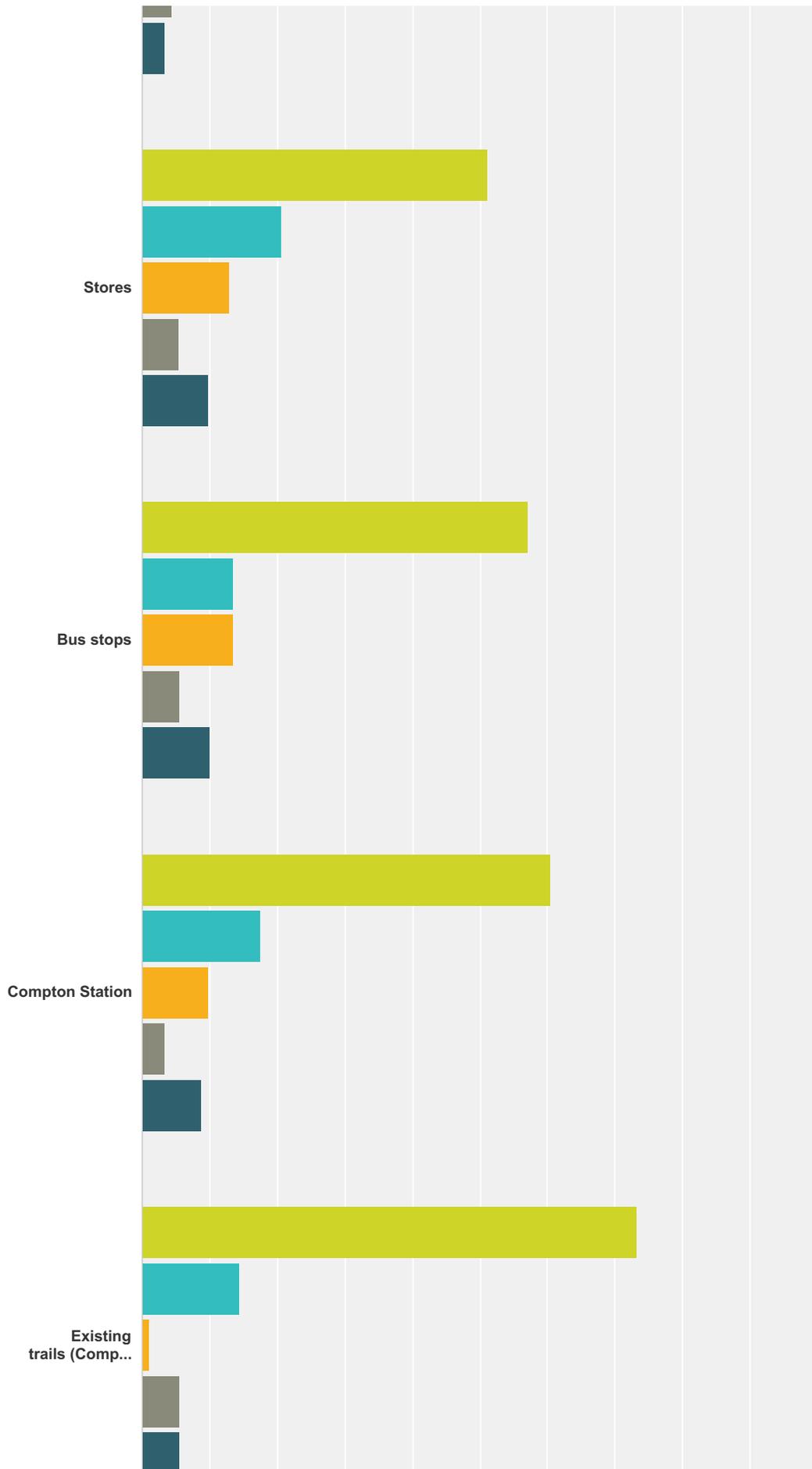
4	<p>Never, like owning my own bike. Think I know where this is headed. Can't ride to the Artesia shopping because the hotel has the access gate locked from the Blue Line. I can shop all day in LB, but Compton has a problem better addressed later. Crystal Park Hotel has permanently locked the gate and I think it's stupid to have to look at the gate but ride 1.4 miles to get to the shopping you can see from there because the hotel's owners are dicks. There I said it. It's true. Holding the city hostage because they can. Cretans.</p>	3/13/2015 11:26 PM
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Q9 Rate the importance of improving bicycle access to the following locations:

