

# Bicycle Program Planning Efforts and Technical Analyses

# Bikeway Planning Efforts

- § 4<sup>th</sup> District Bikeways Collaborative (current)
- § Grant for Metrolink Station Non-Motorized Access Study (Sep 2011 start)
- § Bicycle Friendly Community Program (League of American Bicyclists)
- § FTA Bus Livability Grant – Bike Stations @ Metrolink
- § Commuter Bikeways Strategic Plan (FY12-13)

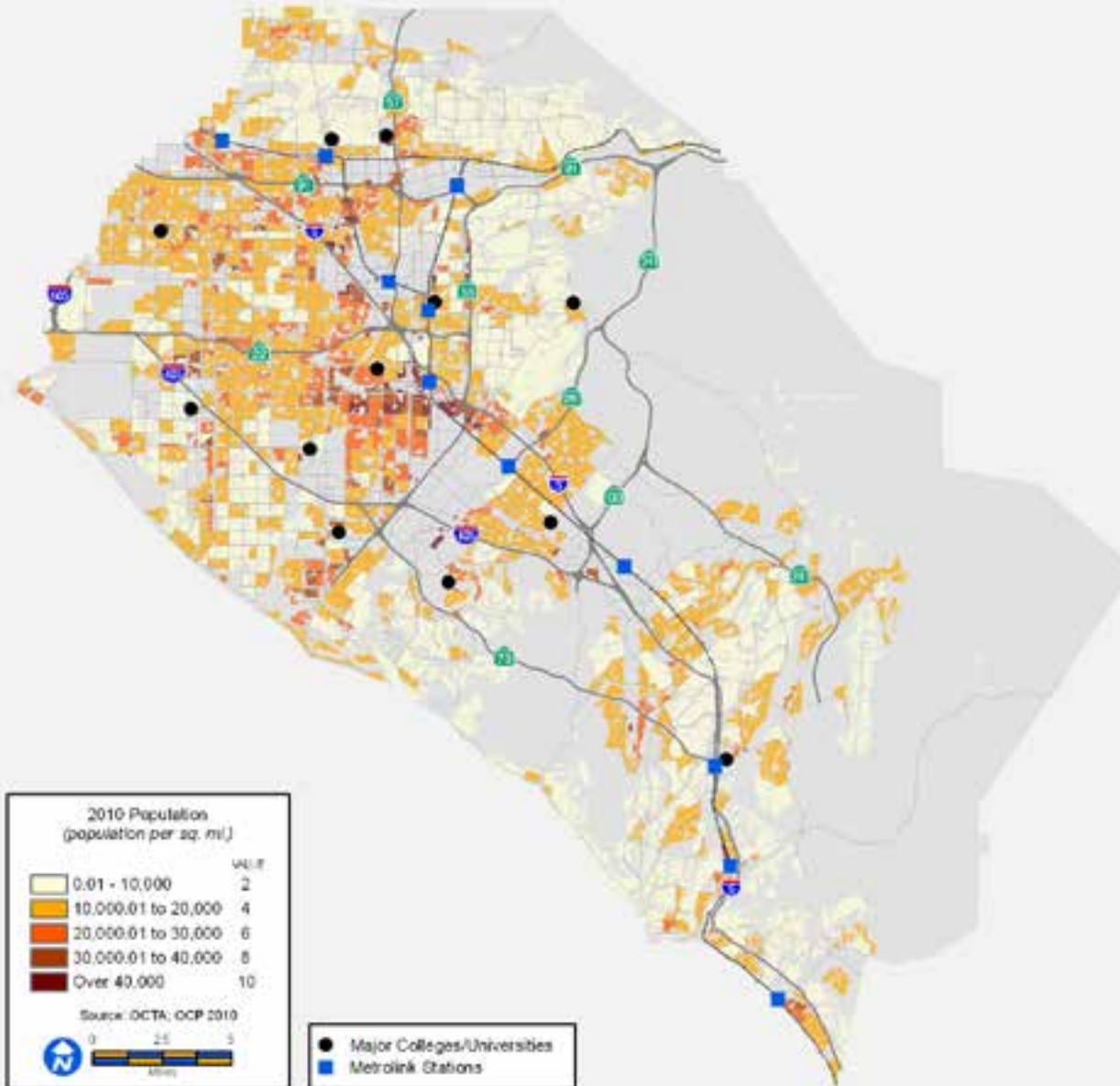
# Bikeway Corridor Evaluation Criteria

FACTOR	MAX VALUE
<b>Origins</b>	
Population Density (base)	10
Population Growth (2035)	8
Pop Den < 18 year-old (US Census ACS)	8
Land-Use Mix	8
Bicycle to Work (US Census ACS)	8
Bicycle Network Proximity (existing)	8
Subtotal	50
<b>Destinations</b>	
Employment Density (base)	8
Employment Growth (2035)	8
Universities/Colleges (enrollment)	8
Metrolink Rail Stations (AM alightings)	8
Schools (Elem., Middle, HS)	8
Parks, Local Retail/Public Services	4
Bus Stops (PM trips)	6
Subtotal	50
Total	100

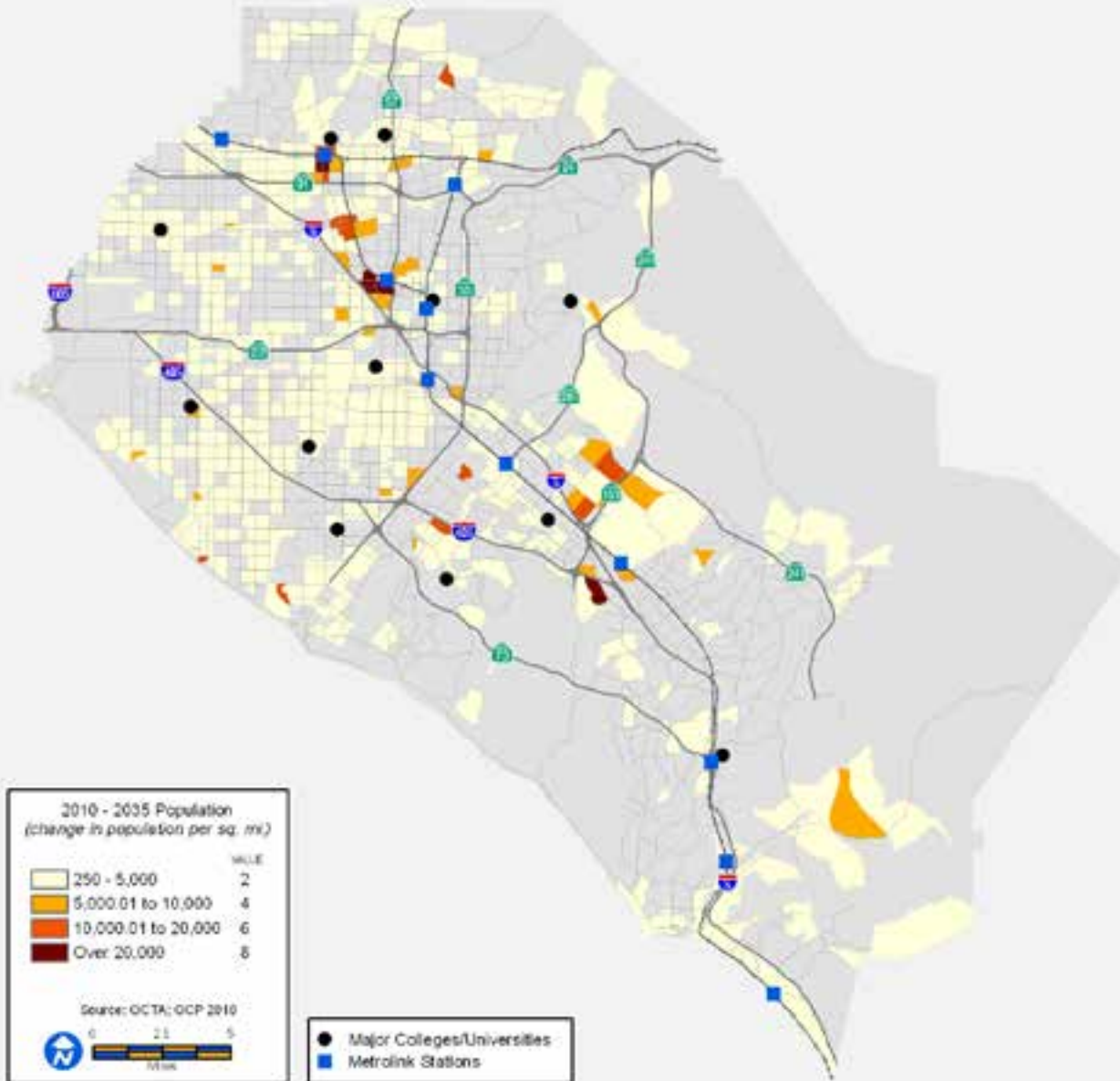
# Technical References

- § Krizek, K. et. al. 2005. Guidelines for Analysis of Investments in Bicycle Facilities, NCHRP Project 7-14. Transportation Research Board, National Research Council, Final Report.
- § Fehr and Peers. 2010. Santa Monica Citywide Bicycle & Pedestrian Demand Model.
- § Frank, L. and Pivo, G. 1994. Transportation Research Record 1466, TRB, National Research Council, Washington, D. C. pp: 44-52.
- § Frank, L., Anderson, M., and Schmid, T. 2004. American Journal of Preventive Medicine, v27 (2): pp 87-96.
- § KTU+A and City of San Diego. 2006. San Diego Pedestrian Master Plan Report, chapter 5.

