City of La Habra

BIKEWAY MASTER PLAN

Prepared by Fehr & Peers

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1. Introduction

Bicycling is increasingly recognized as an important component of the transportation system. In the La Habra General Plan 2035, the City recognized the importance of cycling in reducing traffic, air pollution, and energy consumption, and providing greater transportation options that enhance quality of life. This Bikeway Master Plan (BMP) is consistent with these sustainability efforts and provides detailed direction on how to continue the City's progress toward a better bicycling environment. The Plan does this by proposing a system of bikeways connecting neighborhoods to key activity centers throughout the City; providing regional bikeway connections; developing support facilities, such as bike parking, and education programs; and by identifying recommendations for improving bicyclist safety. This document satisfies the requirements of an Active Transportation Plan as defined by the California Department of Transportation (Caltrans). This makes the City eligible for Caltrans Active Transportation Program (ATP) funding for any of the bicycle improvements identified in this plan.

This chapter describes the background of the planning process, how the community helped shape the plan, the plan's contents, and how these contents meet Caltrans requirements for ATP funding.

Cyclist on La Habra Blvd near Euclid Street

BIKEWAY MASTER PLAN OVERVIEW

This is the City of La Habra's first ever standalone Bikeway Master Plan. Previously, all bicycle planning and policies were contained within the City's General Plan. This plan satisfies goal AT 2.1 of General Plan 2035, which specifies that the City develop a Bikeway Master Plan, consistent with the Orange County Transportation Authority (OCTA) Commuter Bikeways Strategic Plan, to encourage the development of a safe and convenient bikeway system.

The City of La Habra has developed a handful of designated bicycle facilities over the years. The development of the BMP comes as part of an effort by the City to address local and regional desires to enhance the viability of bicycling as a mode of transportation and reduce transportation system impacts on local communities. The BMP offers a multifaceted strategy designed to meet the growing demand for bicycle infrastructure and helps reduce La Habra's contribution to air pollution, congestion, energy consumption, and climate change. By making biking easier and safer, the City can better manage its transportation network and reduce its overall greenhouse gas emissions resulting from single-occupant driving. The planning process to develop this plan started in June 2014.

The goals, policies, recommendations, and action items in this Plan are the outcome of a substantial public outreach effort by the City. Between June 2014 and June 2016, the City and consultant team accepted public input to the Plan at two public workshops and three BAC meetings. Additionally, a public website (http://lahabrabikeplan.fehrandpeers.net/) broadcast the latest news related to the Plan, and provided a forum for public dialogue about the Plan.

Participants provide input at the first La Habra Bicycle Master Plan outreach event

BICYCLE ADVISORY COMMITTEE

The City of La Habra convened a Bicycle Advisory Committee (BAC) to guide the development of this plan. The BAC is a vehicle for the consultant, staff, and the decision making bodies of the City (Community Services Commission, Youth Services Commission, Planning Commission, and City Council) to understand the needs and desires of the community. The ten-member Committee provided input in defining issues, visions, plan options, and direction for preferred policies. Committee members served as liaisons to their respective constituencies, providing information about the Bikeway Master Plan Update, key planning issues, and options under consideration; and solicited input that was brought back to the full committee. Committee members were responsible for attending meetings at regularly scheduled intervals, reviewing staff and consultant work products, and providing input. BAC meetings were scheduled to correspond with the following milestones of the project:

- Kick-Off Meeting
- Existing Conditions Results Meeting
- Recommended Facility Improvements
- Draft Bikeway Master Plan Meeting

The composition of the ten-member BAC is as follows:

- Each Councilmember selects a community resident (5)
- Two Councilmembers selected by the City Council (2)
- A Planning Commissioner selected by the Planning Commission (1)
- A Community Services Commissioner selected by the Community Services Commission (1)
- A Youth Services Commission member selected by the Youth Services Commission (1)

BAC Meeting #1

City staff, BAC members, and the consultant team held the first Bicycle Advisory Committee Meeting for the La Habra Bikeway Master Plan on Wednesday, September 24, 2014 at the City Council Chambers. The meeting served to explain the purpose and roles of the Committee and City Staff. A Chairman and Vice-Chairman were selected during the first meeting. Consultant staff provided an overview of a bikeway master plan, project schedule, and had an open discussion with Committee members. The meeting concluded by allowing members of the audience to address the Committee.

BAC Meeting #2

City staff, BAC members, and the consultant team held the second Bikeway Master Plan meeting on Thursday, May 19, 2016 at the La Habra Council Chambers. Consultant staff provided a progress update since the last BAC meeting and gave an overview of each chapter of the draft plan. Committee approval was requested to revise the draft plan based on BAC input and present the revised version at Community Workshop #2.

BAC Meeting #3 (Attempt #1)

City staff, BAC members, and the consultant team held the third Bikeway Master Plan meeting on Wednesday, August 17, 2016 at the La Habra Community Center. Unfortunately, the meeting was cancelled due to a lack of quorum.

BAC Meeting #3 (Attempt #2)

City staff, BAC members, and the consultant team again tried to hold the third Bikeway Master Plan meeting on Wednesday, September 28, 2016 at the La Habra Community Center. Unfortunately, the meeting was again cancelled due to a lack of quorum. This was the last attempt to hold a Bikeway Master Plan workshop.

COMMUNITY INVOLVEMENT

Stakeholder Workshop 1

City staff, BAC members, and the consultant team held the first Bikeway Master Plan workshop on Wednesday, November 5, 2014 at the La Habra Community Center. The forum invited community members to provide input and establish priorities for the bikeway planning process. Attendees gave their feedback through discussions with meeting facilitators; comment cards; and thematic poster stations, where participants could learn about and leave comments on a variety of bicycle planning topics. The interactive workshop drew close to 30 participants and yielded the following comments and priorities.

Comments on Existing and Planned Bicycle Infrastructure

Whittier Boulevard

- Potential "shared lane" along Whittier Boulevard
- "Key club route, wide outside lane"

La Habra Boulevard

- "La Habra Boulevard is scary"

La Habra Union Pacific Rail Line Bikeway

- "Stops will deter club riders" at Euclid Street and Cypress Street crossings

Lambert Road

- "Cars are regularly parked in 'bike lane'"
- "Key route to Brea/Yorba Linda"

Imperial Highway

- "Proposed bike path along Imperial is separated by a sound wall and drainage channel. Seems too isolated – possible security risk."
- "Would feel unsafe being behind wall"

Harbor Boulevard

- "Very wide"

- "Key club route"

Whittier Boulevard & Beach Boulevard

- "Consider 2-stage turn queue boxes at Whittier & Beach"
- Add connection along the south and east leg of the Whittier Boulevard/Beach Boulevard intersection
- Can bike lanes be part of existing and potential projects?

The following intersections were identified as potential locations to install bike racks:

- Whittier Boulevard & Beach Boulevard
- Whittier Boulevard & Idaho Street
- Whittier Boulevard & Euclid Street
- Whittier Boulevard & Harbor Boulevard
- Highlander Avenue & Idaho Street
- La Habra Boulevard & Beach Boulevard
- La Habra Boulevard & Euclid Street
- La Habra Boulevard & Harbor Boulevard
- Emery Avenue & Palm Street
- Lambert Road & Beach Boulevard
- Lambert Road & Euclid Street
- Lambert Road & Harbor Boulevard
- Imperial Highway & Beach Boulevard
- Imperial Highway & Idaho Street
- Imperial Highway & Walnut Street
- Imperial Highway & Euclid Street
- Imperial Highway & Cypress Street

- Imperial Highway & Harbor Boulevard

Additionally, the following comments were posted:

- "Connect" Whittier Boulevard between Beach Boulevard and Idaho Street
- Connection between Coyote Creek Trail & Union Pacific Right of Way is a "great idea!" and might "employ use of flood control channel underneath Beach Boulevard"
- Imperial Trail Extension – "Please extend over to Harbor Boulevard"

Priority Bicycle Corridors

Participants labeled corridors that they felt should be top priorities for bikeways. Roadways were rated from 1 (top priority) to 4. The voting tallies for each roadway are given in the table below.

TABLE 1-1 – BIKEWAY PRIORITIES

Roadway	1 (Top Priority)	2	3	4
Whittier Boulevard	6	4	1	1
Union Pacific Right-of-Way	5	2	5	6
Beach Boulevard	5	11	2	3
Lambert Road	1	1	3	2
Imperial Highway	1	2	0	0
Hacienda Road	0	2	0	0
Idaho Street	0	1	5	1
Euclid Street	1	0	1	0
Harbor Boulevard	0	0	1	4

Stakeholder Workshop #2

City staff, BAC members, and the consultant team held the second Bikeway Master Plan workshop on Wednesday, July 27, 2016 at the La Habra Community Center. The forum invited community members to continue providing input and further reduce to establish priorities for the bikeway planning process. Attendees gave their feedback through discussions with meeting facilitators, comment cards, and thematic poster stations, where participants could learn about and leave comments on a variety of bicycle planning topics. The interactive workshop drew close to 30 participants and yielded the following comments and priorities.

Comments on Draft La Habra Bikeway Master Plan

The overwhelming majority of comments and questions concerned the proposed walking and biking path along the Union Pacific Railroad (UPRR) right-of-way. Many attendees wanted to know how long the process would take and what factors determine the length of the process. Paul Martin of OCTA addressed those questions.

- The path along the UPRR would close a gap in the countywide OC Loop, a 66-mile, interconnected linkage of walking and biking paths.

- Questions were asked about the process that goes into acquiring land from UPRR and these were answered by Paul Martin. The railroad has historically maintained a policy of no paths along active rail lines; however, the railroad is showing increasing openness to consider the proposed railroad path in La Habra.

- Specific questions were asked about how the trail would fit into the right of way next to the railroad. These considerations would need to be addressed in the path's design.

- One commenter proposed naming the path the La Habra Centennial Rail Trail in celebration of the City's 100th birthday in 2025.

- A representative from a neighborhood collaborative brought up their group's effort to obtain a grant for their "Wellness Corridor" along the Union Pacific Railroad right-of-way.

A question was asked about whether this plan addresses parking in the city. Fehr & Peers answered that because this is a bike plan, it does not directly provide recommendations for parking. However, Fehr & Peers studied the effects of converting on-street parking to bikeways. The only area where parking conversion is proposed, Whittier Blvd, is noted as such on the proposed bikeways map.

A handful of attendees had specific comments about sections of the proposed bikeway network:

- One individual raised concerns about the existing bike route that is proposed to be removed.

- One individual asked about why La Habra Blvd doesn't have any proposed bikeways. Fehr & Peers referred to the La Habra Blvd Streetscape Plan and wanting to avoid overlapping with that effort.

- One individual asked about extending the Coyote Creek Channel bike path north. Fehr & Peers mentioned that right of way concerns may limit the feasibility of such an extension.

- Comments were made about increasing connectivity in the northwestern corner of the City.

    - A number of individuals brought up the need to have facilities on Whittier Blvd west of Idaho Street. We stated that the map would be updated with a Class III Bike Route on that stretch.

    - Also, one commenter suggested connecting the proposed bikeways on Beach Blvd north to Whittier Blvd. Although there was confusion about bikeways on this stretch during the meeting, such an extension would need to come at the City's discretion.

One concern raised was the lack of proposed bikeways on Harbor Blvd. Fehr & Peers stated that high traffic volumes and the desire to maintain auto capacity make bike facilities less feasible.

One comment was made about ensuring consistency with the North OC Regional Trails Plan.

Final Comments Mailers

City staff reached out to the BAC members for one final review of the draft Bikeway Master Plan which was updated per the last workshop. BAC members were sent the latest draft Bikeway Master Plan along with comments discussed at the previous workshop. This was completed in March, 2017 and done via e-mail and postal mail for completeness. BAC members had two (2) weeks to respond and send any comments to be incorporated into the final revision of the Bikeway Master Plan document. This would be the last chance for BAC members to provide their input and shape the program. All members were in good spirits about completing the project which had started so long ago. The final comments mailer yielded the following comments.

Comments on Final La Habra Bikeway Master Plan

Union Pacific Railroad (UPRR) path: Questions were asked about the process that goes into acquiring land from the UPRR. Many attendees wanted to know how long the process would take and what factors determine the length of the process.

> *The process depends on UPRR's receptiveness to selling a portion of its right-of-way adjacent to the active tracks.*
>
> *OCTA Comment: The railroad has historically maintained a policy of no paths along active rail lines; however, the railroad is showing increasing openness to consider the proposed railroad path in La Habra.*
>
> *BAC Member Comment: Consideration should be given to providing timely updates to the City residents by mailings or local newspaper.*

BAC Member Comment: How about funding? Wouldn't this be another factor that can potentially impact the length of the process? It will be good to note additional factors that can potentially impact the length of the process.

UPRR path: Specific questions were asked about how the trail would fit into the right of way next to the railroad.

It is anticipated that the trail alignment will be along the railroad's north property to align with the Whittier Trail and to avoid two south-trending spurs on the Brea Industrial Lead.

UPRR path: One commenter proposed naming the path the La Habra Centennial Rail Trail in celebration of the City's 100th birthday in 2025.

We agree that the bike path should have a significant name and will consider this suggestion.

BAC Member Comment: It will be good to note what's the process of naming or re-naming any paths/trails. The suggestion provided can be considered but other stakeholders, such as City staff and residents will need to be involved in the process.

UPRR path: A representative from a neighborhood collaborative brought up their group's effort to obtain a grant for their "Wellness Corridor" along the Union Pacific Railroad right-of-way.

We acknowledge this group's efforts and look forward to working with them and other stakeholders when the bike path reaches the design stage in the future.

Does this plan address parking in the City?

Because this is a bike plan, it does not directly provide recommendations for parking.

One individual raised concerns about the existing bike route that is proposed to be removed.

The route ends at non-signalized arterial intersection. We believe it should be removed.

One individual asked about why La Habra Blvd doesn't have any proposed bikeways.

Response: Recommend adding La Habra Blvd. to proposed bikeways map as "potential long-term bikeway."

BAC Member Comment: With the new housing being developed and planned along La Habra Blvd, this should be considered.

One individual asked about extending the Coyote Creek Channel bike path north.

Right-of-Way concerns and cost may limit feasibility of such an extension. Recommend adding Coyote Creek Channel to proposed bikeways map as "potential long-term bikeway."

Comments were made for the need of facilities on Whittier Blvd. west of Idaho St.

Add Whittier Blvd. (Beach Blvd. – Idaho St.) to proposed bikeways map as "potential long-term bikeway."

One suggestion was to connect the proposed bikeways on Beach Blvd. north to Whittier Blvd.

Add this section of Beach Blvd. to proposed bikeways map as "potential long-term bikeway."

One concern raised was the lack of proposed bikeways on Harbor Blvd.

High traffic volumes and the desire to maintain auto volume capacity, make bike facilities less feasible at this location.

BAC Member Comment: It will be good to note alternate routes for those inquiring about bikeways on boulevards where the bike facilities are less feasible at.

One comment was made about ensuring consistency with the Orange County Parks Strategic Plan.

Recommend adding section to Chapter 2 (Existing Policy Framework) describing Orange County Parks Strategic Plan.

Please make the proposed UPRR Path the highest priority.

Vital missing link in the N. OC Regional Trail Plan; & the proposed 66 mile, "OC BikeLoop". OC Bike Loop grant funding is available now from time to time.

Connect to existing trails in Brea & Whittier.

La Habra has no County park.

The UPRR Path is currently ranked in the bike plan as a highest-priority project for implementation. The City will continue to work with OCTA and the UPRR to develop this project. BAC Member Comment: Because we do not have a County Park, we must make every effort to make the bike trail a recreational destination for our residents.

—

La Habra Blvd "Green Lane" Bike Trail

Please make La Habra Blvd a "Green Lane" Bike Trail between Idaho St & Harbor Blvd.
Currently, high speeds on La Habra Blvd in the downtown area make it unsafe for bike traffic.

Add La Habra Blvd to proposed bikeways map as "potential long-term bikeway"

The OCTA funding program title is the "Bicycle Corridor Improvement Program." OCTA recently hosted a call for applications through the BCIP, and the initial recommendations were presented to an OCTA Board Committee and to the full OCTA Board of Directors. The call for applications includes some backlog of funding, and funding for 2 fiscal years. The rough schedule for the next call would be in 2018.

Add language from the above comment to the "OCTA Call for Projects" section in Chapter 6 (Funding and Implementation)

The cost estimate for OC Loop Segments A & B are summarized in the 70/30 Plan as $30.2M for Segment A, and $5.8M for Segment B. Segment B is within the City of Brea, and Segment A is the length of the Union Pacific Railroad (UPRR) right-of-way (ROW) within the City of La Habra. Paul Martin suggests using the $30.2M as a cost estimate for the UPRR ROW path.

We will list the $30.2M amount in the bike plan.

Given the OC Parks-prepared OC Loop Gap Feasibility Study includes a concept for a bikeway along Coyote Creek north of Imperial Highway, OCTA suggests this Class I path be included in the La Habra BMP for consistency. OCTA suggests indicating that there are some key property ownership and flood management issues that need to be resolved before a Class I could be constructed within the corridor. The limits would likely be along Coyote Creek between Imperial Highway and Monte Vista Street.

Add Coyote Creek Channel to proposed bikeways map as tudy includes a concept for a bi

OCTA has spoken with the City of La Habra and Caltrans about improving Beach Boulevard to potentially include a Class IV bikeway (protected bike lane). OCTA suggests showing Beach with a Class IV bikeway in the La Habra BMP for consistency. There is a possibility that initial concepts would include a Class IV/II combination to account for constrained locations typically at intersections.

We will maintain the Class II designation with recognition that it could be converted to a Class IV in the future.

The proposed bike plan map provided at the meeting included a proposed Class I on the "Fullerton Spur," which is located between Cypress and Harbor and heads south into Fullerton.

The City has received comments about naming other facilities (i.e. the UPRR bike path) and acknowledges that this path can benefit from an improved name with feedback from City staff and residents.

Another regional map for consideration and mention in the bike plan is the County of Orange "Major Riding & Hiking Trails and Off-Road Paved Bikeways." The map includes existing/proposed corridors for Class I facilities in La Habra. The website for the map is located at: http://ocparks.com/civicax/filebank/blobdload.aspx?BlobID=8223

Recommend adding section to Chapter 2 (Existing Policy Framework) describing Orange County Parks Strategic Plan.

While some bikeways may currently be infeasible, OCTA has found that including a proposed/future line on the map can help as larger infrastructure projects happen or new opportunities arise. For example, the City of Huntington Beach has included proposed bikeways on streets currently constrained with text about the bikeways being "currently infeasible due to right-of-way" or other reasons. Then as improvements occur within the public or private right-of-way there have been opportunities to secure the adequate right-of-way to provide the bikeway.

Recommend adding "potential long-term bikeway" corridors to proposed bikeways map

OCTA suggests including bikeways along the following streets with discussion (as needed) about current feasibility to provide greater future flexibility. The following streets high usage per the Strava Heatmap:

La Habra Blvd. within City	*Include as "potential long-term bikeway" on map.*
Beach Blvd. (Gregory Ln. – Whittier Blvd.)	*Include as potential long-term bikeway" on map.*
Whittier Blvd. (Idaho St. – Beach Blvd.)	*Include as "potential long-term bikeway" on map.*
Harbor Blvd. within City	*Do not include on the map.*
Imperial Hwy. within City	*Do not include on the map.*
Euclid St. within City	*Do not include on the map.*
Cypress St. within City	*Currently included in plan.*

Based on Personal Experience, Mr. Buck recommends including the following routes in the Proposed Bikeway Network map:

Harbor Blvd., Arbolita Dr. and Brookdale Ave. (Connection to Puente St. from City Limits): Class III

Due to high traffic speeds and volumes, Harbor Blvd. was not proposed. The proposed plan does not preclude cyclists from using any combination of surface streets to access their desired destinations with the City.

Euclid Street. (Lambert Rd. – Montwood Ave.): Class II

North-South bike travel is better accommodated on other streets (i.e, Cypress and Walnut). Euclid has higher speeds.

La Habra Blvd: Class I

Include as "potential long-term bikeway" on map.

Provide more links to east/west routes on hillside streets.

