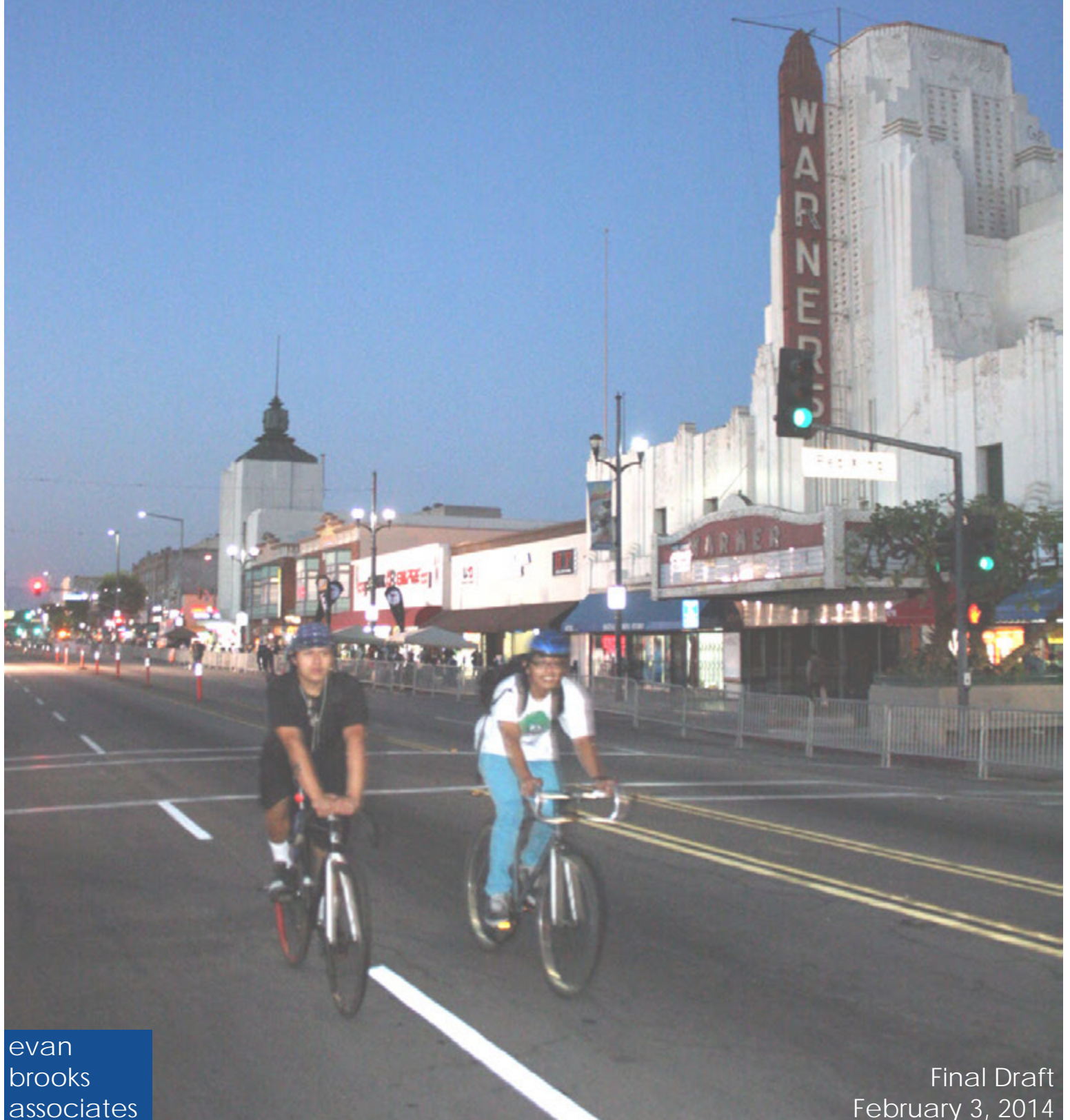


# CITY OF HUNTINGTON PARK

## BICYCLE TRANSPORTATION MASTER PLAN



# CITY OF HUNTINGTON PARK BICYCLE MASTER PLAN

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# 1.0 INTRODUCTION

## 1.1 Plan Purpose

This plan's purpose is to implement the provisions of the State of California's Bicycle Transportation Account program as stipulated in the Streets and Highways Code (SHC) Section 890-894.2 – California Bicycle Transportation Act (BTA). The BTA's purpose is to establish a bicycle transportation system that is designed and developed to achieve the functional commuting needs of the employee, student, business person, and shopper as the foremost consideration in route selection, to have the physical safety of the bicyclist and bicyclist's property as a major planning component, and have the capacity to accommodate bicyclists of all ages and skills.

This Bicycle Master Plan has been prepared to identify a shared vision, supported by strategies and actions, for improving conditions for bicycling for all user groups and abilities within the City of Huntington Park. The Plan recommends policies and strategies designed to increase the level of bicycle ridership within the city and the frequency and distance of bicycle trips. It provides a direction for expanding the city's existing bicycle network by closing and connecting gaps, and ensuring improved local and regional connectivity. The Plan provides information and recommendations for bicycle encouragement, enforcement, education, and evaluation programs (Four E's), as well as recommendations and design guidelines for both bicycle and bicycle-support facilities.

## 1.2 Bicycle Transportation Account Compliance

The City's preparation and adoption of this plan, along with Metro and Caltrans' review and approval, will qualify the City to receive funding through the BTA program for projects and programs that improve safety for bicycle commuters and increase bicycle travel within Huntington Park. The plan complies with the BTA requirements stipulated in SHC § 89.1.2. Table 1.1 shows the location of these required components within the plan.

**Table 1.1 Bicycle Transportation Account Requirements Checklist**

Requirement	Page	Approved
a. Establish the number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from the plan's implementation.	45	
b. A map and description of existing and proposed land use and settlement patterns which shall include, but are not limited to, location of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers.	18	
c. A map and description of existing and proposed bikeways.	41	
d. A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but are not limited to parking at schools, shopping centers, public buildings, and major employment centers.	44	
e. A map and description of existing and proposed bicycle transportation and parking facilities for connections with and use of other transportation modes. These shall include, but are not limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park-and-ride lots, and provisions for transporting bicycles on transit or rail vehicles, or ferry vessels.	44	
f. A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but are not limited to, lockers, restrooms, and shower facilities located near bicycle parking facilities.	44	
g. A description of bicycle education and safety programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.	65	
h. A description of the extent of citizen and community involvement in the development of the plan, including, but not limited to, letters of support.	33	
i. A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting.	7	
j. A description of the projects proposed in the plan and a listing of their priorities for implementation.	60	
k. A description of past expenditures for bicycle facilities and future financial needs for projects that safety and convenience for bicycle commuters in the plan area.	57	

## 2.0 PLAN GOALS AND POLICIES

The Bicycle Master Plan's implementation will be guided by the following goals. These samples goals and policies are based on the Los Angeles County Bicycle Master Plan goals.

### Overall Goal

Increase bicycling within the City of Huntington Park as a viable alternative to automobile travel through the coordinated planning and implementation of policies, programs, and infrastructure that support and facilitate bicycle travel for all user groups.

### Goal 1 – Bicycle System

***Implement an expanded system of interconnected bikeways and bicycle support facilities.***

**Objective 1.1 Construct bikeways proposed in the 2014 Huntington Park Bicycle Master Plan over the next ten years**

- Policies**
- Propose bikeways that connect to transit stations, commercial centers, schools, libraries, cultural centers, parks, and other important activity centers and promote bicycling to these destinations.
  - Coordinate with neighboring cities and the County of Los Angeles to implement bicycle facilities that promote multijurisdictional connectivity.
  - Implement bicycle facilities proposed in this plan when reconstructing or widening existing streets.
  - Implement bicycle facilities proposed in this plan when completing road rehabilitation or street preservation projects, if the proposed bicycle facility can be added without the reducing vehicular lanes or on-street parking.

**Objective 1.2 Modify the city's Municipal Code and policies that encourage additional bicycle facilities.**

**Objective 1.3 Coordinate with developers to provide bicycle facilities that link to key destinations and encourage increased bicycling.**

- Policies**
- Require the implementation of bike lanes and bicycle support facilities along key corridors.
  - Require bicycle parking at key locations such as employment centers, parks, transit facilities, schools, and retail centers.

**Objective 1.4 Support the development of bicycle facilities that encourage new riders.**

- Policies**
- Support efforts to implement the city's Complete Streets policy that accounts for the needs of bicyclists, pedestrians, disabled persons, the elderly, and transit riders.
  - Provide landscaping along bikeways where appropriate.
  - Encourage the provision of end-of-trip facilities at key destinations.

**Objective 1.5 Update the Bicycle Master Plan at least once every five years in order to maintain the city's eligibility to receive BTA funding, comply with updated environmental and funding policies, and to track the effects of the bike plan's implementation.**

- Policy**
- Measure the effectiveness of the Bicycle Master Plan's implementation.

**Objective 1.6 Develop a bicycle parking policy**

- Policies**
- Identify locations within the city where bicycle parking facilities are needed and identify the appropriate type of facilities (i.e. inverted “U” style racks at retail stores or schools, bicycle lockers near transit facilities, etc.)
  - Establish bicycle parking design standards and requirements for all bicycle parking located on city-owned property or on private development.

**Goal 2 – Safety**

*Increase the safety of all roadway users.*

**Objective 2.1 Implement projects that improve safety for bicyclists at key locations.**

- Policy**
- Review traffic collision data in order to identify the location of automobile accidents involving bicyclists and potential problem areas.

**Objective 2.2 Encourage the adoption of alternative street standards that improve safety for all users such as lane reconfiguration and traffic calming.**

- Policies**
- Identify opportunities to remove travel lanes from roads where there is excess capacity in order to provide bicycle facilities.
  - Implement Bicycle Boulevards proposed in this plan.

**Objective 2.3 Support traffic enforcement activities that increase the safety of bicyclists.**

- Policies**
- Encourage the enforcement of traffic laws through the consistent citing of bicyclists, pedestrians, and motorists for moving violations as a means of improving bicycle and pedestrian safety.
  - Encourage targeted enforcement activities in areas with high bicycle and pedestrian traffic volumes.
  - Encourage law enforcement agencies to conduct enforcement activities on any Class I bike trail within the city.

**Objective 2.4 Evaluate impacts on bicycle travel when designing new or reconfiguring existing streets.**

- Policies**
- Encourage the development and use of traffic study criteria that accounts for bicycle and pedestrians.
  - Explore the feasibility of conducting biannual bicycle counts at key bikeways in order to gauge the effectiveness of the City’s in increasing bicycle travel.
  - Use alternative level of service (LOS) standards that account for bicycles and pedestrians once they are adopted by Caltrans.

**Objective 2.5 Initiate local Safe Routes to School efforts**

- Policy**
- Implement improvements that support safe bicycle travel to and from local schools.



### **Goal 3 – Education**

***Develop educational programs that promote safe bicycling.***

**Objective 3.1** Work with local school district(s) to implement a Safe Routes to School Program within the city.

- Offer bicycle skills and safety classes, and bicycle repair workshops.
- Policies** • Develop communications materials designed to improve safety for bicyclists, pedestrians, and motorists.

**Objective 3.2** Consider bicycle safety campaigns aimed at bicyclists and motorists (i.e. public service announcements, print materials, etc.)

**Objective 3.3** Train city staff involved in projects related to street design, construction, and maintenance to consider the safety of bicyclists in their work.

- Educate designers on the needs of bicyclists.
- Policies** • Educate maintenance personnel on the importance well maintained bicycle facilities.

**Objective 3.4** Support training for staff of local schools.

- Policy** • Work with staff from local schools to provide training bicyclists' rights and responsibilities pursuant to the California Vehicle Code.

### **Goal 4 – Encouragement Programs**

***Huntington Park's residents are encouraged to ride a bicycle for transportation and recreation.***

**Objective 4.1** Support organized bike rides or cycling events including those that may involve periodic street closures within the city.

**Objective 4.2** Encourage increased commuting by alternative transportation modes.

- Promote Bike to Work Day/Bike to Work Month among city employees, employees of other public agencies, and private businesses located within the city.
- Policies** • Investigate options for incentivizing city employees to use bicycles and other non-motorized transportation modes to commute to work.
- Expand the city's vehicle fleet to include alternative modes of transportation such as bicycles.

**Objective 4.3** Develop maps, wayfinding signage, and pavement markings to assist bicyclists navigate local and regional bikeways.

### **Goal 5 – Community Support**

***Promote an increased support of the bicycle network and bicycle travel within the local community.***

**Objective 5.1** Support community involvement.

- Policies** • Establish a community stakeholder group to assist with the Bicycle Master Plan's implementation.

- Organize and public workshops in order to encourage the active participation of residents and local stakeholders in the planning and implementation of bikeways and other bicycle-related improvements.

**Objective 5.2** Create an on-line presence to improve the visibility of bicycling and bicycle-related issues within Huntington Park.

- Policies**
- Provide community updates regarding planned projects.
  - Provide community update regarding the temporary closure of local and regional bicycle facilities or bicycle support facilities, or maintenance issues.

**Objective 5.3** Maintain efforts to gauge community interest and needs on bicycle-related issues.

- Policy**
- Conduct periodic on-line surveys to gauge community support or interest in bicycle-related issues.

## **Goal 6 – Funding**

***Secure funding for the Bicycle Master Plan's implementation.***

**Objective 6.1** Implement the Bicycle Master Plan by identifying and securing funding from various local, regional, state, and federal sources.

- Policies**
- Support the use of innovative funding sources to implement the Bicycle Master Plan.
  - Support new bicycle funding opportunities that are proposed at all levels of government that impact the City.
  - Identify and pursue grant funding through programs that support the development of bicycle facilities.
  - Consider using bicycle facilities as mitigation for project-related vehicle trips.

## 3.0 POLICY FRAMEWORK

### 3.1 – City of Huntington Park

#### **Huntington Park General Plan**

The City of Huntington Park's General Plan was adopted in 1991. The goals, policies, and implementation measures contained in the plan serve as a blueprint that helps guide the city's physical development as per state law. The following section summarizes the key General Plan elements that address key issues including demographics, land use, transportation, public facilities, public safety, and economic development.

#### ***Land Use Element***

The city intends to implement the goals and policies contained in the Land Use Element as a means of guiding future land use changes in a manner that is consistent with community objectives. These objectives include:

- Create consistent urban design in Huntington Park which includes development that is both architecturally and functionally compatible, and neighborhoods and commercial districts which are uniquely identifiable.
- Develop and promote a distinctive visual identity for Huntington Park, which capitalizes on the City's regional local historic character.

Goal 4.0: Accommodate new development that is coordinated with the provision of infrastructure and public services.

Policy 4.6: Pursue alternative uses of the Southern Pacific Railroad right-of-way on Randolph Street, such as green space, parking areas, and bike paths, if the right-of-way is abandoned for rail use.

#### ***Circulation Element***

The Circulation element is based on a set of circulation related goals that reflect and are designed to support the citywide General Plan objectives. The goals acknowledge the economic, social, and environmental conditions in the city and surrounding regions and anticipated needs of the community.

#### ***Local Thoroughfares and Transportation Routes***

"An effective street system that facilitates the movement of vehicles and provides safe and convenient access to properties within the City as well as to locations in surrounding communities."

Goal 1.0 Provide a system of streets that meets the needs of current and future residents and facilitates the safe and efficient movement of people and goods throughout the City.

Policy 1.1: Design each arterial with sufficient capacity to accommodate anticipated traffic volumes based on the intensity of existing and planned land use.

Policy 1.2: Design and employ traffic control measures to ensure that City streets and roads function with safety and efficiency.

Policy 1.3: Provide for the safe operation of traffic by adhering to national standards and uniform practices.

- Policy 1.4: Coordinate street system improvements and signalization with regional transportation efforts.
- Policy 1.5: Design local, collector, and residential streets to discourage their use as through traffic routes.

#### *Bicycle and Pedestrian Facilities*

There are currently no off-street bike paths or on-street bike lanes within the City. The presence of on-street parking and relatively narrow street widths make bicycle riding difficult. The City is interested in pursuing the addition of designated bicycle lanes in its jurisdiction.

Goal 5.0: Protect and encourage non-motorized transportation such as bicycle and pedestrian travel.

- Policy 5.1: Provide for safety of pedestrians and bicycles by adhering to national standards and uniform practices.
- Policy 5.2: Maintain existing pedestrian facilities and encourage new development to provide pedestrian walkways to adjacent developments.
- Policy 5.3: Ensure accessibility of pedestrian facilities to the elderly and disabled.
- Policy 5.4: Work with adjacent jurisdictions and the Los Angeles County Transportation Commission to develop a network of on-street bike lanes or off-street bike paths where they can be implemented consistently with other circulation and land use policies.
- Policy 5.5: Encourage the provision of an accessible and secure area for bicycle storage at all new and existing developments.
- Policy 5.6: Encourage provision of bicycle racks or storage facilities at areas of public forum.
- Policy 5.7: Pursue alternative uses of the Southern Pacific Railroad right-of-way on Randolph Street, such as green space, parking areas, and bike paths, if the right-of-way is abandoned for rail use.