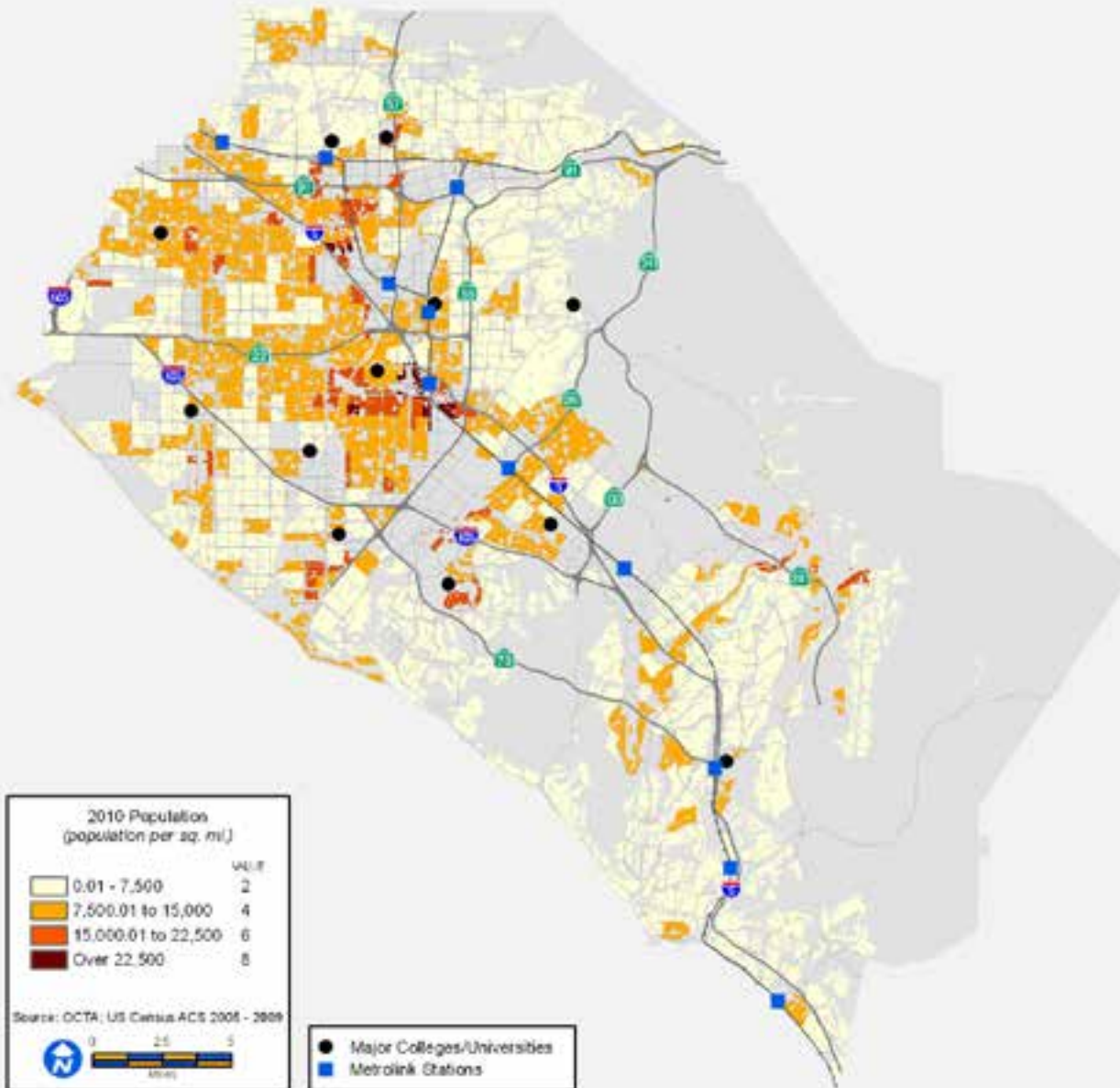
# Population 2010



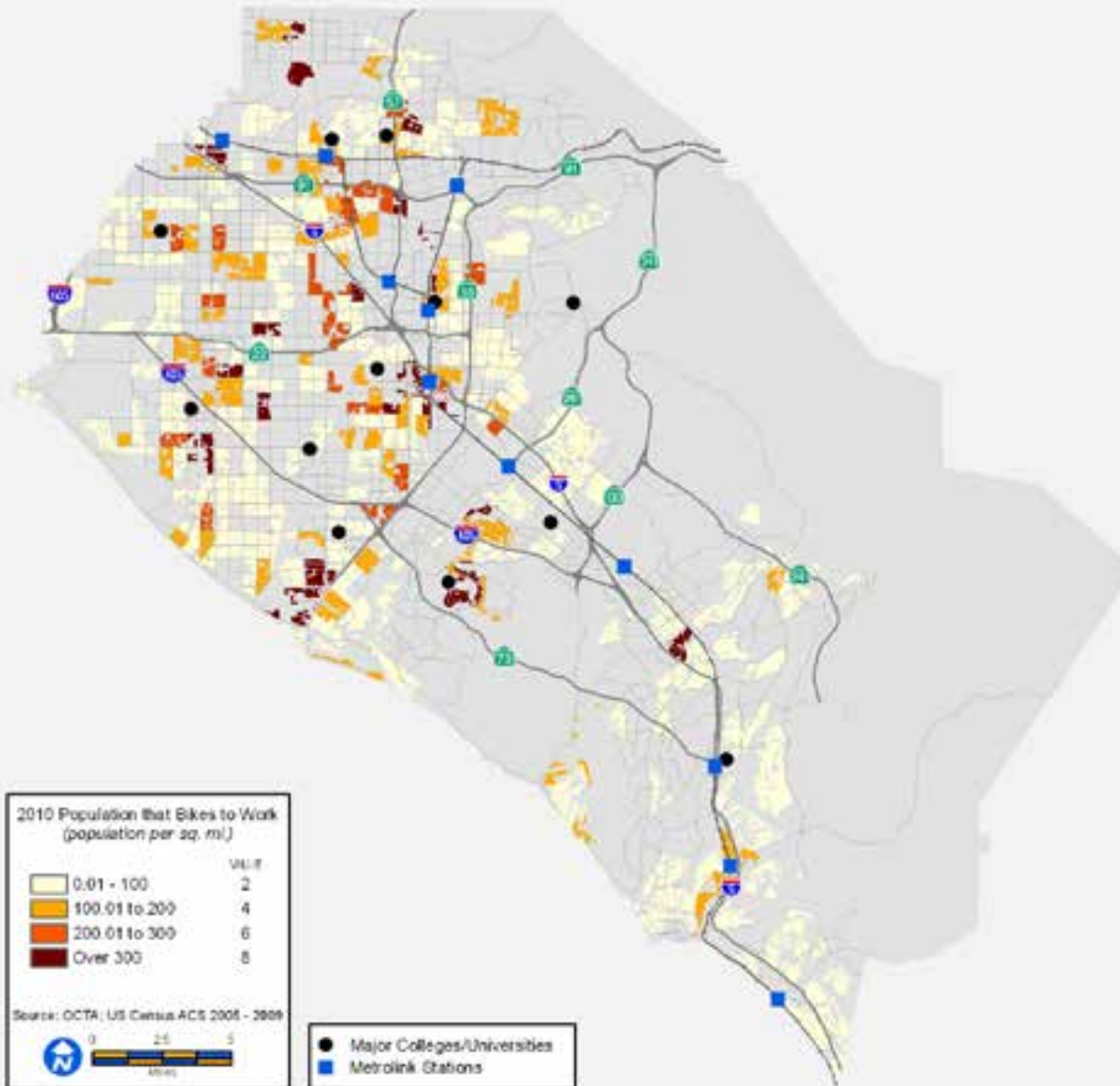
# Population Growth 2010 - 2035



# Population Under 18