The proposed plan does not preclude cyclists from using any combination of surface streets to access their desired destinations within the City.

PLAN CONTENTS

The Bikeway Master Plan is presented in the following chapters:

TABLE 1-2 – BIKEWAY MASTER PLAN CONTENTS

Chapter	Contents
1. Introduction	--
2. Existing Policy Framework	Summarizes the key plans, programs, policies and other planning documents that will be affected and may affect the recommendations and implementation of the Bikeway Master Plan
3. Existing Conditions	Discusses the existing local conditions relevant to bicycling, including land use patterns and commuting statistics. This section also includes a variety of bicycle-specific information required for ATP compliance.
4. Proposed Bicycle Improvements	Establishes a menu of proposed network of bikeways and support facilities based on expressed needs, gaps in the existing network and key destinations and activity centers. This chapter also includes a map of the proposed network and provides a list of proposed projects based on City priorities.
5. Support Programs	Describes the bicycle safety and education programs in La Habra, and recommends additional programs or enhancements to improve the state of bicycling in the city.
6. Funding and Implementation	Includes a phased implementation plan for bicycle projects based on community-input, project readiness, and connectivity. Provides planning-level cost estimates for implementation and maintenance of the proposed bicycle network. Potential funding sources are also identified. Also describes policies and procedures for maintaining existing and proposed bikeways.
7. Design Guidelines	Provides guidelines for the design of bicycle facilities, including on- and off-street bikeways, bicycle parking, signage, and support facilities.
Appendix A	Appendix A includes a summary of public input

Caltrans requires that active transportation plans, including bicycle plans, contain certain mandatory information to be eligible for Caltrans Active Transportation Program (ATP) funding. **Table 1-3** summarizes these elements and the chapters of this plan where each is addressed. Note that Caltrans provides guidance

for combined bicycle and pedestrian plans. Since this plan applies only to bicycles, requirements pertaining to pedestrians have been omitted.

TABLE 1-3 – CALTRANS ACTIVE TRANSPORTATION PROGRAM FUNDING REQUIREMENTS

Element	Chapter of this Plan
a) Number of Existing and Future Bicycle Trips	Chapter 3 [Existing p. 28, Future p. 29]
b) Bicycle Collisions	Chapter 3 [Existing p. 44]
c) Land Use and Settlement Patterns	Chapter 3 [Existing/proposed p. 25]
d) Existing and Proposed Bikeways	Chapters 3 and 4 [Existing pp. 38-39 (description) & p. 40 (map), Proposed p. 52 (map) & pp. 54-55 (description)]
e) Existing and Proposed Bicycle Parking Facilities	Chapters 3 and 4 [Existing p. 40 (map) & p. 41 (description), Proposed p. 54 (description) & p. 57 (map)]
f) Existing and Proposed Bicycle Parking Policies	Chapters 3 and 4 [Existing p. 41, Proposed p. 54]
g) Existing and Proposed Access to other Transportation Modes	Chapters 3 and 4 [Existing p. 35-36 (description) & p. 40 (map), Proposed p. 54, 58, 119-128 (description) & p. 57 (map)]
i) Proposed Bicycle Wayfinding Signage	Chapter 7 [pp. 104]
j) Policies and Procedures for Maintaining Existing and Proposed Bicycle Facilities	Chapter 7 [pp. 108]
k) Bicycle Safety, Education, and Enforcement Programs	Chapter 5 [pp. 58]
l) Community Involvement in the Development of the Plan	Chapter 1 [p. 5]
m) Coordination and Consistency with Other Plans	Chapter 2 [pp. 10]
n) Projects Proposed in the Plan and their Priority for Implementation	Chapter 4 [pp. 54]
o) Past Expenditures for Bicycle Facilities and Future Financial Needs	Chapter 6 [p. 71]
p) Implementation Plan and Progress Reporting	Chapter 6 [p. 72]
q) Resolution of Plan Adoption by City of La Habra	Appendix B

Source: Caltrans Active Transportation Program

2. Existing Policy Framework

This chapter summarizes existing plans and policy documents relevant to bicycle transportation in the City of La Habra. These documents have been grouped into City of La Habra Plans and Policies, Other City and County Plans, Regional Plans, State Plans and Federal Initiatives. **Table 2-1** lists the existing planning and policy documents addressed in this chapter.

TABLE 2-1 – SUMMARY OF RELEVANT EXISTING PLANS AND POLICIES

City of La Habra Plans & Policies	Other City and County Plans	Regional Plans	State Plans	Federal Initiatives
General Plan	Brea Bike Plan	SCAG 2012 RTP/SCS	Caltrans' Complete Streets Policy	Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations
Municipal Code	Fullerton Bicycle Master Plan		California Complete Streets Act	
Neighborhood Traffic Management Plan	Fourth District Bikeways Strategy		Assembly Bill 32 & State Bill 375	
La Habra Boulevard Specific Plan	La Mirada Master Plan of Bikeways		Assembly Bill 1581 & Caltrans' Policy Directive 09-06	
	OC Loop			
	OCTA Commuter Bikeways Strategic Plan			
	OCTA Master Plan of Arterial Highways			
	Whittier Bicycle Transportation Plan			

CITY OF LA HABRA PLANS AND POLICIES

This section discusses adopted plans and policies relevant to bicycling in the City of La Habra. These documents guide how the City plans for and manages its built environment.

General Plan 2035

The City of La Habra General Plan Circulation Element describes the existing bicycling, walking, transit, and vehicle facilities within the City and establishes the goals and policies for future transportation needs. **Table 2-2** summarizes the goals and policies that relate directly to bikeways:

TABLE 2-2 – SUMMARY OF RELEVANT GENERAL PLAN OBJECTIVES AND POLICIES

Goal AT 2: **Bicycle Usage** Expanded and improved bicycle facilities to provide a safe and convenient alternative to the private automobile.	**Policy (AT 2.1) Bikeway Master Plan:** Develop a Bikeway Master Plan consistent with the OCTA Commuter Bikeways Strategic Plan, to encourage the development of a safe and convenient bikeway system. The Bikeway Master Plan will focus on strategies to make bicycle transportation a viable option to the private automobile.
	Policy (AT 2.2) Regional Bikeways: Participate in the planning and construction of regional bikeways as both a commuter alternative and for recreational purposes. Consider the bicycle plans of neighboring cities to ensure connectivity on a regional level.
	Policy (AT 2.3) Bikeway Network: Maintain and extend where and when feasible the City's bikeway network to make bicycling an attractive option.
	Policy (AT 2.4) Bike Trail Linkages: Provide additional Class I, Class II, or innovative bicycle trail linkages between residential areas, employment areas, schools, parks, commercial areas, and transit stations.
	Policy (AT 2.5) Class I Bicycle Routes: Establish additional Class I bike routes to encourage bicycle riding by providing dedicated facilities separate from vehicle traffic.
	Policy (AT 2.6) Pathway Easements: Require new developments to dedicate easements for bicycle trail/pedestrian pathway connections.
	Policy (AT 2.7) Alternative Routes: Pursue opportunities to construct multi-use trails or bikeways along alternative routes such as railroad rights-of-way and flood control channel levees where feasible.
	Policy (AT 2.8) Bicycle Parking: Require that a percentage of parking spaces in new non-residential developments and additions to existing facilities be set aside for secure bicycle parking, to encourage use of bicycles for commuting, shopping, and recreational purposes.
	Policy (AT 2.9) Facilities Supporting Bicycle Riders: Encourage developers of offices and other businesses with a large number of employees to provide showers and lockers as conveniences for bicycle

TABLE 2-2 – SUMMARY OF RELEVANT GENERAL PLAN OBJECTIVES AND POLICIES

	riders and establish a threshold number above which these would be required.
	Policy (AT 2.10) Health Through Bicycling: Support programs which encourage more people to bicycle for transportation and recreation, to provide an attractive and healthy transportation option, which will reduce traffic congestion, air pollution, and noise pollution.
Goal AT 3: Alternative to Single Occupant Vehicles Convenient and effective alternatives to single occupant vehicles that reduce traffic congestion, conserve energy, and contribute to clean air.	**TDM 2.1 Alternative Transportation Technologies:** Support alternative transportation technologies and modes through such means as changes in code requirements, preferential parking, and information distribution to reduce vehicle emissions, congestion, and create a more pedestrian-friendly environment.
	TDM 2.2 Alternate Transportation Modes: Promote alternate modes of transportation and overall system efficiency by maximizing use of existing transportation networks and developing new modes.
Goal P 1: Parking Resource Management Efficient parking management system that allocates scarce parking resources and reduces overall parking demand.	**Policy 1.11 Bicycle Parking:** Require that space in new commercial developments be set aside for bicycles.
Goal OS 4: Trail System An accessible and connected trail system that provides recreational opportunities throughout La Habra.	**Policy 4.1 Connections:** Connect recreational facilities, residential neighborhoods, and key commercial and activity centers, to the extent feasible, with walking paths, trails, and bikeways.
	Policy 4.2 Linear Park/Greenbelt: Strive towards the development of a linear park/greenbelt system that may include trails along the open space flood control channels and railroad corridors and is linked with adjoining neighborhoods and parks throughout the City.
	Policy 4.3 Regional Trail System: Cooperate with the railroad company, Orange County Public Works, and adjacent jurisdictions in developing a regional trail system.
	Policy 4.4 Railroad Corridor Trails: Cooperate with the railroad company to develop a plan whereby the railroad right-of-ways may be landscaped and/or developed for pedestrian and/or bike trails upon

TABLE 2-2 – SUMMARY OF RELEVANT GENERAL PLAN OBJECTIVES AND POLICIES

	abandonment of the rail service or in conjunction with the existing rail line service.

Source: City of La Habra General Plan 2035, January 21, 2014.

Municipal Code

The City of La Habra Municipal Code includes ordinances that address how development should occur within the City. The following sections are relevant to this *Bikeway Master Plan*:

10.40.020 Bicycle License. No person residing in the city shall ride or propel any bicycle upon any public street, sidewalk, alley, bicycle lane or path, or any other public property, or have in his/her possession any bicycle which has not been licensed and for which the appropriate license fee has not been paid or which does not bear a bicycle plate as required by the provisions of this chapter.

12.28.080 Vehicles and Bicycles.

A. No person shall bring into or operate in any park any motor vehicle; e.g., car, truck, jeep, motorcycle, minibike. City employees in the performance of official duties connected with and a part of their employment shall be exempt from the provisions of this section.

B. Bicycles shall be parked in stands provided at the perimeter of the parks, except that bicycles may be operated in bicycle paths and areas approved by the city council or pursuant to an authorized permit issued by the community services department.

18.20.050 Facility Standards.
Bicycle Parking and Shower Facilities:

A. Bicycle parking and locker facilities shall be provided in a secure location for use by employees or tenants who commute to the work site by bicycle. The number of facilities/racks to be provided shall be at the rate of at least five racks for every one hundred employees or fraction thereof.

B. A minimum of two shower facilities shall be provided, one each for men and women.

Information on Transportation Alternatives:

A. A commuter information area shall be provided at the worksite that offers employees appropriate information on available transportation alternatives to the single-occupancy vehicle.

B. Information in the area shall include, but not be limited to, the following:

   1. Current maps, routes and schedules for public transit;
   2. Ridesharing match lists;
   3. Available employee incentives;
   4. Rideshare promotion material supplied by commuter-oriented organizations.

Neighborhood Traffic Management Program

The intent of the Neighborhood Traffic Management Program (NTMP) is to better accommodate residents' requests to address traffic-related concerns and provide the City with a systematic approach to handling traffic-related requests. The NTMP provides the City and residents with a wider range of traffic management strategies to address concerns in specific residential neighborhoods.

OTHER CITY AND COUNTY PLANS

Brea Bike Plan

The Brea Bike Plan was adopted within the Brea General Plan in August 2003. In relation to bicycles, the plan utilized the countywide classification of bikeways and links to County facilities. The bikeway plan for Brea was designed to allow access to primary community centers, to connect Brea via bicycles to surrounding communities, and to provide people with recreation. Facilities connecting or proposed to connect to the City of La Habra are:

- **Brea Trail (Rail ROW):** Proposed Class I bike path
- **Central Avenue:** Existing Class II bike lanes
- **Whittier Avenue:** Proposed Class III bike route

Fullerton Bicycle Master Plan

The City of Fullerton adopted this plan in May 2012. The plan provides an overview of existing conditions, including facilities and demand estimates for bicycling; identifies goals; and identifies existing and proposed bicycle facilities for commuting and recreation. The following bicycle facilities are of specific importance to this plan because they terminate at the City of La Habra's southern jurisdictional border:

- **Euclid Street:** Existing Multi-purpose Path
- **Harbor Boulevard:** Existing Multi-purpose Path
- **Idaho Street:** Existing Class II bike lanes
- **Lakeview Drive:** Proposed Class III bike route

Fourth District Bikeways Strategy

In 2012, OCTA adopted the Fourth District Bikeways Strategy. This report discusses the findings of a study effort to identify potential regional bikeways within OCTA's Fourth Supervisorial District, which includes the City of La Habra. The study lists out ten regional bikeway corridors for OCTA and collaborating local agencies to pursue. Of these ten regional bikeway corridors, three are identified as "focus corridors" that are prioritized for near-term implementation while the remaining seven corridors are organized into separate future implementation tiers. The following corridors run through the City of La Habra:

- **Union Pacific ROW:** This "focus corridor" runs east-west and would consist of an off-street Class 1 bikeway. It follows a Union Pacific-owned rail corridor stretching from the west boundary of La Habra east through to Brea. This corridor would connect La Habra to destinations such as Brea Mall and Downtown Brea. 0.5 miles of this corridor have already been constructed in the City of La Habra.
- **Brookhurst-Gilbert-Idaho:** This corridor is a north-south route running through the Cities of La Habra, Fullerton, and Anaheim, consisting of Class II on-street bikeways. 1.1 miles have already been

constructed and another 8.8 miles are planned. Within the City of La Habra, the Brookhurst-Gilbert-Idaho corridor is partially completed with bike lanes between Sandlewood Avenue and the City's southern border.

- **Coyote Creek:** The proposed Coyote Creek Trail is a north-south corridor travelling along the Coyote Creek flood control channel between Orange County and Los Angeles County. 7.6 miles of Class I bikeways and 1.3 miles of Class II bikeways are planned, while 2.25 miles of Class I bikeways have already been completed in La Habra and La Mirada. In La Habra, the completed Coyote Creek trail runs from the City's southwestern boundary along Coyote Creek to Imperial Highway. The route will then be extended along Beach Boulevard.

- **Fullerton Station:** This proposed north-south 13-mile corridor would connect La Habra to Downtown Fullerton, the Fullerton Transportation Center, the Platinum Triangle, and other destinations. 3.2 miles of existing Class II and Class III bikeways already exist including in La Habra. Within the City, the completed corridor would run from the City's southern boundary along Montwood Avenue and Euclid Street before terminating at the Union Pacific ROW.

La Mirada Master Plan of Bikeways

The La Mirada Master Plan of Bikeways includes over 14 miles of Class III on-street bicycle routes as well as Class I off-street multiuse trails. The Master Plan of Bikeways provides an overview of existing conditions as well as recommendations for future bikeways. The plan generally parallels the routes proposed in the Los Angeles County Municipal Transportation Authority (Metro) Regional Bikeway Master Plan. The following bicycle facilities are of specific importance to the La Habra Bikeway Master Plan because they terminate at the City of La Habra's western border:

- **Coyote Creek Multi-Use Trail:** Existing Class I path that extends between the cities of La Habra and La Mirada
- **Beach Boulevard:** Proposed Class III bike route that connects with proposed Class II bike lanes on Beach Boulevard in the City of La Habra

OC Loop

The Orange County (OC) Loop is a plan for a 66-mile network of continuous biking/walking paths encircling Orange County. About 70% of the OC Loop is already built. These segments include off-street trails along the San Gabriel River, Coyote Creek, Santa Ana River and the Coastal/Beach Trail. The remaining, unbuilt sections needed to complete the OC Loop include:

- A path along **Coyote Creek** through Buena Park and La Mirada
- Short connections in Yorba Linda
- A segment along **Beach Boulevard**, between the Union Pacific ROW and Coyote Creek, in La Habra
- The **Union Pacific ROW Trail**—the longest unbuilt section—through Brea, Fullerton, and La Habra

OCTA is conducting a feasibility study with conceptual designs for completing the unbuilt OC Loop segments. Once the study is completed, likely in 2015, OCTA will seek funding to design and build the remaining unbuilt sections. The segments that traverse La Habra have been coordinated with this Bikeway Master Plan.

OCTA Commuter Bikeways Strategic Plan (2009)

OCTA released its Commuter Bikeways Strategic Plan (CBSP) in 2009. This document was developed to encourage the enhancement of the County's regional bikeways network in order to increase bicycle commuting. The CBSP points out a number of challenges to bicycling in Orange County such as improving safety, access to key destinations, coordination of plans across agencies, and support facilities. The CBSP helps address these and other challenges by providing a strategy for improving the regional bikeway network, eligibility for Active Transportation Program (ATP) funds, identification of roles and responsibilities for OCTA regarding bikeways, and documentation of existing and planned Orange County bikeways (including Orange County Cities and the County of Orange). According to the CBSP, there are two regional priority proposed bikeways in the City of La Habra: the Class I UPRR Bikeway and a Class II bikeway along La Habra Boulevard. At the time the Plan was published, 7.81 miles of bikeways were proposed in La Habra, with a total estimated cost of $11,633,000.

TABLE 2-3 – REGIONAL PRIORITY PROPOSED BIKEWAYS IN OCTA COMMUTER BIKEWAYS STRATEGIC PLAN

Street/Path	From	To	Class	Mileage
UPRR Bikeway	West City Limit	Palm Street	Class I	3.00
La Habra Boulevard	Valley Home Avenue	Fonda Street	Class II	2.77

Source: 2009 OCTA Commuter Bikeways Strategic Plan

TABLE 2-4 – PROPOSED BIKEWAYS FOR LA HABRA IN OCTA COMMUTER BIKEWAYS STRATEGIC PLAN

Street/Path	From	To	Class	Mileage
Imperial Highway Path	Beach Boulevard	Harbor Boulevard	Class I	2.02
Beach Boulevard	Gregory Ln.	Imperial Highway	Class II	1.33
Idaho Street	Whittier Boulevard	Imperial Highway	Class II	1.53
Lambert Road	Cypress Street	Palm Street	Class II	1.00
Palm Street	Whittier Avenue	Lambert Road	Class II	1.00
Whittier Avenue	Palm Street	East City Limit	Class II	0.22
			TOTAL	7.1

Source: 2009 OCTA Commuter Bikeways Strategic Plan

TABLE 2-5 – LA HABRA PROPOSED BIKEWAY COST ESTIMATES IN OCTA COMMUTER BIKEWAYS STRATEGIC PLAN

Facility	Miles	Unit Cost (per mile)	Total
Class I	5.73	$1,500,000	$8,595,000
Class II	10.85	$280,000	$3,038,000
		TOTAL	$11,633,000

Source: 2009 OCTA Commuter Bikeways Strategic Plan

OCTA Master Plan of Arterial Highways

The Orange County Master Plan of Arterial Highways (MPAH) was established in 1956 and OCTA released its newest Guidance for the Administration of the Master Plan of Arterial Highways in 2012. A vital component of transportation planning in Orange County, the MPAH requires Orange County Cities and the County of Orange to work cooperatively to implement a regional arterial highway network. The MPAH is intended to ensure coordinated transportation system development among local jurisdictions in the County. Consistency with the MPAH is necessary for a jurisdiction's General Plan circulation element to receive all Measure M2 Net Revenues as well as be eligible for programs such as the Orange County Comprehensive Transportation Funding Program (CTFP). The two overarching goals of the MPAH are to provide a countywide circulation (arterial highway) system to accommodate regional travel demand and to provide an arterial highway system that supports land use policies of the County and Cities.

ORANGE COUNTY PARKS STRATEGIC PLAN

In 2005, the County of Orange Board of Supervisors launched the Strategic Plan process with the recognition that OC Parks needed to clearly define its vision, mission and goals for the coming decade and beyond. The planning effort included two years of extensive input from county residents, board members, staff, park advocates, and stakeholders. The plan calls for the development and implementation of recreational regional bikeways, specifically identifying the Union Pacific Right-of-Way in La Habra as a proposed bikeway.