#### *Bicycle Facility Plan*

Bicycle facilities have not been incorporated into the current Huntington Park community. The presence of on-street parking and relatively narrow street width discourages potential bicycle riders. The potential for on-street bicycle lanes is limited due to the need to use streets for travel lanes and parking.

The potential for development of a bicycle path exists along Randolph Street if the rail right-of-way is abandoned. The City of Bell has a bicycle path along Randolph Street which could link with a path through Huntington Park. This path could also connect to a potential trail along the Los Angeles River being considered by Los Angeles County. Another connection to the Randolph Street bicycle path could be developed along the Public Facility easement parallel to Salt Lake Avenue and California Avenue through Muir Park and extending to Santa Ana Street.

The City will coordinate plans for new bicycle facilities with adjacent jurisdictions to ensure continuity.

### ***Open Space and Conservation Element***

As a means of guiding the conservation of natural resources and the creation and maintenance of open space in Huntington Park, the City intends to implement the goals and policies contained in this Open Space and Conservation Element. The objectives listed below provide the foundation for the Element's goals and policies:

- Improve regional and local air quality by implementing transportation programs and strategies identified in the Circulation Element.

Goal 1.0: Reduce air pollution through land use, transportation, and energy use planning.

Policy 1.5: Provide commercial areas that are conducive to pedestrian and bicycle circulation.

Policy 1.6: Encourage bike paths and lanes to reduce vehicular travel and air pollution. Bike paths could be developed along portions of the LADWP utility easement and along the Southern Pacific Railroad right-of-way on Randolph Street, should the right-of-way be abandoned. On-street bike lanes are encouraged in accordance with national standards and uniform practices. Cooperate and coordinate such efforts with the property owners and responsible jurisdictions.

### ***Urban Design Element***

Huntington Park's Urban Design Element provides the City with a phased improvement plan that can be implemented over a 10-15 year period with a reasonable level of resources. The city's built-out condition does not require overly-ambitious urban design plans to alter the city's fabric or change the basic nature of its existing districts. The challenge is to work carefully with existing assets and provide an overall visual structure that builds a city identity, links its neighborhoods, and increases awareness of its assets and resources.

Goal 2.0: Improve and strengthen the Huntington Park Central Business District as a local and regional shopping area with a unique pedestrian environment and diverse mix of goods and services.

Policy 2.5: Continue public improvements to upgrade circulation, access and parking.

### ***Downtown Huntington Park Specific Plan (2008)***

The Specific Plan's purpose is to "create a unique and identifiable downtown for Huntington Park that is an economically vibrant, pedestrian-oriented destination." The 85-acre project area is bounded by Randolph Street to the north, Florence Avenue to the South, Rugby Avenue to the west, and Santee Avenue to the east. The project area extends east of Santee Avenue along Zoe Avenue to Miles Avenue.

It strongly focuses on public space beautification including streetscapes, and storefront management as a way to improve the downtown area's ability to attract a higher quality and greater variety of businesses in order to improve the downtown area's economic competitiveness. The plan recommends that installation of additional bicycle racks along Pacific Boulevard in order to increase the "desirability" of bicycling as a transportation mode within the downtown area.

### ***Huntington Park Complete Streets Policy (Policy 2012-18)***

The City adopted its Complete Streets Policy in April 2012. This policy directs the city's planners and engineers to routinely design and operate the entire roadway right-of-way to enable safe access for all



users regardless of age, ability, or transportation mode. The policy defines complete streets as roadways designed to accommodate safe access and travel for all users including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.

### **Huntington Park Municipal Code**

Huntington Park's Municipal Code provides the following regulations that govern bicycle use within the City:

#### **§ 9-3808 – Off Street Bicycle Parking Requirements**

1. All nonresidential uses shall provide adequate locking facilities of bicycle parking at a location convenient to facility for which they are designated. The number and location of spaces shall be determined by the Review Authority.
2. For each bicycle parking space required, a stationary object shall be provided to which a user can secure one wheel and the frame of a bicycle with a user-provided cable and lock. The stationary object may be either a freestanding bicycle rack or a wall-mounted bracket.

#### **§9-3.812 – Parking Reductions for Transportation System Management**

Reductions in the number of required parking spaces may be granted through the approval of a Minor Conditional Use Permit when it is indicated that the reductions are warranted by the provision of Transportation System Management (TSM) measures which are designed to reduce the overall demand for vehicle trips to the site. The project proponent shall request the parking reduction in writing and shall describe the measures to be taken to reduce vehicle trips to the site. The maximum number of spaces reduced shall be ten (10) percent, or as determined by the Director when an approved demand analysis is submitted. The TSM program may include, but not be limited to, the following:

- H. Bikeway linkages to established bicycle routes
- J. On-site showers, lockers and bicycle storage facilities

#### **§9-3.1404 – Transportation Demand Management Program requirements**

All applicable projects shall prepare and implement a Transportation Demand Management (TDM) Program which will encourage increased ridesharing and the use of alternative transportation modes. A TDM Program shall include all of the requirements of this Section and may include the optional measures provided in Section 9-3-1405.

1. Projects 25,000 Square Feet Gross Floor Area and Above. All nonresidential projects/uses of 25,000 square feet and more shall provide a bulletin board, display case or kiosk displaying transportation information located where the greatest number of employees that are likely to see it. Information displayed shall include, but is not limited to, the following:
  - D. Bicycle route and facility information, including regional/local, bicycle maps and bicycle safety information; and
  - E. A listing of facilities available for carpoolers, vanpoolers, bicyclists, transit riders and pedestrians at the site.

2. Projects 50,000 Square Feet Gross Floor Area and above. All nonresidential projects/uses of 50,000 square feet and more shall provide all of the measures outlined above in addition to the following:
  - B. Bicycle Parking. A bicycle parking/storage area shall be provided for use by employees and tenants, located in a secure location in close proximity to employee entrances. The minimum number of bicycle parking spaces to be provided shall be three (3) spaces for each 100 employees or fraction thereof. This requirement is in addition to bicycle parking requirements for the public as provided in Article 5 of this Chapter (Off-Street Parking Standards).

§9-3.1405 – Miscellaneous optional measures.

The following measures may be required by the Review Authority and incorporated into a project in order to further implement the intent of this Chapter.

1. Shower and locker facilities provided on-site for the use of employees/tenants who commute to the site by bicycle/walking or similar alternative transportation;

## **3.2 – Los Angeles County**

### **Metro Los Angeles County Bicycle Transportation Strategic Plan (2006)**

The Los Angeles County Metropolitan Transportation Authority (Metro) serves as Los Angeles County's regional transportation planning agency (RTPA). It is the primary local funding source for transportation project including bicycle and pedestrian projects. Metro's Bicycle Transportation Strategic Plan (BTSP) includes an inventory of existing and planned bicycle facilities within Los Angeles County. This inventory provides the basis for identifying multijurisdictional bicycle routes. It outlines strategies for prioritizing regionally-significant bicycle projects, improving bicycle access to transit facilities, and closing gaps in the county's regional bicycle network.

### **Metro Long Range Transportation Plan (2009)**

The Los Angeles County Transportation Authority's (Metro) Long Range Plan (LRTP) identifies transportation options that will best serve the County for the next 30 years. It also identifies funding forecasts for the 30-year timeframe, funding availability for Metro's multimodal Call for Projects program, sub-regional needs, and project performance measures. The Plan helps implement Metro's Bicycle Transportation Strategic Plan by funding the expansion of the County's regional bicycle network and coordinating multimodal transportation linkages.

### **Los Angeles County Bicycle Master Plan (2012)**

The Los Angeles County Bicycle Master Plan (BMP) guides the continued development, operation, and maintenance of a comprehensive bicycle network within unincorporated communities of Los Angeles County and programs to increase the use of bicycling within the county through enforcement, education, and encouragement programs. The County adopted the BMP in 2012.

Huntington Park lies within the BMP's Gateway Planning Area. The plan proposes 40.9 miles of additional bicycle facilities within county unincorporated communities including a 2.1-mile extension of the Los Angeles River Class I Bike Trail from its current northern terminus at Atlantic Avenue to Washington Boulevard. The Los Angeles River bike trail extension is the proposed project located closest to the City of Huntington Park.

The mileage of existing and proposed bicycle facilities within the Gateway Planning Area identified in the BMP is listed in Table 3.1,

**Table 3.1 - Gateway Planning Area Bicycle Facilities**

Facility Type	Existing	Proposed	Total
Class I – Bike Path	45.4	5.7	51.1
Class II – Bike Lane	1.0	23.1	24.1
Class III – Bike Route	9.7	12.1	21.8
<b>TOTAL</b>	<b>56.1</b>	<b>40.9</b>	<b>97.0</b>

**Southern California Association of Governments 2012 – 2025 Regional Transportation Plan/Sustainable Communities Strategy (2012)**

The goal of the Southern California Association of Governments’ (SCAG) Regional Transportation Plan (RTP) is to increase the mobility for the residents and visitors of the five-county SCAG region consisting of Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial Counties. The Plan contains an active transportation chapter that recommends increasing the regional bikeway miles from 4,315 to 10,122 by the year 2035. In addition, the Plan recommends the retrofitting of sidewalks to comply with the Americans with Disabilities Act (ADA) and implementing safety improvements. SCAG estimates that active transportation improvement recommendations will cost approximately \$6.7 billion.

The plan also recommends key bikeways to connect the region and facilitate bicycle travel in addition to the bikeways proposed by Los Angeles County at the time of RTP’s preparation. Bicycle-related policies contained in the RTP include addressing bicycle safety, increasing bicycle mode share, encouraging the preparation of local active transportation plans, and improving air quality.

### **3.3 – State of California**

**California Government Code §65302 – Complete Streets**

California Assembly Bill (AB) 1358, commonly referred to as the Complete Street Bill, amended the California Government Code §65302 to require that all major revisions to a city or county’s Circulation Element include provisions for the accommodation of all roadway users including bicyclists and pedestrians. Accommodations include sidewalks, crosswalks, and curb extensions. The Government Code §65302 states that:

(2)(A) commencing January 1, 2011, upon the substantive revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.

(B) For the purpose of this paragraph, “users of streets, roads, and highways” means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.

**Deputy Directive 64 and Traffic Operations Policy Directive 09-06**

The California Department of Transportation (Caltrans) has adopted two policies related to AB 1358 regarding bicycle planning initiatives such as the Bicycle Master Plan. Deputy Directive 64 (DD-64-RI)

requires that Caltrans address the “safety and mobility needs of bicyclists, pedestrians, and transit users in all projects regardless of funding.”

The Traffic Operations Policy Directive 09-06 is a more specific application of complete streets goals. This directive requires, for example, that new and modified signal detectors provide bicycle detection if they are to remain in operation, and that bicycle detection or a bicycle pushbutton must be provided at new and modified bicycle path approaches to a signalized intersection if detection is required.

#### **California SB 375: Sustainable Communities Act of 2008**

Senate Bill (SB) compliments Assembly Bill (AB) 32: the Global Warming Solutions Act of 2006. It encourages local governments to reduce emissions through improved planning. SB 375 requires the California Air Resources Board (CARB) to establish targets for the year 2020 and 2035 for each region covered by the states 18 metropolitan planning organizations (MPOs). Each MPO is required to prepare a Sustainable Communities Strategy (SCS) that documents how the region will meet the greenhouse gas (GHG) reduction targets through integrated land use, housing, and transportation planning. Increasing the bicycle mode share by substituting automobile trips with bicycle trips is an effective method of achieving the GHG reduction targets. The City of Huntington Park will contribute towards the attainment of the regional targets through its efforts to encourage the increased use of alternative transportation modes include bicycling, walking, and transit.

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## 4.0 EXISTING CONDITIONS

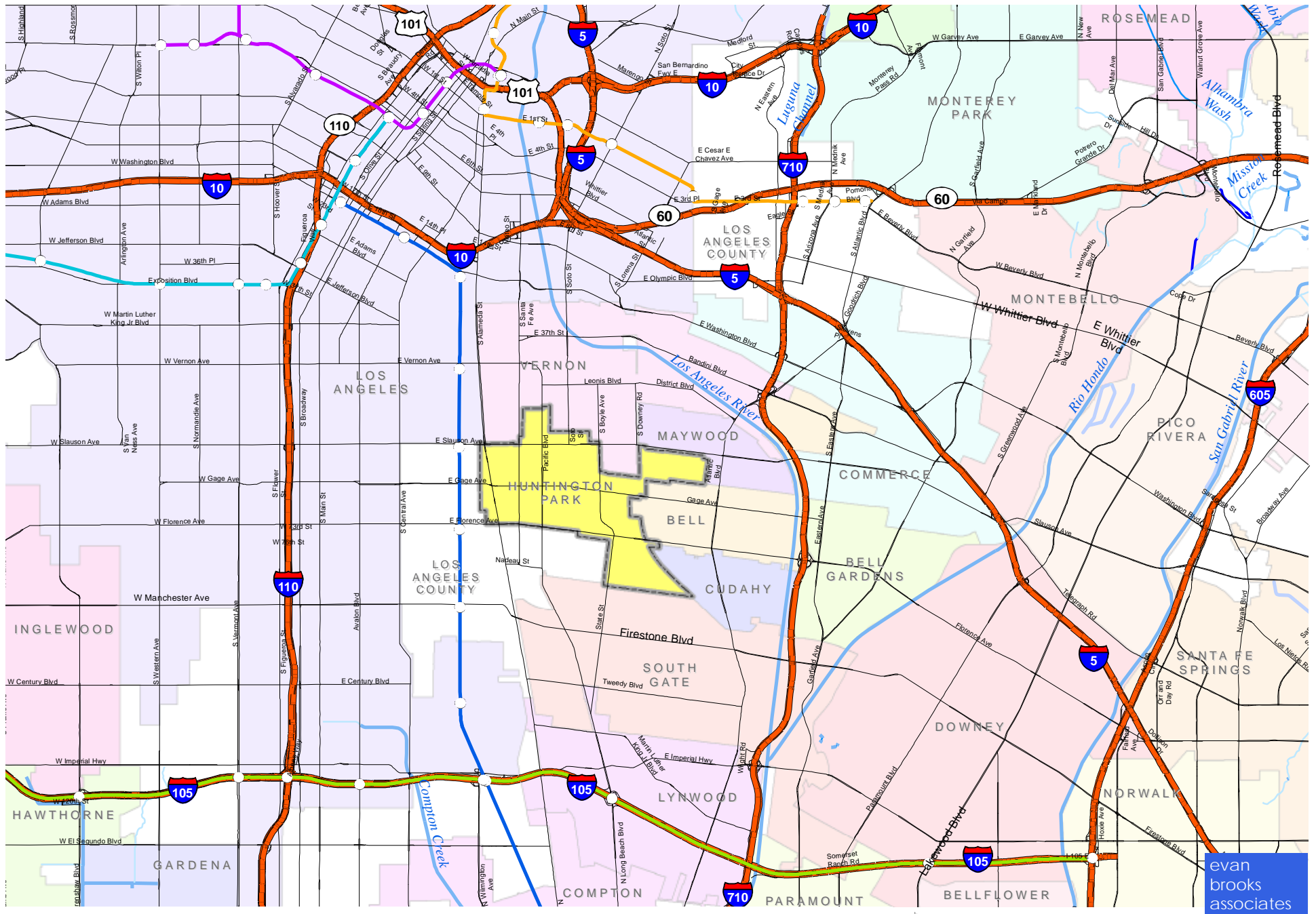
This section provides an overview of the existing land uses and development patterns within Huntington Park and the city's transportation network including roadways, public transportation, and bicycle facilities.

### 4.1 Setting

The City of Huntington Park is located within Los Angeles County, approximately 5.3 miles southeast of downtown Los Angeles. It encompasses approximately three square-miles and is bounded by the cities of Vernon and Maywood to the north, South Gate and the unincorporated County of Los Angeles community of Walnut Park to the south, Unincorporated County of Los Angeles to the west, and the cities of Bell and Cudahy to the east. Table 4.1 contains a summary of the city's population and socio-economic data.