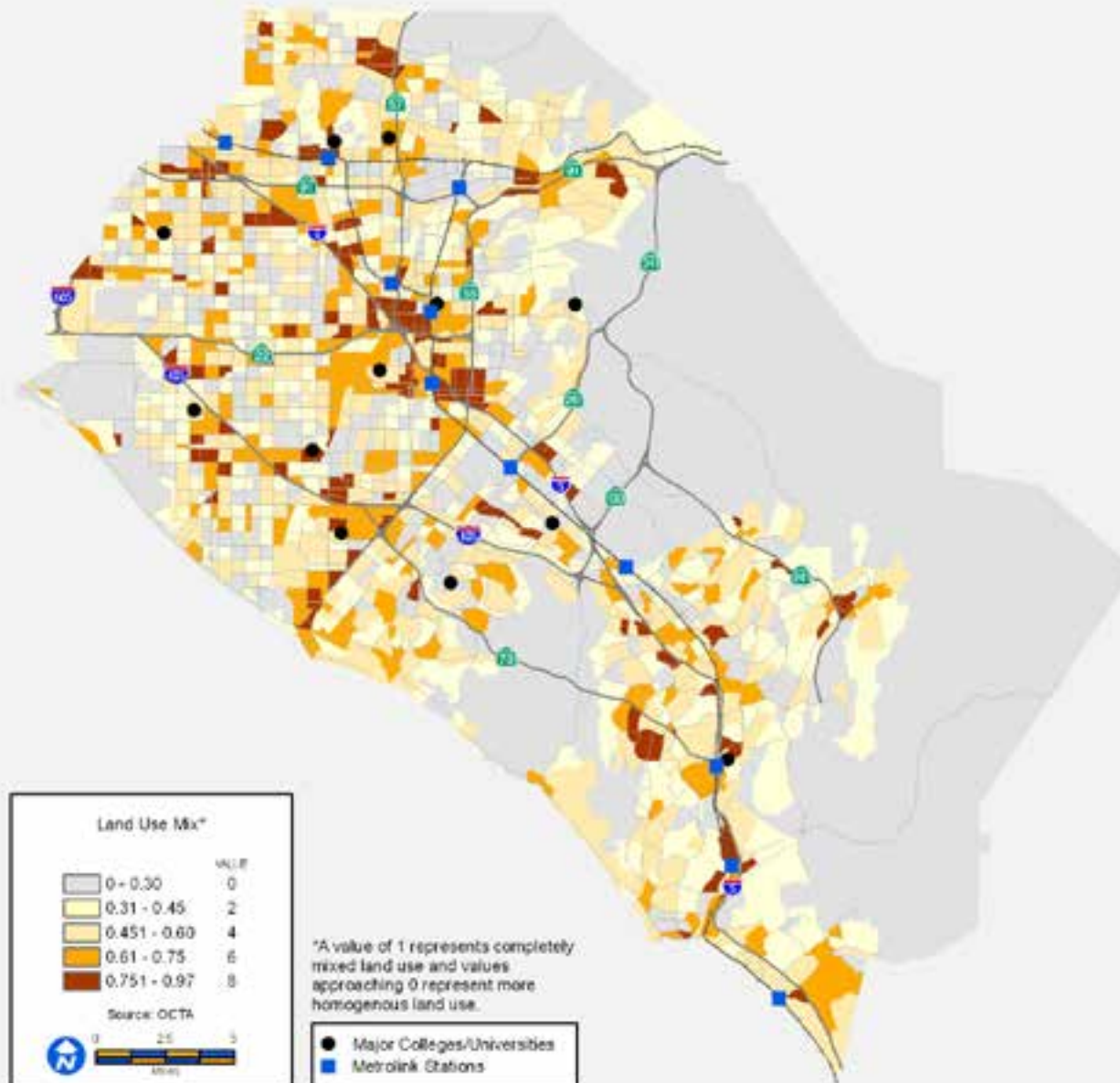


# Bike to Work Origins





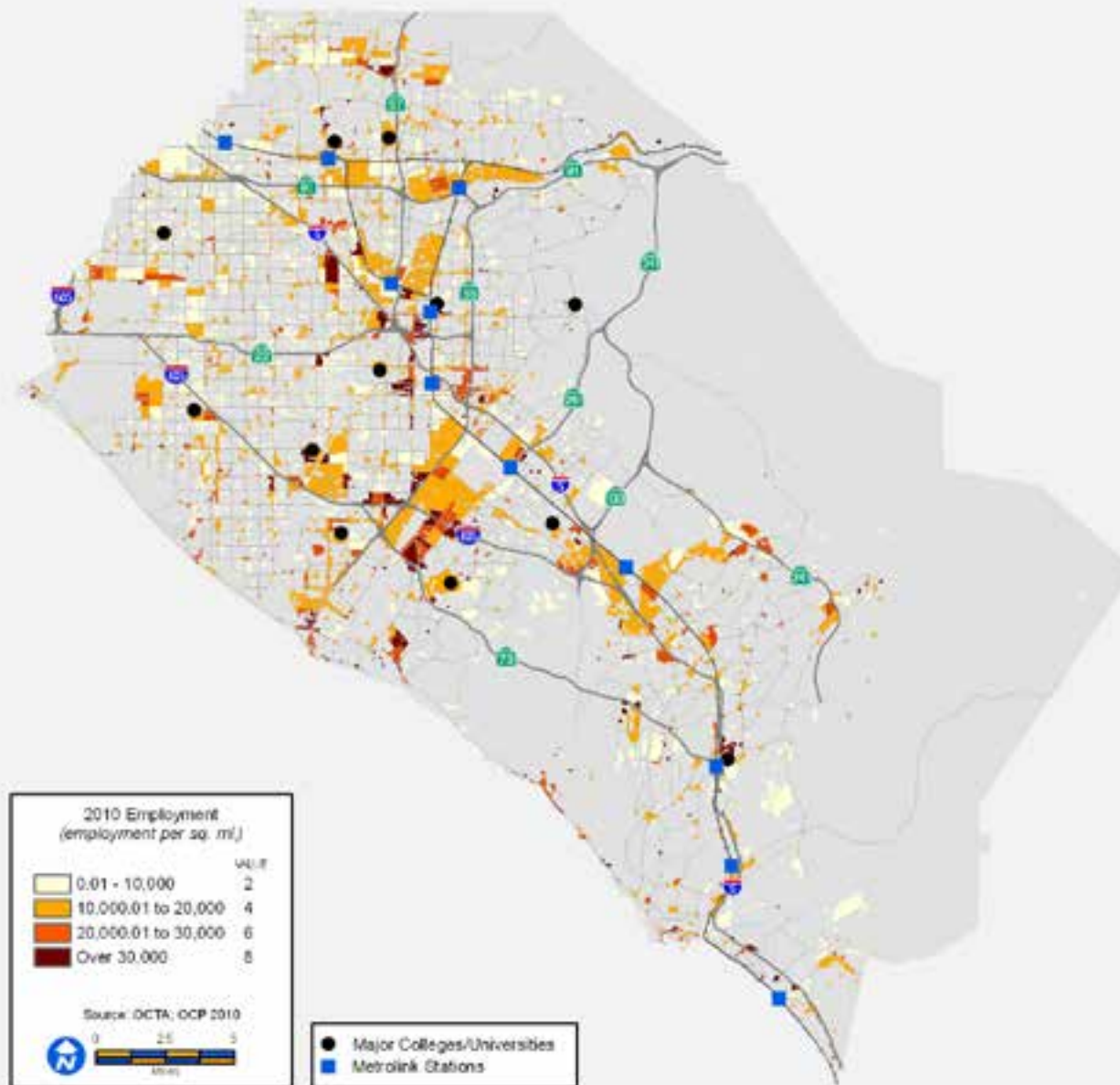
# Land Use Mix



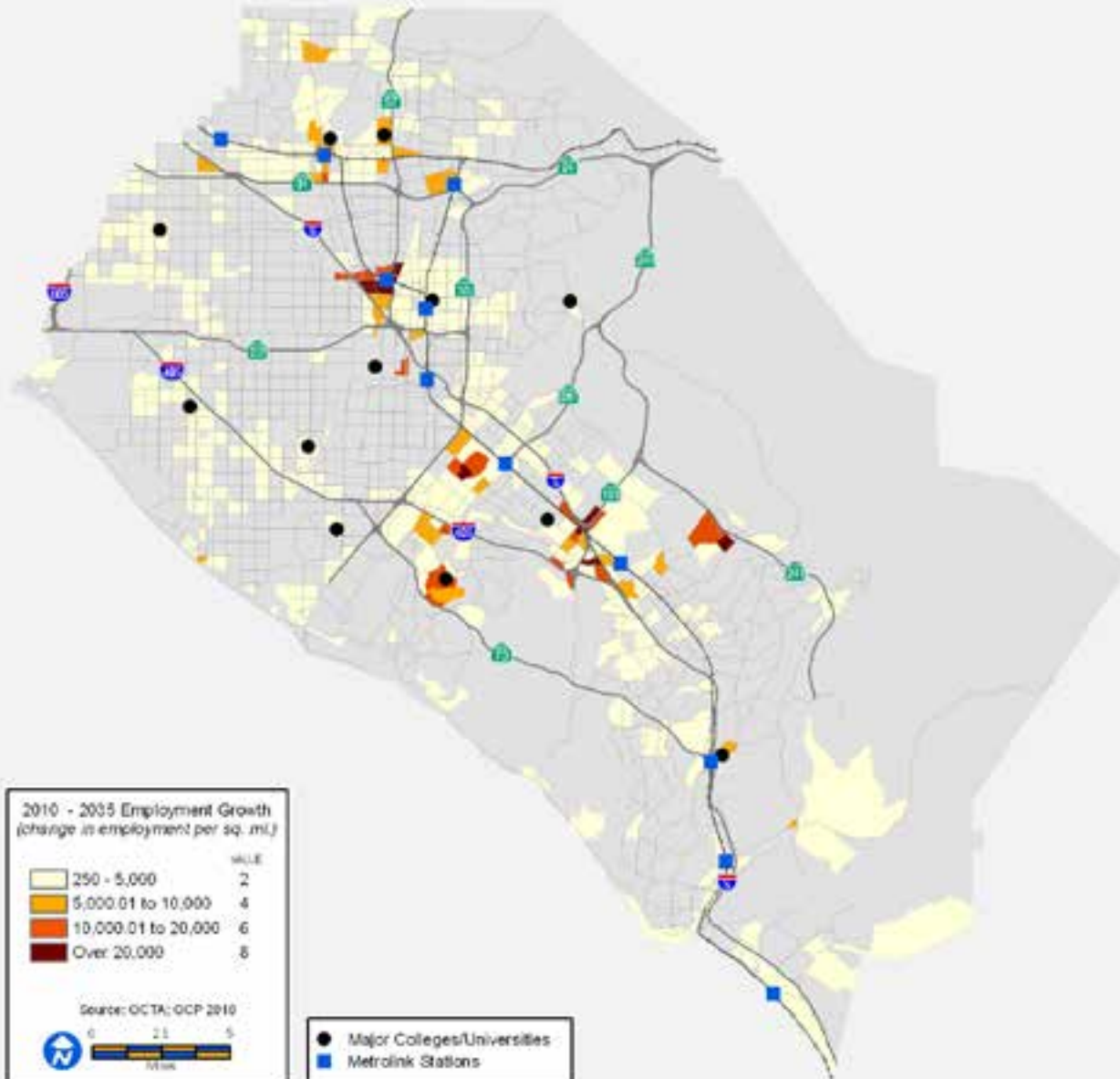