Whittier Bicycle Transportation Plan

The City of Whittier adopted this plan in February 2013. Seven overarching goals guide the plan:

- Provide more direct cross-city access
- Improve route connections
- Upgrade Class III routes to Class II bike lanes
- Provide additional bicycle facilities

- Improve safety features
- Provide multimodal connection with public transit
- Improve bikeway connections across city and county jurisdictional boundaries

The plan provides an overview of existing conditions, including facilities and demand estimates for bicycling; and identifies existing and proposed bicycle facilities that satisfy the above goals. The following bicycle facilities are of specific importance to this plan because they terminate at the City of La Habra's western and northern borders:

- **Janine Drive:** Existing Class III bike route; terminates at existing Class III bike route on Capulet Avenue in La Habra
- **Russell Street:** Existing Class II bike lanes
- **Leffingwell Road:** Existing Class II bike lanes
- **Union Pacific ROW/Whittier Greenway Trail:** Proposed Class I bike path
- **Lambert Road:** Existing Class III bike route and proposed Class II bike lanes

REGIONAL PLANS

SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

In 2012, the Southern California Association of Governments (SCAG) adopted the 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which integrates the region's transportation and land use planning. The RTP/SCS is intended to reduce greenhouse gas emissions from transportation in accordance with California's Sustainable Communities and Climate Protection Act and includes significant investments in multimodal transportation. It identifies regional solutions to transportation issues in southern California by reviewing existing transportation system conditions and providing improvement recommendations for the various focus areas including aviation, goods movement, highways and arterials, land use, non-motorized transportation, transit, and transportation finance. The non-motorized transportation section provides information regarding existing mode split, bicyclist types, bicycle safety, the California Strategic Highway Safety Plan for bicyclists, and identifies implementation priorities for local jurisdictions. This document serves more as a policy guide for the region, than as a regional bicycle plan identifying potential expansion of bicycle facilities. The regional bikeway network is estimated to extend approximately 4,315 miles with an additional 5,807 miles of planned facilities. Of the $524.7 billion transportation expenditures in the RTP, $6.9 billion are allocated for non-motorized projects. Additionally, this document includes a regional Active Transportation Plan.

STATE PLANS

Caltrans is responsible for building and maintaining state-funded transportation infrastructure. Within the City of La Habra, Caltrans maintains Whittier Boulevard (State Route 39 and 72), Beach Boulevard (State Route 39), and Imperial Highway (State Route 90). The following policies would affect strategic planning decisions on those corridors. In conjunction with Caltrans, the State has also passed legislation that affects all streets in La Habra.

Caltrans' Complete Streets Policy

In 2001, Caltrans adopted a routine accommodation policy for the state in the form of Deputy Directive 64, "Accommodating Nonmotorized Travel." The directive was updated in 2008 as "Complete Streets—Integrating the Transportation System." The new policy reads in part:

> *The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.*
>
> *The Department develops integrated multimodal projects in balance with community goals, plans, and values. Addressing the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding, is implicit in these objectives. Bicycle, pedestrian and transit travel is facilitated by creating "complete streets" beginning early in system planning and continuing through project delivery and maintenance and operations….*

The directive establishes Caltrans' own responsibilities under this policy. Among the responsibilities that Caltrans assigns to various staff positions under the policy are:

- Ensure bicycle, pedestrian, and transit interests are appropriately represented on interdisciplinary planning and project delivery development teams.
- Ensure bicycle, pedestrian, and transit user needs are addressed and deficiencies identified during system and corridor planning, project initiation, scoping, and programming.
- Ensure incorporation of bicycle, pedestrian, and transit travel elements in all Department transportation plans and studies.
- Promote land uses that encourage bicycle, pedestrian, and transit travel.
- Research, develop, and implement multimodal performance measures.

California Complete Streets Act

Assembly Bill 1358, the "California Complete Streets Act of 2008," requires "that the legislative body of a city or county, upon any substantive revision of the circulation element of the general plan, modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all

users [including] motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation…." This provision of the law goes into effect on January 1, 2011. The law also directs the Governor's Office of Planning and Research to amend its guidelines for the development of circulation elements so as to assist cities and counties in meeting the above requirement.

Assembly Bill 32 and State Bill 375

Senate Bill (SB) 375 is the implementation legislation for Assembly Bill (AB) 32. AB 32 requires the reduction of greenhouse gases (GHG) by 28 percent by the year 2020 and by 50 percent by the year 2050. GHGs are emissions – carbon dioxide chief among them – that accumulate in the atmosphere and trap solar energy in a way that can affect global climate patterns. The largest source of these emissions related to human activity is generated by combustion-powered machinery, internal combustion vehicle engines, and equipment used to generate power and heat. SB 375 tasks metropolitan and regional planning agencies with achieving GHG reductions through their Regional or Metropolitan Transportation Plans. Reducing automobile trips is one method for reducing GHG emissions. This can be achieved through utilizing other travel modes, such as walking, bicycling, or using transit.

Assembly Bill 1581 and Caltrans Policy Directive 09-06

Assembly Bill (AB) 1581 provides direction that new actuated traffic signal construction and modifications to existing traffic signals include the ability to detect bicycles and motorcycles. It also calls for the timing of actuated traffic signals to account for bicycles. In response to AB 1581, Caltrans has issues Traffic Operations Policy Directive 09-06, which has proposed modifications to Table 4D-105(D) of the California Manual on Uniform Traffic Control Devices. The California Traffic Control Devices Committee is considering the proposed modifications.

FEDERAL INITIATIVES

The United States Department of Transportation has issued the following statement on pedestrian and bicycle activity and planning.

The US DOT Statement on Bicycle and Pedestrian Accommodations, Regulations and Recommendations

On March 5, 2010, the United States Department of Transportation (DOT) announced a policy directive to demonstrate the DOT's support of fully integrated active transportation networks by incorporating walking and bicycling facilities into transportation projects. The statement encourages transportation agencies to go beyond minimum standards in the provision of the facilities. The DOT further encourages agencies to adopt policy statements that would affect bicycling and walking, such as:

- Considering walking and bicycling as equals with other transportation modes
- Ensuring availability of transportation choices for people of all ages and abilities
- Going beyond minimum design standards
- Integrating bicycle and pedestrian accommodations on new, rehabilitated, and limited access bridges
- Collecting data on walking and biking trips
- Setting mode share for walking and bicycling and tracking them over time
- Removing snow from sidewalks and shared use paths
- Improving non-motorized facilities during maintenance projects

3. Existing Conditions

The City of La Habra's existing roadway network is designed to facilitate a heavy amount of vehicular traffic due to its regional location. The City is surrounded by La Habra Heights and Los Angeles County to the north; Whittier, unincorporated East Whittier, and La Mirada to the west; Fullerton to the south; and Brea to the east. As a result, vehicles in the vicinity heading to/from the SR-60 freeway, SR-57 freeway, SR-91 freeway, or I-5 freeway are likely to travel through the City of La Habra. This regional traffic combined with local traffic is expected to continue to increase as the population grows and development occurs. To address future circulation, the City's Mobility/Circulation Element (La Habra General Plan 2035) specifically identifies non-motorized/alternative transportation systems as an important component for meeting the mobility needs of residents, workers, and visitors. By implementing a Bikeway Master Plan, the City can increase the number of non-motorized trips, resulting in a decrease in vehicle trips and greenhouse gas emissions.

As La Habra's first Bikeway Master Plan, this effort will lay the groundwork and vision for developing a system of on-street and off-street bicycle facilities throughout the City, focusing on completing a system of bikeways and support facilities between neighborhoods and providing safe routes to schools and access to major destinations such as employment centers, stores and shops, parks, trails, and open space areas. This plan also includes criteria for defining different types of bicycle facilities, a listing of priority projects, design standards and education and safety programs. This chapter provides a snapshot of the existing physical environment in the City.

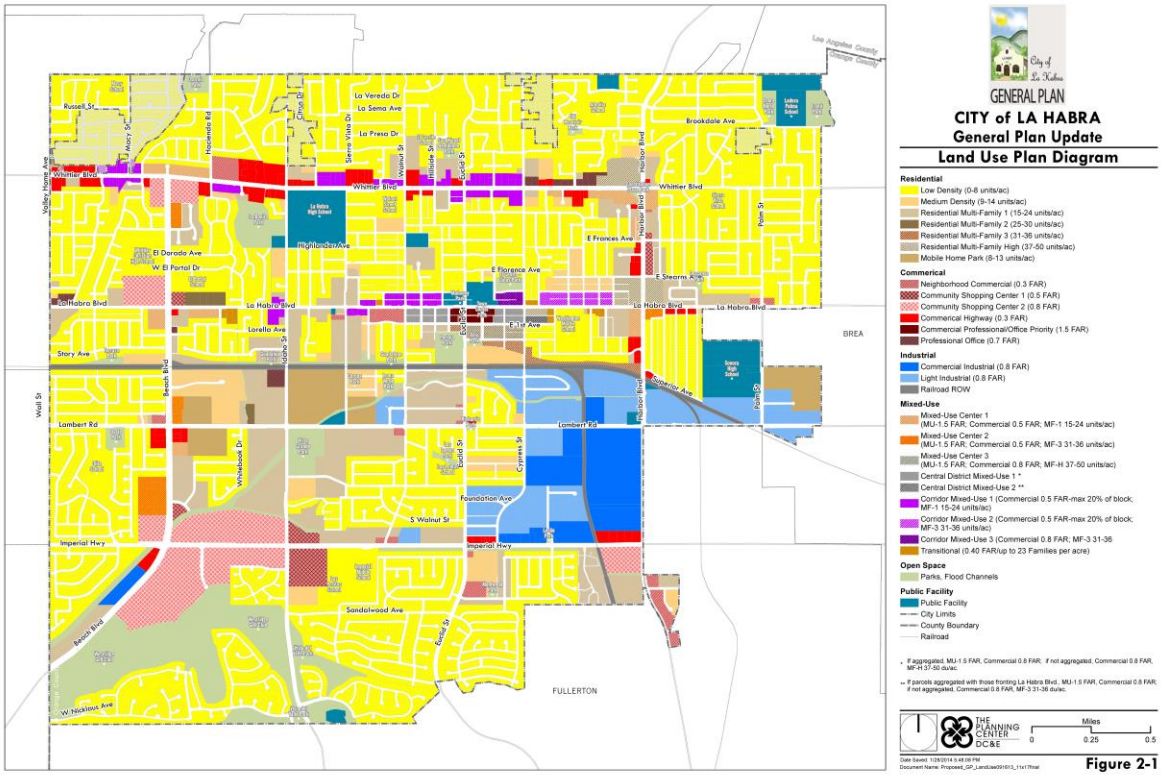
LA HABRA TODAY

Land Use and Settlement Patterns

The City of La Habra lies on the northern border of Orange County with Los Angeles County. La Habra is home to approximately 61,079 residents and is has a land area of about 7.3 square miles. Historically, La Habra has established an interconnected network of neighborhood commercial corridors, schools, parks, and residences through the development of a grid street system. The City's major north-south thoroughfares are Beach Boulevard, Idaho Street, Walnut Street, Euclid Street, Cypress Street, Harbor Boulevard, and Palm Street. East-west thoroughfares are Whittier Boulevard, La Habra Boulevard, Lambert Road, and Imperial Highway.

Major commercial corridors in La Habra include Beach Boulevard, Whittier Boulevard, Imperial Highway and La Habra Boulevard. Local public and private schools are spread throughout the City, as are a number of public parks. Light industry is concentrated in the southeastern region of the city generally along railroad corridors. La Habra is bordered to the north by La Habra Heights and Los Angeles County, to the east by Brea, to the south by Fullerton, and to the west by La Mirada, Whittier, and unincorporated East Whittier in Los Angeles County. The City of La Habra's land use map is shown in Figure 3-1.

Figure 3-1 – La Habra Land Use



Schools in La Habra

The following sixteen public and two private (>150 students) schools are located in La Habra:

La Habra City School District

- Arbolita Elementary
- El Cerrito Elementary
- Ladera Palma Elementary
- Las Lomas Elementary
- Las Positas Elementary
- Sierra Vista Elementary
- Walnut Elementary
- Imperial Middle
- Washington Middle

Lowell Joint School District

- El Portal Elementary
- Macy Elementary
- Olita Elementary

Fullerton Joint Union High School District

- La Habra High
- Sonora High

Private Schools (>150 Students)

- Our Lady of Guadalupe Elementary/Jr. High
- Whittier Christian High School

Existing and Potential Bicycling Activity in La Habra

Knowing how many people bicycle, and for what purposes, can help La Habra develop effective projects and programs to better serve residents, employees, and visitors. A common term used in describing demand for bicycle facilities is "mode split." Mode split refers to the form of transportation a person chooses to take, such as walking, bicycling, public transit, or driving, and is often used in evaluating commuter alternatives such as bicycling, where the objective is to increase the percentage of people selecting an alternative means of transportation to the single-occupant (or drive-alone) automobile. **Table 3-1** presents 2013 American Community Survey data for the journey-to-work mode split for the City of La Habra, compared to the United States, California, and Orange County. As shown, driving is the predominant means of commuting in La Habra, comparable to the rates for Orange County and the United States as a whole, but slightly higher than the California statewide average.

TABLE 3-1 – EXISTING JOURNEY TO WORK DATA

Mode	United States	California	Orange County	City of La Habra
Drive Alone	76.40%	73.30%	78.10%	77.50%
Carpool	9.60%	11.00%	9.90%	11.90%
Transit	5.10%	5.20%	2.80%	4.30%
Walk	2.80%	2.70%	2.00%	1.80%
Bike	0.60%	1.10%	1.00%	0.70%
Work at Home	1.20%	1.30%	1.20%	0.90%
Other	4.30%	5.30%	5.10%	2.70%
Total	100%	99.9%	100.1%	99.8%

Source: U.S. Census Bureau, 2011-2013 3-Year American Community Survey

Note: Totals may not add to 100% due to rounding

As shown in **Table 3-1**, bicycle trips represent less than one percent of home-based work trips in La Habra. This should not be misinterpreted as the bicycle mode share of all trips for several reasons:

- Journey-to-work data only represents commute trips, which tend to be longer than shopping, school, recreation, and other trips, and are therefore less compatible with bicycling.
- Census journey-to-work data fails to capture people who commute by bicycle one or two days per week.

- Journey-to-work data does not account for commuters with multiple modes of travel to and from work, such as commuters that ride a bicycle to a transit station before transferring to transit for the remainder of their journey to work.
- No separate accounting of shopping, school, or recreational trips is made in the Census; these trips make up more than half of the person trips on a typical weekday and a significantly greater proportion on the weekend. These trips also tend to be short to medium in length and are therefore very well suited for bicycling.
- Journey-to-work reports information for adult work trips, but does not request data on school trips, which are much more likely to be bicycling trips because school-aged individuals cannot drive until the latter half of their high school years.

The Southern California Association of Government's (SCAG) Year 2000 Post-Census Regional Travel Survey, which surveyed 17,000 households in the six-county Los Angeles region (including Orange County), found that one percent of all trips in the region are by bicycle. Bicycle commuting rates in Orange County have risen since 2000 (from 0.8% to 1%), so it is likely that overall bicycle trips have risen as well.

Commute trips represent a minority of bicycle trips. To get a fuller sense of bicycling in La Habra, one must account for the other reasons for which people use bicycles. The *National Bicycle & Walking Study*, published by the Federal Highway Administration in 1995, estimated that for every commute trip made by bicycle, there were 1.74 trips made for shopping, social, and other utilitarian purposes. In 2009, OCTA's *Commuter Bikeways Strategic Plan* estimated that there are 1,098 daily bicycle commute trips in La Habra, on average. Based on this number, we can estimate that there are about 1,910 daily bicycle trips for non-commute purposes (1,098 x 1.74). Many of these trips—both commute and non-commute—are likely to be trips by children under 16 years old; in its *2014 Bicycling and Walking in the United States Benchmarking Report*, the Alliance for Biking and Walking reports that youth under age 16 make up 39% of bicycling trips nationwide.

Further, cycling is a popular recreational activity for all age groups. While most of this plan is focused on encouraging bicycling as a form of transportation, recreational riders, with encouragement, may transition to bicycling commuters. Similarly, recreational cycling can be a popular family activity, and children who ride with parents may be more likely to bike to school or with their friends. Regardless, La Habra has a mild climate, mainly slightly hilly terrain, and a number of parks throughout the city within a few minutes' ride of one another.

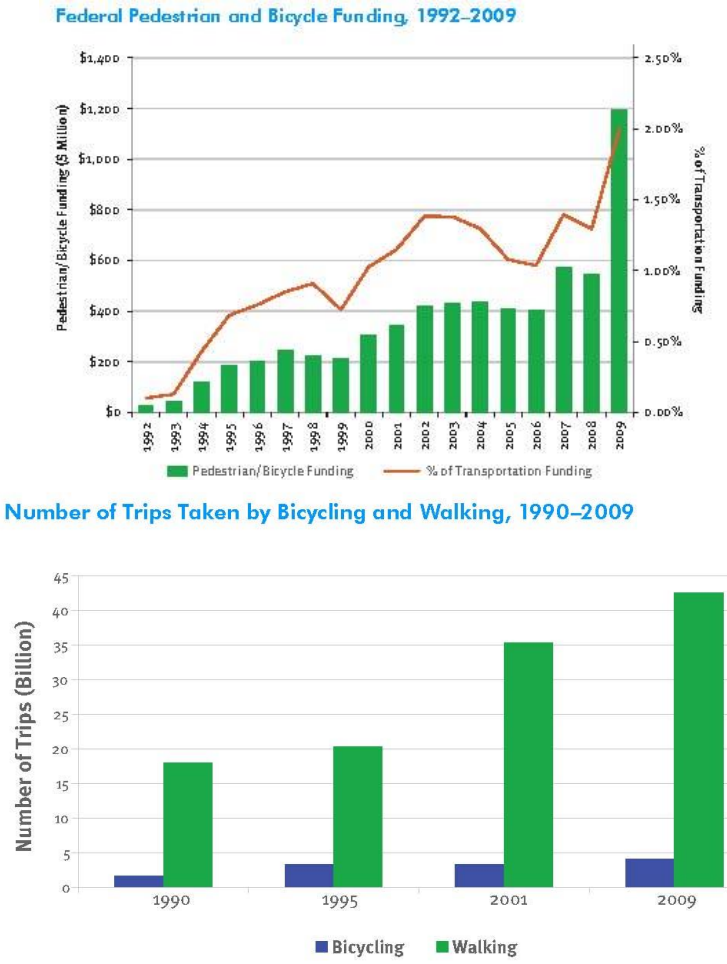
The Federal Highway Administration and U.S. Department of Transportation released in May 2010 the *National Bicycle & Walking Study: 15 Year Status Report*. The agencies found that between the initial report in 1995 and household survey data collected in 2009, bicycling activity had increased in general, though not to the goal of doubling walking and biking trips that was set in 1995. Interestingly, though only one percent of respondents in the 2009 National Households Transportation Survey said that they made everyday trips by bike, 12 percent said that they had ridden a bike in the past week.

FUTURE BICYCLING ACTIVITY

Future bicycle trips will depend on a number of factors such as the availability of well-connected facilities, appropriate education and promotion programs designed to encourage cycling, and location, density, and type of future land development. Cities with thoughtful bikeway plans and meaningful implementation programs have found high levels of correlation between bicycle facilities and number of cyclists. Cities with such plans found that the number of cyclists on a bicycle corridor after it was improved was double or triple the previous count. More generally, the 2010 *National Bicycle & Walking Study: 15 Year Status Report* found that between 1990 and 2008 funding for bike and pedestrian projects increased from less than 0.5 percent of federal transportation funding to about one percent. Over that same time, pedestrian and bicycle trips increased by about 50 percent.