**Table 4.1 – Huntington Park 2010 Socio-Economic Data**

Data	Huntington Park	LA County	% Difference
Population			
Total	58,114	9,818,605	0.59%
Hispanic	97.1%	47.7%	49.4%
Non-Hispanic White	1.6%	27.8%	-26.2%
Non-Hispanic Asian	0.6%	13.5%	-12.9%
Non-Hispanic Black	0.4%	8.3%	-7.9%
Non-Hispanic All Others	0.3%	2.7%	-2.4%
Median Age (Years)	28.6	35.1	-6.5%
Number of Households	14,597	3,241,204	0.45%
Number of Housing Units	15,151	3,445,075	0.44%
Housing Ownership Rate	27.8%	48.6%	-20.8%
Average Household Size (Persons)	4.3	3.1	%
Median Household Income	\$39,382	\$55,811	%
Number of Jobs	15,281	4,123,262	.37%
Mean Travel Time to Work (Minutes)	32	32	0%



Huntington Park Bicycle Master Plan

Figure 4.1- Context Map

## 4.2 – Land Use

The City of Huntington Park was incorporated in 1906. It was named after Henry Huntington, after the city's founders persuaded him to extend line of his Pacific-Electric Railway through the future city. The town grew around the rail line located along present-day Randolph Street. The city encompasses approximately three square-miles or 1,975 acres. The city is laid out in a traditional street grip pattern. It is completely built-out with not vacant land. Any future development activities require either demolition or adaptive re-use of existing structures. Table 4.2 summarizes the city's land uses as shown in the General Plan Land Use Element.

**Table 4.2 – General Plan Land Use Summary**

Land Uses	Area (Acres)	Percent	Rank
Residential (Cumulative)	(757)	(38%)	(1)
Low-Density (up to 8.7 DU/AC)	276	14%	3
Medium-Density (up to 14.7 DU/AC)	160	8%	5
High-Density (up to 20 DU/AC)	321	16%	2
CBD Residential	85	4%	8
Professional Commercial	10	1%	10
General Commercial	208	11%	4
Light Industrial	124	6%	7
Industrial Manufacturing	131	7%	6
Parks and Recreation	46	2%	9
Public Facilities	25	1%	10
Schools	82	4%	8
Streets	470	24%	1
Rail Transportation Corridors	37	2%	9
<b>TOTAL</b>	<b>1,975</b>	<b>100%</b>	

Figure 4.1 shows Huntington Park's land use pattern including local activity centers/destinations. The city's major commercial district is concentrated along Pacific Boulevard between Randolph Street and Florence Avenue. Additional community-serving commercial and retail districts are located along major arterials including Florence Avenue, Slauson Avenue, Gage Avenue, and State Street. Heavy and light industrial uses are located to the west of Alameda Street and north of Randolph Street and Slauson Avenue.

Table 4.3 lists the local destinations within Huntington Park including schools, parks, public facilities, and major commercial districts. These destinations are shown in Figure 4.3.

**Table 4.3 – Local Destinations**

Schools		
#	Name	Grades
1	Aspire Charter School	K-5
2	Aspire Pacific Academy	K-5
3	Hope Street Elementary School	K-5
4	Huntington Park Elementary School	K-5
5	Middleton Elementary School	1-5
6	Middleton Primary Center	K
7	Miles Street Elementary School	K-5
8	Pacific Boulevard Elementary School	K-5
9	Roybal Elementary School	K-5
10	State Street Elementary School	K-5
11	Aspire Titan Academy	6-8
12	Gage Avenue Middle School	6-8
13	Nimitz Middle School	6-8
14	College Ready Academy High School	9-12
15	Huntington Park High School	9-12
16	Maywood Academy High School	9-12
17	San Antonio Continuation School	9-12
18	San Antonio High School	9-12
19	St. Matthias School	K-8

Public Facilities	
#	Name
A	Chesley Park
B	Freedom Park
C	Keller Park
D	Perez Park
E	Salt Lake Park
F	Huntington Park Senior Center
G	Huntington Park City Hall
H	Los Angeles County Public Library
I	Los Angeles County Courthouse
J	Social Security Administration
K	Alta Med Medical Clinic

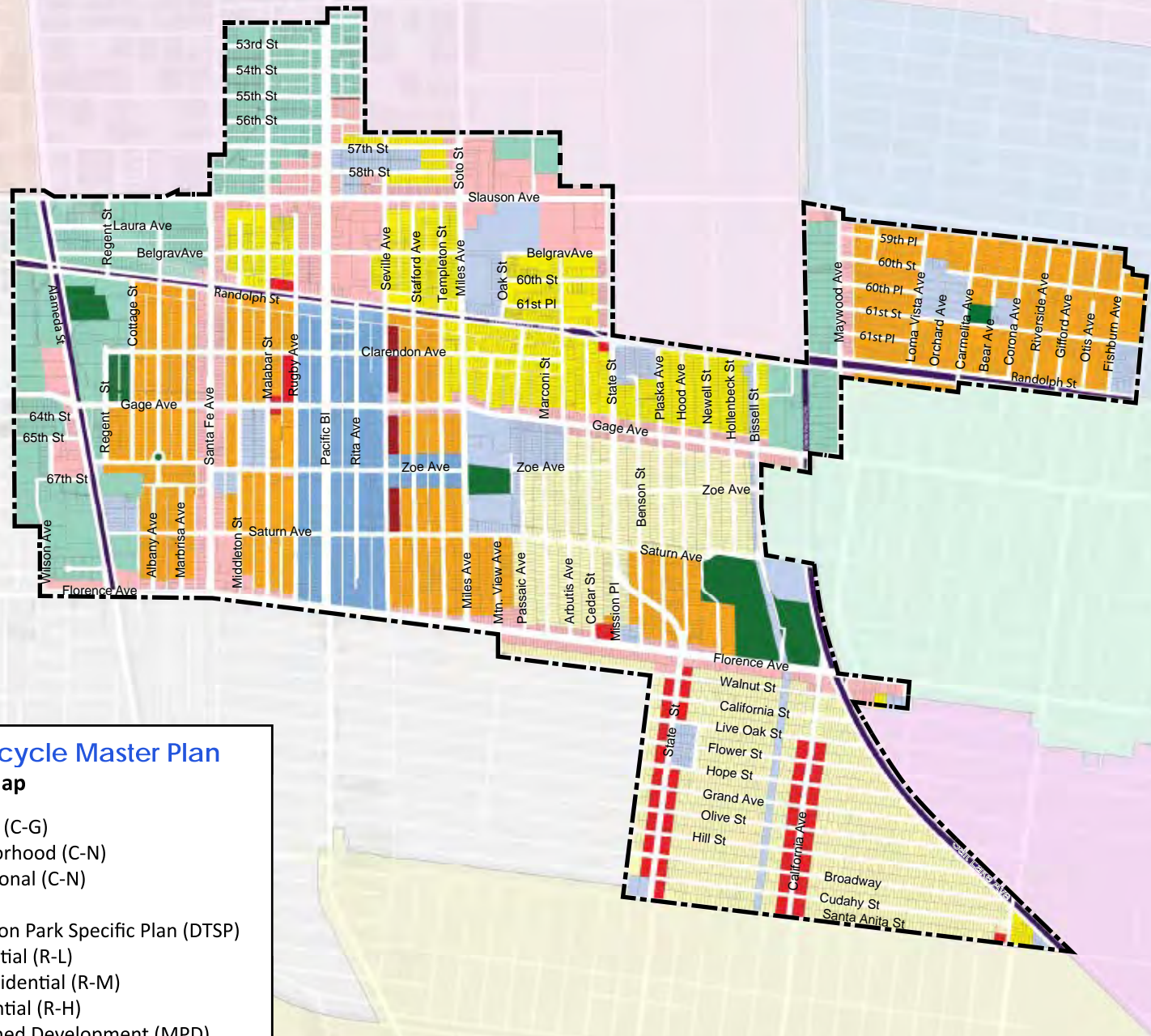
## Huntington Park Bicycle Master Plan

Figure 4.2 - Land Use Map

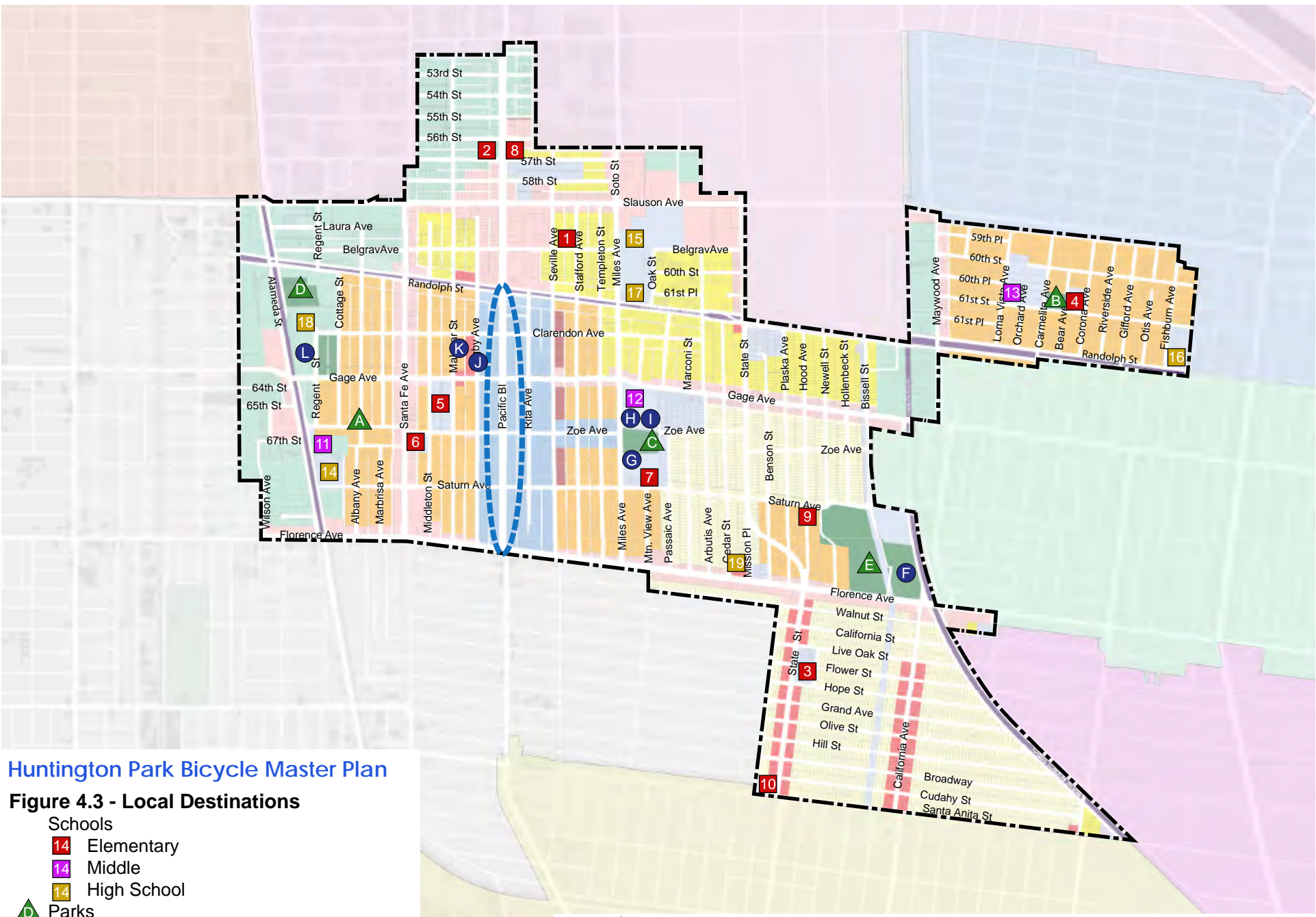
- Commercial General (C-G)
- Commercial Neighborhood (C-N)
- Commercial Professional (C-N)
- Public Facilities (PF)
- Downtown Huntington Park Specific Plan (DTSP)
- Low Density Residential (R-L)
- Medium Density Residential (R-M)
- High Density Residential (R-H)
- Manufacturing Planned Development (MPD)
- Open Space (OS)
- Transportation (T)



0 0.5 1 2 Miles



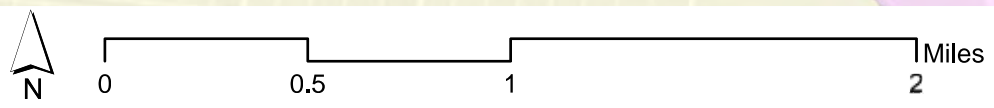




## Huntington Park Bicycle Master Plan

**Figure 4.3 - Local Destinations**

- Schools
  - 14 Elementary
  - 14 Middle
  - 14 High School
- D Parks
- L Public Facilities
- Dashed line Downtown



## 4.3 – Transportation Network

### 4.3.1 – Roadways

Huntington Park’s roadway system follows a traditional north-south grid pattern with minimal variations. The City’s General Plan classifies local roadways as either major arterials, secondary arterials, or local collectors based on the standards shown in Table 4.4, and the local roadway system with classifications is shown in Figure 4.4.

**Table 4.4 - Roadway Classifications**

Standards	Roadway Classifications		
	Major Arterial	Secondary Arterial	Local Collector
Width			
Right-of-Way	100’ – 110’	80’ – 88’	60’ – 66’
Curb-to-Curb	84’	64’	40’
# of Through Lanes	4 – 6	4	2
Roadway Type	Divided	Divided or Undivided	Undivided
Parking Lanes	0 – 2	0 or 2	0 or 2
ADT Volumes	25,000 – 50,000	10,000 – 25,000	2,500 – 10,000

No freeways or state highways pass directly through Huntington Park. The Harbor Freeway (I-110) is located approximately 2.5 miles to the west of the city, and the Long Beach Freeway (I-710) is located approximately 2.0 miles to the east. Slauson Avenue and Florence Avenue provide direct access to the I-10. The nearest ramps to the I-710 are located off of Florence Avenue and Atlantic Avenue.

A review of traffic data provided by the city shows that the east-west arterials experience heavier traffic volumes than the north-south arterials. This is in part due to freeway access, and the industrial corridors located north of the city that limits the connectivity of the north-south arterials to neighboring cities. The local traffic data is summarized in Table 4.5 and shown in Figure 4.5.