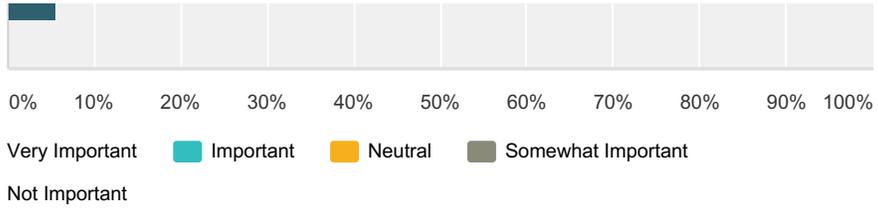
Answered: 93 Skipped: 13



Compton Bicycle Master Plan Survey



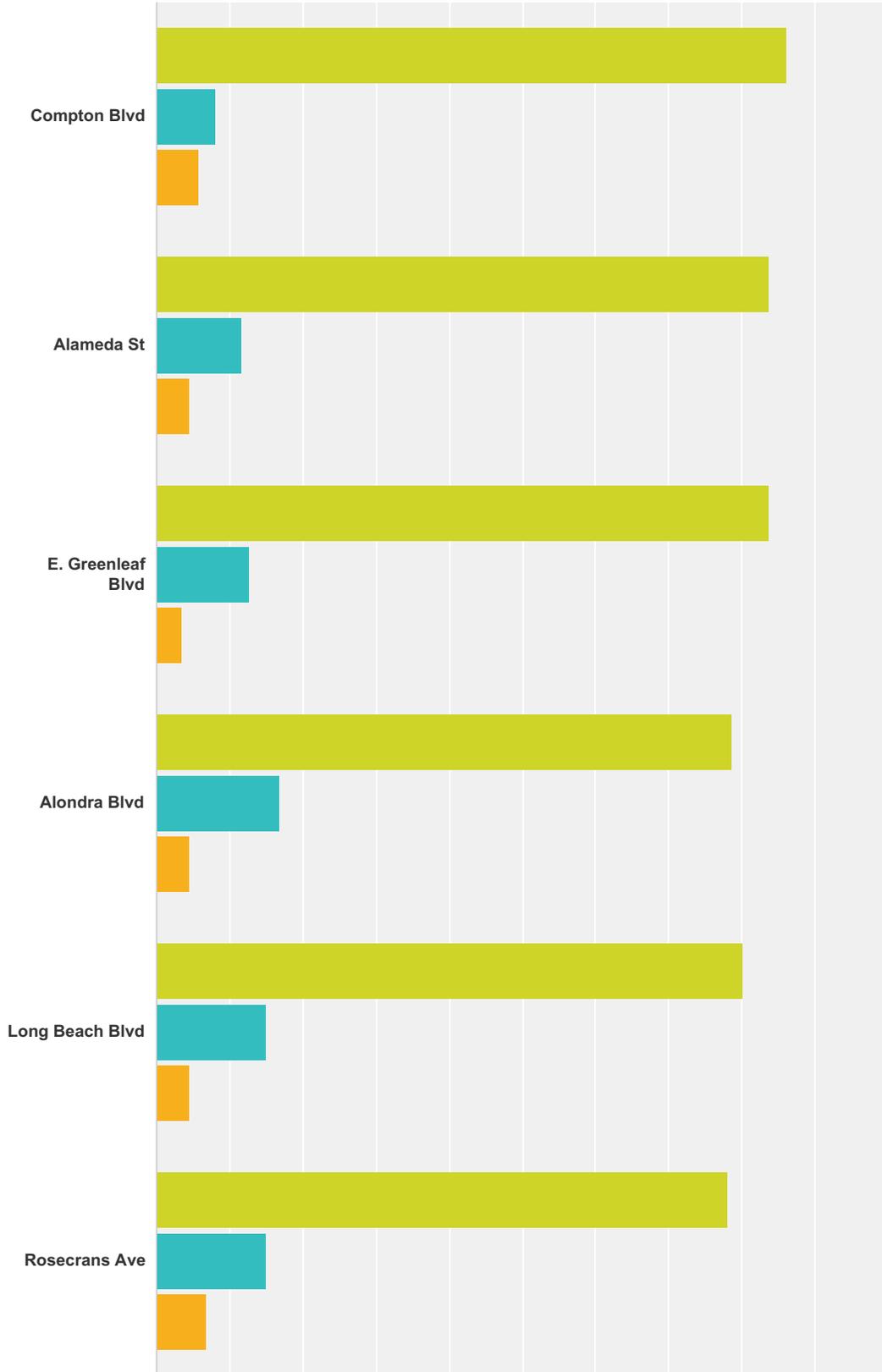
Compton Bicycle Master Plan Survey



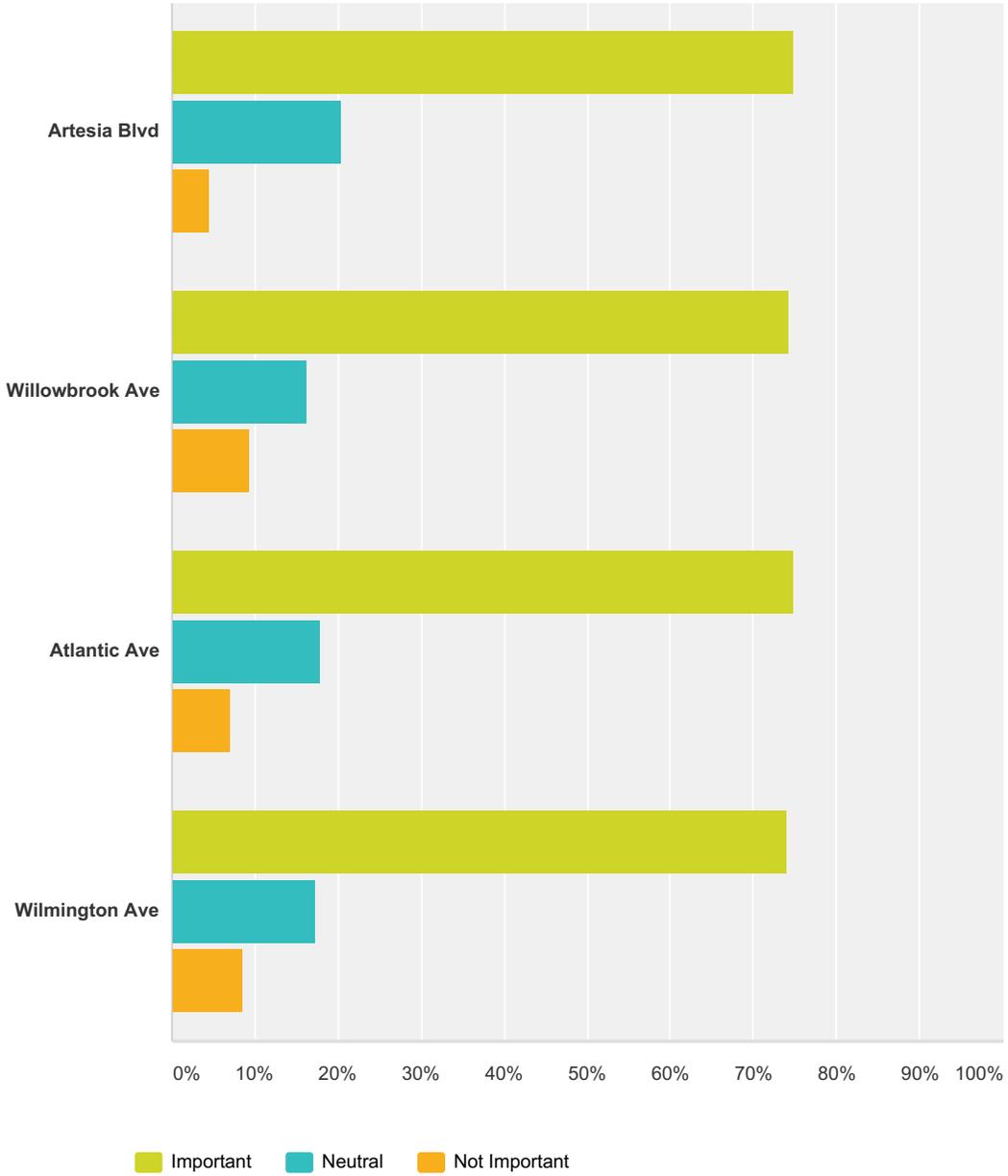
	Very Important	Important	Neutral	Somewhat Important	Not Important	Total
Work	48.31% 43	13.48% 12	12.36% 11	5.62% 5	20.22% 18	89
School/campus	61.11% 55	16.67% 15	3.33% 3	5.56% 5	13.33% 12	90
Community centers	59.09% 52	20.45% 18	6.82% 6	3.41% 3	10.23% 9	88
Parks	69.57% 64	17.39% 16	5.43% 5	4.35% 4	3.26% 3	92
Stores	51.09% 47	20.65% 19	13.04% 12	5.43% 5	9.78% 9	92
Bus stops	57.30% 51	13.48% 12	13.48% 12	5.62% 5	10.11% 9	89
Compton Station	60.44% 55	17.58% 16	9.89% 9	3.30% 3	8.79% 8	91
Existing trails (Compton Creek, LA River, etc.)	73.33% 66	14.44% 13	1.11% 1	5.56% 5	5.56% 5	90

Q10 Rate the importance of improving bicycle access along the following corridors:

Answered: 91 Skipped: 15



Compton Bicycle Master Plan Survey



	Important	Neutral	Not Important	Total
Compton Blvd	86.21% 75	8.05% 7	5.75% 5	87
Alameda St	83.72% 72	11.63% 10	4.65% 4	86
E. Greenleaf Blvd	83.72% 72	12.79% 11	3.49% 3	86
Alondra Blvd	78.65% 70	16.85% 15	4.49% 4	89
Long Beach Blvd	80.23% 69	15.12% 13	4.65% 4	86
Rosecrans Ave	78.16% 68	14.94% 13	6.90% 6	87

Compton Bicycle Master Plan Survey

Artesia Blvd	75.00% 66	20.45% 18	4.55% 4	88
Willowbrook Ave	74.42% 64	16.28% 14	9.30% 8	86
Atlantic Ave	75.00% 63	17.86% 15	7.14% 6	84
Wilmington Ave	74.07% 60	17.28% 14	8.64% 7	81

#	Other (please specify)	Date
1	Tamarind Ave instead of Willowbrook Ave	4/14/2015 1:40 PM
2	central	4/12/2015 2:48 PM
3	Central Blvd	4/9/2015 4:55 PM
4	Central Ave	4/4/2015 1:02 AM
5	Central	3/27/2015 5:22 PM
6	Near Parks, shopping centers and LA River add bike racks.	3/26/2015 9:58 PM
7	El Segundo	3/20/2015 8:30 PM
8	Central Ave, Avalon	3/19/2015 6:58 PM
9	Central, Avalon, Santa Fe	3/19/2015 6:05 PM
10	Central Ave	3/19/2015 7:53 AM
11	Central Ave.	3/17/2015 4:31 PM
12	Dumb question. Do you even live here? See everyone getting around or are you another consultant with dreams. Here bicycling is a reality for many who don't own or can't afford a car. That is the real Compton, not the one they asked you to do a survey on. I wonder if I'm the only one doing this survey. Serious issues with how they do things here. Over the top and unrealistic for the demographic.	3/13/2015 11:43 PM
13	E. Greenleaf Blvd between Long Beach Blvd and Atlantic Drive very unsafe	3/12/2015 11:39 AM
14	Santa Fe St	3/10/2015 11:41 PM
15	Bettering of Central Avenue	2/25/2015 9:37 PM
16	LA River	2/23/2015 7:36 PM
17	El Segundo Blvd	2/18/2015 10:10 PM

Compton Bicycle Master Plan Survey

Q11 What are your favorite places or streets to bicycle? Please note specific streets or destinations.

Answered: 63 Skipped: 43

#	Responses	Date
1	LA river	4/14/2015 6:27 PM
2	alondra to tamarind , to town center	4/12/2015 2:48 PM
3	Long Beach Shoreline village - Seal Beach - Newport Beach - Del Amo Blvd & Avalon Blvd - Torrance Street & Hawthorne Blvd - Griffith Park	4/9/2015 9:09 PM
4	cedar st, wilmington, compton bl., aranbe	4/9/2015 8:49 PM
5	In my neighborhood and local park.	4/9/2015 4:55 PM
6	The river beds	4/9/2015 11:29 AM
7	El segundo and central*Magic johnson park	4/8/2015 2:11 PM
8	I DO NOT USE A BICYCLE	4/7/2015 1:09 PM
9	On streets with bike lanes.	4/5/2015 2:56 PM
10	I like to ride my bike from El segundo and Central to Magic Johnson Park and around Magic Johnson Park than back home	4/4/2015 12:00 PM
11	Walnut Ave, Greenleaf, Artesia Blvd	4/3/2015 1:07 PM
12	Artesia going easte	4/1/2015 9:38 PM
13	Beach	4/1/2015 4:43 PM
14	Beach path in long beach and el dorado park and the la river	3/31/2015 9:49 PM
15	None. I don't know how to ride a bike but I walk everywhere and there needs to better lighting on main streets throughout the city.	3/31/2015 5:26 PM
16	rosecrans blvd to compton shopping center water department and post office and court building	3/30/2015 8:22 PM
17	Compton Towne Center	3/29/2015 11:00 PM
18	central and el Segundo	3/29/2015 12:00 AM
19	605 path	3/28/2015 9:09 AM
20	Santa fe ave	3/27/2015 8:57 PM
21	Long Beach Blvd.	3/27/2015 7:00 PM
22	Downtown LA which I have to access Blue line and it's kinda dangerous with the truck traffic and ramps for the freeway right by the Casino on Artesia Station.	3/27/2015 5:22 PM
23	I have never bike in Compton because I have not found a nice, beautiful and safe place to bike. Please, the Department of Planning has a bad reputation in the city for starting projects and not finishing them up. Lets not forget the Compton Creek Master Plan, the Kiosk Plan, the other Master Plan that seem to be only on Plan status for years.	3/26/2015 9:58 PM
24	Greenleaf, Alameda and Santa Fe	3/26/2015 5:17 PM
25	long beach, Rosecrans	3/25/2015 5:38 PM
26	Alondra	3/25/2015 2:01 PM
27	Rosecrans Ave. from Atlantic to Wilmington	3/25/2015 8:50 AM