# Bicycle Network Proximity



# Employment 2010

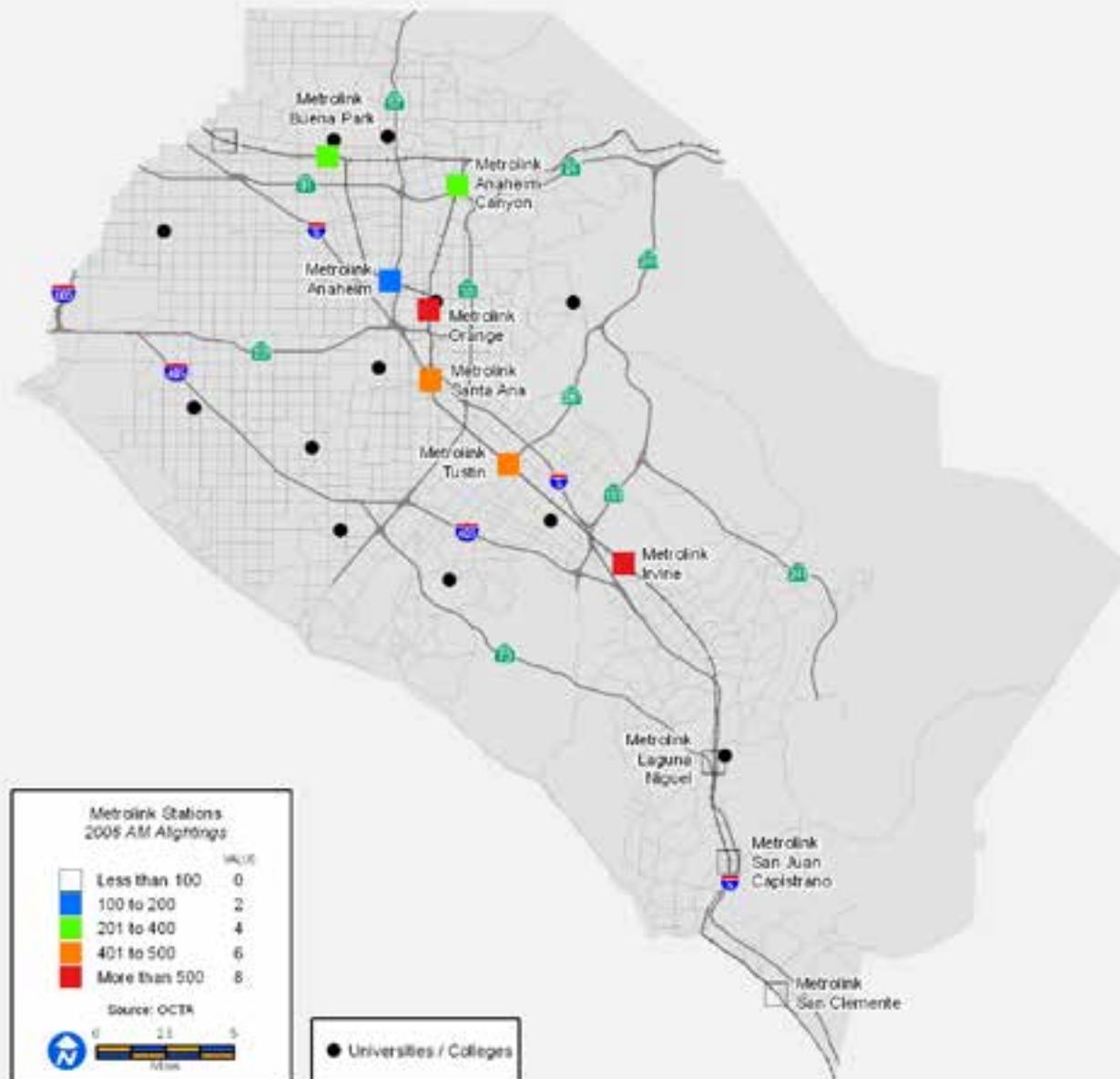


# Employment Growth 2010 - 2035

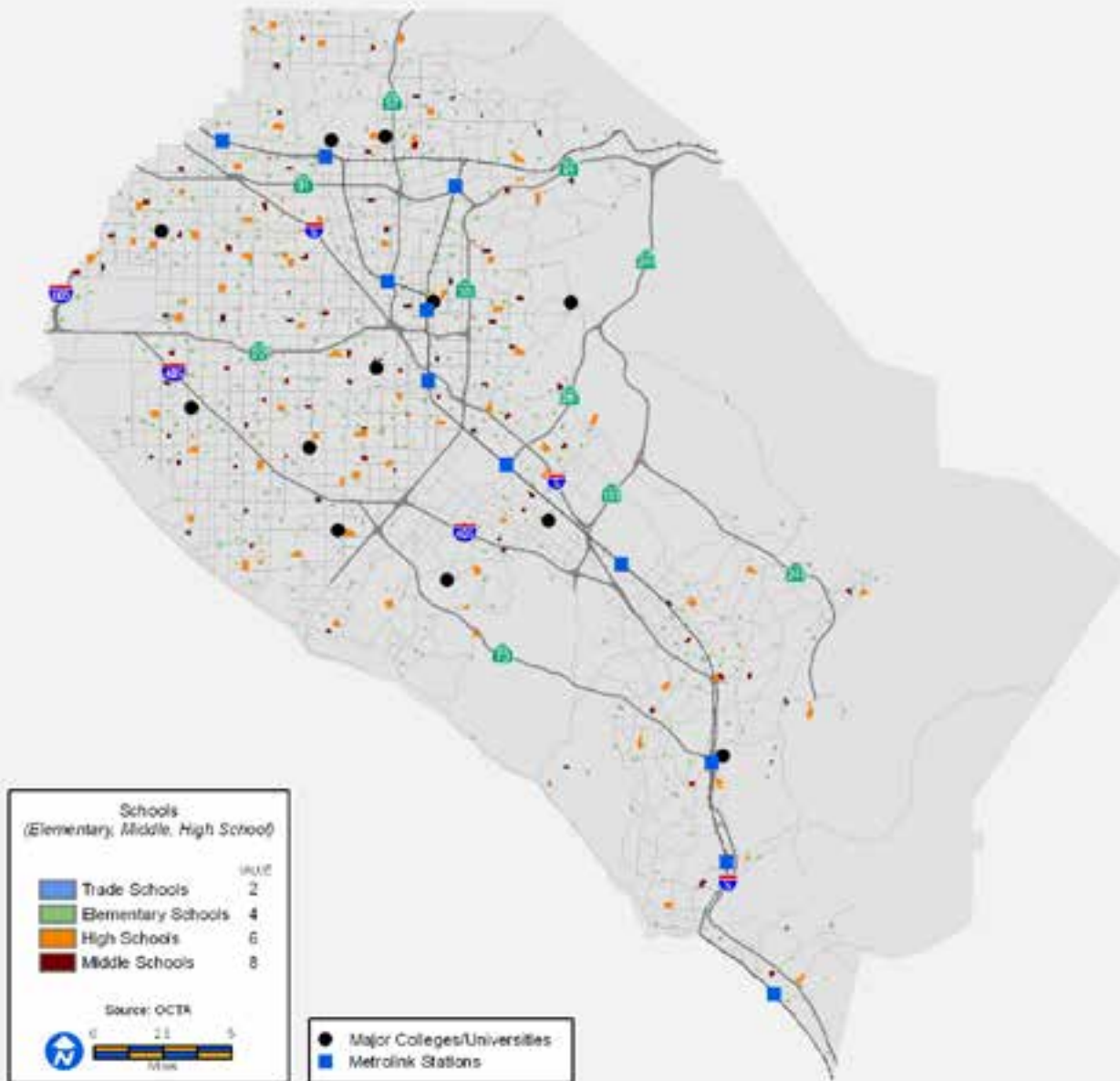