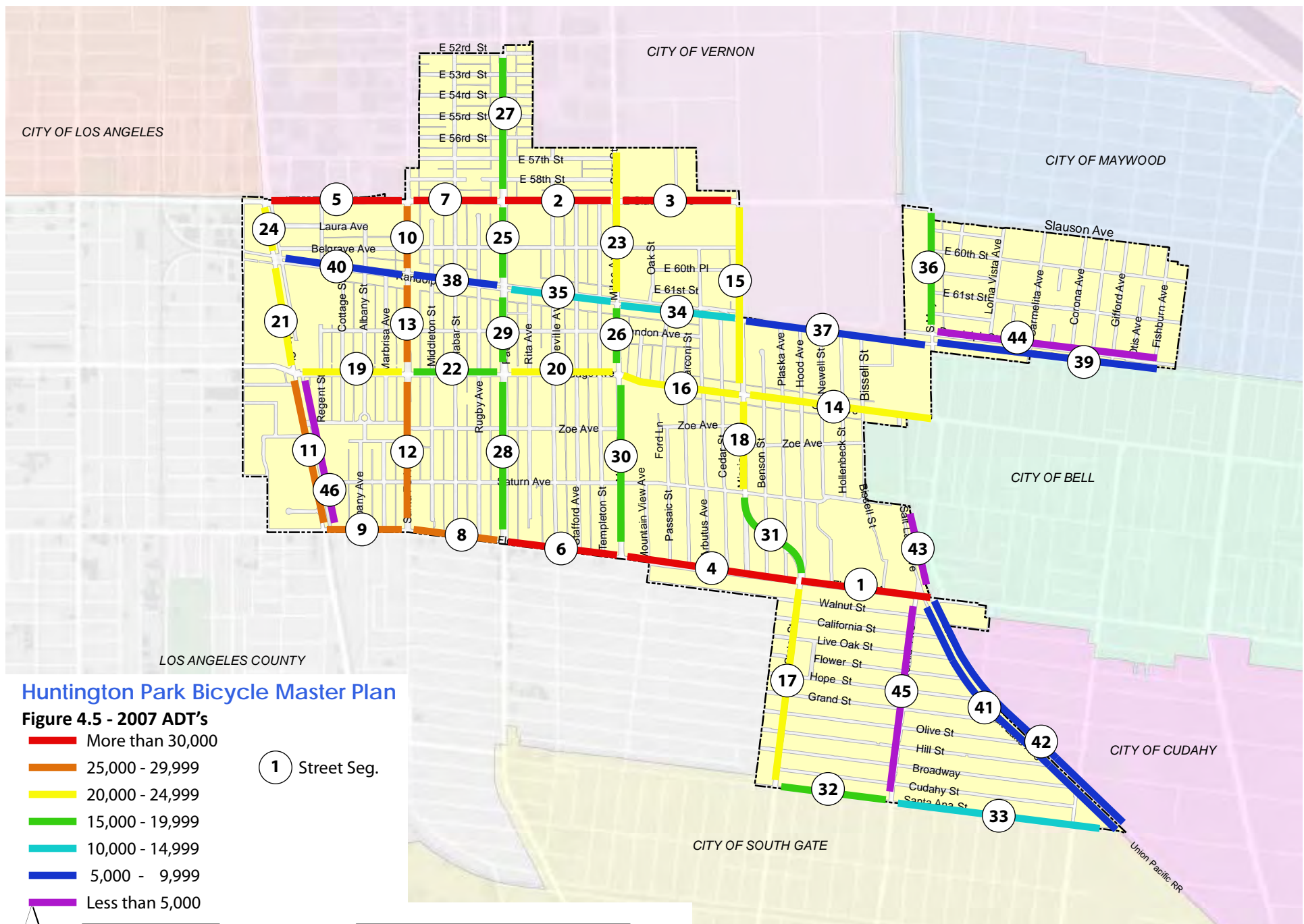


**Table 4.5 – Huntington Park Local Traffic Volumes**

Number	Street Segment	Limits		ADT*
		To	From	
1	Florence Ave	State St	Salt Lake Ave	34,670
2	Slauson Ave	Pacific Bl	Soto/Miles Ave	33,016
3	Slauson Ave	Soto/Miles Ave	State St	32,927
4	Florence Ave	Miles Ave	State St	32,775
5	Slauson Ave	Alameda St	Santa Fe Ave	32,113
6	Florence Ave	Pacific Bl	Miles Ave	31,732
7	Slauson Ave	Santa Fe Ave	Pacific Bl	31,573
8	Florence Ave	Santa Fe Ave	Pacific Bl	29,115
9	Florence Ave	Alameda St	Santa Fe Ave	28,972
10	Santa Fe Ave	Slauson Ave	Randolph St	26,159
11	Alameda St	Gage Ave	Florence Ave	25,358
12	Santa Fe St	Gage Ave	Florence Ave	25,242
13	Santa Fe St	Randolph St	Gage Ave	24,846
14	Gage Ave	State St	Maywood Ave	23,601
15	State St	Slauson Ave	Gage Ave	22,883
16	Gage Ave	Miles Ave	State St	22,593
17	State St	Florence Ave	Santa Ana Ave	21,575
18	State St	Gage Ave	Saturn Ave	21,543
19	Gage Ave	Alameda St	Santa Fe Ave	21,447
20	Gage Ave	Pacific Bl	Miles Ave	21,215
21	Alameda St	Randolph St	Gage Ave	20,831
22	Gage Ave	Santa Fe Ave	Pacific Bl	19,481
23	Miles Ave	NCL	Randolph St	19,328
24	Alameda St	Slauson Ave	Randolph St	19,203
25	Pacific Bl	Slauson Ave	Randolph St	18,092
26	Miles Ave	Randolph St	Gage Ave	18,092
27	Pacific Bl	52nd St	Slauson Ave	17,338
28	Pacific Bl	Gage Ave	Florence Ave	16,884
29	Pacific Bl	Randolph St	Gage Ave	16,689
30	Miles Ave	Gage Ave	Florence Ave	15,602
31	State St	Saturn Ave	Florence Ave	15,557
32	Santa Ana Ave	State St	California Ave	14,262
33	Santa Ana Ave	California Ave	Otis Ave	13,133
34	Randolph St	Miles Ave	State St	11,231
35	Randolph St	Pacific Bl	Miles Ave	11,184
36	Maywood Ave	Slauson Ave	Randolph St	10,170
37	Randolph St	State St	Maywood Ave	8,871
38	Randolph St	Santa Fe Ave	Pacific Bl	8,867
39	Randolph St (south)	Maywood Ave	Fishburn Ave	8,021
40	Randolph St	Alameda St	Santa Fe Ave	7,690
41	Salt Lake Ave (east)	Florence Ave	Santa Ana Ave	5,909
42	Salt Lake Ave (west)	Florence Ave	Santa Ana Ave	5,649
43	Salt Lake Ave	Bell Ave	Florence Ave	5,420
44	Randolph Ave (north)	Maywood Ave	Fishburn Ave	3,164
45	California Ave	Florence Ave	Santa Ana Ave	2,780
46	East Alameda Ave	Florence Ave	Gage Ave	2,573

\* City of Huntington Park, 2007



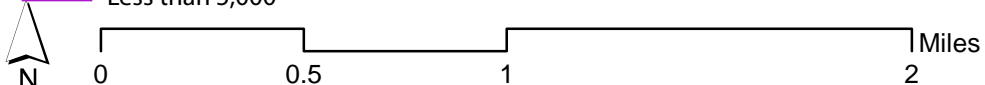


## Huntington Park Bicycle Master Plan

**Figure 4.5 - 2007 ADT's**

- More than 30,000
- 25,000 - 29,999
- 20,000 - 24,999
- 15,000 - 19,999
- 10,000 - 14,999
- 5,000 - 9,999
- Less than 5,000

1 Street Seg.



May 10, 2013

evan  
brooks  
associates



### 4.3.2 – Transit

Public Transportation within Huntington Park consists of local and regional fixed-route bus lines and demand-response service. The city operates two local bus lines within Huntington Park as well as the dial-a-ride service. The Los Angeles County Metropolitan Transportation Authority operates the regional bus lines that pass through the city as shown in Table 4.6.

**Table 4.6 – Metro Bus Lines within Huntington Park**

Metro Line	Street(s)	Peak Headways	Ridership
60	Pacific	10	21,612
102	Florence	60	2,599
108/358	Slauson	15	17,816
110	Gage	30	9,990
111/311	Florence	12	20,222
251	Slauson, Pacific, Florence	20	9,276
254	Gage, Santa Fe	30	925
611	Florence	40	2,021
612	Florence	60	1,679
751	Slauson, Pacific	15	5,585
760	Pacific	10	6,198

A review of Metro ridership data (Metro 2010 weekly ridership data) shows that there are a total of 11,877 boardings and 11,085 alightings at bus stops on or directly adjacent to Pacific Boulevard, making Pacific one of the most heavily used transit corridors in Los Angeles County as shown in Table 4.7.

The Metro Blue Line’s Slauson Avenue and Florence Avenue stations are located approximately 0.25 and 0.3 miles west of the City within unincorporated Los Angeles County. The Florence Avenue Blue Line station has a 115-space park-and-ride lot. Both Blue Line stations are easily accessible to Huntington Park residents as Metro bus lines operating on Slauson and Florence Avenues stop at the Blue Line station.

The City contacts with the Oldtimers Foundation to provide local fixed-route transit service within the city. The local service, known as the “Combi” operates along an 11.5-mile loop route that serves 47 stops located throughout the city. It provides convenient access to many local destinations including schools, the Civic Center, parks, retail, and employment centers. The Combi operates on weekdays between the hours of 6:00 am to 8:30 am and 11:30 am to 6:30 pm, and on Saturdays from 10:00 am to 6:00 pm. Figure 4.6 shows the location of the bus routes that operate within Huntington Park along with the location of the two nearest Metro Blue Line stations.

**Table 4.7 – Transit Ridership Statistics along Pacific Boulevard**

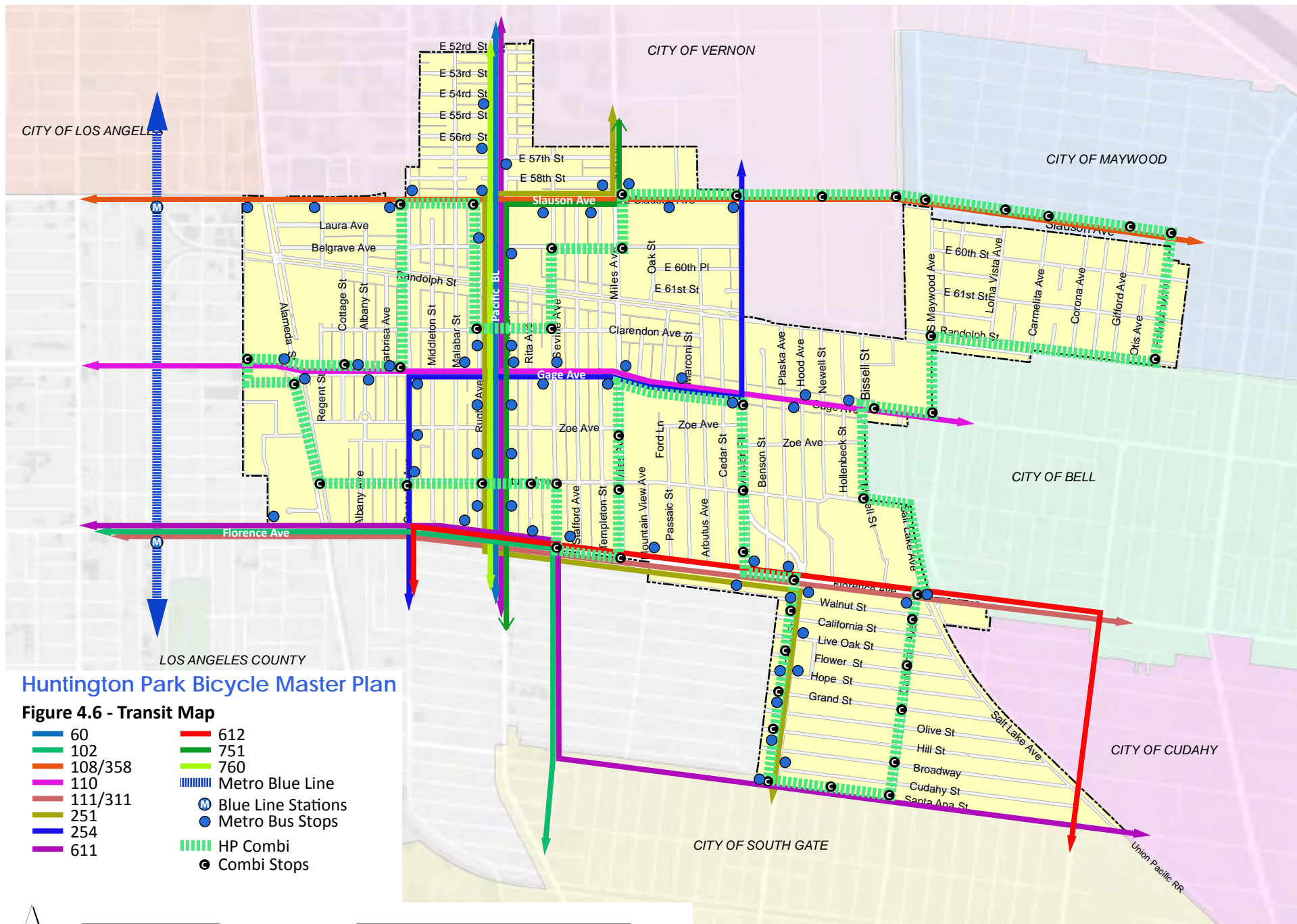
Stop ID	Along	At	Lines	Boardings	Alightings	Total On/Off
4212	Pacific	Florence	60, 111, 251, 751, 760	1,707	983	2,690
9957	Florence	Pacific	102, 111, 251, 611, 612	1,148	1,323	2,471
1425	Pacific	Florence	60, 751, 760	877	1,275	2,152
4222	Pacific	Slauson	60, 751, 760	975	747	1,722
12702	Pacific	Clarendon	60, 251, 751, 760	510	1,035	1,545
4214	Pacific	Gage	60, 251, 751, 760	1,020	411	1,461
9959	Florence	Pacific	102, 111, 611, 612	1,113	326	1,439
6275	Slauson	Pacific	108	570	770	1,340
14658	Slauson	Pacific	108	686	510	1,196
142417	Pacific	Slauson	751, 760	264	593	857
10663	Gage	Pacific	110, 254	297	492	789
2122	Gage	Pacific	110, 254	479	293	772
12714	Pacific	Slauson	60	327	390	717
12698	Pacific	Belgrave	60, 251	348	256	604
12712	Pacific	Florence	60, 111, 251	176	359	535
140842	Pacific	Gage	60, 251	229	254	483
12715	Pacific	Zoe	60, 251	183	211	394
4223	Pacific	Zoe	60, 251	209	175	384
17747	Slauson	Pacific	251	234	144	378
4208	Pacific	Belgrave	60, 251	123	220	343
4218	Pacific	Randolph	60, 251	151	167	318
4220	Pacific	Saturn	60, 251	173	144	317
<b>TOTALS</b>				<b>11,877</b>	<b>11,085</b>	<b>22,962</b>

### 4.3.3 – Existing Bicycle Network

There are currently no bike paths, lanes, or routes within the City of Huntington Park.

### 4.3.4 – End of Trip Facilities

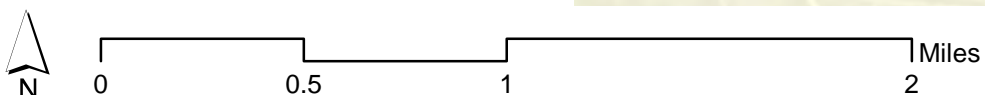
Existing end of trip bicycle facilities within Huntington Park are limited to bike racks located at schools, parks, the civic center, and within commercial districts. The bike racks vary in terms of type and usefulness. Field observations showed that they are not heavily used when they are located within commercial districts because they are often installed in areas with poor visibility, or are older models that do not provide adequate security. Multiple bikes were observed locked to sign posts along Pacific Boulevard or at the Civic Center even though bike racks are located within these areas.



## Huntington Park Bicycle Master Plan

Figure 4.6 - Transit Map

- |         |                    |
|---------|--------------------|
| 60      | 612                |
| 102     | 751                |
| 108/358 | 760                |
| 110     | Metro Blue Line    |
| 111/311 | Blue Line Stations |
| 251     | Metro Bus Stops    |
| 254     |                    |
| 611     | HP Combi           |
|         | Combi Stops        |



May 10, 2013

## 4.4 – Bicycle Facilities in Neighboring Communities

There are only two existing bicycle facilities within cities and communities that neighbor Huntington Park as shown in Figure 4.7.

### Los Angeles River Trail

The southern portion of the Los Angeles River bike trail begins at Atlantic Avenue in the City of Vernon and continues for 16.5 miles to the City of Long Beach. The trail is accessible from Atlantic Boulevard, Slauson Avenue, Gage Avenue, and Florence Avenue.

### Southern Avenue Bike Trail

A bike trail is located along a utility right-of-way paralleling South Avenue in the City of South Gate. The 2.25-mile long trail runs in an east-west direction and is located approximately 0.8 miles south of Santa Ana Avenue.

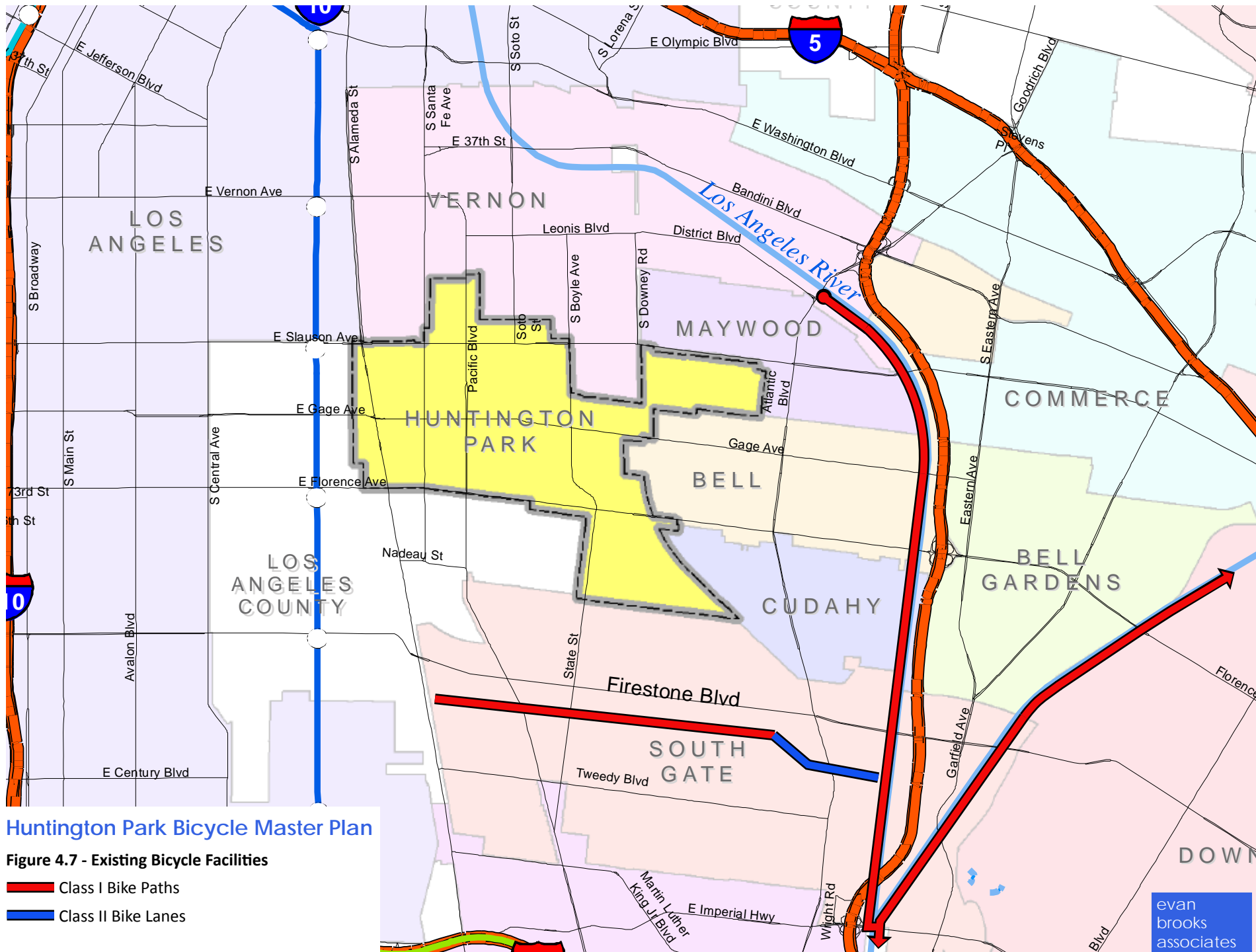
## 4.5 – Bicycle Collision Analysis

Safety is a major concern for both existing and potential bicyclists. Identifying locations of traffic accidents involving bicyclists or areas with high concentrations of bicycle-related accidents is a crucial step in identifying unsafe locations within the city for bicyclists, proposed improvements, and programs designed to improve safety for bicyclists. Traffic collision data for the City of Huntington Park was obtained from the Statewide Integrated Traffic Records System (SWITRS) for the years 2007 to 2011. A total of 823 occurred within Huntington Park during this five-year period of which 125 (15 percent) involved a bicycle as shown in Table 4.8.