With appropriate bicycle facilities in place and implementation of employer trip reduction programs, the bicycle mode split could increase significantly above its current rate. According to the methodology adopted by Orange County Transportation Authority and outlined in the *2009 OCTA Commuter Bikeways Strategic Plan*, La Habra can expect to see a 45% increase in bicycle commuters in the future. By expanding bicycle facilities that encourage a broad cross section of bicyclists and improve safety, La Habra could increase the current mode split, which could result in over 4,000 future bicycle trips, as shown in **Table 3-2**.

Figure 3-2 – National Pedestrian and Bicycle Funding and Number of Trips



Source: *National Bicycle & Walking Study: 15 Year Status Report* (2010)

TABLE 3-2 – LA HABRA BICYCLE TRAVEL – EXISTING AND FUTURE

Mode	City of La Habra – Today	City of La Habra – Bike Plan Buildout
Daily Bicycle Commuters	549	795
Daily Bicycle Commute Trips	1,098	1,589
Daily Non-Commute Bicycle Trips	1,910	2,765
Total Daily Bicycle Trips	3,008	4,354

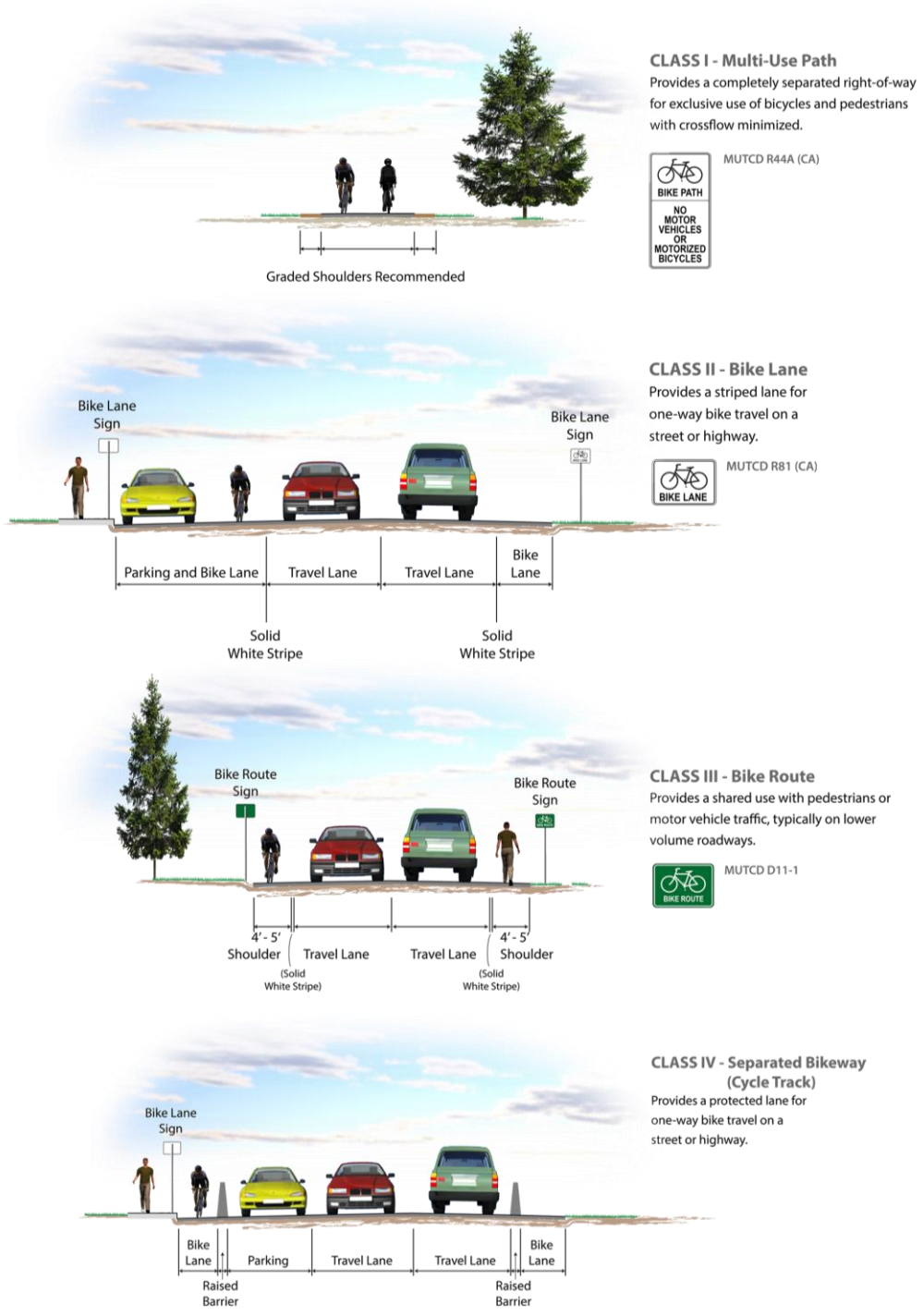
Sources: 2009 *OC Bikeways Strategic Plan*; 1995 *National Bicycle and Walking Study*

TYPES OF BIKEWAY FACILITIES

The City of La Habra has begun to develop its bicycle network and has identified additional planned bikeways for future consideration. There are four distinct types of bicycle facilities as defined by Caltrans which are shown in **Figure 3-3**:

- Class I bike paths, such as along the Union Pacific Railroad Right-of-Way
- Class II bike lanes, such as on Lambert Road
- Class III bike routes, like Highlander Avenue
- Class IV separated bikeways (cycle track, protected bikeway), which do not exist in the City and have not been proposed as part of this plan but are nonetheless a classification by Caltrans. These lanes are separated from vehicle traffic through physical barriers, including parked cars, curbs, and planters

Figure 3-3 – Bikeway Types



Notes: bike lanes may be striped adjacent to the curb or between the travel lane and on-street parking.

Bikeway planning and design in California typically relies on the guidelines and design standards established by Caltrans as documented in "Chapter 1000: Bikeway Planning and Design" of the *Highway Design Manual* (California Department of Transportation, 2014). Chapter 1000 follows standards developed by the American Association of State Highway and Transportation Officials (AASHTO) and the Federal Highway Administration (FHWA), and identifies specific design standards for various conditions and bikeway-to-roadway relationships. The California Manual on Uniform Traffic Control Devices (MUTCD) also provides design standards for bicycle facilities, pavement markings, signage, and traffic control.

Another important source for bikeway planning and design is the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide. This document was developed based on the experience of cities in designing and implementing bicycle facilities. Because cities and the built environment differ throughout the country, this source was developed to provide urban areas with innovative solutions that have been implemented in cities across the United States and abroad. Many of the treatments in this document are not specifically identified in the documents referenced above, but have received approval status from the FHWA. Ultimately, the document seeks to guide the development of bikeway facilities where uncommon challenges are created by competing modal demands for limited right-of-way.

California approved Assembly Bill (AB) 1193 on September 20, 2014. This bill specifies that Caltrans, in conjunction with cities and counties, will continue to develop minimum safety criteria for bikeways. California cities and counties were previously obligated to follow the Caltrans standards. They may now use either Caltrans standards or alternate safety criteria, provided that the alternate criteria are engineer-approved, adhere to guidelines set by a national association of public agency transportation officials, and are adopted by resolution at a public meeting. The NACTO Urban Bikeway Design Guide is a prime example of an alternate set of design criteria.

Table 3-3 defines and describes standards for the four types of bikeway facilities.

TABLE 3-3 – BICYCLE FACILITY CLASSIFICATIONS

Class I: Shared-Use Path
These facilities provide a completely separate right-of-way and are designated for the exclusive use of bicycles and pedestrians with vehicles cross-flow minimized.
Class II: Bike Lane
Bike lanes provide a restricted right-of-way and are designated for the use of bicycles with a striped lane on a street or highway. Bicycle lanes are generally five- to six-feet wide. Vehicle parking and vehicle/pedestrian cross-flow are permitted. Recent variations on the bike lane seeing increased use in urban areas of the U.S. include **buffered bike lanes**, which are not covered in traditional roadway design manuals, but are featured in the NACTO Urban Bikeway Design Guide, described above. These facilities, like bike lanes, are constructed within a roadway, but provide a greater level of separation from vehicular traffic and/or parked vehicles.
Class III: Bike Route
Bike routes provide a right-of-way designated by signs or pavement markings for shared use with pedestrians or motor vehicles. A standard Class III bike route per the CA-MUTCD may simply have signs or combine signs and shared lane markings. A **bicycle boulevard** is a special type of shared route on a local or collector street that encourage through travel by bicyclists, but discourages motor vehicle through traffic. Bike boulevards may include a range of bicycle treatments and traffic calming elements from simple signage and pavement markings to mini traffic circles to traffic diverters.
Class IV: Separated Bikeway
Also known as a "protected bike lane" or "cycle track", separated bikeways provide a right-of-way designated exclusively for bicycle travel within a roadway and are protected from other vehicle traffic with devices, including, but not limited to, grade separation, flexible posts, inflexible physical barriers, or parked cars.

Source: Caltrans, 2001-2016

BICYCLE TRIP TYPES

Bikeways, like streets and sidewalks, are used by a wide range of people: children riding to school; commuters riding to work; and people running errands, exercising, or touring. This analysis takes into account the different user groups to design a comprehensive bicycle system that meets their needs.

Related to the user groups mentioned above is trip purpose, which helps identify common needs among the groups. In general, bicycle trips can be broken down into recreational (including all discretionary trips), commuter (whether to work or school), or shopping trips. The biggest difference between these groups is that while recreational riders may be interested in routes leading to parks or other areas of interest, commuters and shoppers are interested in the shortest and safest route between two points. The Bikeway Master Plan identifies appropriate improvements for recreational and commuter bicycle facilities.

Commuter and Student Destinations and Needs

Commuter and student destinations include downtown employment centers, office parks, and elementary, junior high, and high schools, as well as nearby university campuses. Targeting bikeway improvements to commuters is important because most roadway congestion and a significant portion of air contaminants occur during the AM and PM peak periods.

In many cases, bicycling as a commute alternative has the potential to improve traffic and air quality. For example, bicycle commuters in the City of Davis have reduced peak hour traffic volumes by over 15 percent – to the point that many downtown streets that would normally require four traffic lanes (with no bike lanes) have only two traffic lanes and ample room for bicyclists. While Davis may be an anomaly, national surveys have shown that about 20 percent of the adult population would use a bicycle to ride to work, at least occasionally, if a properly designed bikeway system existed.

Commuters and students have similar travel behavior, which is typically to take the most direct route from origin to destination. For elementary school students, this may consist of residential or collector streets, with few crossings of major arterials. For junior high and high school students, riders may have to cross several arterials to reach school. For college students and adult commuters, rides are most often less than five miles but may be as long as 10 or 15 miles. Universities that fit into this category are:

- Biola University, about five miles from central La Habra
- California State University Fullerton, about seven miles from central La Habra
- Fullerton College, about five miles from central La Habra
- Whittier College, about seven miles from central La Habra

Commuters and students (in the morning) travel during peak periods of traffic to destinations that may have high levels of congestion and speeds. For example, one of the most dangerous parts of a student's commute is the drop-off zone in front of the school where many vehicles search for parking or drop-off spaces.

Commuting bicyclists have simple and obvious needs. They require bike lanes or wide curb lanes along arterials and collectors, loop detectors at signalized intersections that respond to bicycles, signals where

school children need to cross busy arterials, periodic maintenance of the pavement, and adequate bicycle storage and lockers/showers at their destination points.

Most commute bicycle trips are fewer than five miles and are not regional trips, except for those commuters linking to another mode, such as at bus stops or transit stations. Continuing to allow bicycles on OCTA transit vehicles and providing bike lockers at transit stations will help extend the range of commute bicyclists in La Habra.

Not all bicycle trips are related to commuting purposes. Bicycling is ideally suited for short elective trips, such as groceries, lunch/dinner, or other errands that are often done with an automobile. The potential for increasing the proportion of these trips that are made by bicycle can be increased by providing convenient bicycle parking and bicycle facilities for all skill and comfort levels that connect dense employment and residential areas to nearby commercial and neighborhood retail that serve these other trip purposes.

Recreational Destinations and Needs

La Habra has a diverse recreational system that includes city parks and facilities. Recreational bicycling includes children riding to a nearby park, casual riders riding over their lunch hour or in the evening for exercise, and older adults riding to a community center. More serious recreational cyclists often ride long distances on the weekend and may participate in organized bike tours. The common attribute of all of these activities is that they are generally done for the pleasure of the ride itself, they often have a recreational facility as a final destination, they are discretionary by nature, and they value speed and directness less than surroundings and relative safety.

Recreational bicyclists can generally be categorized into two groups. The first group is casual bicyclists who typically have short trips and often include less experienced cyclists, particularly young children and older adults. The second group includes more experienced and athletic riders who generally seek scenic back roads as their favorite domain.

It is important to understand these distinct types of bicyclists because the proposed system must provide opportunities for both groups. For the person riding for exercise, the needs are for a relatively quiet route with no stops, away from automobile traffic, if possible, preferably with visual interest and shade from the wind and sun. A loop configuration is preferred so that the rider ends up back at his/her starting point without backtracking. For the person going to another recreational destination (a park or a shopping mall), the route may consist of fairly direct back streets that allow arrival with reasonable time through a comfortable environment. For other casual riders, a route that leads through interesting neighborhoods, along creeks, or through parks and open space offers the greatest experience.

EXISTING BICYCLING FACILITIES

La Habra has a grid-based network of streets that provide excellent opportunities to develop a bikeway system. An inventory was completed of existing multi-use paths and on-street bikeway facilities based on the City's data files, project documents provided by City staff, information from the general public, and field visits. The City currently has approximately 18.0 miles of bikeway facilities, consisting of approximately:

- 1.1 miles of Class I multi-use paths
- 2.5 miles of Class II bike lanes
- 14.4 miles of Class III bike routes

The Existing Bikeway Network map (**Figure 3-4**) shows locations for all existing bikeways.

An understanding of the condition of existing bicycle facilities in La Habra is necessary for determining future opportunities for improvement. The existing and future bike network will aim to provide connections to city and regional destinations, including key destinations such as Guadalupe Park and its multiuse trail, commercial destinations along major corridors, various schools, and other community destinations. These existing activity generators are also shown in **Figure 3-4**.

Multi-Use Paths (Off-Street)

La Habra currently has two short segments of multi-use path, as shown in **Table 3-4**.

Coyote Creek Bike Path – This multi-use path runs along Coyote Creek from the intersection of Imperial Highway and Beach Boulevard through the southwest of the City to the city limit, connecting to destinations in La Mirada

Guadalupe Park Bike Path – This bike trail runs parallel to the Union Pacific Railroad right-of-way and forms the spine of Guadalupe Park, connecting Idaho Street to the west and Walnut Street to the east. The path is entirely within Guadalupe Park. This facility may require modifications to be brought into conformance with minimum design standards and best practices.

TABLE 3-4 – EXISTING MULTI-USE PATHS (CLASS I)

Path	From	To	Length (miles)
Coyote Creek	Imperial Highway	South/West City Limit	0.62
Guadalupe Park	Idaho Street	Walnut Street	0.49
		Total	1.11

Bike Lanes (On-Street)

La Habra's on-street Class II bicycle lanes are limited to four short segments. **Table 3-5** provides a list of existing on-street bike facilities.

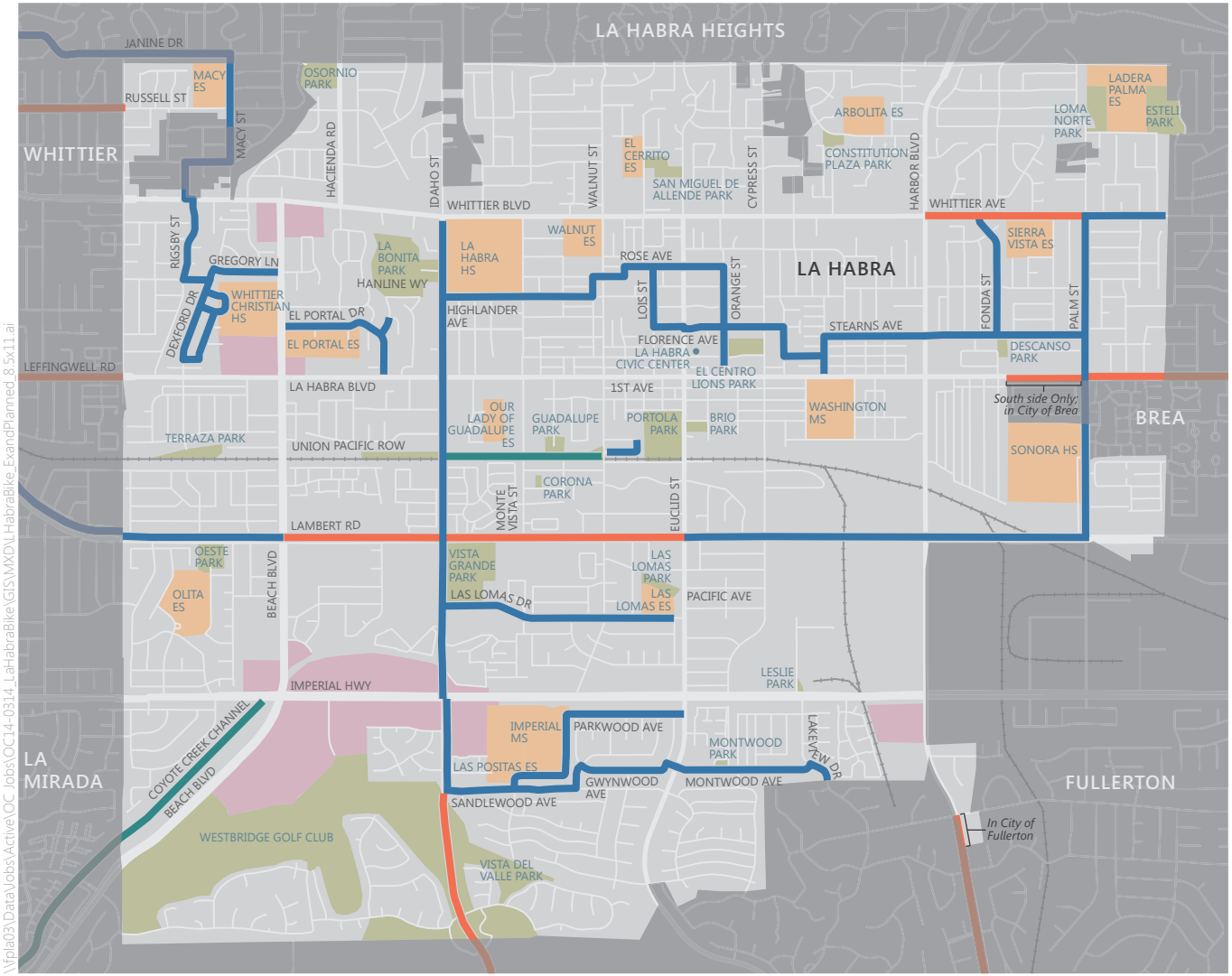
TABLE 3-5 – EXISTING CLASS II BIKE FACILITIES

Street	From	To	Class	Length (miles)
Lambert Road	Beach Boulevard	EB Euclid St	II	1.25
Whittier Avenue	Harbor Boulevard	Palm Street	II	0.50
La Habra Boulevard	Palm Street	East City Limit (City of Brea)	II	0.27
Idaho St	Sandalwood Avenue	South City Limit	II	0.47
			Total	2.49

Bike Routes (On-Street)

With 14.4 miles of Class III bike routes, many destinations in La Habra can be reached via these shared-use bikeways. Notable facilities include:

- A route on Idaho Street connecting Whittier Boulevard to the north and Sandlewood Avenue to the south
- A network of east/west-directed routes to the north of the city between Idaho Street and Palm Street
- A route connecting bike lanes on Lambert Road with the west city limits and the eastern side of the city
- A network of east/west routes south of Imperial Highway connecting Idaho Street to the west with Imperial Highway and the southeast City Limits



Existing Bikeways

- Class I Bike Path
- Class II Bike Lane
- Class III Bike Route

Key Destinations

- Park
- Major Shopping Center
- School

Bicycle Parking

Short-term bicycle parking racks are located at schools.