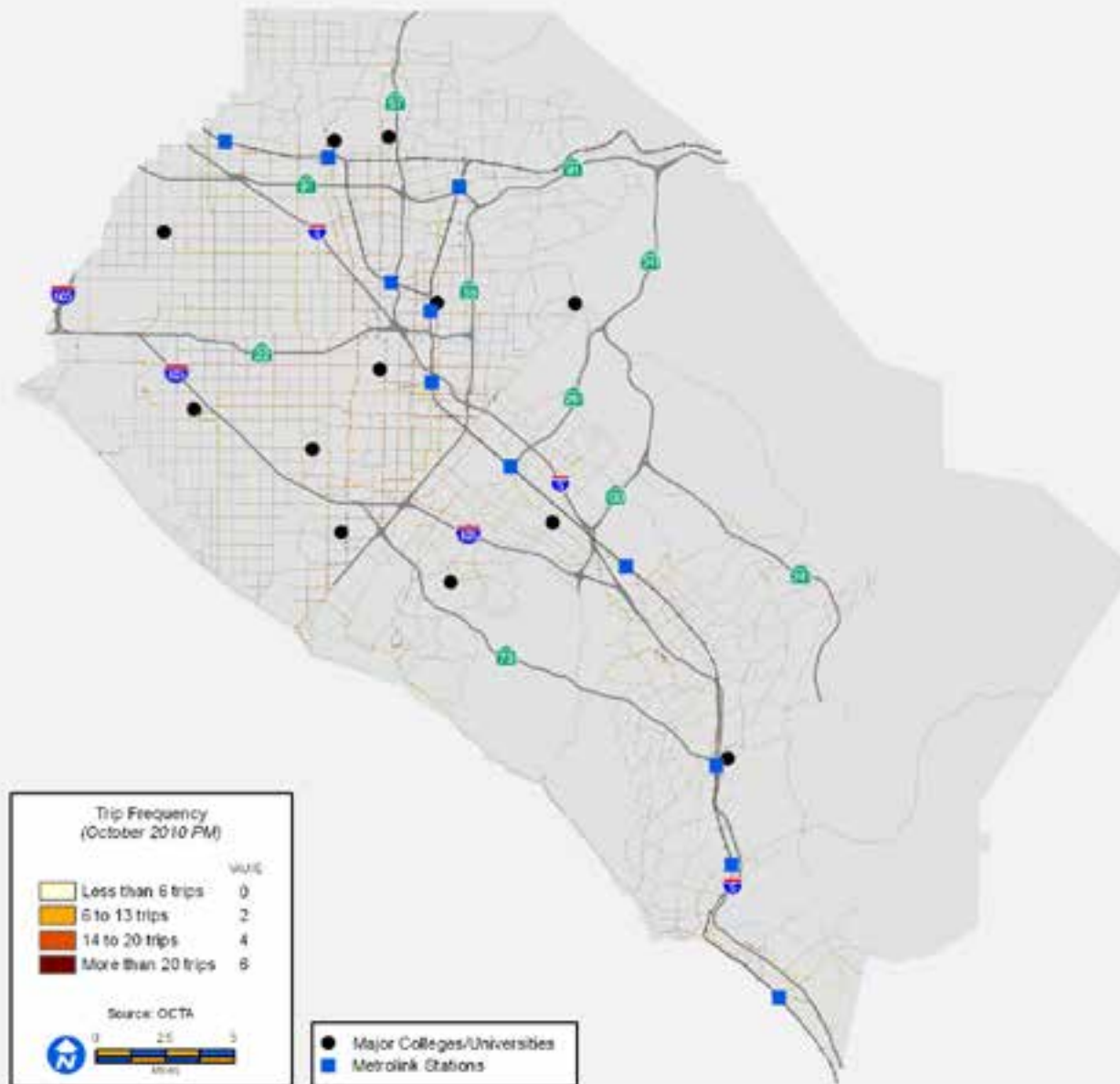
# Metrolink AM Alightings



# Schools (Elementary, Middle, High School)

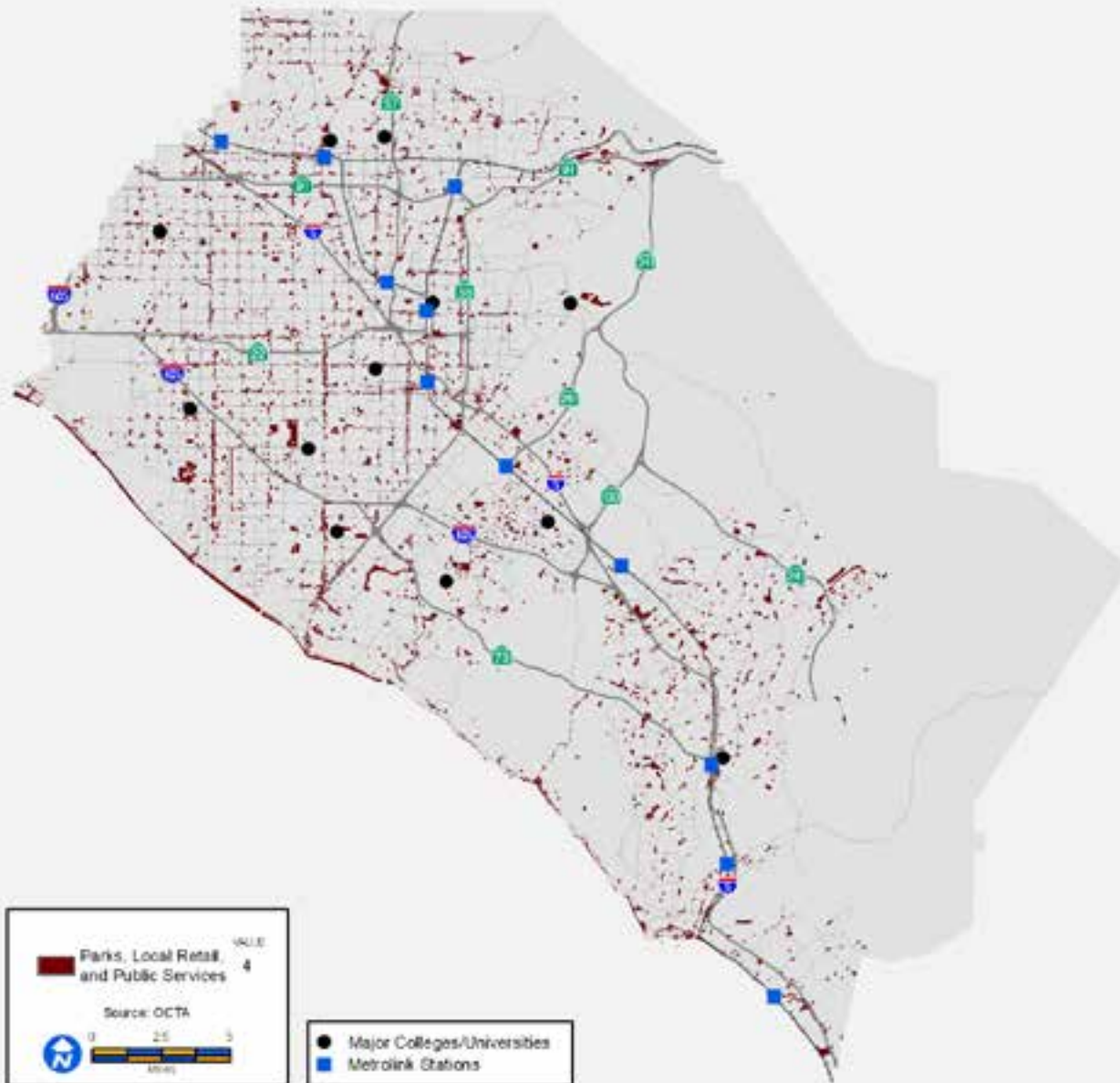