The table also shows that the number of bicycle-related traffic collisions has increased by 119 percent during this period compared to a decrease of 8 percent in the total number of traffic accidents within the city. The table also shows that the number of bicycle-involved collisions has increased from nine percent of the total traffic accidents within Huntington Park in 2007 to 21 percent in 2011.

**Table 4.8 – Bicycle Collisions by Year**

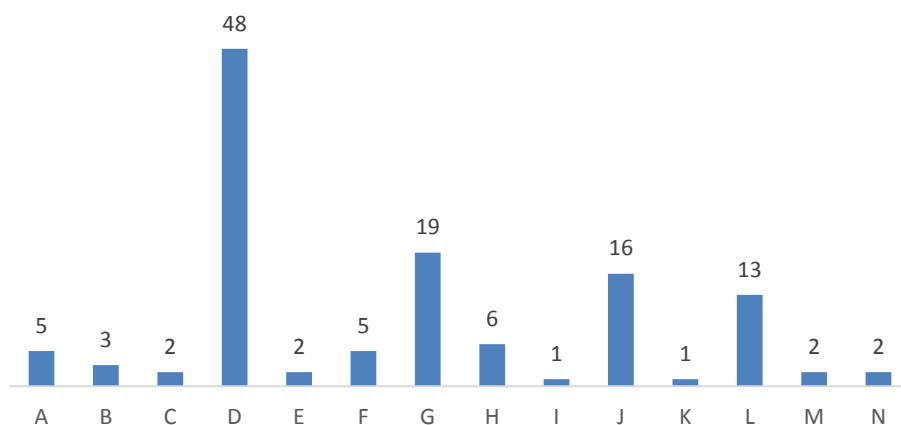
Year	Bicycle Collisions		Total Collisions		% of Total Collisions
	Number	% Change	Number	% Change	
2007	16		179		9%
2008	22	38%	170	-5%	13%
2009	25	14%	152	-11%	16%
2010	27	8%	158	4%	17%
2011	35	30%	164	4%	21%
<b>Total</b>	<b>125</b>		<b>823</b>		<b>15%</b>
2007 – 2011	19	119%	-15	-8%	



Further review of the collision data identified the following characteristics involving bicycle collisions within Huntington Park.

- Bicyclists were at fault in 90 of the 125 bicycle-involved collisions (72 percent) that occurred during this five year period.
- 34 bicycle collisions (27 percent) occurred during school hours.
- Figure 4.8 shows that the top four primary collision factors for bicycle-involved collisions are wrong side of road (48), Auto right-of-way (19), traffic signals/signs (16), and other hazardous violations (13).
- Figure 4.9 shows that the vast majority of the bicycle-involved collisions were broadside collisions (87).

**Figure 4.8 Primary Collision Factor**



- |                       |                              |
|-----------------------|------------------------------|
| A. Not Stated         | H. Pedestrian Right-of-Way   |
| B. Unknown            | I. Pedestrian Violation      |
| C. Unsafe Speed       | J. Traffic Signals/Signs     |
| D. Wrong Side of Road | K. Lights                    |
| E. Unsafe Lane Change | L. Other Hazardous Violation |
| F. Improper Turning   | M. Unsafe Starting/Backing   |
| G. Auto Right-of-Way  | N. Other Improper Driving    |



**Figure 4.9 Collision Type**

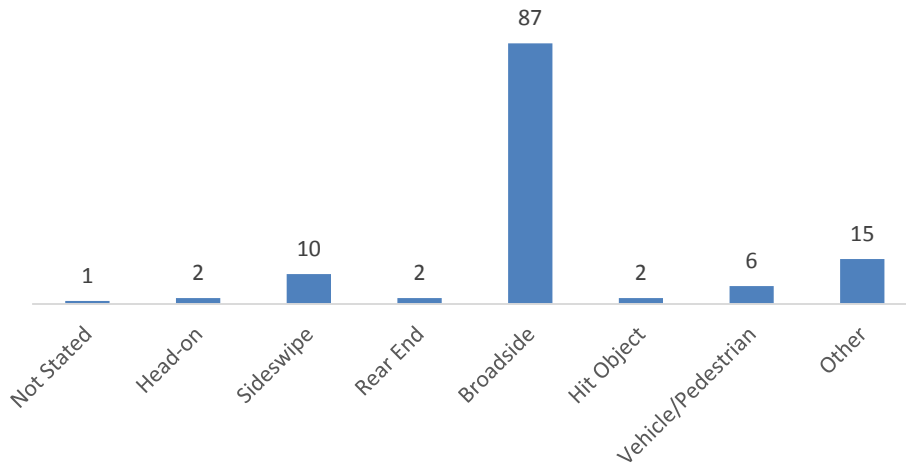


Figure 4.10 shows the location of the 125 bicycle-involved collisions that have occurred within Huntington Park between 2007 and 2011. Table 4.9 below shows the streets with the highest concentration of collisions involving bicycles.

**Table 4.9 – Local Streets with the Highest Number of Bicycle Collisions**

Roadway	Collisions	
	Amount	Percentage of Total
Gage	23	18%
Florence	18	14%
Slauson	10	8%
State	9	7%
Pacific	7	6%
Santa Fe	6	5%
Saturn	5	4%
Miles	4	3%
Seville	4	3%
California	3	2%
Others	36	29%
<b>Total</b>	<b>125</b>	<b>100%</b>

CITY OF LOS ANGELES

CITY OF VERNON

CITY OF MAYWOOD

CITY OF BELL

CITY OF CUDAHY

CITY OF SOUTH GATE

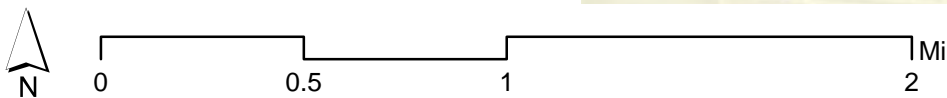
LOS ANGELES COUNTY

## Huntington Park Bicycle Master Plan

Figure 4.10 - Bicycle Accident 2007 - 2011

- Accident Location
- Accidents with Serious Injuries

Source: California Statewide Integrated Transportation Safety Reporting System (SWITRS)



## 5.0 COMMUNITY OUTREACH

Two community meetings were organized to solicit input from the community regarding the ability to safely travel by bicycle within Huntington Park. The workshops were held on August 24 and 29, 2013. They were attended by approximately 30 local stakeholders including residents, elected officials, and business owners.

### 5.1 Community Workshops

#### August 24 Workshop

The first workshop took place on Saturday August 24 at Ramirez Park community center. It was attended by approximately 20 people including a large group of school children, a city council member, and staff from the city's planning department.

The following comments were received from the community members who attended this meeting:

- My mother does not let me ride my bike to school because she thinks that it is not safe.
- My school does not have a place to lock my bike and I'm afraid that it will get stolen.
- I go to Long Beach to ride my bike because there are not bike trails in Huntington Park.
- I would ride a bike more often if it were safer
- There are not bike racks in the city.
- Pacific Boulevard needs a bike lane. Traffic does not watch for bikes.
- People do not ride their bikes safely. I almost got hit by a guy that was riding his bike on the sidewalk on Pacific Boulevard.
- Police give tickets to people who ride their bikes on the wrong side of the streets.
- Bike paths and lanes are needed in the city because it is not safe to ride a bike.
- A bike lane on Randolph Street is a good idea.



Overall, the community members strongly supported the preparation of a bicycle master plan and the implementation of a bicycle network within the city. They specifically demonstrated strong support for a bike path along the Union Pacific railroad rights-of-way on Randolph Street and Salt Lake Avenue, and bike lane on Pacific Boulevard, and increased bicycle parking throughout the city specifically along Pacific Boulevard.

#### August 29 Workshop

The second workshop took place on Thursday, August 29, 2013 at the Salt Lake Park community center. It was attended by approximately 40 persons consisting mostly of local residents. A member of the city's planning department attended the meeting. Only two community members attended both meetings.

The following comments were received from community members who attended this meeting:

- The city needs more bike paths that are separated from cars.
- Bike lanes are needed especially on streets with lots of pedestrians.
- Security is the main reason why I don't let my kids ride bikes more often.
- I would ride my bike to shops on Pacific Boulevard if there was a safe way to do so.
- The city should have decorative bike racks like in Long Beach.
- Pacific Boulevard needs a bike lane that is separated from traffic like the ones in Long Beach (cycle tracks).
- Bikes, skateboards, and scooters on sidewalks are a big problem.
- Need more safe places to park bikes
- Kids need to learn how to ride their bikes safely. The city has a special event once a year.

### **October 19 Workshop**

The third workshop took place in conjunction with the Pacific Boulevard Bicycle Races on Saturday, October 19, 2013. Los Angeles Bicycle Coalition staff and volunteers asked community members to comment on the proposed bicycle network and to complete a survey.

Approximately \_\_ surveys were collected. The survey results are summarized in Table 5.1.





## 6.0 PROPOSED BICYCLE NETWORK

This chapter describes Huntington Park’s proposed network of bicycle paths, lanes, and routes; along with support facilities.

### 6.1 – Typology

The State of California Highway Design Manual, Chapter 1000 provides design guidance for the following classification of bicycle facilities:



Class I - Bike Path



Class II - Bike Lane



Class III - Bike Route

#### Class I – Bike Path

Bike paths are generally used to provide direct bicycle connections along corridors not served by streets or highways and where wide rights-of-way exist and that allow for the facilities to be constructed away from the influence of parallel streets. Bike paths should offer connectivity and travel opportunities for bicyclists that are not provided by the roadway system. They can either provide a recreational opportunity or can serve as high-speed commuter routes if cross flow by vehicle traffic and conflicts with pedestrians can be minimized. The most common application for bike paths are along canals, ocean fronts, utility rights-of-way, unused railroad rights-of-way, within school campuses, and within and between parks. Bike paths can also be used to close gaps for bicycle travel caused by the construction of freeways or by natural barriers, or be developed as part of planned developments.

#### Class II – Bike Lanes

The purpose of bike lanes is to improve conditions for bicyclists in corridors that experience significant levels of bicycle demand and provide connectivity to local destinations. Bike lanes are intended to delineate the right-of-way assigned to bicyclists and motorists and to provide more predictable movements by each. Bike lanes can be provided in corridors that do not have enough width to accommodate side-by-side bicycle and vehicular travel by reducing the number of travel lanes, reduce lane width, or by prohibiting or reconfiguring on-street parking.

### **Class III – Bike Routes**

Bike routes are shared on-street facilities that either provide connectivity to other bicycle facilities or designate preferred routes through high-demand corridors. Bike routes share the same right-of-way with vehicular traffic and are typically located on roadways with lower traffic volumes and travel speeds. They indicate to bicyclists that there are particular advantages to using these routes as opposed to alternative routes.

Other forms of bicycle facilities have been developed and implemented in other cities within recent years. They include the following:



Cycle Track



Sharrow



Bike Boulevard



Type B Sharrow



### **Cycle Tracks**

A cycle track is a physically-separated bicycle facility located within a roadway right-of-way. Physical barriers, typically consisting of planters, bollards, and/or curbs separate bicycle traffic from motorized traffic. Traffic signals that include a separate phase for bicycle traffic are required at intersections. Cycle tracks are not included in either the California or Federal MUTCD. Cycle tracks are therefore installed as pilot projects because they are not considered an approved traffic control device.

### **Sharrows**

A “sharrow”, or shared-lane arrow, is a pavement marking used to indicate a preferential travel path for in a lane share by both bicycle and vehicular traffic. The sharrow reminds drivers that they may encounter bicyclists while traveling on the shared lane, and that bicyclists may occupy the entire lane. Sharrows also encourage bicyclists to travel in the center of the lane, away from the door zone of parked vehicles. Sharrows is an approved pavement marking per the MUTCD.

### **Type B Sharrows**

Type B sharrows are designed to improve the visibility of the movement markings and therefore increase the awareness that traffic lanes are to be shared by bicycle and automobile traffic. There is no set standard for a Type B Sharrow. The Second Street Sharrow within the City of Long Beach consists of a colored travel lane with sharrow pavement markings at the beginning and end of each block. Sharrows should also include signs advising motorists to share the lane with bicyclists.

### **Bicycle Boulevard**

A bicycle boulevard is a bicycle route that is implemented along with traffic calming measures designed to reduce travel speed and traffic volumes. Thus making the roadways more conducive to bicycle travel. Traffic calming elements can include installation of diverters that prevent vehicles to travel on these streets for long distances, mini-circles at intersections, signal phasing, and lane striping.

## **6.2 – Network Planning**

### **Choice of Treatment**

The choice of an appropriate bicycle facility depends on multiple factors including right-of-way availability, roadway width, land use patterns, traffic volumes, and travel speeds. The ability to implement a bike path depends on the availability of an exclusive right-of-way. The placement of bike lanes depends on roadway width or where they may be implemented as part of a larger roadway diet or “complete street” project. Bike routes are proposed for streets where network connectivity can be achieved and with relatively low traffic volumes and travel speeds. Huntington Park’s traditional grid street pattern and narrow residential streets may provide opportunities for the implementation of bicycle boulevards on roadways that provide connections with other bicycle facilities and/or to local destinations. Curb-to-curb width is a primary factor in determining the ability to implement bike lanes on major and secondary arterials

### **Planning Assumptions**

The proposed bicycle network’s development was based on technical criteria, field observations, and community input. The goal was to provide a range of facility types that address the needs of different types of bicyclists. City staff and the community at-large provided data and information that helped identify routes heavily used by bicyclists. The proposed facility alignments were developed to provide safe and convenient connectivity to local destinations, connect to existing and planned bicycle facilities in neighboring cities and communities, and provide improved connectivity to transit.

The determination of the appropriate type of bicycle facility (bike path, lane, or route) is based on the roadway network's physical and operational characteristics including:

- Right-of-way availability – Class I bike paths are proposed rights-of-way with sufficient width to allow for a shared use of the right-of-way such as railroad or utility corridors. These rights-of-way also provide more direct connections than the local roadway system.
- Roadway Width – The ability to implement a bicycle facility within an existing roadway with minimum alterations to its existing condition is a major determinant on the type of proposed facility. Bike lanes are proposed for roadways that either have sufficient width to allow for the lane to be installed without needing to modify its existing configuration (number of lanes, lane widths, etc.) or where minor modifications (narrowing travel lanes or reducing the number of lanes) will provide sufficient room to install a bike lane.
- Operating Conditions – The proposed network gives preference to roadways with relatively low traffic volumes and speeds in order to maximize safety for bicyclists and to address safety concerns of less experienced bicyclists.

The assumptions contained in Table 6.1 served as the basis for the planning of the proposed facilities.

**Table 6.1 – Planning Assumptions**

Facility Type	Width	
	Preferred	Minimum
Travel Lane	11'	10'
Left Turn Lane	10'	9'
On-Street Parking	8'	7'
Bike Lane	6'	5'
Bike Lane Buffer	2'	1'

### 6.3 – Proposed Bicycle Network

Table 6.2 contains a summary of the bicycle facility types proposed in this plan.