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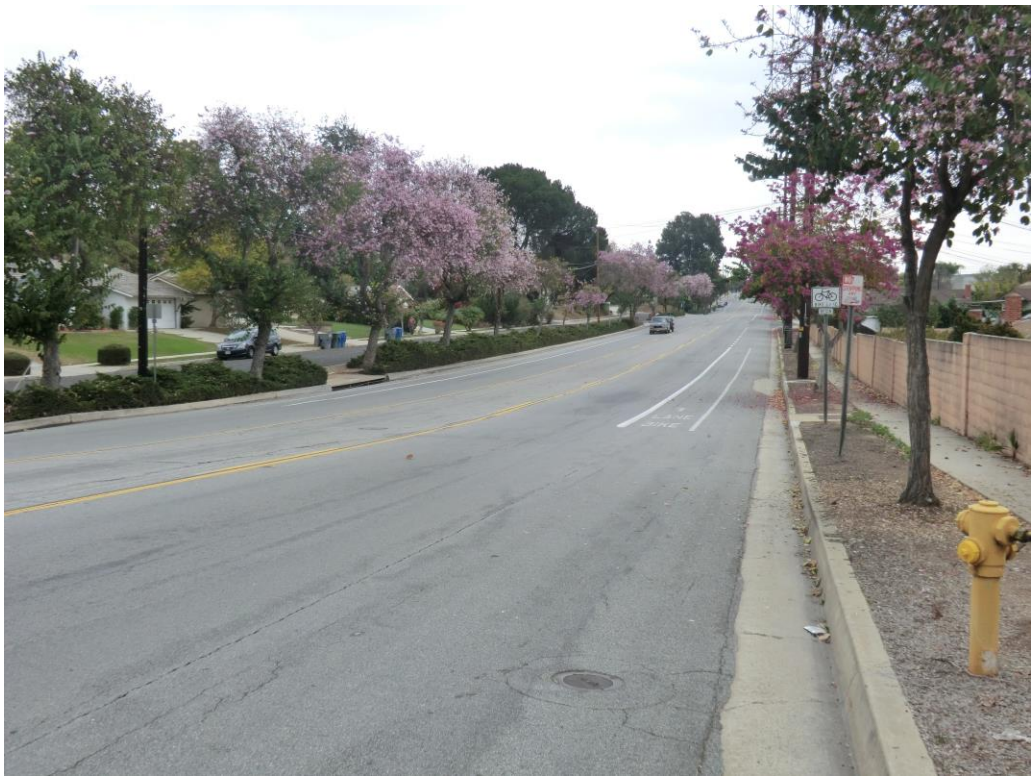
Figure 3-4

La Habra Existing Bikeways and Support Facilities



Bike Lane on Whittier Avenue

Existing Bicycle Parking, Transit Connections, and Support Facilities

Limited bicycle parking is present throughout La Habra and should be considered at destinations and bicycle trip generators. Bicycle racks currently exist in parks and some retail/shopping centers. The City does not currently have a rack placement or rack request program enabling accurate tracking or geographic locating of city-installed racks in the public right-of-way or on other publicly-owned properties. Section 18.20.050 of the City's Municipal Code does require that private commercial developers or property owners provide on-site bicycle parking (racks and lockers) and shower facilities for employees or tenants. This requirement is applicable only when a particular business reaches a minimum employee threshold of 250 employees at one location. Developers are required to provide at least five racks for every one hundred employees, or fraction thereof, and a minimum of two shower facilities, one each for men and women. The City of La Habra Plans and Policies section in Chapter 2 provides additional information about codified requirements pertaining to bicycles.

Connections to other travel modes, such as public transit, are primarily provided in the form of bicycle racks on OCTA buses, the transit provider in the area. Bicycle parking is typically not provided at bus stops. There

are no bicycle parking support facilities such as lockers, showers, or changing facilities at connections with other transit modes in La Habra.

OCTA bus with bicycle rack; bike parking at a La Habra shopping center. (Bus image via Wikimedia commons.)

KEY ISSUES AND BICYCLE NEEDS ASSESSMENT

In making conscious efforts to enhance the bicycle network, the City has a number of challenges to overcome. As described in Chapter 1, public outreach was conducted to identify the key public concerns with cycling in the City. The comments received reinforced several issues previously identified by City staff. Comments could be summarized in one of the following two broader categories:

- Make cycling easier and safer
- Develop a complete and integrated network that accommodates a range of cycling skills

The following section discusses more specific elements of these issues to be addressed in the proposed facilities section and design guidelines.

Safe Routes to School

La Habra's neighborhood-oriented schools make biking to school a viable and attractive alternative to driving. Opportunities exist to improve safety around the schools, particularly by improving crossings and bike routes, and slowing speeds near schools. Additionally, education, encouragement, and enforcement efforts that are developed and implemented through collaboration between parent groups, local bicycle advocacy groups, the City, and law enforcement have the potential to promote a number of Safe Routes to School activities, including bike to school days, and additional infrastructure improvements near schools.

Key Destinations

The La Habra Civic Center, retail destinations throughout the city, and the City's many parks are within a mile of many residential homes in La Habra. Despite this proximity, driving remains a dominate travel mode. Also, the lack of dedicated bike facilities along key arterials and neighborhood streets make getting to popular destinations by bicycle difficult at best. Additionally, bike parking is in limited supply in most areas. Short- and long-term bicycle parking is needed in key commercial areas, at large employment centers, transit hubs, schools, parks, and other community destinations.

It is important to recognize that many cyclists, at least initially, may not feel comfortable utilizing some of the key arterials that provide access to key destinations in La Habra—with or without bicycle lanes. A fundamental component of implementing any successful bicycling plan is providing projects and facilities that provide interconnected and alternative routes for cyclists of different capabilities. For example, commuter cyclists are typically more confident, defensive, and faster than children or less frequent riders. Thus, these types of cyclists require a different type of facility than a child riding to school or an occasional cyclist who rides on the weekends. Having different types of facilities also requires providing education on how different facilities should operate so that cyclists as well as drivers understand what is expected to maintain a safe facility.

Intersections

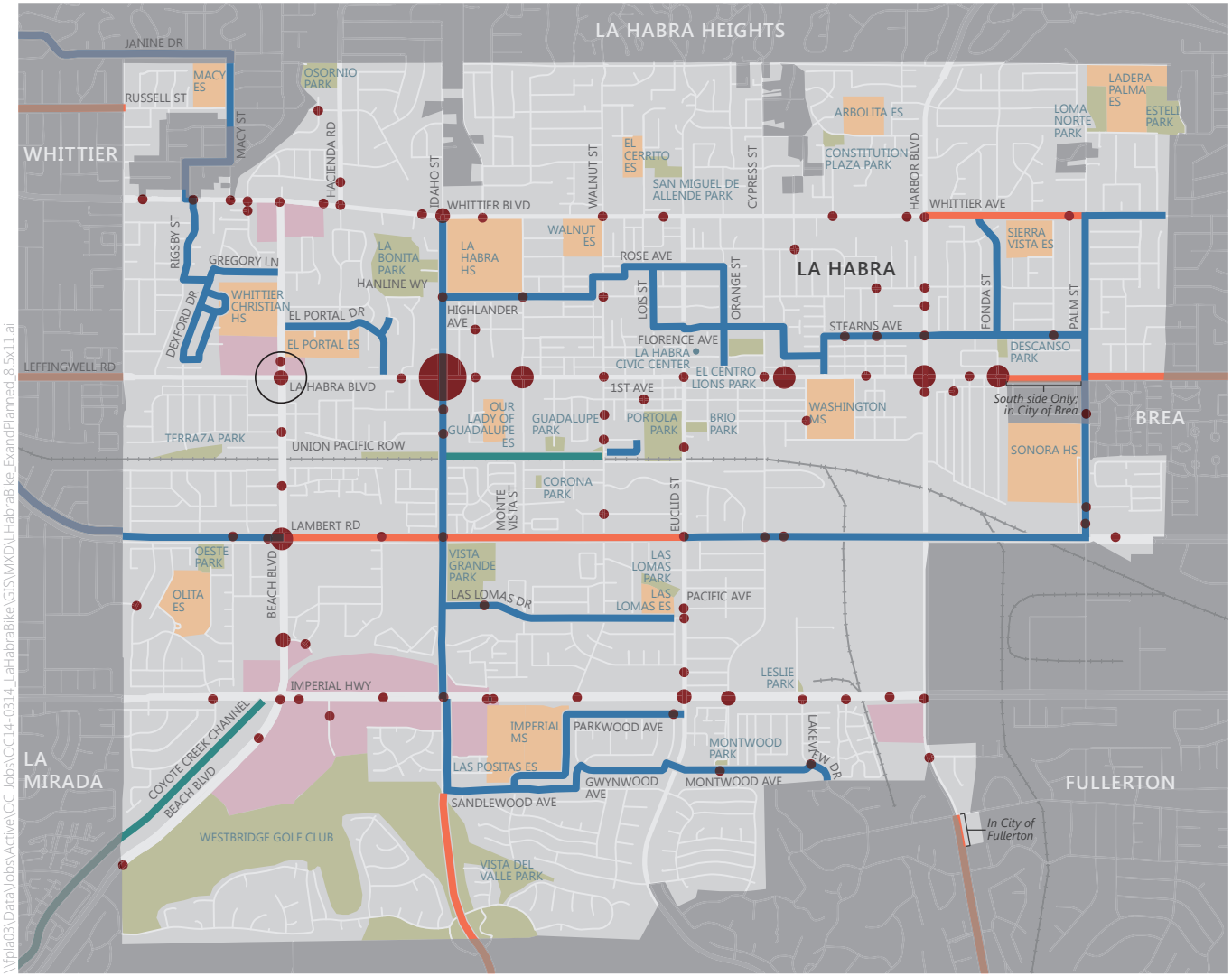
Oftentimes, bicyclists must wait through lengthy signal cycles or risk proceeding through intersections against the light. At uncontrolled intersections, cyclists must wait for gaps in traffic before proceeding. Bicycle-specific detectors or bicycle-specific signals should be considered at intersections along the bicycle network and stencils should be used to inform bicyclists where to potions their bikes in order to actuate the signal. The 2012 California MUTCD requires that all new limit line detector installations and modifications, all new and modified bike path approaches, new signalized intersections, or modifications to advanced detection provide bicycle detection and appropriate markings informing bicyclists where to place their bikes or utilize a push-button for actuation. Alternatively, these locations can operate with fixed time signal cycles.

BICYCLE COLLISION REPORTS

While traffic collisions can affect anyone, they have a disproportionate impact on bicyclists, who, along with pedestrians, are the most vulnerable users on the road. Data on collisions and a brief analysis of collision reports provided by the City of La Habra can show some generalized trends in vehicle-cyclist collisions in the City and help planners and decision-makers identify specific locations and support programs. **Figure 3-5** identifies the locations of bicycle-related collision reports between 2009 and 2013. Both figures use data provided by the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS). This data set is also used by UC Berkeley's Transportation Injury Mapping System (TIMS).

The collision reports identify crash locations; however, many factors that influence collision rates are not location-specific, such as time of day, weather conditions, degree of sobriety, and age of parties involved. Furthermore, many bicycle collisions might involve stationary objects, and these types of collisions are not typically recorded in the City's collision database. Therefore, a small number of data points may not indicate much about a specific location. While the collision locations identified in this section help identify "hotspots," they should not be assumed to be the most hazardous or risky locations. For a more meaningful evaluation, the data would need to be adjusted for the number of bicyclists to account for "exposure." At best, a group of data points at a single location reveals that there is a tendency for collisions to occur relative to the number of bicyclists in the area. For example, La Habra Boulevard has more bicycle collision reports than other areas of the City, but has a number of nearby shopping and retail destinations with greater numbers of bicycles than the more residential areas of the City. It is possible that the places with high numbers of collisions also have a high number of bicyclists. Absent a complete database of bicycle volumes, there is no reliable way to adjust for exposure and relative safety. Thus, the data in the following section is presented for informational purposes only, and does not necessarily identify a certain location as unsafe.

Collisions occurring within 100 feet of an intersection are assigned to that intersection, defined as the combination of primary and secondary roadway. **Table 3-6** summarizes the 10 intersections that were reported most frequently in the 2009-2013 bicycle-involved collision data. The collision data set also includes the reported violation type, according to the California Vehicle Code. **Table 3-7** summarizes the 2009 to 2013 bicycle-involved collision data by code violation. Data for the ages of bicyclists and drivers was not available.



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Existing Bikeways

- Class I Bike Path
- Class II Bike Lane
- Class III Bike Route

Key Destinations

- Park
- Major Shopping Center
- School

Vehicle-Bicycle Collisions

- 1-2
- 3
- 4
- 7
- Bicyclist Fatality

NORTH

Figure 3-5

Bicycle-Involved Collisions (2009-2013)

TABLE 3-6 – TOP BICYCLE COLLISION LOCATIONS BY INTERSECTION (2009-2013)

Intersection	Bicycle Collisions Reported
Idaho Street/La Habra Boulevard	7
Fonda Street/La Habra Boulevard	4
Harbor Boulevard/La Habra Boulevard	4
Lemon Street/La Habra Boulevard	4
Monte Vista Street/La Habra Boulevard	4
Beach Boulevard/Lambert Road	4
Idaho Street/Whittier Boulevard	3
Beach Boulevard/La Habra Boulevard	3
Beach Boulevard/Fashion Square Lane	3
Euclid Street/Imperial Highway	3
Cypress Street/Imperial Highway	3
Source: SWITRS/TIMS 2013	

Table 3-7 provides a list of the most common primary collision factors (PCFs) for bicycle-involved collisions. The top three PCFs were travel on the wrong side of the road, auto right-of-way violations, and traffic signals and signs. These three PCFs accounted for 74% of collisions.

TABLE 3-7 – PRIMARY COLLISION FACTORS IN BICYCLE-INVOVLED COLLISOINS (2009-2013)

Primary Collision Factor	Percent Share	Primary Collision Factor	Percent Share
Wrong Side of Road	40.8%	Other Hazardous Violation	1.4%
Auto Right-of-Way Violation	17.7%	Other Improper Driving	1.4%
Traffic Signals and Signs	15.0%	Pedestrian Right-of-Way Violation	0.7%
Improper Turning	11.6%	Brakes	0.7%
Unsafe Speed	4.8%	Other Than Driver (or Pedestrian)	0.7%
Bicycling or Driving Under the Influence	2.0%	Not Stated	0.7%
Unknown	2.0%		

Source: SWITRS/TIMS 2013

Table 3-8 provides a summary of time of day data for collisions. The time of day was grouped into four categories: school/business hours (7:00 AM to 4:59 PM), evening hours (5:00 to 8:59 PM), night hours (9:00 PM to 2:59 AM), and morning hours (3:00 to 6:59 AM). Among bicycle-involved collisions, the greatest proportion of collisions occurred during business hours with 62% of the total, followed by evening hours. Evening and night hours combined made up just over 10% of total collisions.

TABLE 3-8 – COLLISIONS BY TIME OF DAY

Time of Day	% of Total
7:00 AM to 4:59 PM	61.6%
5:00 PM to 8:59 PM	28.1%
9:00 PM to 2:59 AM	7.5%
3:00 to 6:59 AM	2.7%

Source: SWITRS/TIMS 2013

Table 3-9 provides information on collisions where alcohol is involved. The PCF "driving under the influence" occurred three times out of 146 bicycle-vehicle collisions. Based on this data, alcohol was involved in 1.8% of collisions in La Habra.

TABLE 3-9 – INVOLVEMENT OF ALCOHOL FOR BICYCLE-VEHICLE COLLISIONS IN LA HABRA, 2007-2011

Primary Collision Factor	% of Total
PCF for Driving Under the Influence	2.0%
Other PCF	98.0%

Source: SWITRS/TIMS 2013

As indicated in the data above, major factors in La Habra's bicycle-vehicle collisions include wrong way riding/driving, automobile right-of-way violations, traffic signal or sign violations, or improper turning. A majority of bicycle-involved collisions in La Habra occur during daylight business hours and do not involve alcohol. The propensity for bicycle-involved collisions involving wrong-way riding or traffic signal and sign violations indicates the need to educate motorists and cyclists about safe and lawful behavior as they share the road. Developing a bicycle network with a mix of bicycle facility types and up-to-date design guidelines for signing and striping will help communicate the rules of the road and designate space for motorists and cyclists on the public roadway network.

4. Bicycle Transportation Network

OVERVIEW

While all streets should be designed to safely accommodate all who use them, the proposed bikeway network consists of streets and paths that are designed to be the primary system for bicycling within, to, and from La Habra.

Bikeway network is the primary tool that allows the City to focus and prioritize implementation efforts where they will provide the greatest community benefit. Streets or corridors selected for inclusion in the network are targeted for specific improvements in this plan, such as the installation of bicycle lanes, off-street paths, signage, or crossing improvements. The individual projects in this plan represent specific improvements considered necessary to help La Habra meet its goals and objectives for bicycling and active transportation.

Once completed, the bikeway network will provide safer and more direct travel paths throughout the city for those who prefer to bike. By increasing the convenience of bicycling, the completed bikeway network may also encourage new people to try bicycling for travel or recreation. The proposed system was developed according to the following criteria:

Connection to Activity Centers: Schools, the library, the community center, parks, open space, and neighborhood commercial districts should be accessible by bicycle. Residents should be able to bike from home to both local and regional destinations.

Comfort and Access: The system should provide safe and equitable access from all areas of the City to both commute and recreation destinations, and should be designed for people of all levels of ability.

Purpose: Each link in the system should serve one or a combination of these purposes: encourage bicycling for recreation, improve facilities for commuting, and provide a connection to the citywide bike network. On-street facilities should be continuous and direct, and off-street facilities should have a minimal number of arterial crossings and uncontrolled intersections.

Connection to Regional Networks: The system should provide access to regional bikeways, regional trails, and routes in adjacent communities.

The proposed bikeway network consists of routes that are designed to be the primary system for bicyclists traveling through La Habra. Streets or corridors selected for inclusion in the network are targeted for specific improvements in this Plan, such as the installation of bicycle lanes, off-street paths, or signage. By law, unless explicitly prohibited, bicyclists are allowed on all streets and roads regardless of whether the streets and roads are a part of the bikeway network.

Figure 4-1 illustrates the Citywide Existing and Proposed Bikeway Network. The proposed system includes a total of approximately 15.6 miles of new bikeway facilities in addition to the 18.0 miles currently in place. **Table 4-1** below shows the number of proposed miles for each bikeway classification.