# PM Bus Trip Frequency

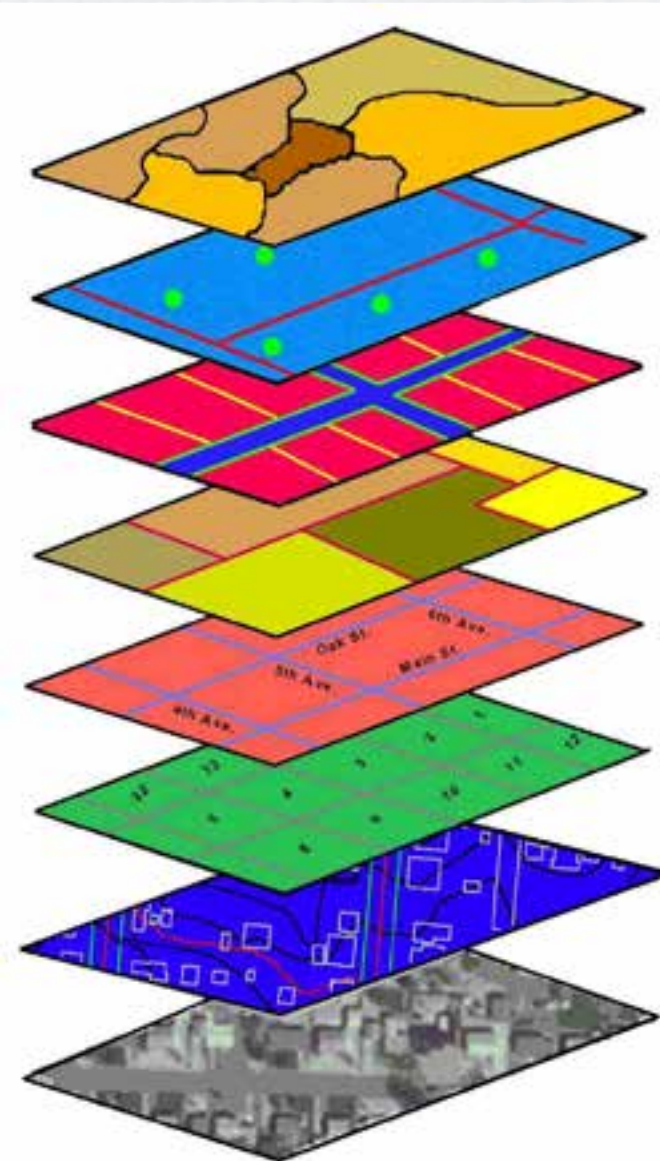




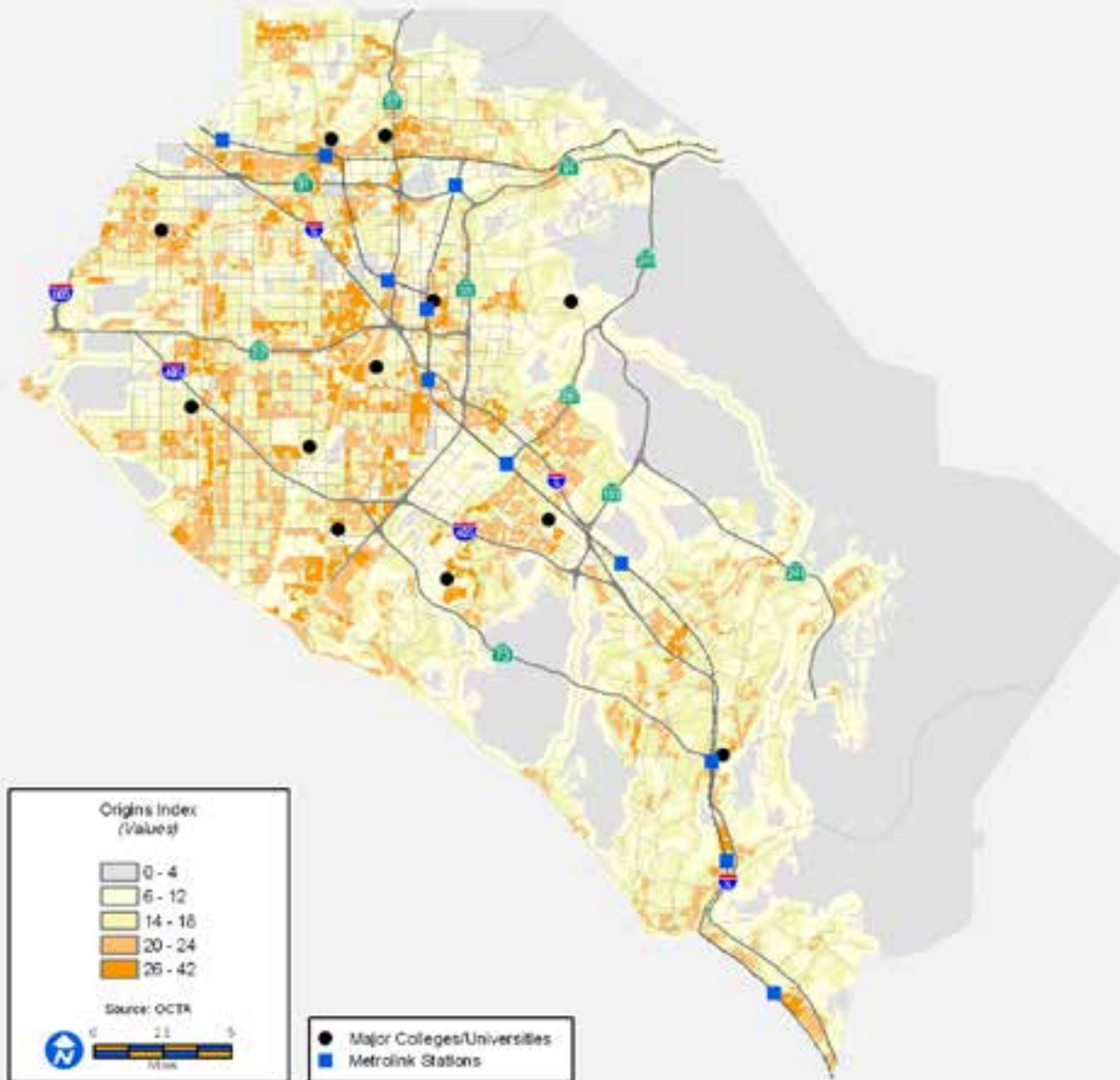
# Parks, Local Retail, and Public Services