**Table 6.2 – Summary of Huntington Park's Proposed Bicycle Network**

Facility Type	Length – Miles
Class I – Bike Paths	4.0
Class II – Bike Lanes	3.8
Class III – Bike Routes	15.0
<b>Total</b>	<b>22.8</b>

### 6.3.1 – Class I Bike Trails

The plan identifies 4.0 miles of paved bike paths to be located on rights-of-way that are completely separated from vehicular traffic. This includes a 2.8 mile path along within the Union Pacific railroad right-of-way along Randolph Street and a 1.2 mile path along the Union Pacific railroad right-of-way along Salt Lake Avenue. Both proposed trails provide connections to local and regional destination and help extend the County’s regional bike network. The Randolph Street trail will provide a direct connection to the Slauson Blue Line station west of the city, and to the Los Angeles River Trail located to the east of the city. The Salt Lake Avenue trail will provide connections between the Randolph Street trail and the City of South Gate’s bicycle network.

**Table 6.3 – Proposed Class I Bike Paths**

Trail	Limits		Length – Miles
Randolph Street	West city limit	Carmelita Avenue	2.8
Salt Lake Avenue	100’ south of Bell Ave	Santa Ana Street	1.2
TOTAL			4.0

### 6.3.2 – Class II Bike Paths

Bike lanes provide a signed and striped lane for the exclusive use of bicyclists within a shared roadway right-of-way. The lanes are often located on both sides of a roadway with bicyclists traveling in the same direction as automobiles. The plan proposes a total of 3.8 miles of bike lanes on three north-south roadways. The implementation of east-west bike lanes within Huntington Park will require significant changes to existing roadway configurations and potential on-street parking removal due to roadway widths, traffic volumes, and operating speeds. The proposed east-west facilities therefore consist of either bike lanes or sharrows. Table 6.4 summarizes the proposed Class II bike lanes.

**Table 6.4 – Proposed Class II Bike Lanes**

Trail	Limits		Length – Miles
Pacific Boulevard	Randolph Street	Florence Avenue	0.8
Boyle Ave/State Street	Slauson Avenue	Santa Ana Street	1.8
Miles Ave/Soto Street	NCL	Florence Avenue	1.2
TOTAL			3.8

### 6.3.3 – Class III – Bike Routes

Bike routes use signage to inform people operating motor vehicles and bicycles that a roadway is part of a designated bicycle network. Pavement markings are now widely used along with signage to increase the awareness of motorists of the presence of bicyclists within a roadway. Pavement markings, or Sharrows may consists of stenciled bicycle icons identifies in the MUTCD located at regular intervals along a bike route, or painted lanes used in conjunction with the pavement markings. The painted lanes are typically referred to as “Type B Sharrows”. A total of 15.0 miles of bike routes are proposed for Huntington Park as shown in Table 6.5.

**Table 6.5 – Proposed Class III Bike Routes**

Trail	Limits		Length – Miles
58 <sup>th</sup> Street	Malabar Street	Soto Street	0.5
61 <sup>st</sup> Street	Maywood Avenue	ECL	0.8
Belgrave Avenue	Santa Fe Avenue	State Street	0.6
Clarendon Avenue	Regent Street	Arbutus Avenue	1.6
Gage Avenue	WCL	ECL	2.1
Zoe Avenue	Alameda Street	Miles Avenue	0.9
Zoe Avenue	Passaic Street	Bissell Street	0.6
Saturn Avenue	Alameda Street	Salt Lake Avenue	1.8
Florence Avenue	WCL	Santa Fe Avenue	0.5
Walnut Street	Mountain View Avenue	Salt Lake Avenue	0.8
Santa Ana Street	WCL	ECL	1.1
Cottage Street	Randolph Street	Zoe Avenue	0.5
Albany Street	Zoe Avenue	Florence Avenue	0.3
Malabar Avenue	58 <sup>th</sup> Street	Florence Avenue	1.1
Pacific Avenue	NCL	Randolph Street	0.7
California Avenue	Walnut Street	Santa Ana Street	0.7
Carmelita Avenue	NCL	Randolph Street	0.4
<b>TOTAL</b>			<b>15.0</b>

Figure 6.1 shows the location of the proposed bicycle network within Huntington Park

CITY OF LOS ANGELES

CITY OF VERNON

CITY OF MAYWOOD

CITY OF BELL

CITY OF CUDAHY

CITY OF SOUTH GATE

LOS ANGELES COUNTY

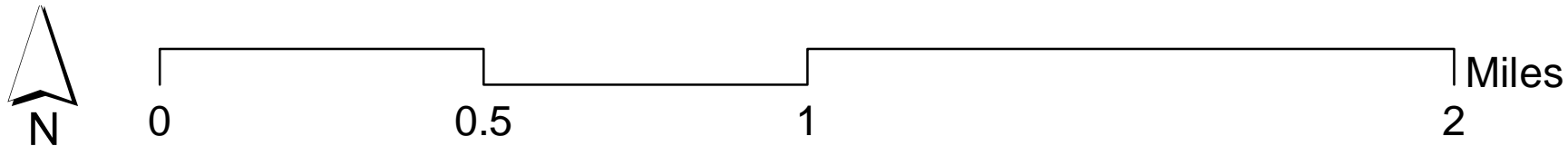
# Huntington Park Bicycle Master Plan

## Proposed Bicycle Network

- Class I - Bike Path
- Class II - Bike Lane with Road Diet
- Class III - Bike Route
- Bike Route with Sharrows
- Proposed Bike Facilities in Nieghbor Cities/County

## Local Destinations

- Schools
- Parks
- Public Facilities
- Downtown



evan  
brooks  
associates



## 6.4 – Intermodal Connections

Facilitating the connection between bicycles and other transportation modes, particularly transit, is an important component of a successfully bicycle network because it helps increase the distance that people can commute with a bicycle without the need to travel by car. Improved connections also help increase the convenience and safety for bicycle commuters. Huntington Park should focus on facilitating these connections along its major transit corridors including Pacific Boulevard, Slauson Avenue, and Florence Avenue. All Metro buses contain bike racks. The city should work with the Oldtimers Foundation, the operator of its local fixed-route transit system, to secure funding to install bike racks on its buses.



## 6.5 – Bicycle Parking and Support Facilities

Huntington Park has limited bicycle parking facilities. Those that do exist are located primarily at local schools, parks, and civic facilities. The lack of adequate bicycle parking is primarily evident within the city's central business district along Pacific Boulevard and at other local commercial centers. Bicycles are frequently observed locked to benches, sign posts, or trash receptacles within these areas. Students at some of the recently-constructed charter schools within Huntington Park commented at the community workshops that the school campuses lacked bike racks.



Both recreational bicyclists and bicycle commuters rely on the availability of conveniently-located and secure bike parking in order to make bike travel a viable transportation mode. The development of a comprehensive bike parking strategy can have an immediate impact on enhancing a city's bicycle environment. Other cities have shown that an effective bicycle parking program can help with the branding of a neighborhood or commercial district, and serve as an effective transportation demand management strategy.





Huntington Park should prioritize the installation of bicycle parking throughout the city but specifically within the following location:

- Parks
- Schools
- Commercial Districts
- Employment Centers
- Transit Stations
- Government and Civic Facilities



More enhanced bicycle parking such as secured bike corrals or a bike station should be located at major transit hubs and commercial districts. The Pacific Boulevard corridor is a prime location for such facilities. Many of the city-owned parking lots within this district contain walled-off trash enclosures that can be easily converted to secured bicycle corrals for district employees. Access to the corrals can be controlled by an electronic key card. Bike lockers or racks can be used to secure the bicycles.

City has expressed interest in the possibility of developing a bike station that may include a “Bike Kitchen” in a location along Pacific Boulevard. The facility could either be located in a vacant space within a commercial building along Pacific Boulevard and in a more temporary facility such as a portable storage unit or trailer that can be located near or next to a bicycle corral. The long term viability of a proposed bike station will depend on the City’s ability to partner with the community, secure funding through external sources and donations to support the bike station’s operations, and the bike station’s ability to become financially sustainable in the long term.

Figure 6.2 shows the general location for future multimodal connection improvements and bicycle parking facilities.



## 6.6 – Bicycle Commuter Estimates

Census data was used to develop an estimate of existing bicycle travel within Huntington Park. “Means of Transportation to Work” data obtained from the US Census’ “2011 American Community Survey – 5 Year Estimates” was used to identify the percentage of people who ride a bike to work on a daily basis. Identifying this percentage, or mode split, is an important element in preparing as it provides a basis for establishing the goals of educational and encouragement programs that seek to increase the bicycle mode split within Huntington Park. Table 6.6 shows the travel characteristics of Huntington Park’s commuters and shows how they compare to Los Angeles County and the State of California.

**Table 6.6 – Huntington Park Estimated Work Commute Mode Split**

Travel Mode	California	LA County	Huntington Park	Mode Split Comparison	
				California	LA County
<b><i>Car, Truck, Van</i></b>					
Drive Alone	73.0%	72.1%	63.1%	-16%	-14%
Carpool	11.9%	11.3%	13.6%	13%	17%
<b>Total Car/Truck/Van</b>	<b>84.9%</b>	<b>83.4%</b>	<b>76.7%</b>	<b>-11%</b>	<b>-9%</b>
<b><i>Public Transportation</i></b>					
Bus	3.8%	6.5%	13.1%	71%	51%
Rail Transit	1.2%	0.6%	0.1%	-4367%	-2081%
<b>Total Public Transportation</b>	<b>5.0%</b>	<b>7.1%</b>	<b>13.2%</b>	<b>61%</b>	<b>46%</b>
Taxi/Motorcycle	0.4%	0.3%	0.1%	-346%	255%
<b><i>Non-Motorized</i></b>					
Bicycle	0.9%	0.7%	1.4%	33%	47%
Walking	2.8%	2.9%	5.2%	46%	45%
<b>Total Non-Motorized</b>	<b>3.7%</b>	<b>3.6%</b>	<b>6.6%</b>	<b>43%</b>	<b>45%</b>
Other	1.0%	1.0%	1.2%	18%	14%
Work at Home	5.0%	4.6%	2.2%	-120%	-103%
<b>TOTAL</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>		

The Census data shows that Huntington Park’s non-motorized and transit mode splits are higher than the State’s and County’s, and the percentage of workers that drive to work, both by themselves and in carpools, is lower than the State and County. The data also shows that Huntington Park’s bicycle mode split is 33 percent higher than the State and 47 percent higher than the County. While these numbers show that Huntington Park has a more diverse commuting pattern than the State and the County, it does not show an accurate representation of the level of bicycle ridership within the city because it only accounts for work commute trips (workers 16 years and older). As a result, it does not account for bicycle commuting associated with other forms of commuting such as school trips

A more complete estimate of existing bicycle commuting in Huntington Park is shown in Table 6.7. This revised estimate is derived by including other variables not accounted for in the original Census data such as transit commuters and students (grades K thru 8, and college). Assuming that 25 percent of transit commuters ride their bikes to connect to transit, two percent of school children ride their bike to school, and 10 percent of college students commute by bicycle results in an existing adjusted bicycle mode split of 4.5 percent compared to the 1.4 percent shown in the Census data.

**Table 6.7 – Existing Bicycle Demand**

Variable	Estimate
<b>Population</b>	
Total	58,114
Employed	24,500
School Children (K – 8 <sup>th</sup> Grade)	9,099
College Students	3,195
Total Commute Population	36,794
Adjusted Commuter Population % of Total Population	63%
<b>Work Commute</b>	
<i>Bicycle Commuters</i>	
Mode Split	1.4%
Total Bicycle Commuters	343
<i>Transit</i>	
Mode Split	13.2%
Transit Commuters	3,234
Factor	25%
Total Transit Bicycle Commuters	809
<b>School Commute</b>	
<i>Grades K – 8<sup>th</sup></i>	
Bicycle Mode Split	2%
Total School Bicycle Commuters	182
<i>College</i>	
Bicycle Mode Split	10
Total College Bicycle Commuters	320
<b>Adjusted Existing Bicycle Commuters</b>	
Amount	1,653
Mode Split	4.5%
<b>Total Daily Bicycle Commuter Trips</b>	<b>3,306</b>

## 6.7 – Trip Reduction and Air Quality Benefits

Table 6.8 uses the adjusted bicycle commuting estimates shown above to calculate existing bicycle-related trip reduction and air quality benefits. The table estimates that bicycles currently replace a total of 1,170 daily automobile trips resulting in a VMT reduction of 8,687 miles, and 305,443 less annual automobile trips resulting in an annual VMT reduction of 2,267,330 miles.

**Table 6.8 – Existing Trip Reduction Benefits**

Variable	Factor	Reduced Vehicle Trips
Weekday		
Bike to Work	0.73 *	841
School Children K-8 <sup>th</sup> Grade	0.53 **	96
College	0.73 *	233
TOTAL WEEKDAY		1,170
Annual		
Weekdays per Year		261
TOTAL ANNUAL TRIP REDUCTION		305,443
Vehicle Miles Traveled	Ave Trip Length (Miles)	Reduced VMT
Weekday VMT Reduction		
Work/College	8	8,591
K-8 <sup>th</sup> Grade	1	96
TOTAL WEEKDAY		8,687
TOTAL ANNUAL		2,267,330

Note:

- \* Assumes that 73 percent of bicycle commute trips replace automobile trips for adults and college students.
- \*\* Assumes that 53 percent of bicycle trips replace automobile trips for school children.

**Table 6.9 – Existing Air Quality Benefits**

Contaminants	Grams per Reduced Mile	Total Reductions (lbs.)	
		Weekday	Annual
Hydrocarbons	1.36	26.5	9,903.5
PM10	0.0052	0.1	26.4
PM2.5	0.0049	0.1	24.9
NOX	0.95	18.5	4,822.3
CO	12.4	241.2	62,943.2
CO2	369	7,176.5	1,873,068.4

Source: Emissions rates from **EPA Report 420-F-05-022** – Emission Facts: Average Annual Emissions and Fuel Consumption for Gasoline-Fueled Passenger Cars and Light Trucks. 2005.

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## 7.0 FUNDING

Bicycle projects, programs, and plans can be funded through sources available at all government levels. This section summarizes federal, state, and local/regional funding sources; along with more non-traditional funding programs. The following summary is provided in order to help guide the city in identifying and soliciting project funding through these programs since it is impractical to assume that individual projects will be funded by specific funding programs because of the competitive nature of some of the funding programs.

### 7.1 – Federal

MAP-21, the Moving Ahead for Progress in the 21st Century Act was signed into law by President Obama on July 6, 2012. MAP-21 is the first long-term transportation authorization act since the Safe, Accountable, Flexible, Efficient Transportation Equity Action: A Legacy for Users (SAFETEA-LU) act of 2005, and programs over \$105 billion for fiscal years (FY) 2013 and 2014. MAP 21 creates a streamline performance-based surface transportation program that builds on many highway, transit, bike, and pedestrian programs and policies first established in 1991 with the authorization of the Intermodal Transportation Efficiency Action (ISTEA).

Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005. MAP-21 is a performance-based program that requires states to invest resources in projects that achieve individual targets that collectively will help accomplish national goals. MAP-21's national performance directly related to bicycle and non-motorized transportation include:

- **System Reliability** – To improve the efficiency of the surface transportation system
- **Environmental Sustainability** – To enhance the performance of the transportation system while protecting and enhancing the natural environment

The individual surface transportation programs contained in MAP-21 are summarized below.

**Surface Transportation Program (STP)** – The STP program provides an average of \$10 billion per year in flexible funding that can be used by state and local governments for projects that preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for non-motorized transportation, transit capital projects, and bus terminal and facilities.

**Highway Safety Improvement Program (HSIP)** – MAP-21 provides an average of \$2.4 billion per year for projects that demonstrate a quantifiable improvement to safety on all public roadways and involving different travel modes including non-motorized transportation. Each state is responsible for identifying key safety problems, establish their relative severity, and adopt strategic performance-based goals to maximize safety. Funds are allocated based on how the individual projects achieve these goals.

**Congestion Management and Air Quality Improvements Program (CMAQ)** – The CMAQ program provides an average of \$3.3 billion per year to state and local governments for transportation projects and programs that help meet the requirements of the Clean Air Act. Funding is available to reduce congestions and improve air quality for areas that do not meet

the National Air Quality Standards for ozone, carbon monoxide, or matriculate matter (nonattainment areas) as well as for former nonattainment areas that are now in compliance. Projects that reduce or replace automobile travel with non-motorized transportation (walking or bicycling) are key components of this program.

**Transportation Alternatives (TA)** – The Transportation Alternative program provides funding for a variety of alternative transportation projects that were previously funded through different federal funding programs. This program is funded at a level equal to two percent of the authorized Federal-aid highway and highway research funds. States must use a specific portion of their TA fund allocations for recreational trail projects. Other eligible uses include transportation alternatives (i.e. bicycle, pedestrian, streetscape projects) and Safe Routes to School programs.