Compton Bicycle Master Plan Survey

28	Around Cerritos, Lakewood, nice cities	3/24/2015 10:54 AM
29	LA River	3/24/2015 8:22 AM
30	Long Beach Bl. / Santa Fe Ave. / Rosecrans Ave.	3/22/2015 10:34 AM
31	I have seen a lot of cyclists on Greenleaf and on Alameda.	3/20/2015 8:30 PM
32	Compton Blvd, Rosecrans Blvd Bike Path Wilmington Blvd	3/19/2015 7:54 PM
33	Central, Greenleaf	3/19/2015 6:58 PM
34	Compton, Central, Greenleaf, Alondra,	3/19/2015 6:05 PM
35	Green leaf Santa Fe Shopping mall along Alameda	3/19/2015 9:24 AM
36	Greenleaf Blvd.,Alondra Ave.,Long Beach Blvd.	3/19/2015 7:53 AM
37	Compton Blvd and Central Ave	3/17/2015 4:31 PM
38	schools and parks	3/17/2015 11:16 AM
39	River bed	3/16/2015 7:09 AM
40	Long Beach, LA River	3/16/2015 6:43 AM
41	Firestone, Figueroa	3/16/2015 6:30 AM
42	Greenleaf is the best because of the bike lane and clear roads. just needs the bike lane swept for debris from time to time.	3/16/2015 1:00 AM
43	Greenleaf from Santa Fe to Central. To the shopping center on Alameda	3/15/2015 8:26 PM
44	PARKS OR EXISTING TRAILS	3/15/2015 10:14 AM
45	Alondra/Wilmington	3/14/2015 1:53 AM
46	Fresh& Easy. Actually I can bike all over and not a single rack to lock to. Nowhere it seems. Maybe they're hidden somewhere. in Long Beach, they're everywhere. Here, better find a fence or something. Typical local officials, I'm afraid.	3/13/2015 11:43 PM
47	LA River. Alondra Blvd (bicycle Lane available)	3/12/2015 11:39 AM
48	n/a - haven't really ridden much since moving to Compton	3/10/2015 11:41 PM
49	Compton Creek	3/10/2015 3:54 PM
50	LA River, San Gabriel River, Redondo Beach, Compton College, CSUDH	3/5/2015 1:28 PM
51	Santa Fe , Alameda st.	2/28/2015 2:58 PM
52	Alameda to the Gateway Center Compton Blvd I would love to ride around my area if it's save and well lit.	2/28/2015 2:14 PM
53	willowbrook	2/28/2015 10:25 AM
54	COMPTON COLLEGE !	2/26/2015 5:45 PM
55	Willowbrook headed towards Target/24 Hour Fitness/Gateway Town Center; Alondra headed towards Compton Airport & Long Beach Blvd. intersection; Compton Creek (needs more lighting though)	2/25/2015 9:37 PM
56	Blue Line Station. All of Wilmington Ave. All of Rosecrans Ave. All of Willowbrook Ave.	2/24/2015 7:49 PM
57	Ride to the parks through neighborhood smaller streets	2/21/2015 12:56 PM
58	alameda between El segundo and alondra on the weekends only.	2/21/2015 12:01 PM
59	long beach blvd	2/21/2015 12:38 AM
60	Compton creek.	2/20/2015 1:35 AM
61	compton blvd from atlantic to the compton blue line station	2/19/2015 6:25 PM
62	Green leaf, atresia, parks, Compton Towne center, long beach aquarium, alameda for easy and faster travel.	2/19/2015 12:10 PM
63	Compton Creek Bith Path and Greenleaf Blvd not a lot traffic.	2/18/2015 10:10 PM

Compton Bicycle Master Plan Survey

Q12 What are your LEAST favorite places or streets to bicycle? Please note specific streets or destinations.

Answered: 59 Skipped: 47

#	Responses	Date
1	Compton blvd heading towards metro station	4/14/2015 6:27 PM
2	don' ride in compton much	4/9/2015 8:49 PM
3	I am scared to ride my bike in the street even in the designated bicycle lanes because of the potholes in our city.	4/9/2015 4:55 PM
4	Wilmington from the 91 fwy north, Central ave from 91 fwy north	4/9/2015 11:29 AM
5	By city hall	4/8/2015 2:11 PM
6	NO COMMENT	4/7/2015 1:09 PM
7	On streets without bike lanes.	4/5/2015 2:56 PM
8	My least favorite place to ride my bike is along Willowbrook ...too much traffic	4/4/2015 12:00 PM
9	Central Ave	4/4/2015 1:02 AM
10	Rosecrans Ave, Willowbrook	4/3/2015 1:07 PM
11	Any of the major thoroughfares (i.e. Compton Blvd., Alondra Blvd., Wilmington Ave., Long Beach Blvd. etc.)	4/2/2015 8:04 AM
12	Alameda not safe at all not enough lighting nothing no bus no anything never will ride	4/1/2015 9:38 PM
13	Compton	4/1/2015 4:43 PM
14	anywhere around Compton college	3/31/2015 9:49 PM
15	kong beCH BLVD TO THE GAS COMPANY or rite aid	3/30/2015 8:22 PM
16	Wilmington ave Alondra blvd. Central ave	3/29/2015 11:00 PM
17	Compton creek because people misuse this path and walk way for other purpose such as motor bike and quads going at a night rates speeds	3/29/2015 12:00 AM
18	Santa Fe Ave	3/28/2015 9:09 AM
19	Long beach blvd	3/27/2015 8:57 PM
20	Compton Blvd.	3/27/2015 7:00 PM
21	Compton Court. I don't like going.	3/27/2015 5:22 PM
22	Rosecrans is a beautiful street but not for cyclists. So is Alameda, a street that has a lot of traffic, smog from trucks, and not a safe connection to Rosecrans or the blue_line.	3/26/2015 9:58 PM
23	Compton Blvd	3/26/2015 9:42 PM
24	Compton, Long Beach Blvd, Rosecrans, Alondra,	3/26/2015 5:17 PM
25	Wilmington	3/25/2015 2:01 PM
26	Central Avenue is my most traveled route and it is horrible there is lighting only on one side of the street...the side without the bike lane.	3/25/2015 12:57 PM
27	None	3/25/2015 8:50 AM
28	Alondra Blvd, Compton Blvd, Long beach Blvd. anywhere in Compton	3/24/2015 10:54 AM
29	Willowbrook, near city hall, too congested with traffic	3/24/2015 8:22 AM

Compton Bicycle Master Plan Survey

30	Alameda seems dangerous due to the commercial zones.	3/20/2015 8:30 PM
31	Central	3/19/2015 7:54 PM
32	Central	3/19/2015 6:58 PM
33	Rosecrans, Wilmington, Long Beach, Atlantic	3/19/2015 6:05 PM
34	Alondra and Compton intersection	3/19/2015 9:24 AM
35	Long Beach Blvd	3/17/2015 4:31 PM
36	long beach blvd. Rosecrans ave.	3/17/2015 11:16 AM
37	none	3/16/2015 7:09 AM
38	PCH	3/16/2015 6:43 AM
39	Wilmington Ave. and Alameda. Wilmington ave just has too many pot holes and it is a hard ride for your tires. Alameda is just small and trucks seem to not care about bike. not safe.	3/16/2015 1:00 AM
40	Central Ave from Rosecrans to Alondra.	3/15/2015 8:26 PM
41	ANY STREET	3/15/2015 10:14 AM
42	Willowbrook/Alondra	3/14/2015 1:53 AM
43	All over this city. Do you even come here or are you just hired to ask irrelevant questions for the money. Been a lot of that in the city over the past decades. Was surprised to find this on the city's website. So I decided to weigh in. Been living here for at least the last 50 years or so. Still riding bicycle but the streets are crap on riders. Fix the streets first then talk about bike lanes. Who would paint a bike lane on a street with potholes in it? What sane person would? Compton officials just might. IDK anymore.	3/13/2015 11:43 PM
44	E. Greenleaf Blvd between Long Beach Blvd and Atlantic Drive. Compton Blvd	3/12/2015 11:39 AM
45	n/a - see above	3/10/2015 11:41 PM
46	Within neighborhoods that are historically dangerous for certain demographics of citizens.	3/10/2015 3:54 PM
47	Compton blvd, Wilmington Ave north of Rosecrans.	3/5/2015 1:28 PM
48	These dim lit back and side streets!	2/28/2015 2:14 PM
49	Compton av	2/28/2015 10:25 AM
50	ATLANTIC AVE !	2/26/2015 5:45 PM
51	N/A	2/25/2015 9:37 PM
52	The same streets that are my favorite streets to bicycle, they all need facilities.	2/24/2015 7:49 PM
53	I seen cyclists on Alameda but it seems that they do not have any space or any signs indicating people about cyclists.	2/23/2015 7:36 PM
54	Alondra Blvd. and Long Beach Blvd. There is always a group of people drinking in public by the liquor store and doughnut shop. They are scary and have no shame.	2/21/2015 12:56 PM
55	everywhere but alameda between El segundo and alondra on the weekends only.	2/21/2015 12:01 PM
56	greenlead	2/21/2015 12:38 AM
57	Atlantic blvd.	2/19/2015 6:25 PM
58	Very congested areas like Santa Fe, long beach blvd, rose cranks, compton.	2/19/2015 12:10 PM
59	Alameda and Willowbrook Ave	2/18/2015 10:10 PM

Compton Bicycle Master Plan Survey

Q13 Do you have additional comments about riding a bicycle in Compton? Please be as specific as possible.

Answered: 56 Skipped: 50

#	Responses	Date
1	Pot holes make it difficult to be a regular bicycle rider i have personally have had to incidents in which i had to repair mu bicycle	4/14/2015 6:27 PM
2	1. Compton Blvd & Rosecrans Ave too congested with traffic and parked cars for safe bike riding 2. Require bike safety rules be followed ex: helmet, reflectors on pedels, vests etc. 3. Encourage bike use activities (fun) in city 4. No horseback riding on bike lanes on Compton Creek/LA River bike trails 5. Maintain weed free and clean Compton Creek 6. Have reflectors along creek fence trail - insure bicyclist safety 7. Enforce driving rules of the road (DMV) re: bike lanes 8. Consider Santa Fe Ave	4/14/2015 1:40 PM
3	Connect the two Compton Creek bike trails between Greenleaf and Santa Fe	4/9/2015 9:09 PM
4	too many dogs, too many cars.	4/9/2015 8:49 PM
5	Our main streets and neighborhood streets and alleys are in dire need of repaving and should be repaired before bike lanes are painted. Bicycling is a very good idea but safety first for the community we line in. Thank you	4/9/2015 4:55 PM
6	In Coppenhagen ,Denmark the whole city is so bicycle friendly practically everyone rides a bike ,it is very nice.	4/9/2015 11:29 AM
7	NO	4/7/2015 1:09 PM
8	No.	4/5/2015 2:56 PM
9	Bike lanes, better lightening, and better biking or walking trails will encourage more people to ride bikes.	4/4/2015 12:00 PM
10	It would be nice to see more bike parking spaces and more opportunities for utilizing green space along such places as the compton creek.	4/4/2015 1:02 AM
11	It's dangerous to ride bikes in Compton. Theft of bikes when left on bike racks. No real or safe bike lanes. No bike racks at key places like libraries or post office or regional stores/centers.	4/2/2015 8:04 AM
12	It is unsafe Compton is not ready for this yet	4/1/2015 9:38 PM
13	the streets are horrific to drive on even! The streets around the community college make the place look like a prison and not a center for higher education.	3/31/2015 9:49 PM
14	bicycle signs	3/30/2015 8:22 PM
15	I would like to see more bike parks and bike paths to ride safely.	3/29/2015 11:00 PM
16	plaease make sure that bike path are safe and scure	3/29/2015 12:00 AM
17	Would be good if all the parks in the city could be reached using bike lanes.	3/27/2015 8:57 PM
18	More light and more lines please	3/27/2015 7:00 PM
19	We need more outreach to people of color. Specifically the workers that commute and ride on the sidewalk. They don't know that it's illegal and unsafe. They also don't have lights most of the time and don't know the rules of the road. If Compton's outreach to this community is a traffic ticket then you have FAILED.	3/27/2015 5:22 PM
20	Long Beach, added cool bicycle racks in front parks, bus stops, stores and community centers. Maybe Compton could do that. Sometimes people go to the store and there is no place to leave your bike without being stolen. Lastly, the Compton Bike Plan should interjected with other bike routes of Willowbrook, Paramount, Long Beach and Carson. I want people saying lets go ride our bikes in Compton. They ride their bikes here and maybe eat and shop here too. More money for the local community and the city budget and maybe we could get more money to fix potholes, remove the blighted buildings, plant trees and add more city staff. If it happens good. But not getting my hopes up, like with other projects.	3/26/2015 9:58 PM
21	Not safe to ride a bicycle in Compton.	3/26/2015 9:42 PM