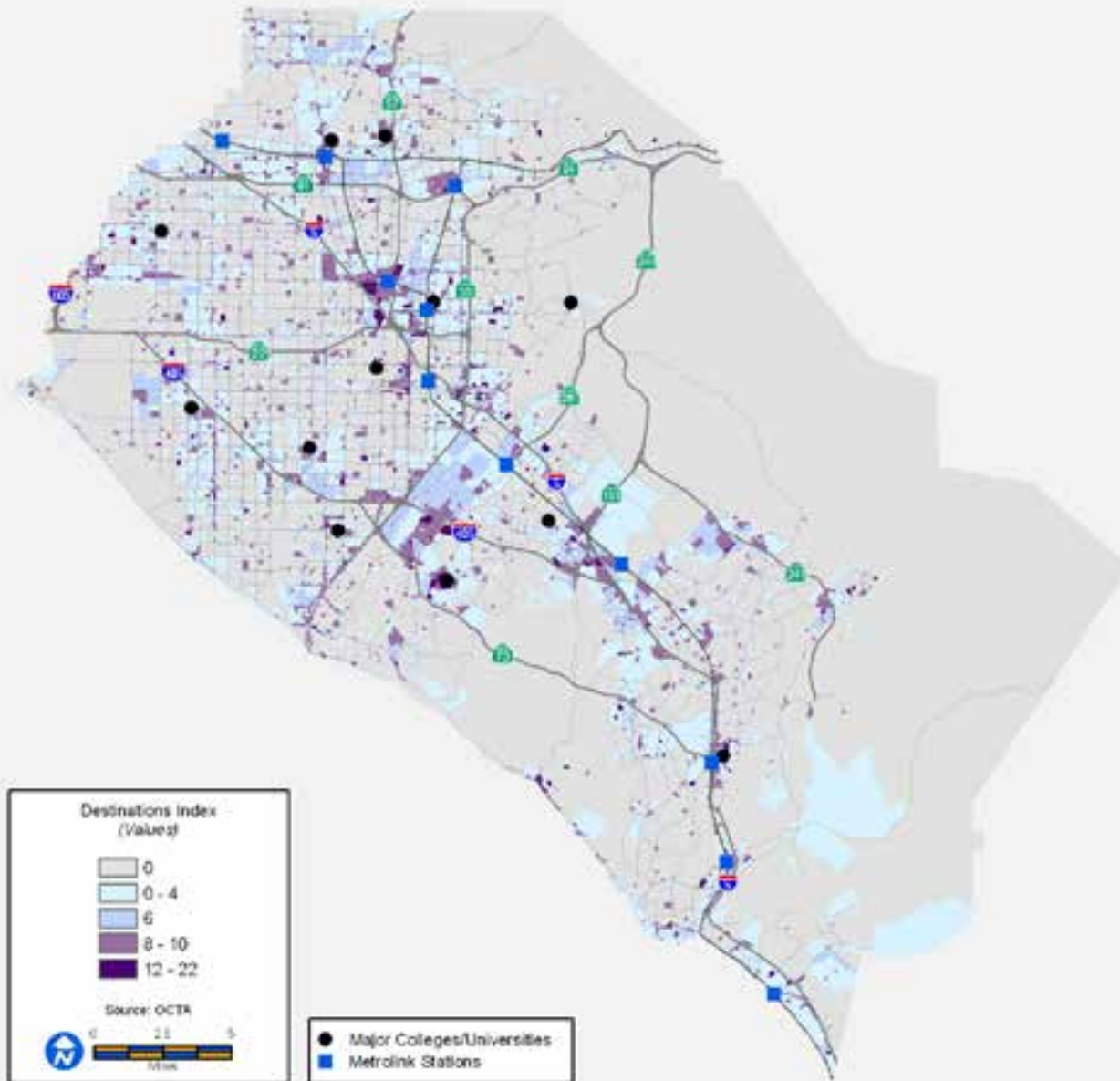
# Add Data Layers Together



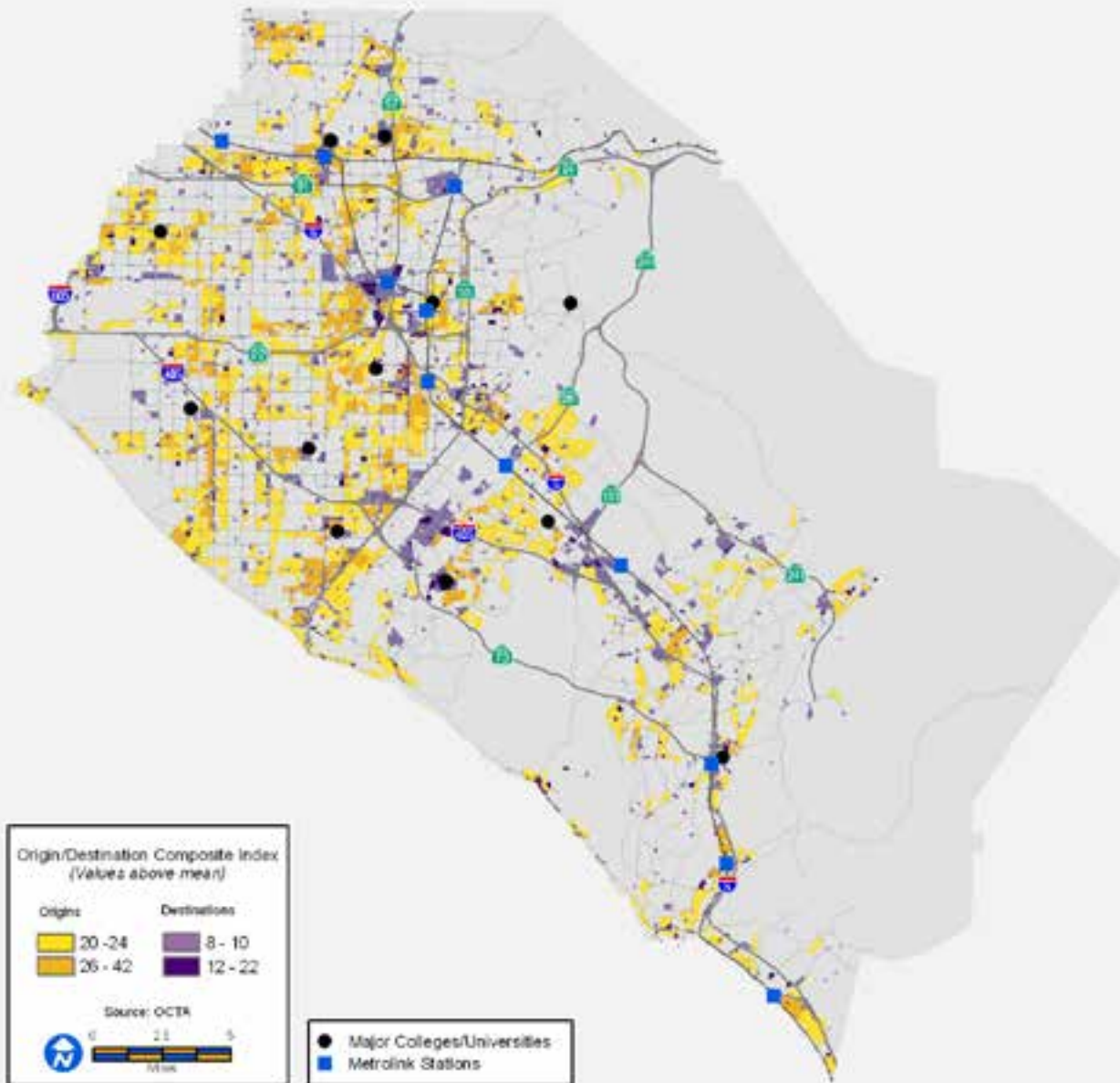
# Origin Results



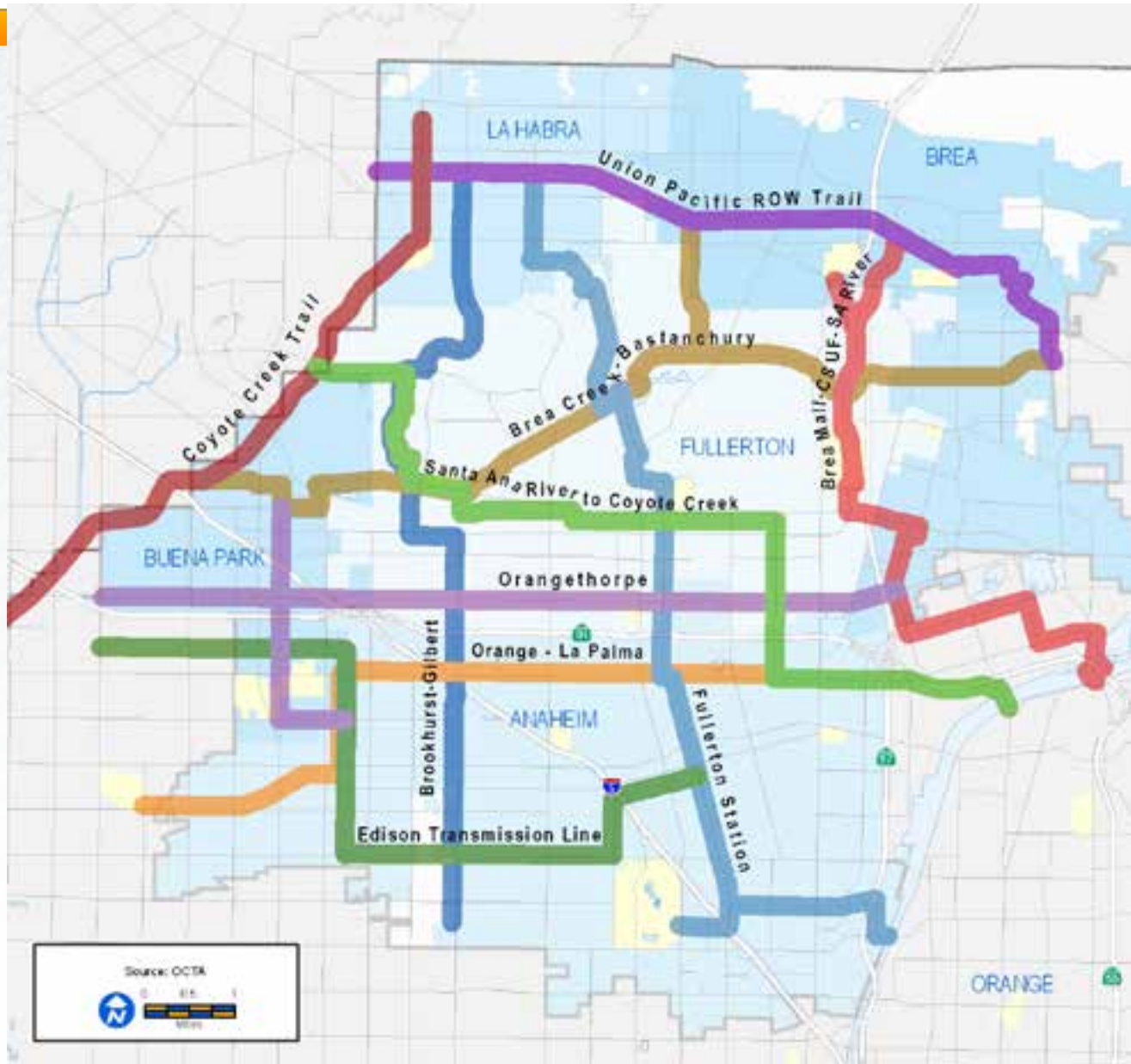
# Destination Results



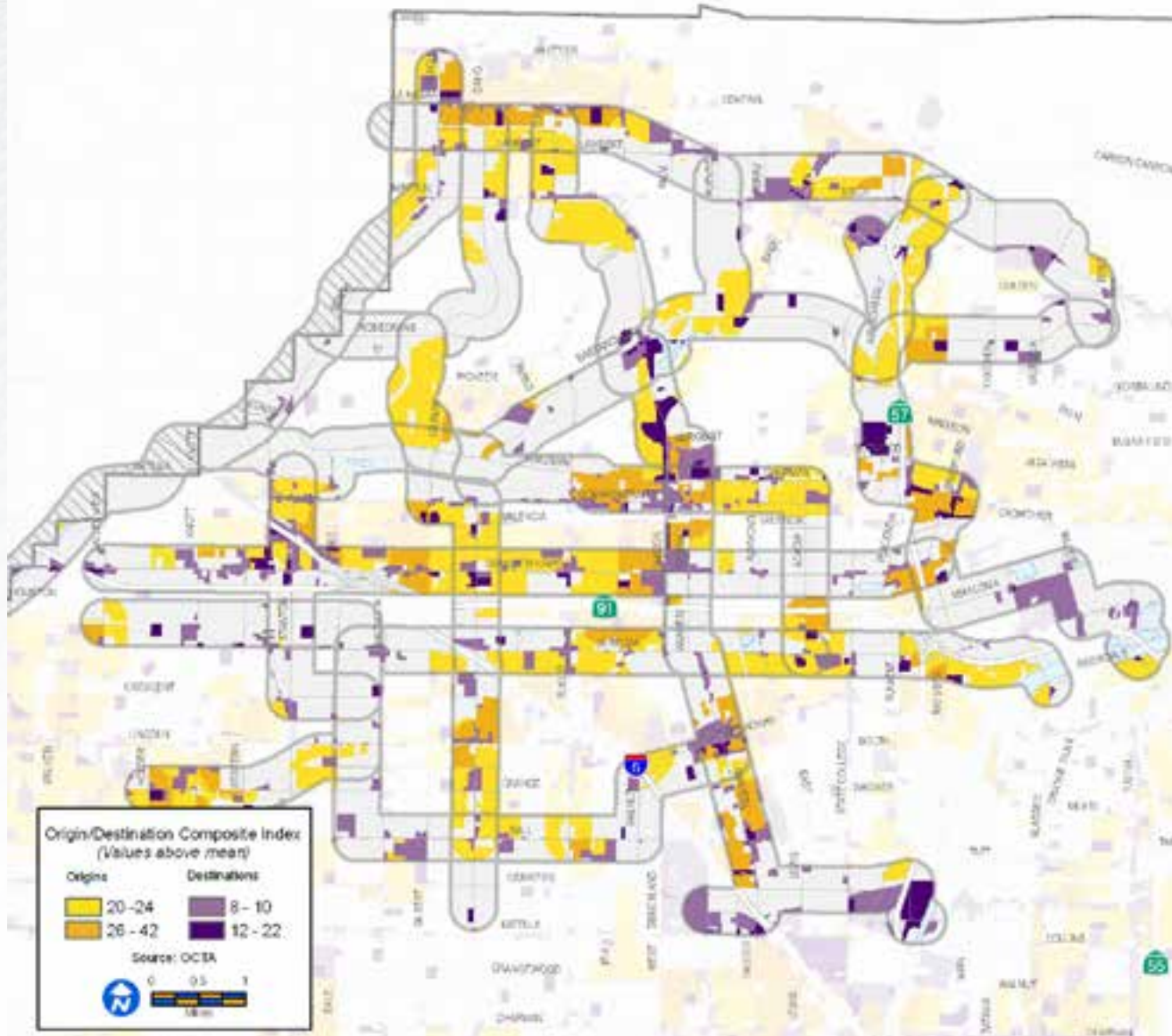
# Combined Results



# Potential Regional Bikeway Corridors



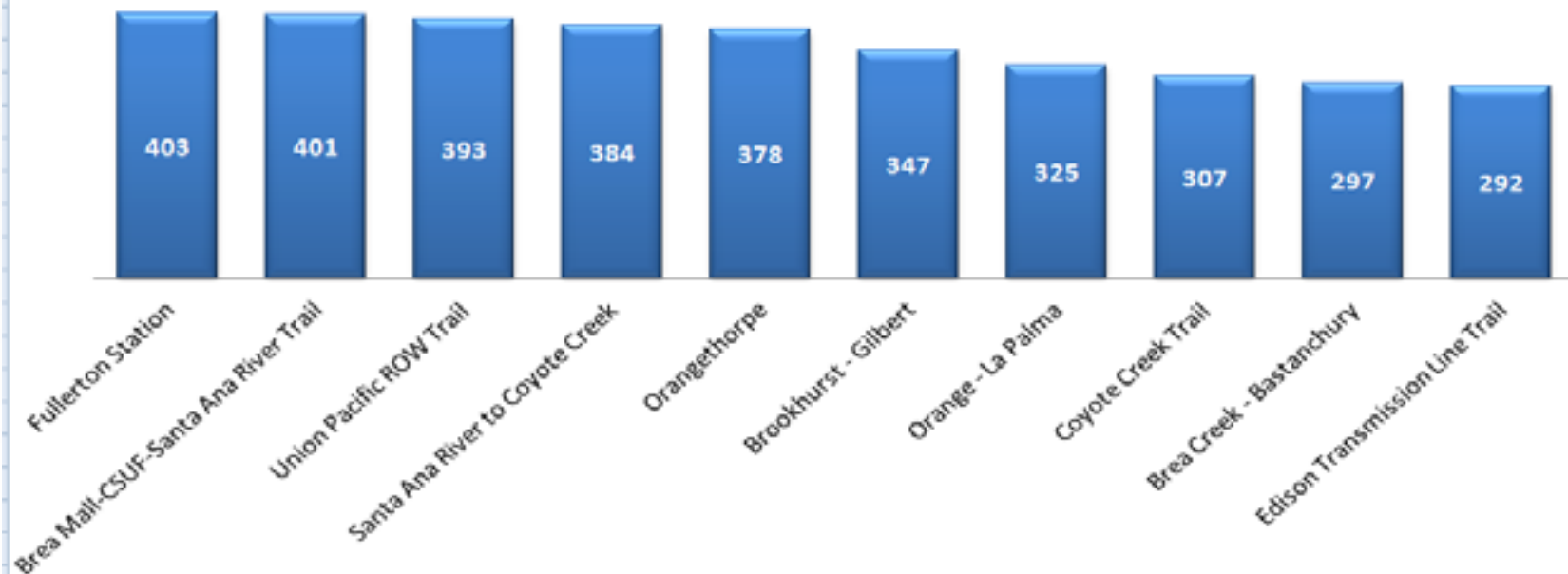
# Bikeway Corridors ¼ Mile Service Area



# Results and Corridor Comparison

Corridor	Sum Origin Values	Sum Destination Values	Sum Total	400 meter Service Area (Acres)	Value per Acre	Rank
Fullerton Station	1,068,944	564,025	1,632,969	4,050	403	1
Brea Mall-CSUF-Santa Ana River Trail	766,593	421,040	1,187,633	2,964	401	2
Union Pacific ROW Trail	785,976	316,341	1,102,317	2,804	393	3
Santa Ana River to Coyote Creek	1,062,246	319,404	1,381,651	3,594	384	4
Orangethorpe	1,008,477	455,109	1,463,586	3,871	378	5
Brookhurst - Gilbert	935,021	170,610	1,105,631	3,188	347	6
Orange - La Palma	726,528	160,993	887,521	2,733	325	7
Coyote Creek Trail	707,479	181,764	889,242	2,896	307	8
Brea Creek - Bastanchury	973,334	212,042	1,185,377	3,989	297	9
Edison Transmission Line Trail	753,541	167,711	921,252	3,157	292	10

District 4 - Regional Bikeway Corridors  
Bikeway Priority Index Ranking





# Bikeway Priority Index Rank