**Safe Routes to School Program (SRTS)** – The SRTS program aims to increase encourage school-aged children (grades K – 8) to walk and bicycle to school. SRTS is funded through MAP-21's Transportation Alternatives program and is administered by each state's Department of Transportation. This program's goals include:

- Improved bicycle and pedestrian safety around schools
- Decreased traffic congestions around schools
- Reduced childhood obesity
- Improved air quality, community safety and security, and community involvement
- Improved partnerships among schools, local agencies, parents, community groups, and non-profit organizations

The SRTS program funds the implementation of both capital improvement projects and programs that support increased walking and bicycle travel to school by school-aged children (grades K-8). A minimum of 70 percent of annual apportionments are used to fund capital projects, and 30 percent for programs. The program funds a maximum of \$1,000,000 per infrastructure project and \$500,000 for educational/ encouragement projects.

Examples of eligible capital improvement projects include:

- Bicycle paths, lanes, and routes; and bicycle racks
- Pedestrian projects including new sidewalks, sidewalk widening, sidewalk gap closures, curbs, gutters, curb ramps, pedestrian bridges, high-visibility crosswalks, and paths.
- Traffic calming including traffic circles, speed humps, sidewalk bulb-outs, median refuge islands, and other related improvements
- Traffic control devices including new or upgraded traffic signals, pavement markings, in-pavement pedestrian signals, flashing beacons, bicycle-activated traffic signals, pedestrian countdown signals, and signage.

SRTS-funded educational and encouragement programs are intended to improve the safety and acceptance of walking or riding a bicycle to school and thereby increase the overall use of non-

motorized transportation among school children and their parents. Examples of the eligible programs include:

- Education – Teaching school children about transportation choices, the benefits of active transportation (bicycling and walking), bicycle safety training, and community driver safety programs.
- Encouragement – Organizing special events and activities that promote bicycle travel or walking.
- Enforcement – Collaborating with local law enforcement agencies to increase the compliance of traffic laws on streets adjacent to school campuses (enforcement of traffic speeds, yielding the right-of-way to pedestrians at street crossings, and assuring the pedestrians and bicyclist behave in a safe manner), and initiating community-based safety programs such as crossing guards.
- Evaluation – Collecting before and after data in order to quantify a program's effectiveness in influencing travel behavior and to determine the program's level of success in reaching its intended goals.

#### **Land and Water Conservation Fund (LWCF)**

The LWCF program provides grants to State and local governments for the acquisition and development of public outdoor recreational facilities. This program's goal is to create and maintain high quality recreational areas and facilities throughout the nation and to stimulate non-federal investment in the protection and maintenance of recreational resources.

#### **Petroleum Violation Escrow Account (PVEA)**

PVEA funds are derived from fines assessed on oil companies in the 1970s for violating federally-established price caps. These funds are distributed at the state level through a grant program administered by the Department of Energy's State Energy and Weatherization Assistance Program. PVEA funds are used to implement projects that conserve energy including public transportation and non-motorized projects.

#### **Recreational Trails Program**

The Recreational Trails Program provides funding to states to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail users. Eligible projects covered under this program include:

- Maintenance and restoration of existing trails
- Development and rehabilitation of trailside and trailhead facilities
- Purchase and lease of equipment used in constructing and maintaining trails
- Construction of new trails
- Acquisition of trail rights-of-way or easements
- Educational programs that promote safety and environmental awareness

## **7.2 – State**

### **Bicycle Transportation Account**

The State of California's Bicycle Transportation Account (BTA) program provides funding to cities for projects that help improve conditions and safety for bicycle commuters. These projects include, but are not limited to:

- New bikeways along major transportation corridors
- Improved bicycle access to transit facilities
- New bikeways that remove barriers for bicycle commuting
- Secure bicycle parking at employment centers, park-and-ride lots, schools, transit facilities, and other bicycle trip generators
- Installation of traffic control devices that improve the safety and efficiency of bicycle commuting
- Installation of bicycle racks or carrying equipment on public transit vehicles
- Elimination of hazardous conditions on existing bikeways
- Improvement and maintenance of existing bicycle facilities

Eligible project activities include project planning, preliminary engineering, final design, right-of-way acquisition, construction, and/or rehabilitation.

Caltrans' Bicycle Facilities Unit programs BTA funds to cities on an annual basis through a competitive grant process. BTA funds up to 90 percent of a project's total cost (10 percent minimum local match requirement). Approximately \$7.2 million is available through the BTA program on an annual basis. The City of Huntington Park is eligible to receive BTA funding upon the completion and adoption of this Bicycle Transportation Master Plan.

### **AB 2766 Subvention Funds**

The Southern California Air Quality Management District (SCAQMD) distributes funds generated from annual vehicle registration renewals directly to cities for mobile source emissions reduction programs. These funds can be used for bicycle projects that can demonstrate a reduction in mobile source emissions related to automobile travel.

### **Environmental Enhancement and Mitigation Program (EEMP)**

Environmental Enhancement and Mitigation (EEMP) funds are used to implement projects that offset environmental impacts of a new or modified transportation facility above or beyond mitigations measures identified in the project's CEQA document. These projects may include highway landscaping, urban forestry projects, roadside recreation projects, and acquisition or enhancement of resource lands. This program is funded by state gas tax revenues.

### **Highway Safety Improvement Program**

This program funds projects that reduce the number and severity of traffic accidents on all public roads and highways. HSIP funds are programmed through a competitive grant process where projects are evaluated through the use of either a Safety Index to Work Type. Project applications are initially evaluated through the use of the Safety Index that seeks to identify each project's benefit in terms of quantified safety improvement projections and project cost. The Safety Index produces a ranked list of

projects with the highest ranking projects receiving funding. Unfunded projects are then moved to the Work Type category where they are further evaluated and ranked. Approximately 75 percent of annual HSIP funds are reserved for Safety Index projects and 25 percent for Work Type projects.

Projects in the Safety Index category include installation of raised median islands, protected left-turn phasing, and roadway widening. Work Type projects include curb ramps, crosswalks, construction of bus stop aprons, and right-turn lane installation.

#### **Office of Traffic Safety (OTS) Grant**

This program funds projects and programs specifically intended to improve bicycle and pedestrian safety. Costs related to educational and enforcement programs such as bicycle helmet distribution, design and printing of public information materials (posters, billboards, pamphlets), police safety demonstrations at schools, and development of safety education curriculums for local schools.

#### **Safe Routes to Schools (SR2S) Program**

The State's Safe Routes to School program seeks to construct facilities that promote safe walking and bicycling to school for children (grades K-12) in order to increase the use of active transportation among school children. The state and federal Safe Routes to Schools programs share similar goals and objectives although their funding sources, local match requirements, and other program requirements may differ.

SR2S funds primarily physical improvements located within public rights-of-way. Improvements located within school campuses are also eligible for funding provided that the school campus are incidental to the overall project cost. Funding may be used to construct bicycle facilities, traffic control devices, and traffic calming measures. A maximum of 10 percent of a project's funding can be used for outreach, education, enforcement, and/or encouragement activities. This program allocates approximately \$25 million annually to eligible projects. It funds a maximum of \$900,000 per project and up to 90 percent of the total project cost.

#### **Transportation Development Act – Article 3 Funds (TDA-3)**

TDA-3 funds are allocated by the State to counties for the implementation of bicycle and pedestrian facilities. Metro administers these funds and annually programs them to cities on a per-capita basis. Eligible project expenditures include:

- Engineering expenses leading to construction
- Right-of-way acquisition
- Construction and reconstruction
- Retrofitting of existing bicycle and pedestrian facilities including signage installation, and ADA compliance
- Route improvements such as bicycle loop detectors, rubberized rail crossings, bicycle-friendly drainage grates, and bicycle-accessible traffic signal controls
- Purchase and installation of bicycle facilities such as secure bike parking, benches, drinking fountains, changing rooms, restrooms, and showers (provided that these facilities are adjacent to bike trails, employment centers, park-and-ride lots, and/or transit terminals and are accessible to the general public.



Up to five percent of an agency's annual TDA-3 allocation may be used to help fund bicycle safety and education programs. Cities are allowed to use a maximum of one entire year's TDA-3 allocation, no more frequently than once every five years, to develop comprehensive bicycle and pedestrian plans.

#### Active Transportation Program

The State's new Active Transportation Program was established in 2013 with the passage of SB 99 and AB 101. The program was established to encourage the increased use of active transportation modes including walking and bicycling. The ATP funds the implementation of projects that support increased walking and bicycling and improve safety for non-motorized travel. The ATP consolidates different federal and regional funding programs under one funding cycle. The ATP will fund projects through a competitive grant process beginning in 2014.

The ATP program will replace the Metro Call for Projects as the primary source for bicycle funding within Los Angeles County because all Federal Transportation Alternatives (TA) funding will be programmed by the State in coordination with local Metropolitan Planning Organizations (i.e. SCAG). ATP funding will be allocated based on the following formula:

- 50 percent of total funding to be programmed by Caltrans for statewide projects
- 40 percent will be programmed by local MPOs, in coordination with county transportation agencies and local Caltrans offices for projects located within their jurisdiction.
- 10 percent will be reserved for projects located within small urban or rural areas with populations less than 200,000.
- 25 percent of the funding allocated to these three categories will be reserved for projects located within disadvantaged communities.

## 7.3 – Regional

### Proposition C Local Return

Proposition C is a ½ cent sales tax measure approved by Los Angeles County voters in 1990 and administered by Metro. Twenty percent of Proposition C tax revenues are designated for the Local Return program that are used by cities and Los Angeles County to develop and/or improve public transit and the related transportation infrastructure. Proposition C Local Return funds can be used for the project construction and maintenance, bicycle parking, signage, and information/safety programs provided that they meet the following requirements:

- Projects are linked to employment or educational sites
- Projects shall be used primarily for commuting or utilitarian trips
- Jurisdictions have completed and submitted a (Pavement Management System) Self Certification.

### Measure R Local Return

Measure R is a ½-cent sales tax increase approved by Los Angeles County voters in 2008. It funds public transit improvements within Los Angeles County for a period of 30 years beginning July 1, 2009. Fifteen percent of Measure R tax revenues are designated for the Local Return Program. Metro administers these funds and programs them annually to cities on a per-capita basis. Measure R Local Return funds are used to develop and implement projects that improve transportation and quality of life. Eligible expenses include:

- Major street resurfacing, rehabilitation, and reconstruction
- Pothole repairs
- Traffic signal improvements (left-turn signals, synchronization, etc.)
- Bikeways
- Pedestrian improvements
- Transit

### **Metro Call for Projects**

The Metro Call for Projects is a competitive grant program that provides partial funding for regionally significant transportation projects throughout Los Angeles County that improve mobility, maximize person throughput on streets, reduce vehicle miles traveled (VMT), and reduce greenhouse gas (GHG) emissions. Cities and public agencies that provide public transportation facilities and/or programs are eligible to receive funding through the Call. Project funding comes from a variety of federal, state, and local sources as shown below:

#### **Federal**

- Congestions Management and Air Quality (CMAQ)
- Regional Surface Transportation Program (RSTP)

#### **Regional**

- Prop C 10%
- Prop C 25%
- Local Transportation Funds

With the enactment of the State’s Active Transportation Program, Metro will need to determine the extent to which it will continue to fund projects related to active transportation modes in future Call for Projects cycles. Projects that include bicycle and/or pedestrian improvements may still be funded through the Call for Project’s other modal categories that encourage multimodal travel or Transportation Demand Management.

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## 8. IMPLEMENTATION PLAN

### 8.1 – Past Bicycle Expenditures

Huntington Park is using \$24,808 of its FY 2009 TDA-3 allocation to purchase and install bike racks throughout the city. Previous expenditures also include bicycle safety and education programs.

### 8.2 – Master Plan Cost Estimates

Planning-level cost information contained in the County of Los Angeles Bicycle Master Plan was used to develop the estimated costs of the proposed bicycle network. These estimates include costs for survey and design, construction, administration, and contingencies. They do not include programmatic or project-level environmental review, or detailed traffic studies. The proposed bicycle network's estimated total costs is approximately \$8.8 million. Table 8.1 shows proposed network's cost estimate by facility type.

**Table 8.1 – Bicycle Network Cost Estimate**

Facility Type	Quantity (miles)	Unit Cost (per mile)	Cost Estimate
Class I Bike Paths	4.0	\$1,200,000	\$8,400,000
Class II Bike Lanes	3.8	\$40,000	\$152,000
Class III Bike Routes			
Signed only	9.3	\$15,000	\$139,500
Sharrows	5.7	\$25,000	\$142,500
<b>Total</b>	<b>22.1</b>		<b>\$8,834,000</b>

The City supports the development of Class II Bike Lanes along Randolph Street as a short term improvement given the roadway's ability to provide a direct connection between the Slauson Blue Line Station and the Los Angeles River Trail, accessibility to other proposed bicycle facilities and destinations within Huntington Park, and coordination required to plan, design, and construct the bike path along the railroad right-of-way. Also, city staff supports implementing multiple high priority projects throughout the City rather than expending its limited available funding on a single project. As a result, this plan proposed the development of Class II Bike Lanes along Randolph Street as a short term improvement.

Similarly, the determination of the type of bicycle facility to be developed along Pacific Boulevard will be determined by a separate design project currently being conducted by the City. The ability to implement a Class II bike lane will depend on several factors including whether the existing diagonal parking will be replaced by parallel parking, and to what extent the existing sidewalks are widened. City staff therefore recommends that the Pacific Boulevard be shown as having Class III Sharrows as a short term improvement and Class II Bike Lanes as a long term improvement. Table 8.2 shows the short term network cost estimates.

**Table 8.2 – Short Term Bicycle Network Cost Estimate**

Facility Type	Quantity (miles)	Unit Cost (per mile)	Cost Estimate
Class I Bike Paths	1.2	\$1,200,000	\$2,520,000
Class II Bike Lanes	5.8	\$40,000	\$232,000
Class III Bike Routes			
Signed only	9.3	\$15,000	\$139,500
Sharrows	6.5	\$25,000	\$162,500
<b>Total</b>	<b>22.8</b>		<b>\$3,054,000</b>

### 8.3 – Project Evaluation Criteria

The following criteria was used to evaluate each project’s ability to meet the City of Huntington Park’s goals and needs regarding increasing bicycle travel.

**Connectivity to Proposed Bicycle Facilities** – The successful implementation of this proposed bicycle network will also include coordination with neighboring cities and Los Angeles County to assure that the network connects to proposed facilities in the neighboring communities. The preparation of this plan included a review of the Los Angeles County Bicycle Master Plan and Metro’s 2006 Bicycle Transportation Account Compliance Document. Proposed facilities on Florence Avenue, Pacific Boulevard, State Street, California Avenue, and Randolph Street connect to proposed facilities contained in these other plans.

**School Access** – School children typically have a higher bicycle mode split for “commuter” travel than do adults. Proposed facilities located directly adjacent to schools within the city will receive higher priority in order to encourage more students to ride their bikes to school.

**Access to Local Destinations** – Bicycle facilities that provide improved access to local destinations, specifically those that have the potential to generate a high number of bicycle trips will receive a higher priority. Improving bicycle and pedestrian access to parks, the Civic Center, and Downtown Huntington Park (Pacific Boulevard) can reduce traffic congestion and make more efficient use of the city’s existing roadway network.

**Bicycle Collisions** – Bicycle facilities can help improve bicycle safety by reducing the frequency of traffic collisions involving bicycles. Proposed facilities located on roadways with high concentrations of bicycle collisions will receive priority.

**Transit Connections** – Improving bicycle connections to transit facilities is an effective way of extending the length of a commute trip involving bicycles. It also helps elevate bicycling as a viable travel mode for commute trips. This is specifically relevant to cities with high concentrations of transit service and corresponding transit ridership such as Huntington Park.

**Feasibility** – Project costs, resource availability, physical and operational conditions, and political support influence the ability to implement a project within a short or long-term horizon. A Class I bike path project may be highly ranked but a city may not be able to implement it for several years because of limited available funding. Similarly a proposed bike lane project may require the elimination of on-



street parking or reducing travel lanes, which, may not be supported politically. These circumstances must be considered in evaluating the plan’s proposed projects.

## **8.4 – Project Rankings**

The criteria described in the previous section were used to evaluate the projects identified in this master plan. Each project received a score based on how well it met the conditions specified in each criterion, and finally each criterion was weighted based on input provided by city staff. The projects were then ranked based on their weighted scores resulting in a non-constrained prioritized project list. Project cost estimates and availability of funding resources was then used to develop a constrained phased project list that identifies projects to be implemented in specific time horizons.

Table 8.3 shows the project ranking criteria and scoring methodologies, Table 8.5 contains the prioritized project list, and Table 8.4 contains the constrained phased project list.