TABLE 4-1 – LENGTH OF BICYCLING NETWORK

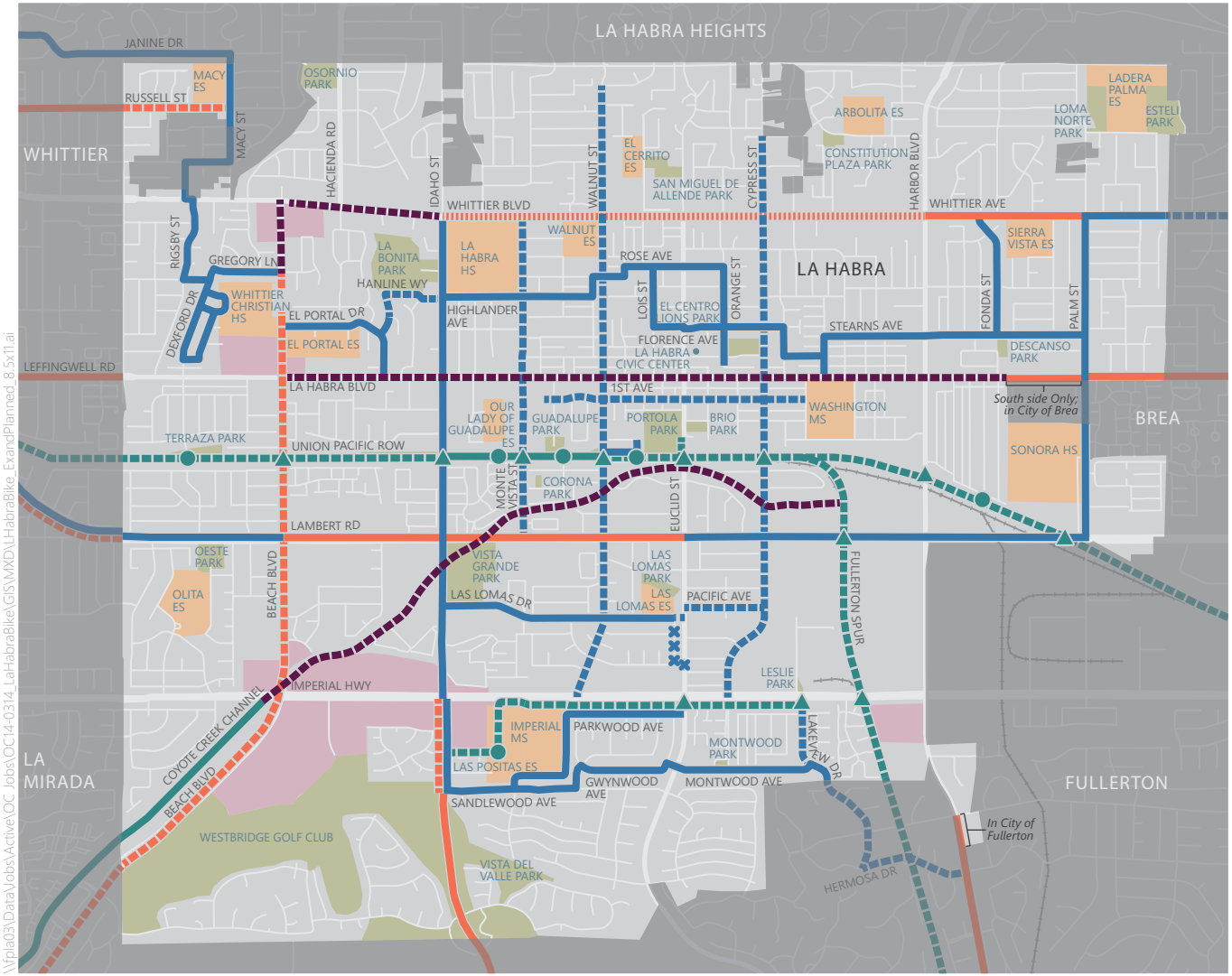
Bikeway Classification	Caltrans Classification[1]	Existing	Proposed
Shared-Use Bicycling and Walking Path	Class I	1.1 miles	4.7 miles
On-Street Bicycle Lane	Class II	2.5 miles	4.2 miles
Bicycle Route (Signed and Marked)	Class III[2]	14.4 miles	6.3 miles
Total	--	18.0 miles	15.2 miles

Notes:

1. Based on Caltrans Highway Design Manual

2. The Caltrans definition of Class III includes only bicycle route signs; however, all bicycle routes in La Habra are proposed with both signage and shared lane (sharrow) markings. The City of Berkeley refers to signed and sharrowed Class III bicycle routes as Class II.5.

Source: Fehr & Peers, 2015



Proposed Crossing Treatments

- Access
- Trail Crossing

Proposed Bikeways

- Class I Bike Path
- Class II Bike Lane
- Class II Bike Lane - Some Parking Removal
- Potential Long-Term Bikeway
- Class III Bike Route
- Remove Existing Bike Route

Existing Bikeways

- Class I Bike Path
- Class II Bike Lane
- Class III Bike Route

Key Destinations

- Park
- Major Shopping Center
- School

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Figure 4-1

La Habra Existing and Proposed Bikeways

GENERAL DESIGN GUIDANCE

The City of La Habra has a street grid that is well suited for a robust bicycling network. To accommodate a wide range of bicyclists, this network should be designed to facilitate commute bicycling trips and recreational and casual bicycling. Regardless, some design features may be universally applied to many bicycling facilities. This section summarizes some basic design features of standard Class I (shared-use paths), Class II (bicycle lanes), and Class III (bicycle routes). More detailed bicycling facility design guidelines are provided in **Chapter 7 - Design Guidelines**.

Shared-use Paths (Class I) should be designed to separate bicycle and pedestrian traffic as much as possible. The bicycling path portion should be a minimum of eight feet wide, with a preferred width of ten feet and up to fourteen feet in areas where heavy use is expected. Adjacent to bicycle paths, a separately designated walking path constructed with decomposed granite is preferable. Signage or stencils should indicate bicycling and walking only paths, as well as portions of paths that are shared. Paths should be continuous and have as few stops and crossings as are practical and safe.

Bicycle lanes (Class II) should be a minimum of five feet wide with a preferred width of six feet, measured from the edge of the parking lane or the curb face at locations without on-street parking. A minimum area outside of the gutter pan of four feet (three feet for a five-foot bicycle lane) should be provided. A 4-foot lane may be provided where there is no on-street parking and no gutter. In urban areas, 4-foot bike lanes are typically used only on intersection approaches where the bike lane is striped to the left of a designated right-turn lane. Bicycle lanes should be striped and marked on both sides of the roadway at the same time to provide continuity and discourage wrong-way riding. On steep grades, bicycle lanes may be provided in the uphill direction with shared lane markings in the downhill direction. If shorter segments of the corridors have insufficient width for bicycle lanes, on-street signage or stencils to raise the visibility of bicyclists and alert motorists that they are likely to encounter cyclists may be appropriate.

All bicycle routes (Class III) should be marked with signage and stencils to raise the visibility of bicyclists to motorists. In addition to standard bicycle lanes and bicycle routes, several bicycling design and traffic calming treatments should be considered to enhance the comfort and safety along specific routes.

Class IV bicycle lanes, also known as cycletracks or separated bikeways, feature an exclusive bicycle lane and are protected from vehicular traffic by physical barriers, including curbs, parked cars or planters.

PROJECT LIST

Proposed Bikeway Projects

As part of the planning process, several project areas were identified for site-specific recommendations and conceptual plans. The recommendations include short- to long-term improvements. The concept designs for these projects also serve as templates for best practices design guidelines for other areas in the City not prioritized in this Plan. Each project is accompanied by a fact sheet that can be used to pursue project-specific grant funding as an implementation step after Plan completion.

As the currently planned heavy infrastructure projects are put into construction, though, the City should use opportunities, such as roadway repaving or utility work, to implement network segments that require "sign and paint only." These features can be implemented relatively rapidly at low cost and greatly expand the network, which would both facilitate and encourage increased cycling in the City.

Many of the projects in **Table 4-2** contain items that can be fully or partially implemented using paint and signs. The Plan recommends that these projects that can be coordinated with street improvement and resurfacing projects receive priority, provided this does not unreasonably delay the overall projects. Projects involving hardscape and changes in street operations will be subject to further review prior to implementation. The proposed project list in **Table 4-2** lists the various projects in alphabetical order.

Recommended Bicycling Facilities for Key Corridors

The following bicycling-friendly treatments may be considered along bicycle routes. These treatments are described in detail in the Design Guidelines (Chapter 7).

- 5-6' bicycle lanes
- Physically separated bicycle lanes with buffer
- Colored bicycle lanes
- Bicycle loop detection
- Sharrows
- Accommodation at large intersections
- Signage & wayfinding

Proposed Parking Facilities

La Habra's Municipal Code already requires developers to provide bicycle parking in commercial developments. La Habra should consider adopting a bicycle parking ordinance that provides guidance on design, siting, and the appropriate levels of bicycle parking for all land uses. The Model California Bicycle Parking Ordinance is another good source for model language.

The City of La Habra should also establish a bicycle rack program that allows for the installation of bike parking throughout the City. It should prioritize locations near bicycle generators, civic uses, transit facilities, and other key destinations. Additionally, the city should maintain an inventory of requests for the installation of bicycle racks based on local requests. Resident and stakeholder input would assist with the prioritization process and the city should seek to install additional bicycle racks as funding allows and demand justifies. Based on stakeholder input and a review of bicycle generators, locations for which bicycle parking is recommended are shown in **Figure 4-2**.

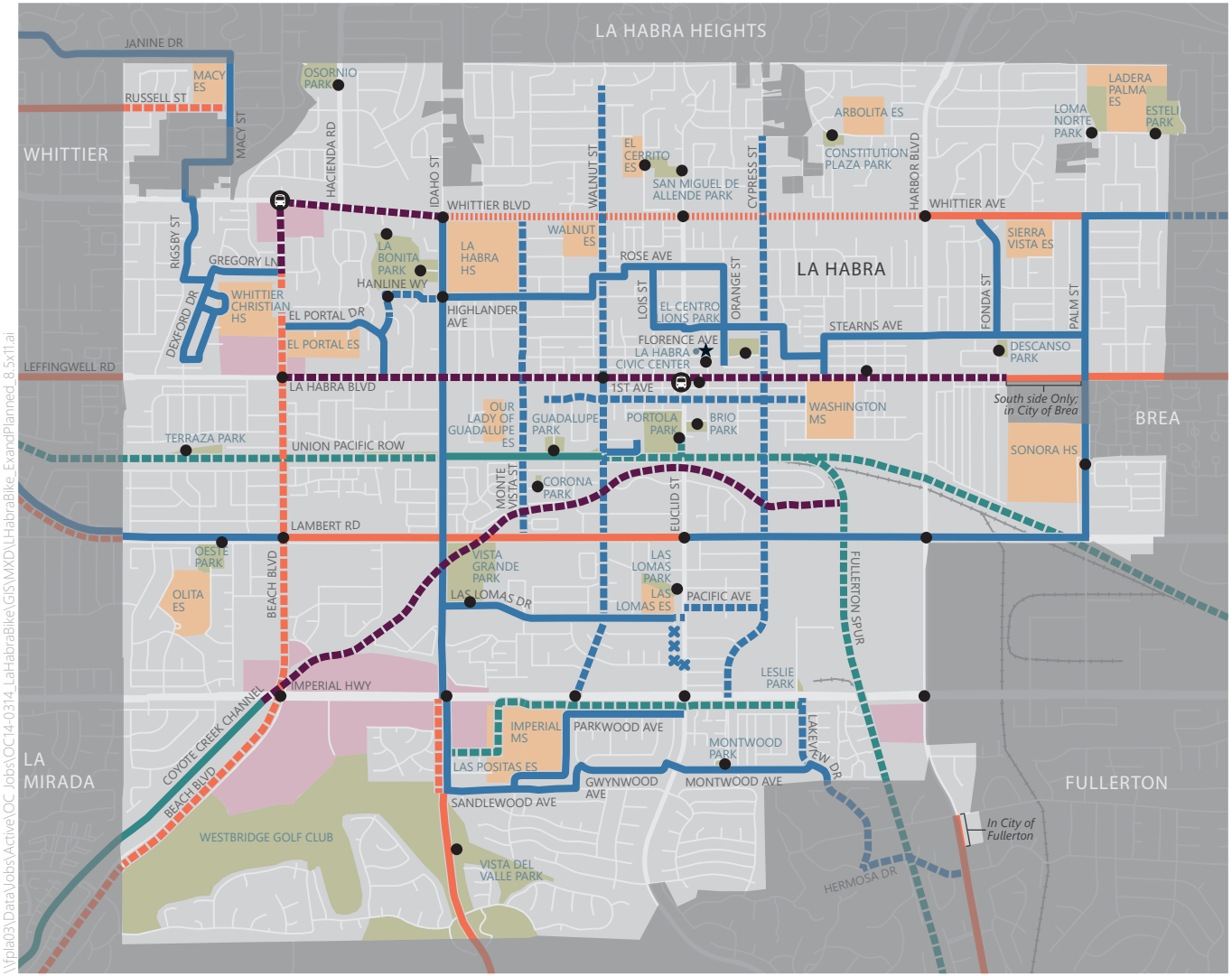
TABLE 4-2 – PROPOSED PROJECT LIST

Bikeway	From	To	Caltrans Classification	Length
East-West Bikeways				
1st Avenue	McPherson Street	West of Hillcrest Street	Class III	0.8 miles
Hanline Way	Idaho Street	Granada Court	Class III	0.26 miles
Imperial Highway	Lakeview Avenue	Idaho Street	Class I	0.9 miles
Las Lomas Avenue	Encinitas Street	Euclid Street	Class III	0.04 miles
Pacific Avenue	Cypress Street	Euclid Street	Class III	0.2 miles
Russell Street	Macy Street	West City Limit	Class II	0.3 miles
Shopping Center/School	Imperial Highway	Idaho Street	Class I	0.4 miles
UP ROW	Lambert Road	Walnut Street	Class I	1.5 miles
UP ROW	Idaho St	Western City Limit	Class I	1.0 miles
Whittier Boulevard	Harbor Boulevard	Idaho Street	Class II	1.5 miles
*Whittier Boulevard	Idaho Street	Beach Boulevard	TBD	0.5 miles
*La Habra Boulevard	North Fonda Street	Valley Home Avenue	TBD	2.7 miles
North-South Bikeways				
Beach Boulevard	Gregory Lane	Southwest City Limit	Class II	2.0 miles
Cypress Street	Betty Lane	Imperial Highway	Class III	1.8 miles
Euclid Street Connection	Bridenbecker Avenue	UPROW	Class I	0.1 miles
Fullerton Spur	UPROW	South City Limit	Class I	1.1 miles
Idaho Street	Imperial Highway	Sandlewood Avenue	Class II	0.3 miles
Lakeview Avenue	Imperial Highway	Montwood Avenue	Class III	0.2 miles
Monte Vista Street	Whittier Boulevard	Lambert Road	Class III	1.0 miles
Walnut Street	Olinda Avenue	Imperial Highway	Class III	1.9 miles
*Coyote Creek Channel Extension	Imperial Highway	Fullerton Spur	Class I	2.07
*Beach Boulevard	Gregory Lane	Whittier Boulevard	TBD	0.2
Total	--	--	--	**20.6 miles**

*Potential long-term bikeway facilities that require further study

Proposed Parking Facilities for Other Modes and Support Facilities

It is recommended that the City of La Habra enhance the accessibility of transit to bicyclists by installing secure short-term bicycle parking in the form of additional bicycle racks and long-term bicycle parking in the form of lockers. Both forms of securement allow potential transit patrons to ride to a transit stop and board transit service without having to take their bicycle along. These should be acquired and established at high ridership bus stops in La Habra. Should La Habra ever develop a central transit hub, bicycle support facilities such as restrooms, showers, and changing facilities is encouraged to further facilitate bike commuters' comfort and willingness to bicycle to and from these facilities. Proposed bicycle support facilities for connections to transit are shown in **Figure 4-2**.



Proposed End-of-Trip Facilities

- Short-term bicycle parking racks
- Long-term bicycle parking lockers
- Short- and long-term bicycle parking at key transit connections

Proposed Bikeways

- Class I Bike Path
- Class II Bike Lane
- Class II Bike Lane - Some Parking Removal
- Class III Bike Route
- Potential Long-Term Bikeway
- Remove Existing Bike Route

Existing Bikeways

- Class I Bike Path
- Class II Bike Lane
- Class III Bike Route

Key Destinations

- Park
- Major Shopping Center
- School

NORTH

\\pla03\Data\Jobs\Active\OC Jobs\OC14-0314_LaHabraBike\GIS\MXD\LHabraBike_ExandPlanned_8.5x11.ai

Figure 4-2

Proposed End-of-Trip Facilities

5. Support Programs

While Chapter 4 focused on specific engineering/infrastructure enhancements to improve safety and encourage bicycling in La Habra, this chapter presents recommendations for complementary, and essential, education and enforcement strategies in support of active transportation and specific programs and policies that will facilitate non-motorized transportation in La Habra.

Education is a critical element for a complete and balanced approach to improving bicycling safety in La Habra. Education campaigns should include residents of all ages, especially emphasizing education of school children where safe bicycling habits may be instilled as lifelong lessons. The following organizations and projects are involved in active transportation education initiatives in La Habra.

EXISTING PROGRAMS

Orange County Transportation Authority

In coordination with National Bike Month, the Orange County Transportation Authority holds countywide Bike Month events every May. The proceedings are designed to celebrate bicycling and encourage its use for recreation and everyday travel. Popular events include the Bike Festival, Angels Game Day Ride, and Bike to Work Week

Orange County Bicycle Coalition

The Orange County Bicycle Coalition (OCBC) is a nonprofit bicycle advisory group representing the entirety of Orange County. The group's mission is to promote bicycling as an everyday means of transportation and recreation. They work to increase bicycling access, bicycling-safety, awareness, and safe routes for bicyclists. OCBC aims to improve bicycling in La Habra and has representation on the La Habra Bicycle Advisory Committee.

http://www.ocbike.org

OC Wheelmen

The OC Wheelmen are a recreational cycling club. The group is extremely active with organizing large bike rides, making charitable donations, holding bicycle skills training rides, and promoting safety and bicycle advocacy in support of the Orange County Bicycle Coalition (OCBC), California Association of Bicycling Organizations (CABO), and the League of American Bicyclists (LAB). The organization is frequently able to mobilize its hundreds of members and supporters to provide public input in planning processes.

http://www.ocwheelmen.org

La Habra Police Department Enforcement Activities

The La Habra Police Department Traffic Bureau manages the investigation and documentation of traffic collisions and enforcement of laws related to safe driving. The Motor Officers focus their enforcement efforts on dangerous intersections, busy streets and other areas identified by citizen complaints, while the Community Service Officers compliment these efforts by issuing parking citations, impounding vehicles, and taking accident reports Recently, the La Habra Police Department re-launched their Bike Patrol program, in which police officers patrol parts of the City via bicycle instead of a vehicle.

PROPOSED PROGRAMS

Support programs are important because they increase the safety, utility, and viability of infrastructure projects. They may also be more cost effective, longer lasting, or reach a broader audience for more meaningful impact. Municipalities provide support to, and even administer, a broad range of programs and activities related to bicycling safety, education, promotion, and law enforcement as a way to complement their project-building efforts. Below is a list of programs and activities that have proven effective in other jurisdictions and which the City of La Habra could choose to offer its residents. The toolbox of education, encouragement, and enforcement programs that follows is both adaptable to La Habra's unique needs and flexible to budget opportunities and constraints. Many education efforts involve an element of community participation as they are volunteer-based. As a result, education programs are among the most inexpensive tools to improve the bicycling environment. Education programs can also be a collaborative effort between the City and local public health organizations.

Education and Encouragement Programs

Billboards/Electronic Message Boards and Street Smarts Program

Billboards and electronic message boards promote safety in the community, inform the public about bicycling safety programs, and provide feedback on the program's effects. Street Smarts is one example of a public education campaign targeted at changing driver, pedestrian, and bicyclist behavior to improve safety on city streets.

Street Smarts (http://www.getstreetsmarts.org/) is a safety program initiated by the City of San Jose. Electronic message boards were used to display safety messages. Messages were changed regularly and the boards were moved repeatedly to maximize their impact. The Street Smarts campaign launched in November 2002 and has received positive feedback from the public.

Street Smarts was designed as both a media and a community relations campaign. It uses education to raise awareness of certain problem behaviors that contribute to traffic crashes and aims to change those behaviors over time. Behaviors addressed by the campaign are: red-light running, speeding, stop sign violations, school zone violations, and crosswalk violations. In addition to a media campaign, a community relations campaign should be conducted, working with schools, neighborhood associations, businesses, and community organizations to create a public forum to address this community issue.

Message boards can be used at various safety hot spots. The Street Smarts campaign materials are designed for use by any public agency for any community and are available from the City of San Jose. Materials are available in English, Spanish and Vietnamese.

The Street Smarts program has the following advantages:

- The program provides multiple messages using a single tool

- The high-quality campaign materials were designed to be used by any public agency
- The artwork is available from the City of San José for $3,500
- Media campaigns use a wide variety of communication tools

Although the Street Smarts campaign requires staff resources, the overall cost is low to implement.

Citywide Bicycling Maps

Attractive maps with bicycle routes, both in print and on City websites, can serve as an educational tool. These maps should highlight convenient routes for bicycling in La Habra and include tips on safe bicycling practices. Maps should be distributed at public facilities throughout the City, through the Orange County Bicycle Coalition and OC Wheelmen, and at local bicycle shops.