Compton Bicycle Master Plan Survey

22	Not interested in bike paths, need more youth activities.	3/26/2015 5:17 PM
23	poor lighting every where	3/25/2015 5:38 PM
24	No	3/25/2015 2:01 PM
25	Bicycle riding in Compton is important and necessary in rebranding the image of the city. However there are other considerations that need to be embraced potholes, and lighting, whether should also be bicylce safety courses as well...as well as some sort of incentive program to increase bicycle ridership.	3/25/2015 12:57 PM
26	None	3/25/2015 8:50 AM
27	It's not too safe. Lots of wreck less driving, prostitutes, bums, not enough bike lanes, no respect for bike lanes	3/24/2015 10:54 AM
28	Bicycle lanes should be added for the safety of those who use it as a means of transportation, people in Compton cannot afford to pay for a service such as this. The city can help better promote people riding bicycles by providing incentives such as cleaner streets, streets free of pot holes, and providing free bicycle safety classes.	3/24/2015 8:22 AM
29	unfortunately, like many projects or study they do not end up what the community wants but what the few people of Compton want. Hoping for the best but I know this will only mean only few signs in Compton and thats all. Lets be real.	3/20/2015 8:30 PM
30	Yes. A lot of the streets in the City, need more LIGHTS specially Central ave. And we need bike lanes	3/19/2015 6:58 PM
31	Yes. Promote bicycling by having more bicycle lanes available	3/19/2015 6:05 PM
32	Great idea, but not without scurity	3/19/2015 9:24 AM
33	It would be great to ride a bicycle to the train stations like Compton and Artesia station but safety is a concern. Many people use these stations for work but are worried about their personal safety when traveling to these stations. Bike lanes would help and encourage more people to be out in the street but there has to be something done about safety at the train stations as well. There is people who hang around the stations and create safety concerns.	3/18/2015 9:12 AM
34	Repave all streets!!!! Central Ave is horrible.	3/17/2015 4:31 PM
35	it may be nicer if the City was cleaner, there are many dirty cites and smells which are not enjoyable.	3/17/2015 11:16 AM
36	no	3/16/2015 7:09 AM
37	post signs and ticket bicycle violators and vehicle violators to educate the community about bicycle safety.	3/16/2015 1:00 AM
38	Repaving streets would help ease the wear and tear while riding through Compton. City wide	3/15/2015 8:26 PM
39	INSTED OF THINKING IN MAKING THIS CITY MORE INSEGURE CONTROL THE PEOPEL THAT IS DOING GRAFFITTI AND DAMAGING PRORIERTIES.	3/15/2015 10:14 AM
40	Police Patrol and Security and Safety	3/14/2015 1:53 AM
41	I hope this survey doesn't just end up in the circular file like all of our past hopes and dreams for a livable, bike friendly city. The unused side to the Alameda Corridor would be a great place to consider a major bike lane towards, DTLA and communities like Lynwood, Southgate and others along the corridor. Been dreaming of that since it occurred to me on a drive past the area. Something to put on the table. No one's mentioned it as far as I know. Our current bike paths along the Compton Creek still can't seem to get it together. Sometimes raggedy on the approach to Rosecrans from south of it. Starts near Centennial HS on El Segundo. I like the LA River Path a whole lot better. Compton started and it looks like they thought it was done. Just recently a local resident complained so much, crews finally cleaned it up and removed trees, brush and car parts and motor oil trash that people dump there because the city won't do one simple thing. Put pole type barriers at the gate on N Slater as it curves toward 136th Street, where dumpers just drive through the open gate which needs to be modified with the removable poles in the ground so that city workers can access for maintenance but dumpers can no longer drive through. Simple solution, but who's listening. Hopefully you can get that comment to the right ears. I've tried. They don't listen apparently. Maybe it's the sound of my voice, IDK. Just tired of seeing trash like what I saw and knowing that barriers are the right solution. Former Planning Commisioner (2006-2014) so I might know a little something about the city I live in. I speak for those who won't even know this survey even exists. I found it by accident because I wanted to check the website's design. I'm a bit a hacker/aspiring programmer living here. Yep, in Compton. Got lots of well read and intelligent people living here. In case you thought something else. Most do. No worries. Take care. Hope my comments help matters progress. We'll see, right?	3/13/2015 11:43 PM
42	Definitely need more places to secure a bicycle e.g the shopping centers, Supermarkets	3/12/2015 11:39 AM

Compton Bicycle Master Plan Survey

43	There's a distinct problem of gangs living in the area near Rosecrans that has resulted in quite a few late-night police events since we moved here; as such, I'd be very reluctant to bike along Rosecrans.	3/10/2015 11:41 PM
44	I don't currently bicycle, but if it were safer to travel along Long Beach, it would be a distinct option, as my workplace is within a short distance from my home and it would be a healthier and less expensive alternative to driving.	3/10/2015 11:39 PM
45	This is a long overdue survey. For too long, ideas, concepts and quality of living issues that improve life in Compton, have been overlooked, ignored and unappreciated. Being that Compton is such a small city, a Bicycle Master Plan makes perfect sense and I foresee it becoming a huge success as it relates to the overall quality of life for citizens. Congratulations to whomever thought of this and may God bless the endeavor with resounding success.	3/10/2015 3:54 PM
46	No	3/5/2015 1:28 PM
47	I'm a new resident and homeowner in the city of Compton. We moved from downtown Long Beach which is very well lit and bike friendly and as a family we would take bike rides around the city at minimum 3 nights a week. I would do the same in my new community but I don't feel as safe right now. The main streets are not well lit. The presence of officers is not that strong. I have seen amazing growth in the past 6 years and I look forward to the continuance in the coming years. I see it happen in Long Beach CA. And with the Amazing Mayor we have now I'm sure I will see it happen in my new city Compton Ca.	2/28/2015 2:14 PM
48	NO OTHER COMMENTS !	2/26/2015 5:45 PM
49	The bettering and providing small, local-owned bike shops and/or a Bike Rescue program (see Troy Bike Rescue program in Troy, New York) connecting the youth & community towards providing a free bike shop for the users.	2/25/2015 9:37 PM
50	Put bike lanes everywhere!	2/24/2015 7:49 PM
51	We need more signs and lights. We need a Bike Station in Compton.	2/23/2015 7:36 PM
52	Yes. We need more speed bumps in Residential streets, cars drive way to fast and use small streets as short cuts to bigger streets, but they still drive 40mph, example on Ward and Alondra, holy cow they fly down that block; someone is going to get killed. If I ride a bike on a supposed safer smaller street, and then a car come flying by, its scary.	2/21/2015 12:56 PM
53	cars have no respect for bicyclist or motor cyclist.	2/21/2015 12:01 PM
54	more designated bike lanes on majors streets would be great for regular cyclists like me.	2/19/2015 6:25 PM
55	The bike paths are very important to my family. If they would even make bike paths along green leaf, that would be an exercise partnership, that would be great.	2/19/2015 12:10 PM
56	It would be nice to have safe and well light bike trails for fun; as well, bike paths that connect Compton Station and other institutions in Compton.	2/18/2015 10:10 PM

Compton Bicycle Master Plan Survey

Q14 Where do you live? Please enter your city, street name and zip code (street address not required).