**Table 8.3 – Project Ranking Criteria**

Criteria	Description	Weight	Points	Weighted Score
Planned bike facilities	Connects to a planned bike facility in a neighboring city/community.	1	3	3
	Located on a roadway/ROW that passes through more than one city		1	1
	Located on a roadway/ROW located entirely within HP		0	0
Schools	Passes directly adjacent to more than one school	3	3	9
	Passes adjacent to one school or within 0.25 mile of multiple schools		1	3
	Does not provide improved access to schools		0	0
Activity Centers	Located within or provides direct access to local activity centers	3	3	9
	Provides limited or secondary access to local activity centers		1	3
	Does not directly access local activity centers		0	0
Bike Collisions	Located along a roadway where more than 5 bike collisions have taken place within the past 5 years	2	3	6
	Between 1 to 4 bike collisions within the past 5 years		1	2
	No bike collisions		0	0
Public Input	Public stated its support or desire for a specific facility multiple times	2	3	6
	Public stated its supports or desire for a specific facility once		1	2
	Not identified by the public as a desired facility		0	0
Transit	Connects directly to multiple bus stops and rail stations or regional transit hubs	2	3	6
	Indirectly accesses regional transit hubs or a limited number of bus stops served by local and regional lines		1	2
	Connects to bus stops served only by local transit lines or does not improve access to bus stops		0	0
Project Feasibility	Project is supported politically, located within public ROW, minimum changes to existing conditions, limited external funding needed.	3	3	9
	Required modifications to roadway, marginal political/local support, higher project cost		1	3
	Project support may not be strong, ROW not owned by the city, long-term funding commitment required.		0	0
		Maximum Possible Score:		48

**Table 8.4 – Non-Constrained Ranked Project List (Weighted Score)**

Facility/Street		Class	Distance	Evaluation Criteria							Total Weighted Score
				Regional Signif.	Schools	Activity Centers	Bike Collisions	Public Input	Transit	Project Feasibility	
1	State St/Boyle Ave	2	1.8	3	9	3	6	6	2	9	38
2	Pacific Blvd (1)	2	0.8	3	3	9	6	6	6	3	36
3	Randolph Street (1)	1	2.8	3	3	9	6	6	0	9	36
4	Gage Avenue	3-S	2.1	1	9	9	6	2	6	3	36
5	Saturn Avenue	3-S	1.8	0	9	9	2	2	4	9	35
6	Miles Ave/Soto St	3-S	1.2	1	9	9	2	2	2	9	34
7	Pacific Boulevard	2	0.8	3	3	9	6	6	6	0	33
8	Pacific Boulevard (2)	3S	0.7	3	9	3	2	2	6	3	28
9	Randolph Street	1	2.8	3	3	9	6	6	0	0	27
10	Florence/Walnut	2	1.3	3	3	3	6	2	6	3	26
11	Zoe Avenue	3	1.5	0	9	9	2	2	1	3	26
12	Belgrave Avenue	3	0.6	0	9	3	2	0	2	9	25
13	61 <sup>st</sup> Street	3	0.8	1	9	3	0	0	0	9	22
14	Cottage Street	3	0.5	0	9	9	0	0	0	3	21
15	58 <sup>th</sup> Street	3	0.5	0	9	3	0	0	0	9	21
16	Malabar Avenue	3-S	1.1	1	9	3	2	0	2	3	20
17	Clarendon Avenue	3	1.6	1	3	3	2	0	2	9	20
18	Santa Ana Street	3	1.1	3	3	0	2	0	2	9	19
19	Albany Avenue	3	0.3	1	9	0	0	0	0	9	19
20	Carmelita Avenue	3	0.4	1	3	3	2	0	0	9	18
21	California Avenue	3	0.7	3	0	0	2	0	2	9	16
22	Salt Lake Avenue	1	1.2	3	0	3	2	0	0	0	8

## 8.5 – Project Implementation

The implementation plan's purpose is to provide the city with guidance for implementing the plan over a specific timeframe based on available local resources, securing external resources from various funding sources, and local project support.

### Local Funding

Huntington Park receives annual allocations of Proposition C and Measure R Local Return funds along with TDA Article 3 funds. An accurate estimate of the city's available local funding for bicycle facilities needs to account for the variety of other local transportation projects that are funded by these programs such as local transit services (Combi, Dial-A-Ride, transit fare subsidies), roadway maintenance and improvement projects (specifically for roadways with heavy transit use), traffic signals, and pedestrian improvements. Table 8.5 shows Huntington Park's total Local Return and TDA-3 funding estimates for FY 2013-14. It also includes an estimate of the funding available for bicycle projects based on the following assumptions:

- The city will begin to implement bicycle improvements on local roadways as part of its ongoing Capital Improvement Program and Pavement Management System
- 20 percent of its Proposition C and measure R funds will be used to fund roadway improvements that include bicycle facilities
- 50 percent of the city's total TDA Article 3 allocation will be used to fund bicycle improvements

**Table 8.5 – Estimated FY 2013-14 Local Bicycle Funding**

Local Funding Program	FY 2013-14 Allocation Estimates	Percentage	Estimated Local Bicycle Funding
Proposition C	\$821,569	10%	\$82,160
Measure R	\$616,176	10%	\$61,620
TDA Article 3			
FY 2014 Allocation	\$47,509	50%	\$23,750
*Prior Years' Reserves	\$84,853	50%	\$42,430
<b>Total</b>	<b>\$1,507,107</b>		<b>\$209,960</b>

\* Prior years TDA Article 3 reserve include annual allocations from Fiscal years 2009-10 thru 2011-12.

It is important to note that the amount of Proposition C Local Return funds that the City can use towards implementing bike lanes or routes on local streets will significantly increase when the city prepares a local Pavement Management System (PMS) for its roadways that carry regularly scheduled fixed-route public transit services. The preparation and adoption of a PMS will allow the City to use a portion of its Proposition C Local Return funds for pavement rehabilitation projects that can include bike lanes or sharrows. Table 8.6 shows the local streets on which Prop C can be used for pavement rehabilitation projects that include bike lanes or sharrows.

**Table 8.6 – Local Streets Eligible for Prop C Funding for Pavement Management Projects**

East-West	North-South
Clarendon Avenue	Pacific Boulevard
Randolph Street	Miles Avenue
Gage Avenue	State Street
Saturn Avenue	California Avenue
Florence Avenue	
Santa Ana Street	

Table 8.7 shows the prioritized project list including the cost estimates for each project. The cost estimates assume Class II Bike Lanes on Randolph Street and Sharrows for the entire 1.5 mile segment of Pacific Boulevard (between Florence Avenue and north city limit). The table shows that the estimated \$209,960 in available local funding is sufficient to fund the top three projects.

**Table 8.7 – Constrained Phased Project List**

Facility/Street	Rank	Class	Distance	Cost Estimate	
				Project	Cumulative
State St/Boyle Ave	1	2	1.8	\$72,000	\$72,000
Pacific Blvd (1)	2	2	0.8	\$20,000	\$92,000
Randolph Street (1)	3	1	2.8	\$112,000	\$204,000
Gage Avenue	4	3-S	2.1	\$52,500	\$256,000
Saturn Avenue	5	3-S	1.8	\$45,000	\$301,000
Miles Ave/Soto St	6	3-S	1.2	\$30,000	\$331,500
Pacific Boulevard	7	2	0.8	\$	\$
Pacific Boulevard (2)	8	3S	0.7	\$17,500	\$349,000
Randolph Street	9	1	2.8	\$	\$
Florence/Walnut	10	2	1.3	\$19,500	\$386,500
Zoe Avenue	11	3	1.5	\$22,500	\$391,000
Belgrave Avenue	12	3	0.6	\$9,000	\$400,000
61 <sup>st</sup> Street	13	3	0.8	\$12,000	\$412,000
Cottage Street	14	3	0.5	\$7,500	\$419,500
58 <sup>th</sup> Street	15	3	0.5	\$7,500	\$427,000
Malabar Avenue	16	3-S	1.1	\$27,500	\$454,500
Clarendon Avenue	17	3	1.6	\$24,000	\$478,500
Santa Ana Street	18	3	1.1	\$16,500	\$495,000
Albany Avenue	19	3	0.3	\$4,500	\$499,500
Carmelita Avenue	20	3	0.4	\$6,000	\$505,500
California Avenue	21	3	0.7	\$10,500	\$516,000
Salt Lake Avenue	22	1	1.2	\$2,520,000	\$3,036,000



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## 9. PROGRAM RECOMMENDATIONS

The implementation of programs designed to encourage increased bicycle travel among local residents, education residents regarding safe and responsible bicycle travel, and enforce laws that improve safety for bicyclists are important components of a comprehensive strategy to support increase bicycle commuting. This section provides a description of these programs.

### 9.1 – Education

A wide range of educational programs are available that provide information regarding laws that enable bicyclists, pedestrians, and motorists to travel safely within a roadway. These programs can include a general overview of laws and regulations to detailed instruction and training about specific topics. They can range in length from multi-day workshops to training sessions help over the course of a few hours. The city should ensure that the curriculum and training methods are appropriate to the targeted audience.

#### Youth Bicycle Safety Education Programs

These programs are designed to train students about the rules of the road, proper use of bicycle equipment, bike skills, safe street crossing, and the benefits of bicycling. These programs are often incorporated into Safe Routes to School programs. They can be integrated into classroom lessons, physical education programs, or provided after school. Classroom training can be provided by teachers, trained professionals, or law enforcement officers. These programs are most appropriate for students in 4<sup>th</sup> through 8<sup>th</sup> grades. Additional information on bicycle and pedestrian safety curriculums is available from the National Center for Safe Routes to Schools.

#### Bicycle Skill Courses

The League of American Bicyclists (LAB) has developed a comprehensive bicycle skills curriculum that is considered to be the national standard for adults seeking to improve their bike riding skills. These classes include bicycle safety checks, basic maintenance, both basic and advanced on-road skills training, and driver education. The Los Angeles County Bicycle Coalition (LACBC) currently offers adult LAB courses that are taught by certified instructors. Huntington Park can partner with the LACBC and other non-profit organizations to expand the course offerings or incorporate them into other city programs.



#### Bicycle Rodeos

Bicycle rodeos are individual events that help children develop basic bicycling techniques and safety skills through the use of a bicycle safety course. Rodeos are usually staged in school playgrounds, parks, or parking lots that are equipped with props (such as traffic cones, stop signs, and other signage) that simulate roadway environments. Students receive instruction on how to observe traffic signals or stop signs and safe ways to cross streets. Rodeos also include safety inspections to ensure that bicycles and

helmets are properly sized. These events can include free or low-cost helmet distribution and bicycle maintenance.

### **Share the Road Campaigns**

These programs are designed to raise the awareness of motorists of the presence of bicyclists traveling on roadways. They promote a heightened understanding that roadways are used by multiple users including bicyclists and increase safe and curious operation of all travel modes. These programs typically include the bicycle safety literature, local bike maps, bike bells and other safety paraphernalia, and organized bike rides or other public events.

Effective share the road campaigns typically involve:

- Development of a simple and clear share the road brochure that are distributed in local bike shops, schools, and public facilities
- Sponsoring a bicycle bell giveaway event on heavily-used bike trails or lanes. Volunteers or city staff can distribute the bells and safety information to local cyclists
- Conducting media outreach before local bicycle events or safety programs

Share the road programs are also effective ways to encourage increased bicycle commuting.



## **9.2 – Encouragement**

Encouragement programs provide participants with incentives, recognition, or services that make bicycling a more convenient transportation mode in order to increase both the frequency that people travel by bicycle and bicycle trip lengths.

### **Bicycle Signage Programs**

Signage programs provide bicyclists with increased information about local destinations and preferred routes. A city may develop a uniformed signage program as part of a larger wayfinding program targeted at both pedestrians and bicyclists. This may include an expansion of the city's existing signage program specifically in the areas of placement, frequency, development of map placement maps that identify key locations along proposed bicycle facilities, and design and placement standards. The signage can include suggested routes to local destinations, distances, and connections to other travel modes.



### **Bicycle Maps**

The distribution of maps that show the location of an existing bicycle network is one of the most effected ways to encourage increased bicycle travel for both utilitarian and recreational purposes. The bike map can also show the most convenient way to access a local or nearby destination by bicycle, and

highlight unique areas or districts within a city such as retail or historic districts, school campuses, recreational destinations, and employment centers. Maps can range in scale from county or regional, city, or community specific. Maps can either be distributed in print or electronic versions. Electronic maps tied to GPS systems or smart phone apps have become more popular as they are easier to use by bicyclists.

### **Multimodal Access Guides**

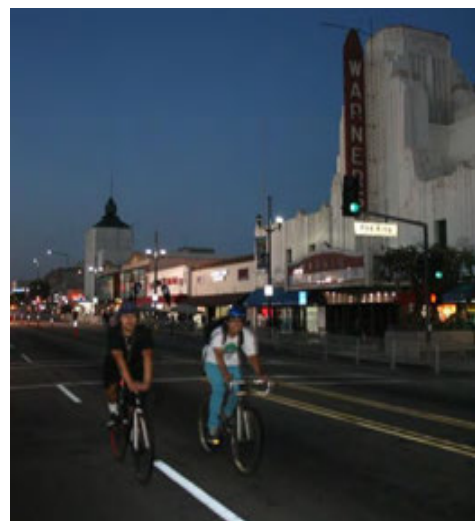
Multimodal access guides provide information on how to reach local and regional destinations without the use of the automobile. These guides focus on connecting bicycle and walking trips to transit facilities in order to conveniently and safely reach destinations located farther than a distance that can conveniently be traveled by most pedestrians or bicyclists. The emphasis on providing an alternative to automobile travel makes access guides and effective travel demand management (TDM) strategy and help cities or local agencies reach sustainability goals. Access guides typically include:

- Location of bike routes in relationship to local transit lines and transit stops
- Locations of bicycle parking and support facilities (showers, lockers, bike statins, bike corrals, etc.)
- Information on travel times for pedestrians and bicyclists between transit centers and nearby destinations
- Accessibility information for people with disabilities

### **Special Events**

Special events such as organized bike rides or races help provide increased recreational and business opportunities as well as heighten the awareness of bicycling. The City has teamed with the Los Angeles County Bicycle Coalition to stage bicycle races along Pacific Boulevard that attracted hundreds of cyclists from throughout Southern California. The LACBC also provided bicycle safety education information to the community at this event including distributing free bicycle lights.

“Ciclovía” help heighten the awareness of bicycling within a city or community while providing increased recreational and business opportunities. Ciclovías typically involve a street closure where the street is dedicated exclusively to non-motorized travel including walking and bicycling. A limited number of cross streets remain open requiring that participants stop for traffic at these intersections. Ciclovías can be combined with other community events to promote walking or biking as viable forms of transportation and to encourage increased use of active transportation. A Ciclovía’s route should be designed so that it accesses commercial, cultural, or civic destinations. Pacific Boulevard could be an ideal location for such an event.



### **Community Walk/Bike Tours**

Community walking or bike tours are healthy ways to promote a city's history and culture. City staff, local chamber of commerce, business improvement districts, schools, and neighborhood organizations are all potential organizers of these tours. The tours are effective methods for identifying potential improvements to the needed to improve the safety and convenience of active transportation, and promoting local resources or amenities.

### **Special Event Bicycle Parking**

The availability of safe and secure bike parking is often a key determinant on whether people will travel by bicycle to a specific destination or event. The organization of community events should include a provision for bicycle parking. This may include the creation of a temporary bike corral that is staffed by local volunteers. Other forms of temporary bike parking may include using an on-street parking space for bike parking and equipping the space with portable bike racks. Any bike parking consisting of a portable rack should be staffed in order to assure that bike are secured.

## **9.3 – Enforcement**

Enforcement programs target the unsafe bicycling and driving, and enforce laws that help reduce the amount and frequency of automobile/bicycle collisions. These programs help increase the awareness and foster mutual respect of rights of a roadway's users including people driving and automobile, riding a bike, or walking. These programs usually require coordination between local law enforcement, transportation agencies, city staff, and bicycle organizations.

The Huntington Park Police Department is the lead agency for assuring the public safety within Huntington Park. This includes the enforcement of the California Vehicle Code (CVC) as it pertains to bicycling within public rights-of-way.

### **Targeted Enforcement**

Targeted enforcement may include sighting bicyclists for CVC violations particularly in locations with a high concentration of bicycle accidents, enforcement of speed limits, and distribution of information sheets to motorists, bicyclists, and pedestrians. Targeted enforcement is an effective method for local law enforcement to distribute information regarding bicycle laws in a highly visible and public manner. Targeted enforcement may be tied to educational programs where the violator is required to attend safety training classes.

### **Bicycle Patrol Units**

Bicycles are an effective means for police officers to patrol a community because they allow for the officer to be more visible and accessible to the public. They also allow police officers to access locations that are not easily accessible by car such as paths, parks, or other rights-of-way. Bicycle officers undergo special





training in bike safety and bicycle-related traffic laws, thus making them more effective in enforcing laws that pertain to bike travel and educating the community about the same.

**Radar Speed Signs (Permanent or movable)**

Radar speed signs are effective way to enforce speed limits on roadways where speeding is a constant problem. Speed trailers work both as an educational and enforcement tool. An unmanned radar sign inform motorists that they are traveling too fast and that they should reduce their speed. Police officers may be stationed need the sign to stop and sight motorists. Temporary, trailer-mounted signs should not be placed on roadways where they would obstruct bicycle traffic.

# APPENDIX