Brochures and Pamphlets

Supplemental brochures and pamphlets are helpful to educate residents and visitors on topics such as (1) how to ride a bicycle safely in traffic, (2) how traffic signals work for bicyclists and the best way to be detected at signalized intersections, (3) bicyclists' rights and responsibilities when sharing the road, and (4) motorists' rights and responsibilities when sharing the road. Premade versions of these pamphlets are available through advocacy organizations, the Federal Highway Administration (http://safety.fhwa.dot.gov/ped_bike/ped_bike_order), AAA (http://www.aaafoundation.org/products), and the National Highway Traffic Safety Administration. These materials can be distributed at locations with high volumes of bicyclists and through the same outlets as citywide bicycle maps.

Safe Routes to School

Safe Routes to School (SRTS) refers to a variety of programs aimed at promoting walking and bicycling to school, and improving traffic safety around schools. The program takes a comprehensive "5 E" approach (as defined later in this chapter) with specific engineering, education, encouragement, enforcement, and evaluation. The programs involve partnerships among La Habra City School District, Lowell Joint School District, and Fullerton Joint Union High School Districts' staff and administrators, parents, students, city staff, neighbors, and law enforcement. The National Center for Safe Routes to School has in-depth programming information. Integrating educational messages into a comprehensive SRTS program can be a very effective way to kick-start a citywide program. Specific education tools include:

- Bicycle skills training
- Messaging to parents about safe driving and bicycling habits
- Incorporating information about bicycling into classroom subjects such as math or science (e.g., calculate average bicycling speeds or distances)
- Assemblies or classroom sessions about safety

Bicycling Guide for Kids Brochure

Children should learn the correct bicycling rules at an early age. For example, riding on a sidewalk is one of the most dangerous places for a child to ride, particularly in a residential neighborhood, because of the immediate obstruction of driveways caused by trees, bushes, garbage cans, etc.

A bicycling guide targeting children and similar resources are available from the International Bicycle Fund's website at http://www.ibike.org/education/.

Public Service Announcements

Radio and television public service announcements (PSAs) can provide accurate and current information to the public. PSAs are valuable as they are versatile and can reach a large audience on bicycling issues, education, and announcements. Organizations such as the National Highway Traffic Safety Administration (NHTSA), Safe Kids Coalition, and California Office of Traffic Safety have existing PSAs that La Habra can use. La Habra can incorporate its own logos and slogans into these PSAs. La Habra's mayor or council members could also record their own radio or television announcements for broadcast. Potential PSA topics might include:

- Drivers running red lights
- Bicyclists riding safely

One challenge is that PSAs can be costly and may not reach the intended audience. A lower-cost alternative is to air PSAs only on public access channels; however, this low-cost approach may not be as effective as using a public relations firm and purchasing advertising time targeted to a specific audience.

Bicycle Training/Repair and Partnership with Local Bicycle Stores

Bicycling training and bicycle repair classes are an excellent tool to increase community knowledge of bicycle maintenance issues and street riding skills. Youth training classes can include a "build-a-bike" program, in which youth learn how to rebuild a used bicycle that they may keep at the end of the program. Such classes are most helpful for beginner to intermediate bicyclists who would like to improve their understanding of bicycle maintenance and street riding skills.

Bicycle shops are a natural outlet for distributing cycling pamphlets, maps, and other informational materials to the community. These stores are also ideal locations to post notices about bicycle meetings, safety workshops, and events. Bicycle shops may also offer knowledgeable personnel and/or sponsorship for future cycling events and workshops.

Bicycle Trains

Bicycle trains are organized groups where adults "pick up" bicyclists along a specific routes to school at specific locations. This way, children are supervised during their travel to school.

Teen Driving and Cycling Education

Teens need different educational messages than adults or children. The City should work with the La Habra City School District, Lowell Joint School District, and Fullerton Joint Union High School District to facilitate a participatory process whereby teens create educational messages. Youth Participatory Action Research (YPAR) is an effective way to assist youth to create visuals, videos, or campaigns for bicycle safety among their peers. The California Department of Public Health has guides on YPAR and youth-led projects.

Adult Bicycle Education

A course on safe urban bicycling skills, such as that developed by the League of American Bicyclists, could be offered in coordination with the Orange County Bicycle Coalition, OC Wheelmen, and League of American Bicyclists. This program would train adults to ride defensively in traffic and provide instructions for effective bicycle commuting. OC Wheelmen already offer these courses throughout the county.

Enforcement Programs

Enforcement tools have been demonstrated to be very effective in improving safety for road users. However, some programs can require a significant investment from local agencies. Newer enforcement tools like radar "wagons" can minimize the amount of time required for local law enforcement agencies.

Increased Fines

An increase in traffic fines has been shown to discourage driver violations against pedestrians in crosswalks. For example, in Salt Lake City, UT, fines were increased from $34 to $70 for driver violations against pedestrians in crosswalks. A lowering of fines for jaywalking from $70 to $10 was also implemented. Variations on this include double fines in school zones and construction zones.

Bicycle Traffic School

With this program, bicyclists or motorists who are ticketed for unsafe bicycling or unsafe driving around bicyclists, respectively, attend a class about safe and lawful behavior while riding a bicycle or sharing the road as a motorist with bicyclists. The class is offered in lieu of paying a fine or appearing in court. Bicycle traffic school is often accompanied by a media campaign informing road users of the program. Citations can be focused on common or uniquely hazardous behaviors such as unsafe passing of bicyclists by motorists or wrong way riding by bicyclists.

Wrong Way Riding Signs

Signs can inform bicyclists they are riding in the wrong direction for each side of the street. The California MUTCD provides guidance on wrong way signs that can be mounted on the back side of existing sign posts on streets with bike lanes to maximize their visibility to bicyclists traveling in the wrong direction. Local law enforcement should also provide enforcement by educating and/or citing cyclists who are riding in the opposite direction of traffic, as this is a common cause of collisions.

Law Enforcement Officer Bicycle Training/Bicycle Liaison Officer

Law enforcement officers should receive training specifically focused on bicycle safety and enforcement principles. As a cost-saving measure, the City of La Habra may collaborate with surrounding jurisdictions and share resources as practical. Additionally, the La Habra Police Department should consider appointing a bicycle liaison officer—as the Los Angeles Police Department has successfully instituted—who is a single point of contact for all matters concerning bicyclist safety.

Citywide Programs and Strategies

As a complement to the support programs listed above, the following policies and programs are recommended for the City of La Habra.

Accessibility

- Facilitate bicycles on transit
    - Install secure bicycle parking at major transit stops/centers
    - Work with OCTA to install triple bike racks on buses
- Provide bicycle detection at intersections as they are improved
- Install bicycle parking at La Habra's commercial and civic areas, schools, and parks when economically feasible
- Consider development of citywide bicycle wayfinding signage (including distances to destinations). To minimize installation and maintenance costs, wayfinding signage can be added to existing poles in the public right-of-way. Principal destinations to include on wayfinding signs are:
    - Schools
    - Parks
    - Civic destinations
    - Major shopping districts
    - Regional bikeways

Maintenance and Funding

- Maintain acceptable pavement condition on designated bike routes and corridors with high bike ridership.
- Keep roads and bike lanes clear of debris (prioritize street sweeping on routes with curbside bike lanes)
- Pursue active transportation and multi-modal funding to implement the projects in this plan. Sources for funding include, but are not limited to, the Caltrans Active Transportation Program,

Caltrans Transportation Planning Grants, SCAG RTIP Call for Projects, and OCTA's Call for Projects. Set a goal of submitting at least two non-motorized grant-funding applications per year.

- Identify an employee who will serve as the bicycle and pedestrian coordinator and manage non-motorized transportation projects and ongoing route maintenance as funding allows.

- Update infrastructure capital improvement project list to prioritize projects that would proactively address areas with substantial bicyclist-involved collision history

- Coordinate street repaving, facility upgrades, and restriping with bicycle plan implementation and bicycle infrastructure

Education/Community Involvement

- Promote increased driver awareness and respect for bicyclists

- Pursue Office of Traffic Safety grants for outreach campaigns

- Consider expanding the La Habra Bikeway Master Plan project website into a permanent bicycle information website/blog hosted within the City's web domain, similar to the successful Los Angeles Department of Transportation Bicycle Services website (http://www.bicyclela.org) and LADOT Bike Blog (http://ladotbikeblog.wordpress.com) as funding allows.

- Create education programs to reach non-English speaking segment of the population.

- Conduct targeted outreach of proposed bicycle related improvements and events to educate local residents and employees, and garner greater interest and support. Target outreach at:

    - School Districts
    - Cycling groups/shops
    - Merchant associations
    - Public events and festivals

- Upon completion of this Bikeway Master Plan, establish a La Habra Bicycle Advisory Committee (BPAC) as a standing staff committee. The role of the BPAC would be to identify key problems, craft public outreach campaigns, promote bicycle programs, and serve as an interface between the City and community members/advocacy organizations. BPAC membership may expand to include:

    - Local bicycle advocates, including members of the Orange County Bicycle Coalition and OC Wheelmen
    - Local School District students and staff
    - City Public Works Department staff
    - City Planning Department staff

- Law enforcement and fire department officers
- Neighborhood business owners
- Hospital and public health staff

Enforcement/Safety

- Conduct targeted enforcement efforts, with citations and educational materials that focus on safe and lawful behavior for all road users. Enforcement can be targeted at areas such as schools, public facilities, and locations with demonstrated collision history. Combine with bike traffic school above.

- Monitor and record bicyclist-involved collisions

- Consider the establishment of repair, air, and bike maintenance sites

Encouragement/Evaluation

- Consider a large-scale car-free day similar to the popular CicLAvia

- Establish a "bike-buddy" program in conjunction with the Orange County Bicycle Coalition or OC Wheelmen and employers. This program would pair experienced cyclists with new cyclists to bicycle to work together. The City could hold skills training workshops prior to the program's kick-off to teach bicycling safety skills to all participants.

- Partner with Orange County Bicycle Coalition or OC Wheelmen to conduct annual bicycle counts, to implement an annual monitoring program that conducts bicycle counts once a year, or require that all traffic study counts include bicycles to estimate bicycling levels and changes in bicycling levels over time.

6. Funding and Implementation

With approximately 18 miles of bicycle facilities in the City of La Habra, recent implementation of bicycle facilities has been limited. As currently planned heavy infrastructure projects come under construction, the City should consider opportunities such as roadway repaving or utility work to implement network segments that require limited changes or consist of "sign and paint only." These features can be implemented relatively rapidly at low cost and greatly expand the network, which would both facilitate and encourage increased cycling in the City.

Numerous funding sources are potentially available at the federal, state, regional, county, and local levels for the City of La Habra to implement the projects and programs in the Bikeway Master Plan. Below is a description of the most promising funding programs available for the proposed projects at the federal, state, MPO, and county levels. Most of these sources are highly competitive and require the preparation of extensive applications.

STATE AND FEDERAL PROGRAMS

The majority of public funds for bicycle projects are derived through a core group of federal and state programs. Federal funds from the Surface Transportation Program (STP), Transportation Enhancements (TE), and Congestion Mitigation Air Quality (CMAQ) programs are allocated to the County and distributed accordingly.

Active Transportation Program (ATP)

The California Transportation Commission developed program guidelines and project selection criteria for the first call for projects for the statewide Active Transportation Program (ATP) in March 2014. The Active Transportation Program consolidated and replaced the former Transportation Alternatives Program, Safe Routes to School Program, and Bicycle Transportation Account. Since it's been such a successful program, three cycles have already successfully started, been implemented, and/or completed. The fourth cycle of the ATP is anticipated for Spring, 2018.

http://www.dot.ca.gov/hq/LocalPrograms/atp

Environmental Enhancement and Mitigation Program (EEMP)

The Environmental Enhancement and Mitigation Program (EEMP) was established in 1989 and is administered by the California Natural Resources Agency and Caltrans. The program offers a total of $7 million each year for grants to local, state, and federal governmental agencies and to nonprofit organizations, funded through gasoline taxes. EEMP Funds are allocated to projects that either directly or indirectly offset environmental impacts of modified or new public transportation facilities including streets, mass transit guideways, park-n-ride facilities, transit stations, tree planning to offset the effects of vehicular emissions, and the acquisition or development of roadside recreational facilities, such as trails.

http://resources.ca.gov/eem

Recreational Trails Program

The Recreational Trails Program (RTP) provides funds to states to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. The RTP is an assistance program of the Department of Transportation's Federal Highway Administration (FHWA). The RTP funds come from the Federal Highway Trust Fund, and represent a portion of the motor fuel excise tax collected from non-highway recreational fuel use. RTP funds are distributed to each state by legislative formula: half of the funds are distributed equally among all states, and half are distributed in proportion to the estimated amount of non-highway recreational fuel use in each State. RTP funds may be used for maintenance and restoration of existing trails, purchase and lease of equipment to construct or maintain trails, administrative costs associated with the program, or operation of educational programs to promote safety and environmental protection related to trails.

www.fhwa.dot.gov/environment/recreational_trails/index.cfm

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) is a core federal-aid program that aims to reduce traffic fatalities and serious injuries on public roads. Caltrans administers the program in California and received $150 million for the 2013/14 Federal Fiscal Year. HSIP funds can be used for projects such as bike lane or sidewalk projects on local roadways, improvements to Class I multi-use paths, or for traffic calming measures. Applications that identify a history of incidents and demonstrate their project's improvement to safety are most competitive for funding. The Transportation Development Act can also be used to fund related improvements; however, these funds are allocated to cities on the basis of a formula.

http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm

Proposition 84

The Department of Conservation manages competitive grants, on behalf of the California Strategic Growth Council (SGC), to cities, counties, and designated regional agencies to promote sustainable community planning and natural resource conservation. The grant program supports development, adoption, and implementation of various planning elements. In 2014, it awarded $40 million through the Proposition 84

Sustainable Communities Planning Grant and Incentives Program. Eligible projects include plans that support greenhouse gas emission reduction and sustainable communities.

http://www.sgc.ca.gov/s_scpgiprogram.php

Caltrans Transportation Planning Grants

Caltrans provides Transportation Planning Grants on a yearly basis. These grants are available to jurisdictions focusing on improving mobility by innovatively addressing problems or deficiencies in the transportation system. Funds can be used for planning or feasibility studies. For Fiscal Year 2015-2016, Caltrans will award approximately $9.8 million. The maximum funding available per project is $500,000. Fiscal year 2014-2015 grants were awarded to 40 projects.

http://www.dot.ca.gov/hq/tpp/grants.html

OTS Grant Opportunities

The California Office of Traffic Safety (OTS) provides grants for safety programs and equipment. Bicycle safety is a specifically identified funding priority. This category of grants includes enforcement and education programs, which encompass a wide range of activities, including bicycle helmet distribution, design and printing of billboards and bus posters, other public information materials, development of safety components as part of physical education curriculum, or police safety demonstrations through school visitations.

http://www.ots.ca.gov/Grants/default.asp

Land and Water Conservation Fund

The Land and Water Conservation Fund (LWCF) provides matching grants to States and local governments for the acquisition and development of public outdoor recreation areas and facilities. The program is intended to create and maintain a nationwide legacy of high quality recreation areas and facilities and to stimulate non-federal investments in the protection and maintenance of recreation resources.

http://www.nps.gov/ncrc/programs/lwcf/grants.html

Transportation Development Account Article III

Transportation Development Act was enacted by the California State Legislature and is administered by Caltrans. Article 3 of the TDA provides funding for pedestrian and bicycle facilities. By ordinance, OCTA is responsible for administering the program and establishing its policies within Orange County. TDA Article 3 funds are allocated annually on a per capita basis to both cities and Orange County. Agencies must submit a claim form to OCTA by the end of the fiscal year in which they are allocated. TDA Article 3 funds may be used for right-of-way acquisition, design costs, construction or major reconstruction, retrofitting to comply with the Americans with Disabilities Act (ADA), route improvements such as bicycle detectors at signals, and purchase and installation of supporting bicycle facilities such as parking, lockers, and showers.

http://www.dot.ca.gov/hq/MassTrans/State-TDA.html

Safe and Active Communities

The California Department of Public Health Safe and Active Communities Branch (SACB) has previously solicited applications from eligible entities to develop, implement, and evaluate a set of small-scale, low-cost educational interventions with underserved California schools. Interventions focused on improving safety rather than simply encouraging walking and bicycling, with the goal of ongoing programing at local intervention sites, beyond the life of the grant. Presently, there are no funding opportunities for bicycle safety, but there may be funds available in the future.

www.cdph.ca.gov

Senate Bill (SB) 1183

Approved in September, 2014, SB 1183 authorizes a city, county, or regional park district to establish a motor vehicle registration surcharge of up to $5 to fund bicycle infrastructure. Jurisdictions can collect the special tax until January 1, 2025. The Department of Motor Vehicles administers the surcharge and transfers the revenues to the respective local agency. The local agency must use the revenues for improving or maintaining existing or new bikeways, trails, or other bicycle facilities.

The bill requires local agencies to submit an annual fiscal report to the Legislature that includes, among other things, the total net revenues received and expended during the previous fiscal year and a summary of the infrastructure and projects funded by the surcharge.

http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140SB1183

REGIONAL AND LOCAL FUNDING

At the regional and county level, SCAG and OCTA administer much of the funds that can be used to fund active transportation projects. OCTA administers several programs that are sources of funding for

recommended projects. As mentioned, federal and state programs, such as the Transportation Enhancements program, are administered at the state or county level and distributed to local jurisdictions.

Orange County Measure M2

Orange County Measure M2 is a countywide, one-half cent sales tax used to finance transportation improvements. The measure, which OCTA administers, is anticipated to provide over $15 billion to improve transportation in Orange County over the next 30 year. M2 is in effect until 2041 is an extension of the previous Measure M1 sales tax, which expired in 2011. The major focus of Measure M2 is to reduce traffic congestion and enhance overall mobility. While over 40 percent of M2 funding is allocated to freeways, bicycle projects may be eligible for funding if included as part of a larger street improvement project. OCTA administers M2 funds through its Comprehensive Transportation Funding Programs (CTFP) call for projects as described below.

http://www.octa.net/Measure-M

OCTA Call for Projects – Bicycle Corridor Improvement Program

OCTA is responsible for allocating discretionary federal, state, and local transportation funds to improve all modes of surface transportation. OCTA also prepares the Orange County Transportation Improvement Program (TIP). The Call for Projects program is a competitive process that distributes discretionally capital transportation funds to regionally significant projects. It is available to all 34 cities in the county as well as the County of Orange itself. OCTA accepts applications for this program every other year. There are three distinct subsets within the Call for Projects program: the Comprehensive Transportation Funding Program (CTFP), Arterial Pavement Management (APM) Program, and Bicycle Corridor Improvement (BCI) Program. While bikeway enhancements, as a component of a larger street project, may be eligible for funding under the first two calls for projects, it is the third that is most directly applicable to bicycle infrastructure funding. The next call will be in 2018 and the City should be prepared to apply for funding. The 2014 BCI Call for Projects allocated $4.3 million to bicycle projects; however, this amount is subject to change in future calls.

The Comprehensive Transportation Funding Programs (CTFP) is a collection of competitive grant programs offered to local agencies to assist in funding local transportation infrastructure enhancements. Each program has a specific objective, funding source, and set of selection criteria. The Local Fair Share Program (Project Q) and Environmental Cleanup Program (Project X) have the most direct nexus with funding bicycle infrastructure.

http://www.octa.net/About/Transportation-Funding/Calls-for-Projects/Call-for-Projects

SCAG Compass Blueprint Program

The Southern California Association of Governments' Compass Blueprint Program began identifying Active Transportation as a project funding category in its 2013-2014 Call for Projects. This grant program is intended for planning project that integrate transportation and land use planning. http://www.compassblueprint.org/Pages/default.aspx

Local Conservation Corp

Local Conservation Corp services may be used in the implementation and maintenance of bicycle improvements. Conservation Corps crews typically provide services which may include, but are not limited to:

- Sidewalk repair
- Landscaping & tree-planting
- Steam cleaning
- Median maintenance
- Pressure washing
- Trail construction
- Filling potholes
- Urban park construction
- Installing signs
- Graffiti removal

Local Conservation Corps offices are located in Pomona, Norwalk, Downtown Los Angeles, and San Bernardino.

http://www.ccc.ca.gov/Pages/default.aspx

PUBLIC PRIVATE PARTNERSHIPS

Increasingly, innovative bicycle projects are being implemented with the assistance and funding from private entities. One recent, high-profile example is the sponsorship of New York City's bicycle sharing program by Citigroup. Additional examples of local projects include the provision of shared bicycles at hotels, the construction of shower and changing facilities in office buildings, and the development of bicycle storage rooms at new residential development sites. These projects typically do not occur in the public right-of-way (with the exception of Citi Bike in New York, which utilizes on-street parking spaces in partnership with the City for bike sharing kiosks).