Answered: 86 Skipped: 20

Answer Choices	Responses	
City	100.00%	86
Street Name	84.88%	73
Zip Code	96.51%	83

#	City	Date
1	compton	4/14/2015 6:27 PM
2	Compton	4/14/2015 1:40 PM
3	Compton	4/13/2015 10:02 AM
4	Compton	4/12/2015 2:49 PM
5	Compton	4/9/2015 9:09 PM
6	compton	4/9/2015 8:50 PM
7	Compton	4/9/2015 4:55 PM
8	Compton	4/9/2015 11:30 AM
9	Compton	4/8/2015 2:11 PM
10	Long Beach	4/7/2015 6:49 PM
11	COMPTON	4/7/2015 1:09 PM
12	Los Angeles	4/5/2015 2:56 PM
13	compton	4/5/2015 2:34 PM
14	Compton	4/4/2015 12:00 PM
15	Compton	4/4/2015 1:02 AM
16	vista	4/3/2015 1:31 PM
17	Compton	4/3/2015 1:08 PM
18	Compton	4/2/2015 1:09 PM
19	Compton	4/2/2015 8:04 AM
20	Compton	4/1/2015 9:39 PM
21	CompTON	4/1/2015 4:44 PM
22	Long beach	3/31/2015 9:50 PM
23	compton	3/31/2015 5:28 PM
24	compton	3/30/2015 8:23 PM
25	Compton	3/29/2015 11:01 PM
26	compton	3/29/2015 12:01 AM
27	compton	3/28/2015 9:10 AM

Compton Bicycle Master Plan Survey

28	Compton	3/27/2015 8:57 PM
29	Long beach	3/27/2015 7:00 PM
30	North Long Beacch	3/27/2015 5:23 PM
31	Rosewood	3/26/2015 9:58 PM
32	Compton	3/26/2015 9:43 PM
33	Compton	3/26/2015 5:17 PM
34	compton	3/26/2015 4:06 PM
35	compon	3/25/2015 5:39 PM
36	Compton	3/25/2015 2:01 PM
37	Compton	3/25/2015 12:57 PM
38	Compton	3/25/2015 8:51 AM
39	Compton	3/24/2015 10:54 AM
40	Compton	3/24/2015 8:22 AM
41	COMPTON	3/23/2015 10:47 AM
42	Compton	3/22/2015 10:35 AM
43	Compton	3/20/2015 8:30 PM
44	COMPTON	3/20/2015 5:03 PM
45	Compton	3/19/2015 7:55 PM
46	Compton	3/19/2015 6:59 PM
47	Compton	3/19/2015 6:50 PM
48	Compton	3/19/2015 9:25 AM
49	compton	3/19/2015 7:54 AM
50	Compton	3/18/2015 9:12 AM
51	Compton	3/17/2015 4:31 PM
52	compton	3/17/2015 11:16 AM
53	compton	3/16/2015 3:50 PM
54	Los Angeles	3/16/2015 8:36 AM
55	compton	3/16/2015 7:09 AM
56	Los Angeles	3/16/2015 6:43 AM
57	Los Angeles	3/16/2015 6:31 AM
58	Compton	3/16/2015 1:00 AM
59	Athens Village	3/15/2015 8:27 PM
60	COMPTON	3/15/2015 10:16 AM
61	Compton	3/14/2015 1:54 AM
62	Compton	3/13/2015 11:43 PM
63	Compton	3/12/2015 11:39 AM
64	90301	3/11/2015 10:02 AM
65	Compton	3/10/2015 11:41 PM

Compton Bicycle Master Plan Survey

66	Compton	3/10/2015 11:39 PM
67	Compton	3/10/2015 3:55 PM
68	compton	3/10/2015 10:01 AM
69	Compton	3/6/2015 4:06 PM
70	compton	3/5/2015 1:30 PM
71	compton	3/3/2015 10:32 AM
72	Compton	2/28/2015 2:59 PM
73	Compton	2/28/2015 2:15 PM
74	inglewood	2/28/2015 10:26 AM
75	INGLEWOOD	2/26/2015 5:46 PM
76	Compton	2/25/2015 9:37 PM
77	Compton	2/24/2015 7:49 PM
78	Compton	2/23/2015 9:49 AM
79	Compton	2/21/2015 12:57 PM
80	Compton	2/21/2015 12:02 PM
81	compton	2/21/2015 12:39 AM
82	compton	2/20/2015 11:47 AM
83	compton	2/20/2015 1:35 AM
84	Compton	2/19/2015 6:26 PM
85	Compton	2/19/2015 12:10 PM
86	Compton	2/18/2015 10:11 PM
#	Street Name	Date
1	156th st	4/14/2015 6:27 PM
2	Center Ave	4/14/2015 1:40 PM
3	Lucien	4/13/2015 10:02 AM
4	Matthisen Circle	4/12/2015 2:49 PM
5	Almond St.	4/9/2015 9:09 PM
6	cedar	4/9/2015 8:50 PM
7	Central Blvd.	4/9/2015 4:55 PM
8	Exmoor ave.	4/9/2015 11:30 AM
9	137th st	4/8/2015 2:11 PM
10	68th street	4/7/2015 6:49 PM
11	ELM	4/7/2015 1:09 PM
12	Wellington Road	4/5/2015 2:56 PM
13	Mona	4/5/2015 2:34 PM
14	138th street	4/4/2015 12:00 PM
15	Dwight Ave	4/4/2015 1:02 AM
16	audrey Pl	4/3/2015 1:31 PM

Compton Bicycle Master Plan Survey

17	Hillford Ave	4/3/2015 1:08 PM
18	Pearl	4/2/2015 1:09 PM
19	Tichenor St.	4/2/2015 8:04 AM
20	rose	4/1/2015 9:39 PM
21	Raymond	4/1/2015 4:44 PM
22	adams	3/31/2015 9:50 PM
23	willowbrook	3/31/2015 5:28 PM
24	willow ave	3/30/2015 8:23 PM
25	500 North Willowbrook ave	3/29/2015 11:01 PM
26	slater	3/29/2015 12:01 AM
27	139th	3/28/2015 9:10 AM
28	Stockton ave	3/27/2015 8:57 PM
29	Spring Ave	3/26/2015 9:43 PM
30	Spring Ave	3/26/2015 4:06 PM
31	perar ave	3/25/2015 5:39 PM
32	West Arbutus Street	3/25/2015 12:57 PM
33	White Ave.	3/25/2015 8:51 AM
34	Thorson	3/24/2015 10:54 AM
35	Bradfield	3/24/2015 8:22 AM
36	TICHENOR	3/23/2015 10:47 AM
37	Stockton St.	3/22/2015 10:35 AM
38	W. Brazil	3/19/2015 7:55 PM
39	Dwight	3/19/2015 6:59 PM
40	942 W School St	3/19/2015 6:50 PM
41	Tartar lane	3/19/2015 9:25 AM
42	Bennett	3/19/2015 7:54 AM
43	Nestor Ave.	3/17/2015 4:31 PM
44	Thorson Ave	3/17/2015 11:16 AM
45	santa fe ave	3/16/2015 3:50 PM
46	Normal	3/16/2015 8:36 AM
47	palmer	3/16/2015 7:09 AM
48	Burnside Ave	3/16/2015 6:43 AM
49	Holmes Ave	3/16/2015 6:31 AM
50	Racquet club Dr	3/16/2015 1:00 AM
51	121st Place	3/15/2015 8:27 PM
52	INDIGO ST	3/15/2015 10:16 AM
53	Paulsen Circle	3/14/2015 1:54 AM
54	Stockwell	3/13/2015 11:43 PM

Compton Bicycle Master Plan Survey

55	Washington Avenue	3/12/2015 11:39 AM
56	Pearl Ave.	3/10/2015 11:41 PM
57	Pearl Ave	3/10/2015 11:39 PM
58	kemp	3/10/2015 10:01 AM
59	laurel st	3/6/2015 4:06 PM
60	myrrh	3/5/2015 1:30 PM
61	greenleaf	3/3/2015 10:32 AM
62	Mayo	2/28/2015 2:59 PM
63	Willowbrook	2/28/2015 2:15 PM
64	queen st	2/28/2015 10:26 AM
65	Acacia Ave	2/25/2015 9:37 PM
66	Oris	2/24/2015 7:49 PM
67	Arbutus	2/23/2015 9:49 AM
68	Ward	2/21/2015 12:57 PM
69	S. Poinsettia Ave	2/21/2015 12:02 PM
70	mayo	2/21/2015 12:39 AM
71	spruce	2/20/2015 11:47 AM
72	Myrrh st	2/19/2015 6:26 PM
73	Pine street	2/19/2015 12:10 PM
#	Zip Code	Date
1	90220	4/14/2015 6:27 PM
2	90220	4/14/2015 1:40 PM
3	90222	4/13/2015 10:02 AM
4	90220	4/12/2015 2:49 PM
5	90220	4/9/2015 9:09 PM
6	90220	4/9/2015 8:50 PM
7	90220	4/9/2015 4:55 PM
8	90220	4/9/2015 11:30 AM
9	90222	4/8/2015 2:11 PM
10	90805	4/7/2015 6:49 PM
11	90221	4/7/2015 1:09 PM
12	90008	4/5/2015 2:56 PM
13	90222	4/5/2015 2:34 PM
14	90222	4/4/2015 12:00 PM
15	90220	4/4/2015 1:02 AM
16	92084	4/3/2015 1:31 PM
17	90220	4/3/2015 1:08 PM
18	90221	4/2/2015 1:09 PM

Compton Bicycle Master Plan Survey

19	90220	4/2/2015 8:04 AM
20	90221	4/1/2015 9:39 PM
21	90220	4/1/2015 4:44 PM
22	90805	3/31/2015 9:50 PM
23	90220	3/31/2015 5:28 PM
24	90221	3/30/2015 8:23 PM
25	90220	3/29/2015 11:01 PM
26	99222	3/29/2015 12:01 AM
27	90222	3/28/2015 9:10 AM
28	90221	3/27/2015 8:57 PM
29	90802	3/27/2015 7:00 PM
30	90222	3/26/2015 9:58 PM
31	90221	3/26/2015 9:43 PM
32	90221	3/26/2015 5:17 PM
33	90221	3/26/2015 4:06 PM
34	90221	3/25/2015 5:39 PM
35	90220	3/25/2015 12:57 PM
36	90221	3/25/2015 8:51 AM
37	90221	3/24/2015 10:54 AM
38	90221	3/24/2015 8:22 AM
39	90220	3/23/2015 10:47 AM
40	90221	3/22/2015 10:35 AM
41	90222	3/20/2015 8:30 PM
42	90221	3/20/2015 5:03 PM
43	90220	3/19/2015 7:55 PM
44	90220	3/19/2015 6:59 PM
45	90220	3/19/2015 6:50 PM
46	90221	3/19/2015 9:25 AM
47	90221	3/19/2015 7:54 AM
48	90220	3/18/2015 9:12 AM
49	90220	3/17/2015 4:31 PM
50	90222	3/17/2015 11:16 AM
51	90221	3/16/2015 3:50 PM
52	90029	3/16/2015 8:36 AM
53	90221	3/16/2015 7:09 AM
54	90036	3/16/2015 6:43 AM
55	90007	3/16/2015 6:31 AM
56	90220	3/16/2015 1:00 AM

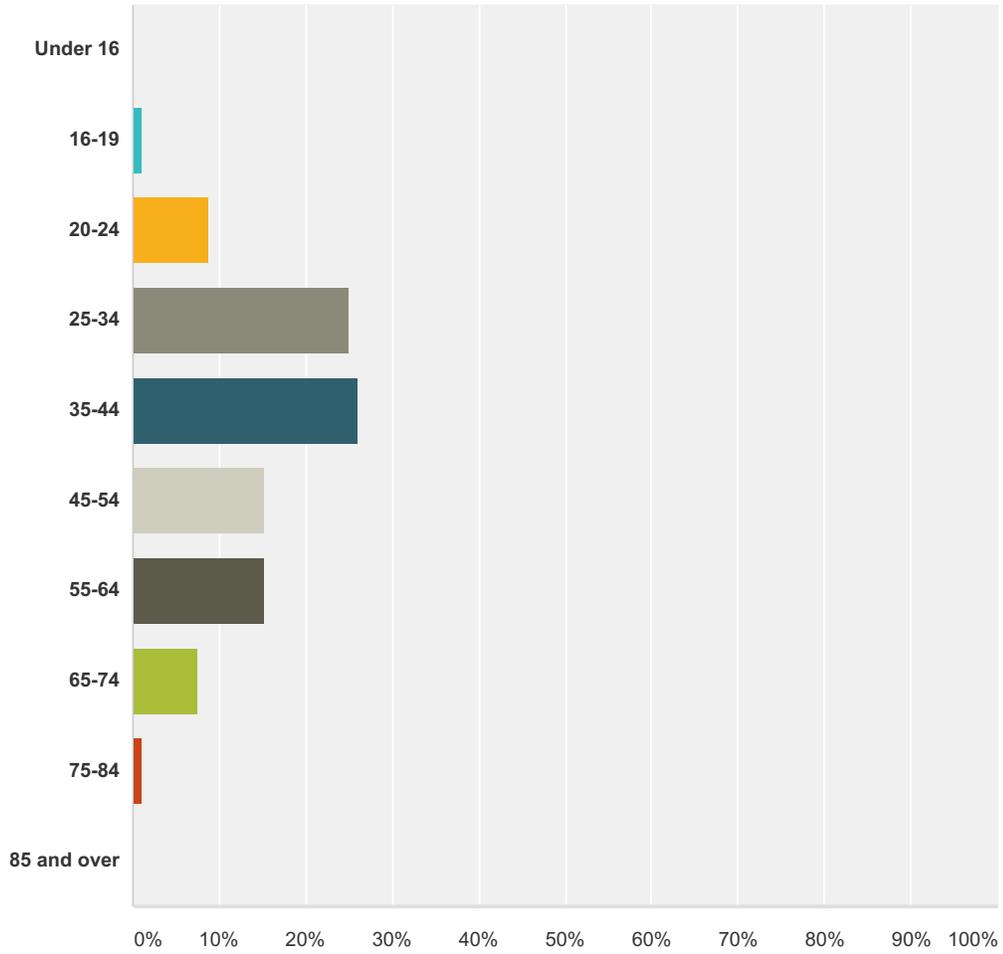
Compton Bicycle Master Plan Survey

57	90061	3/15/2015 8:27 PM
58	90220	3/15/2015 10:16 AM
59	90220	3/14/2015 1:54 AM
60	90222	3/13/2015 11:43 PM
61	90221	3/12/2015 11:39 AM
62	90221	3/10/2015 11:41 PM
63	90221	3/10/2015 11:39 PM
64	90221, 90221	3/10/2015 3:55 PM
65	90220	3/10/2015 10:01 AM
66	90220	3/6/2015 4:06 PM
67	90220	3/5/2015 1:30 PM
68	90221	3/3/2015 10:32 AM
69	90221	2/28/2015 2:59 PM
70	90220	2/28/2015 2:15 PM
71	90301	2/28/2015 10:26 AM
72	90301	2/26/2015 5:46 PM
73	90220	2/25/2015 9:37 PM
74	90222	2/24/2015 7:49 PM
75	90220	2/23/2015 9:49 AM
76	90221	2/21/2015 12:57 PM
77	90221	2/21/2015 12:02 PM
78	90221	2/21/2015 12:39 AM
79	90220	2/20/2015 11:47 AM
80	90220	2/20/2015 1:35 AM
81	90221	2/19/2015 6:26 PM
82	90221	2/19/2015 12:10 PM
83	90222	2/18/2015 10:11 PM

Compton Bicycle Master Plan Survey

Q15 What age group are you in?

Answered: 92 Skipped: 14



Answer Choices

Responses

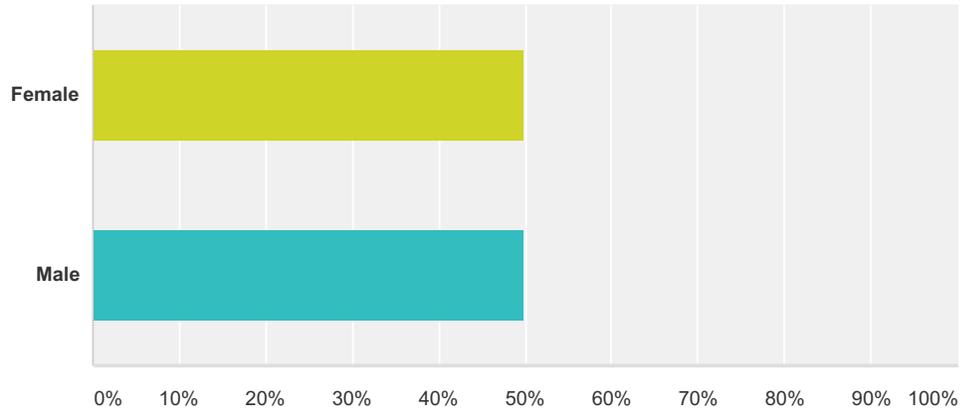
Under 16	0.00%	0
16-19	1.09%	1
20-24	8.70%	8
25-34	25.00%	23
35-44	26.09%	24
45-54	15.22%	14
55-64	15.22%	14
65-74	7.61%	7
75-84	1.09%	1
85 and over	0.00%	0

Total **92**

Compton Bicycle Master Plan Survey

Q16 What is your gender?

Answered: 92 Skipped: 14



Answer Choices

Responses

Female
Male

50.00%
50.00%

46
46

Total

92

Compton Bicycle Master Plan Final Survey

Q1 Are there any streets, destinations or neighborhoods that should have a recommended bikeway (but do not)?

Answered: 18 Skipped: 6

#	Responses	Date
1	Willowbrook Ave needs bike lanes.	5/12/2015 8:58 PM
2	Willowbrook Ave, no more heave rail. We need a bikeway.	5/8/2015 7:40 PM
3	Alameda St., Gateway Towne Center, Compton Towne Shopping Center, Alondra Blvd, Atlantic Ave.	5/8/2015 4:55 PM
4	YES	5/6/2015 9:07 PM
5	At the very least Compton blvd	5/4/2015 9:30 PM
6	WILMINGTON ROSECRANS	5/4/2015 6:01 PM
7	130th St it's destination is to the bike path.	5/3/2015 9:29 PM
8	I don't see any.	5/3/2015 3:36 PM
9	No	5/3/2015 3:21 PM
10	rosecrans blvd from central ave to the 605 freeway	5/3/2015 12:59 PM
11	a protected path down Alondra Blvd would be ideal.	5/2/2015 4:50 PM
12	carline in the city of lynwood	5/2/2015 3:27 PM
13	Yes	5/2/2015 2:15 PM
14	Central and Wilmington ave	5/2/2015 10:22 AM
15	not at this time	5/2/2015 9:42 AM
16	Acacia or any residential streets nearby compton high or any middle or high school that has a residential street which the students may use to go home or catch other safer bikeways.	5/1/2015 10:49 AM
17	Alondra	4/30/2015 6:45 PM
18	Compton Blvd. Starting at Central Ave. all the way to Compton train station	4/30/2015 1:47 PM

Compton Bicycle Master Plan Final Survey

Q2 Are there any streets, destinations or neighborhoods with recommended bikeways that are not appropriate for bicycle travel?

Answered: 15 Skipped: 9

#	Responses	Date
1	N/A	5/12/2015 8:58 PM
2	NO	5/6/2015 9:07 PM
3	no	5/4/2015 9:30 PM
4	No	5/4/2015 6:01 PM
5	unknown	5/3/2015 9:29 PM
6	Not that I can think of.	5/3/2015 3:36 PM
7	No	5/3/2015 3:21 PM
8	from el segundo blvd to compton blvd along the compton creek bike pathway, needs a little clean up.	5/3/2015 12:59 PM
9	I'd say anything over 4 lanes is too dangerous to have an unprotected path	5/2/2015 4:50 PM
10	No	5/2/2015 3:27 PM
11	Yes	5/2/2015 2:15 PM
12	N/a	5/2/2015 10:22 AM
13	no.	5/2/2015 9:42 AM
14	no, the more streets the more safer and healthier compton.	5/1/2015 10:49 AM
15	Greanleaf	4/30/2015 6:45 PM

Compton Bicycle Master Plan Final Survey

Q3 Do you prefer a different bikeway type (bike lanes, shared-use path, etc.) over what is shown on the map? If so, where?

Answered: 17 Skipped: 7

#	Responses	Date
1	I just saw that some cities are adding nice dividers to keep cyclist safe. So I will say bike lanes and shared-use paths	5/12/2015 8:58 PM
2	The bikeway traveling East on Pine St turns North on Short St then East on Orchard St to cross Long Beach Blvd where there are NO traffic signals. Short St is more narrow than Pine and Orchard is extra narrow which seems to be more dangerous than simply continuing E on Pine to Long Beach Blvd where there are traffic signals. Going nonstop to Long Beach Blvd seems more "natural" in a logical sense of travel. Please check out the possible problem.	5/10/2015 12:54 AM
3	I would like to see a bike paths, like the picture on Little Alameda for recreation uses. Shared use path near transportation hubs and businesses hubs.	5/8/2015 7:40 PM
4	safe bike lanes	5/8/2015 4:55 PM
5	NO	5/6/2015 9:07 PM
6	no	5/4/2015 9:30 PM
7	Paths that lead to the parks in Compton as well as Magic Johnson park. Perhaps have them connect to other city bike lanes.	5/4/2015 6:01 PM
8	no	5/3/2015 9:29 PM
9	Bike lanes only is my preference.	5/3/2015 3:36 PM
10	No	5/3/2015 3:21 PM
11	from rosecrans to the 91 freeway on wilmington ave.	5/3/2015 12:59 PM
12	protected paths down streets are ideal	5/2/2015 4:50 PM
13	No	5/2/2015 3:27 PM
14	All over it is say	5/2/2015 2:15 PM
15	The one map is fine	5/2/2015 10:22 AM
16	no	5/2/2015 9:42 AM
17	its ok.	5/1/2015 10:49 AM

Compton Bicycle Master Plan Final Survey

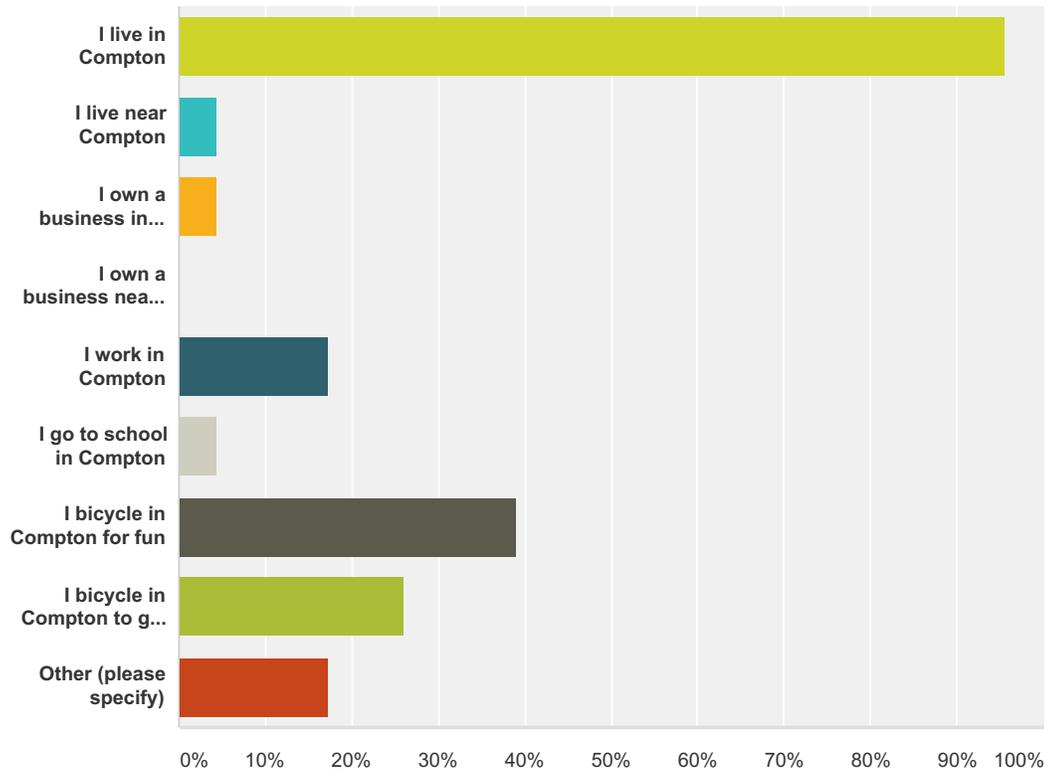
Q4 Which recommended bicycle facilities would you like to see constructed first?

Answered: 16 Skipped: 8

#	Responses	Date
1	I believe that the first to be constructed should be the bike routes that are currently built and most used. For example, the Compton Creek Bike Path and Alondra, Greenleaf and Central the most used bike routes in Compton an already have bike lanes. Improve this facilities to promote the second parts. If people see that those bike lanes have been improved and are nice like other nearby cities, are well maintained and safe that will start a reputation that biking in Compton is safe and beautiful and they will utilize the future bike routes. Once again, just like other Master Plans (Compton Blvd Master Plan, Compton Creek Master Plan, Alondra Regional Park Master Plan, Tree planting master plan, etc), that are on Pending status for years, I do not want to get my hopes up with this one either which is really good for the community: safety, community ddevelopment, environment and a tool to fight obesity and diabetes.	5/12/2015 8:58 PM
2	Bike Paths for recreation used, Compton Creek, Alameda, LA River.	5/8/2015 7:40 PM
3	bike lanes on major streets	5/8/2015 4:55 PM
4	NEAR MAJOR STREETS	5/6/2015 9:07 PM
5	The Compton Blvd portion please. It's the only way to get to the metro station and local shops from my home on 151st Street.	5/4/2015 9:30 PM
6	Class IV protected bike lanes	5/4/2015 6:01 PM
7	class 1 shared use path	5/3/2015 9:29 PM
8	I have no preference.	5/3/2015 3:36 PM
9	Bicycle Route	5/3/2015 3:21 PM
10	compton blvd to the los angeles river trail	5/3/2015 12:59 PM
11	the ones that connect the most people to the LA River path.	5/2/2015 4:50 PM
12	Bicycle lane 3	5/2/2015 3:27 PM
13	Yes	5/2/2015 2:15 PM
14	Bike route	5/2/2015 10:22 AM
15	long as complete	5/2/2015 9:42 AM
16	near schools and anywhere with a lot of street traffic and foot traffic.	5/1/2015 10:49 AM

Q5 Please describe your connection to the City of Compton (check all that apply).

Answered: 23 Skipped: 1



Answer Choices	Responses
I live in Compton	95.65% 22
I live near Compton	4.35% 1
I own a business in Compton	4.35% 1
I own a business near Compton	0.00% 0
I work in Compton	17.39% 4
I go to school in Compton	4.35% 1
I bicycle in Compton for fun	39.13% 9
I bicycle in Compton to get around	26.09% 6
Other (please specify)	17.39% 4
Total Respondents: 23	

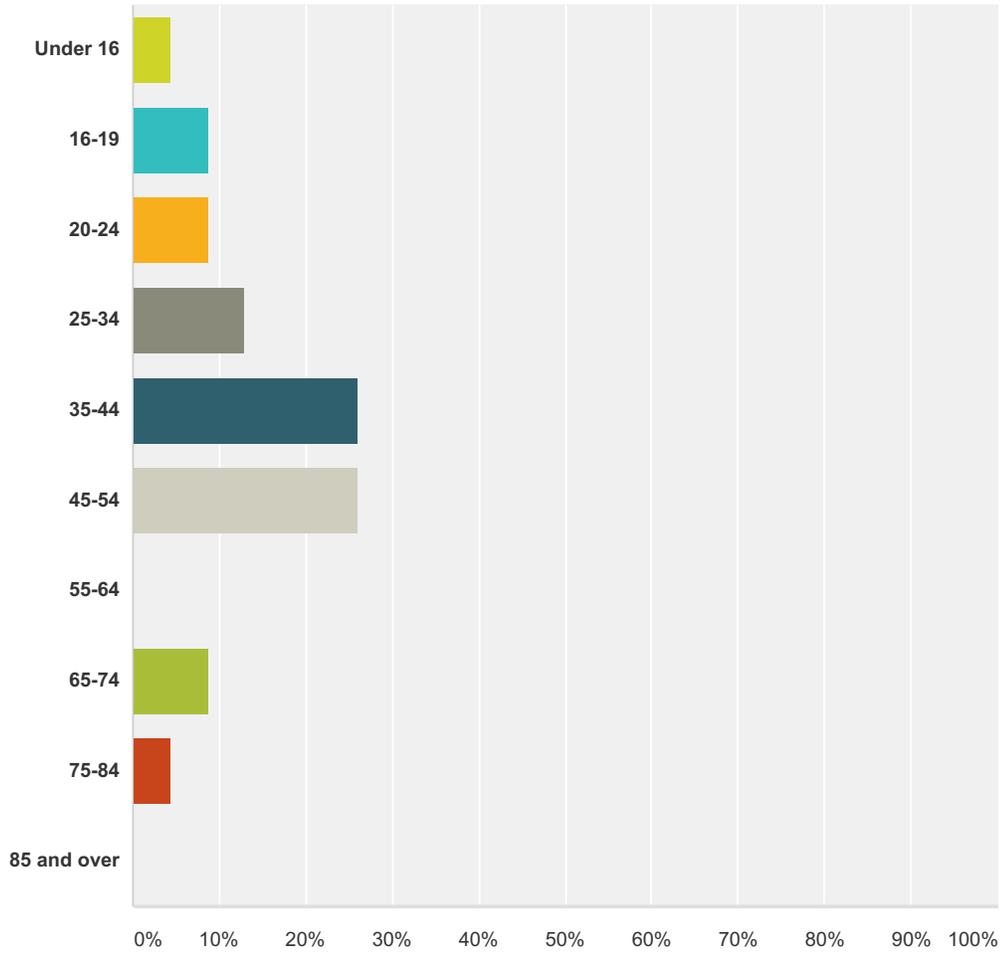
#	Other (please specify)	Date
1	I want to invest in Compton and want to help attract back the young educated Compton residents that are moving to downtown LA or LB after they graduate from college because of lack of quality of housing, entertainment, safety and quality of life issues.	5/12/2015 9:02 PM

Compton Bicycle Master Plan Final Survey

2	My entire family ride for fun an excercise.	5/4/2015 6:04 PM
3	I bike to work from Compton to Torrance twice a week.	5/3/2015 3:36 PM
4	have family members and friends that bicycle for transportation, recreation, and fun.	5/3/2015 1:02 PM

Q6 What age group are you in?

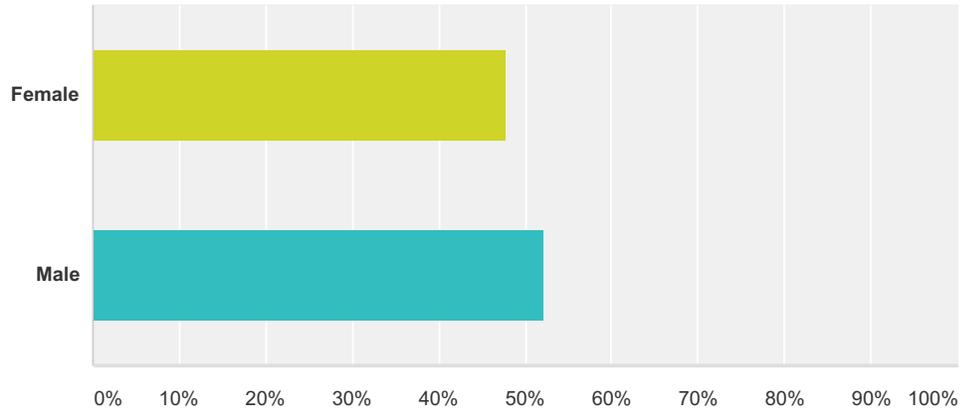
Answered: 23 Skipped: 1



Answer Choices	Responses
Under 16	4.35% 1
16-19	8.70% 2
20-24	8.70% 2
25-34	13.04% 3
35-44	26.09% 6
45-54	26.09% 6
55-64	0.00% 0
65-74	8.70% 2
75-84	4.35% 1
85 and over	0.00% 0
Total	23

Q7 What is your gender?

Answered: 23 Skipped: 1



Answer Choices	Responses
Female	47.83% 11
Male	52.17% 12
Total	23

Appendix D: Plan Adoption

Planning Commission and City Council resolutions attached.

RESOLUTION NO. 3954

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY
OF COMPTON RECOMMENDING TO THE CITY COUNCIL TO
ADOPT THE CITY OF COMPTON BICYCLE MASTER PLAN 2015

WHEREAS, the City of Compton Bicycle Master Plan 2015 was developed to be consistent with regional and state requirements in addition to Compton’s General Plan; and

WHEREAS, the Bicycle Master Plan will promote bicycling as a viable, safe, and healthy means of transportation and recreation; and

WHEREAS, the Bicycle Master Plan will be consistent with state and local goals to implement “Complete Streets” in accordance with *AB 1358 - California Complete Streets Act of 2008* – where, Complete Streets includes all efforts to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, people bicycling, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the suburban or urban context of the general plan;” and

WHEREAS, the Bicycle Master Plan will encourage decreased motor vehicle use which will assist in meeting environmental goals for reduced green-house gas (GHG) emissions thereby improving compliance with state goals in accordance with: *SB 375 - Sustainable Communities and Climate Protection Act of 2008* – supporting the State of California’s climate action goals to reduce GHG emissions through coordinated transportation and land use planning with the goal of fostering more sustainable communities; and *AB 32 - Global Warming Solutions Act of 2006* – which sets the 2020 greenhouse gas emissions reduction goal into state law; and

WHEREAS, the Bicycle Master Plan includes goals, needs analysis, and recommendations to guide implementation of bikeway improvements and programs in the city; and

WHEREAS, the Bicycle Master Plan includes a proposed bikeway network map identifying new bikeway facilities and has carefully considered improving important connections to transit facilities, schools, key destinations, and other regional and adjacent jurisdictions’ existing and planned bikeways; and

WHEREAS, the Bicycle Master Plan includes a bicycle improvement project list, cost estimates of the improvements, and a list of potential funding sources; and

WHEREAS, the City intends to utilize the Bicycle Master Plan for future planning and programming of additional bicycle facilities, active transportation planning, traffic calming measures, safe routes to school improvements, transit oriented development, and other amenities; and

WHEREAS, Staff and the consultant, Alta Planning & Design, have done a variety of public outreach efforts to the community and bicycling advocates/stakeholders through direct contact, online surveys, flyers, press releases, mailer in the city water bill, and direct distribution to all households and businesses for the Planning Commission workshop held on April 8, 2015 and the draft master plan review on at the Planning Commission meeting on May 13, 2015; and

WHEREAS, the Bicycle Master Plan will serve as a very important tool to guide the city’s long term Capital Improvement Program and to make the city more eligible and competitive for the many different grant funding sources available for such improvements; and

WHEREAS, this action is not subject to the California Environmental Quality Act pursuant to Section 15060 (c)(2) (the activity will not result in a direct or reasonable foreseeable indirect physical change in the environment) and 15060 (c)(3) (the activity is not a project as defined in Section 15378) of the CEQA Guidelines, California Code of Regulations, Title 14,

Chapter 3, because it has no potential for resulting in physical change to the environment, directly or indirectly. The Bicycle Master Plan is a policy guide where any implementation will require separate project review and design. Separate environmental reviews will be completed as required as part of the various projects and programs identified within the Bicycle Master Plan that may get implemented as funding becomes available.

NOW, THEREFORE, BE IT RESOLVED THAT THE PLANNING COMMISSION OF THE CITY OF COMPTON HEREBY RECOMMENDS TO THE CITY COUNCIL TO ADOPT THE CITY OF COMPTON BICYCLE MASTER PLAN 2015.

APPROVED this 27th day of May, 2015.



JUANITA GREEN-WRIGHT, CHAIRPERSON
PLANNING COMMISSION



STEVEN MASURA, DIRECTOR
COMMUNITY DEVELOPMENT DEPARTMENT

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON
ADOPTING THE CITY OF COMPTON BICYCLE MASTER PLAN 2015**

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WHEREAS, the City of Compton Bicycle Master Plan 2015 was developed to be consistent with regional and state requirements in addition to Compton's General Plan; and

WHEREAS, the Bicycle Master Plan will promote bicycling as a viable, safe, and healthy means of transportation and recreation; and

WHEREAS, the Bicycle Master Plan will be consistent with state and local goals to implement "Complete Streets" in accordance with AB 1358 - *California Complete Streets Act of 2008* – where, Complete Streets includes all efforts to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, people bicycling, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the suburban or urban context of the general plan; and

WHEREAS, the Bicycle Master Plan will encourage decreased motor vehicle use which will assist in meeting environmental goals for reduced green-house gas (GHG) emissions thereby improving compliance with state goals in accordance with: SB 375 - *Sustainable Communities and Climate Protection Act of 2008* – supporting the State of California's climate action goals to reduce GHG emissions through coordinated transportation and land use planning with the goal of fostering more sustainable communities; and AB 32 - *Global Warming Solutions Act of 2006* – which sets the 2020 greenhouse gas emissions reduction goal into state law; and

WHEREAS, the Bicycle Master Plan includes goals, needs analysis, and recommendations to guide implementation of bikeway improvements and programs in the City; and

WHEREAS, the Bicycle Master Plan includes a proposed bikeway network map identifying new bikeway facilities and has carefully considered improving important connections to transit facilities, schools, key destinations, and other regional and adjacent jurisdictions' existing and planned bikeways; and

WHEREAS, the Bicycle Master Plan includes a bicycle improvement project list, cost estimates of the improvements, and a list of potential funding sources; and

WHEREAS, the City intends to utilize the Bicycle Master Plan for future planning and programming of additional bicycle facilities, active transportation planning, traffic calming measures, safe routes to school improvements, transit oriented development, and other amenities; and

WHEREAS, staff and consultant, Alta Planning & Design, have done a variety of public outreach efforts to the community and bicycling advocates/stakeholders through direct contact, online surveys, flyers, press releases, mailer in the City water bill, and direct distribution to all households and businesses for the Planning Commission workshop held on April 8, 2015 and the draft master plan review on at the Planning Commission meeting on May 13, 2015; and

WHEREAS, at the May 27, 2015, meeting, the City of Compton Planning Commission approved Resolution No. 3,954, which recommended that the City Council adopt the City of Compton Bicycle Master Plan 2015; and

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WHEREAS, the Bicycle Master Plan will serve as a very important tool to guide the city's long term Capital Improvement Program and to make the City more eligible and competitive for the many different grant funding sources available for such improvements; and

WHEREAS, this action is not subject to the California Environmental Quality Act pursuant to Section 15060 (c)(2) (the activity will not result in a direct or reasonable foreseeable indirect physical change in the environment) and 15060 (c)(3) (the activity is not a project as defined in Section 15378) of the CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3, because it has no potential for resulting in physical change to the environment, directly or indirectly. The Bicycle Master Plan is a policy guide where any implementation will require separate project review and design. Separate environmental reviews will be completed as required as part of the various projects and programs identified within the Bicycle Master Plan that may get implemented as funding becomes available.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COMPTON DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. That the City of Compton Bicycle Master Plan of 2015, which is attached hereto and incorporated herein by this reference, is hereby adopted.

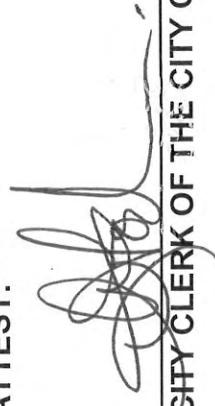
Section 2. That copies of this Resolution shall be filed in the Offices of the City Clerk, City Manager, City Attorney, the Successor Agency and the Planning and Economic Development Departments.

Section 3. That the Mayor shall sign and the City Clerk shall attest to the adoption of this Resolution.

ADOPTED this 16th day of June, 2015.


MAYOR OF THE CITY OF COMPTON

ATTEST:


CITY CLERK OF THE CITY OF COMPTON

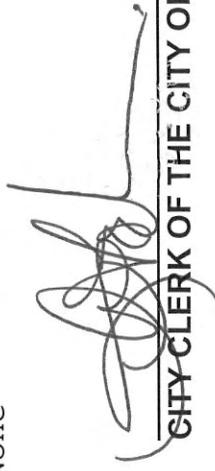
STATE OF CALIFORNIA
COUNTY OF LOS ANGELES
CITY OF COMPTON: ss

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I, Alita Godwin, City Clerk of the City of Compton, hereby certify that the foregoing Resolution was adopted by the City Council of the City of Compton, signed by the Mayor and attested by the City Clerk at a regular meeting thereof held on this 16th day of June, 2015.

That said Resolution was adopted by the following vote, to wit:

AYES: COUNCIL MEMBERS-- Zurita, Galvan, Arceneaux, Jones, Brown
NOES: COUNCIL MEMBERS-- None.
ABSENT: COUNCIL MEMBERS-- None
ABSTAIN: COUNCIL MEMBERS-- None


CITY CLERK OF THE CITY OF COMPTON