COST OF NEW BICYCLING FACILITIES

Table 6-1 provides a unit cost summary for the construction of bikeway facilities in La Habra; **Table 6-2** summarizes the conceptual cost estimates for each priority project. These estimates are based on costs experienced in other communities throughout southern California. More detailed estimates should be developed following the preliminary engineering stage as individual projects advance towards implementation.

TABLE 6-1 – CONCEPTUAL UNIT COSTS FOR BIKEWAY CONSTRUCTION

Facility Type		Improvement	Estimated Cost Per Mile
Class I	Shared-Use Path	Construct Path with Minimal Grading Needed	$1.5 - $10 million*
Class II	Bicycle Lane	Signing/Striping with Minor Improvements	$60,000
Class III	Bicycle Route	Signing Plus Stencils	$30,000

Note: Costs are in 2015 dollars excluding right-of-way costs.
*Right-of-way costs will vary based on land ownership and are estimated at $40.00 per square foot.

For purposes of this Plan, conceptual construction costs for the proposed system were based on the following assumptions:

- New Class I facilities would be constructed on generally flat right-of-way with no grade separation and minimal grading needed given the existing topography within the city. Cost of right-of-way acquisition is estimated at $40.00 per square foot but will vary considerably based on land ownership and the exact amount of land needed.
- New Class II facilities would require minimal or no roadway improvements (such as resurfacing). Bike lanes enhanced with buffers or coloring may be considered, but may have higher per mile costs.
- New Class III facilities would require signing only and stencils with minor improvements.

Past Bicycle Facility Expenditures

The City of La Habra has opportunistically implemented bicycle facilities in conjunction with street improvements. Based on the length of existing bicycle facilities and planning level cost estimates, it is estimated that the City has spent $1,407,000 on bicycle facilities. This estimate of past expenditures is based on 1.1 miles of shared use paths implemented at a cost of $825,000, 2.5 miles of bicycle lanes implemented at a cost of $150,000 and, 14.4 miles of bicycle routes implemented at a cost of $432,000.

Bicycle Facility Implementation Phasing

The project list developed in Chapter Four is divided into two tiers:

- Tier 1 – Top Priority Projects
- Tier 2 – Second Priority Projects

Projects in Tier 1 are those that received the highest amount of support through the public outreach process. These projects should be prioritized for funding, design, and implementation. Tier 2 projects include other important, longer-term links to construct as funding becomes available. **Table 6-2** classifies projects by implementation tier and summarizes the conceptual cost estimates for each project. As noted above, these cost estimates are intended to provide an order-of-magnitude cost for each proposed project. More detailed estimates should follow as individual projects advance towards implementation.

TABLE 6-2 – BICYCLE FACILITY PHASING PLAN AND COST ESTIMATES[3]

Bikeway	From	To	Caltrans Classification	Length	Planning-Level Cost Estimate
Tier 1 Projects					
Whittier Boulevard	Harbor Boulevard	Idaho Street	Class II	1.5 miles	$90,000
UP ROW	Western City Limit	Palm Street	Class I	3.1 miles	$30,200,000
Beach Boulevard	Gregory Lane	Southwest City Limit	Class II	2.0 miles	$120,000
Imperial Highway	Lakeview Avenue	Idaho Street	Class I	0.9 miles	$1,350,000
Idaho Street	Imperial Highway	Sandlewood Avenue	Class II	0.3 miles	$43,000
Euclid Street Connection	Bridenbecker Avenue	UP ROW	Class I	0.1 miles	$150,000
Tier 2 Projects					
Cypress Street	Betty Lane	Imperial Highway	Class III	1.8 miles	$54,000
Fullerton Spur	UP ROW	South City Limit	Class I	1.1 miles	$1,650,000
Lakeview Avenue	Imperial Highway	Montwood Avenue	Class III	0.2 miles	$6,000
Monte Vista Street	Whittier Boulevard	Lambert Road	Class III	1.0 miles	$30,000
Walnut Street	Olinda Avenue	Imperial Highway	Class III	1.9 miles	$57,000
1st Avenue	McPherson Street	West of Hillcrest Street	Class III	0.8 miles	$24,000
Hanline Way	Idaho Street	Granada Court	Class III	0.26 miles	$7,800
Las Lomas Avenue	Encinitas Street	Euclid Street	Class III	0.04 miles	$1,200
Pacific Avenue	Cypress Street	Euclid Street	Class III	0.2 miles	$6,000
Russell Street	Macy Street	West City Limit	Class II	0.3 miles	$18,000
Shopping Center/School	Imperial Highway	Idaho Street	Class I	0.4 miles	$600,000
Total	--	--	--	**15.9 miles**	**$34,477,200**

[3] Cost estimates are for high-level planning purposes only. Future planning and design will be required to develop more detailed construction cost estimates. Table does not include right-of-way costs. Right-of-way costs are estimated to be $40.00 per square foot in addition to the cost estimates presented in the table.

The Tier 1 and Tier 2 projects were prioritized based on project readiness, public input, the connectivity considerations described at the beginning of Chapter 4, and ease of implementation as related to project complexity.

Constructing the entire network of Class I, II, and III bikeways would require approximately $7.9 million, which equates to an investment of approximately $790,000 per year over 10 years.

Bicycle Facility Implementation Reporting

The City of La Habra should publicize new bikeway projects when they are completed. This publicity shows that the City is making progress toward building out the bikeway network, and publicizing new bikeways lets the community know the bikeways are available for use. The City should consider the following outlets for publicizing new bikeways:

- Announcements on City website
- Updating the La Habra Parks and Bikeways webpage as new bikeways are completed
- Placing signs along high-profile projects like the proposed UPROW path
- Holding opening day celebrations for high-profile bikeway projects

Maintenance Costs

Multi-use path maintenance includes cleaning, resurfacing, and re-striping the asphalt path; repairing bridges and other structures; cleaning drainage systems; removing trash; and landscaping. While this maintenance effort may not be incrementally major, it does have the potential to develop heavy expenses if it is not done periodically.

The estimated annual maintenance expenses for Class I bicycling paths is approximately $15,000 per mile. If all of the proposed bicycling paths are implemented, this would yield a total of 4.1 miles of Class I facilities. The annual maintenance cost for La Habra's Class I facilities at build-out is estimated at about $61,500.

For Class II bicycle lanes, the cost consists of maintaining signage, pavement markings and striping, estimated at $2,500 per mile. The estimated additional annual cost for maintenance of all Class II facilities proposed in this plan (4.2 miles) is $10,500.

Class III facilities will require maintenance of signage and shared lane markings located along the routes, also estimated at $2,500 per mile. At full build-out, the cost of maintaining the Class III facilities proposed in this plan (6.3 miles) is estimated at approximately $15,750 miles.

The total annual cost to maintain all bicycle facilities proposed in this plan at build-out is approximately $87,750 per year.

7. Bicycle Design Guidelines

This chapter identifies guidelines for the design of bikeways and bicycle parking facilities in the City of La Habra. The appropriate design of bicycling facilities is an integral component of encouraging the public to bicycle for commuting and recreational purposes. Good design affects the experience, enjoyment and comfort for bicyclists, and should ultimately provide the highest level of safety possible for all road and shared-use path users. The La Habra Bikeway Master Plan envisions a two-part bicycling network, one that accommodates utilitarian trips, such as those between home and work, and one that accommodates recreational trips.

Bikeway planning and design in California typically relies on the guidelines and design standards established by Caltrans and documented in "Chapter 1000: Bikeway Planning and Design" of the Highway Design Manual (California Department of Transportation, 2014). Chapter 1000 follows standards developed by the American Association of State Highway and Transportation Officials (AASHTO) and the Federal Highway Administration (FHWA) and identifies specific design standards for various conditions and bikeway-to-roadway relationships. These standards provide a good framework for future implementation, but, depending on the circumstances, may not always be feasible given specific constraints. Likewise, these standards can often be expanded. Whatever the case may be, local jurisdictions must be protected from liability concerns so most agencies adopt the Caltrans or AASHTO standards as a minimum. Caltrans standards provide for four distinct types of bikeway facilities, as generally described below. The fourth facility, the separated bikeway, became a standard in January 2016. Since separated bikeways have not been proposed as part of this plan, the Class IV design guidelines in this section are not presented in as much detail as the other facility types.

This chapter presents design guidelines for the following topics:

Class I Shared-Use Path
- Shared-Use Path Structures
- Crossing Treatments
- Path Amenities

Class II Bicycle Lanes
- Bicycle Lanes next to Parallel Parking
- Bicycle Lanes next to Angled Parking
- Bicycle Lanes without Parking
- Bicycle Lanes on Hills
- Bicycle Lanes at Intersections
- Bicycle Lane Markings
- Treatments at Interchanges, Bridges and Tunnels
- Bicycle Loops and Detectors

Class III Bicycle Routes
- Sharrow Placement
- Bicycling Boulevards

Bicycling Signage
- Wayfinding/Destination Signage
- Signs for Shared Roadways

Maintenance Standards
- Utility Covers and Construction Plates

TYPES OF BICYCLE FACILITIES

Class I: Shared-Use Path
These facilities provide a completely separate right-of-way and are designated for the exclusive use of bicycles and pedestrians with vehicles cross-flow minimized.
Class II: Bike Lane
Bike lanes provide a restricted right-of-way and are designated for the use of bicycles with a striped lane on a street or highway. Bicycle lanes are generally five- to six-feet wide. Vehicle parking and vehicle/pedestrian cross-flow are permitted.
Class III: Bike Route
Bike routes provide a right-of-way designated by signs or pavement markings for shared use with pedestrians or motor vehicles. A standard Class III bike route per the CA-MUTCD may simply have signs or combine signs and shared lane markings. A **bicycle boulevard** is a special type of shared route on a local or collector street that encourage through travel by bicyclists, but discourages motor vehicle through traffic. Bike boulevards may include a range of bicycle treatments and traffic calming elements from simple signage and pavement markings to mini traffic circles to traffic diverters.
Class IV: Separated Bikeway
Also known as a "protected bike lane" or "cycle track", separated bikeways provide a right-of-way designated exclusively for bicycle travel within a roadway and are protected from other vehicle traffic with devices, including, but not limited to, grade separation, flexible posts, inflexible physical barriers, or parked cars.

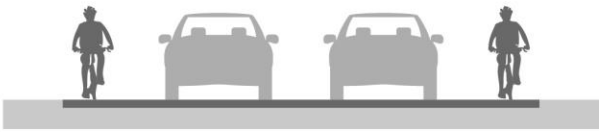
Source: Caltrans, 2001-2016

Class I: Shared-Use Path

Provides a completely separated right-of-way for the exclusive use of bicyclists and pedestrians

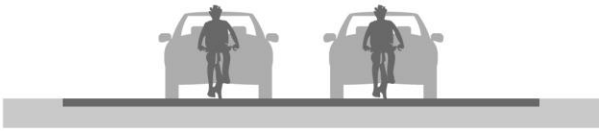
Class II: Bike Lane

Provides a striped lane for one-way bike travel on a roadway



Class III: Bike Route

Provides for shared use with motor vehicle traffic



Class IV: Cycletrack

Provides a separated right-of-way for the exclusive use of bicyclists adjacent to a roadway

Class I Shared Use Path

Class I bikeways (shown in **Figure 7-1**) are typically called bicycling, multi-use, or shared use paths and are completely separated from roads by a buffer (five feet or more) or barriers. Cross traffic by motor vehicles should be minimized along bicycling paths to avoid conflicts. Bicycling paths can offer opportunities not provided by the road system by serving as both recreational areas and/or desirable commuter routes.

According to the AASHTO standards, two-way bicycling paths should be 10 feet wide under most conditions, with a minimum 2-foot graded area on both sides. In constrained areas, an 8-foot path may be adequate. Bicycling paths are usually shared with pedestrians and if pedestrian use is expected to be significant, the path should be greater than 10 feet, preferably 12-feet wide.

Where possible, bicycling paths should have an adjacent 4-foot unpaved area to accommodate joggers. This jogging path should be placed on the side with the best view, such as adjacent to the waterfront or other vista. Where equestrians are expected, a separate facility should be provided.

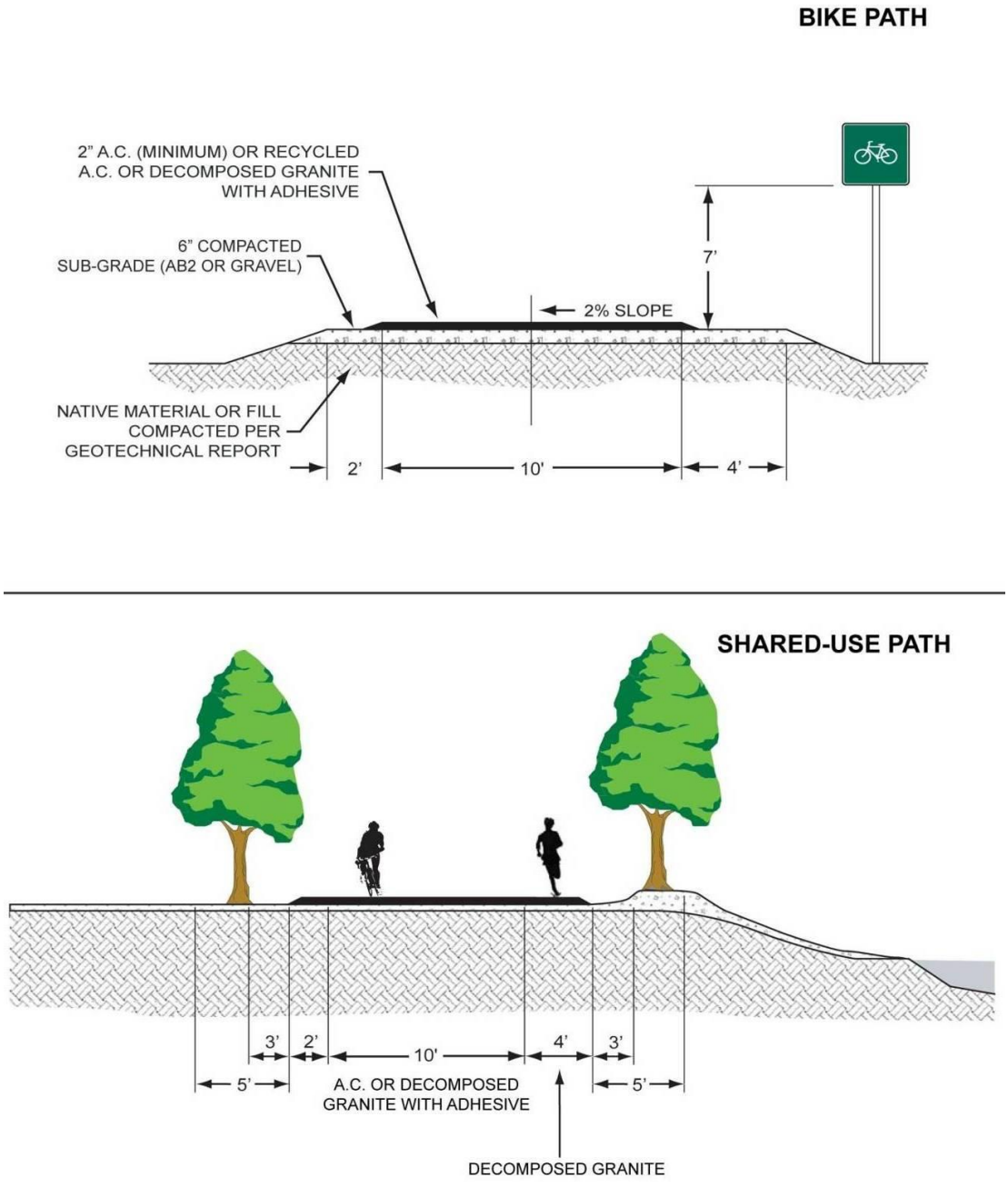
Decomposed granite, which is a better running surface for preventing injuries, is the preferred surface type for side areas and jogging paths, while asphaltic concrete or Portland cement concrete should be used for the bicycling path. A yellow centerline stripe may be used to separate opposite directions of travel. A centerline strip is particularly beneficial to bicycling commuters who may use unlighted bicycling paths after dark.

Sidewalks and meandering paths are usually not appropriate to serve as bicycling paths because they are primarily intended to serve pedestrians, generally do not meet Caltrans' design standards, and do not minimize motor vehicle cross-flows. Where a shared use path is parallel and adjacent to a roadway, there should be a 5-foot or greater width separating the path from the edge of roadway, or a physical barrier of sufficient height should be installed.

TABLE 7-1 – STANDARDS FOR CLASS I FACILITIES

	AASHTO Standards	Preferred Standards*
Minimum Width	8.0′	10.0′
Vertical Clearance	8.0′	8.0′
Horizontal Clearance	2.0′	3.0′
Maximum Cross Slope	2.0%	2.0%
* Standards will be tailored based on the conditions of the roadway.		

Figure 7-1 – Typical Class I Path

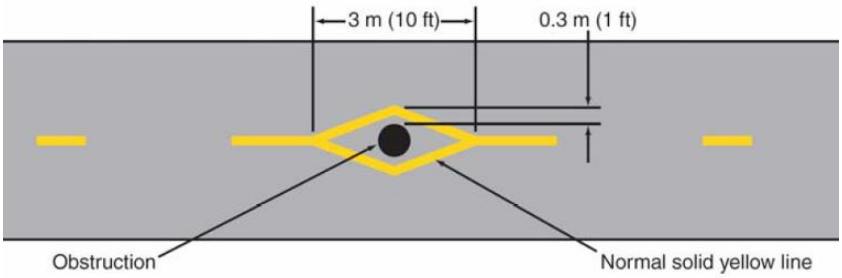


Shared Use Path Structures

The following sections present typical design features found on Class I facilities.

Bollards

Bollards can be placed at bicycling path access points to separate the path from motor vehicles and to warn and slow bicyclists as they approach street crossings. However, bollards are not recommended unless there is a demonstrated need for them (e.g., vehicle non-compliance). Thus, paths should be bollard-ready if the latter instance occurs.



The diagonal layout of bollards will make the space between the bollards appear narrower, slowing bicyclists and deterring motorcyclists from entering the trail. The bollards are spaced to provide access by people using wheelchairs (generally 5′ apart). A trail sign post can be incorporated into the bollard layout. The image above shows the recommended striping and placement for bollards on shared use paths. Careful consideration should be taken before installing bollards as they can become obstacles for bicycles and result in fixed-object collisions. Where need for bollards is a possibility, but uncertain, install bollard-ready infrastructure, but delay installation of the bollard until a need is demonstrated.

Split Trailway

The 2014 California MUTCD standards discourage the use of bollards if other options are practical. If feasible, the path should be split by direction to go around a small center landscape feature. Rather than one 8′ or 10′ trail, the trail would be split into two 4′ or 5′ paths. This feature not only narrows the trail and prevent vehicles from entering, but also introduces a lateral shift for cyclists, encouraging slower speeds in conflict zones.

Bridges

Bridges will be required wherever bicycling paths cross creeks and drainages. Crossings can utilize pre-fabricated bridges made from self-weathering steel with wood decks. Bridges should be a minimum of 8′ wide (between handrails) and preferably as wide as the approaching trails. Openings between railings should be 4″ maximum. Railing height should be a minimum of 42″ high.

Fencing

Fencing may be necessary on some bicycling paths to prevent path users from trespassing on adjacent lands, or to protect the user from dangerous areas. In areas near railway lines, safety may be a concern.

Fencing should maintain safety without compromising security. They should be tall enough to prevent trespassing, but they should maintain clear sight lines from the trail to the adjacent land uses.

Curb Ramps

Where curbs are present, curb ramps should be provided and be as wide as the entire path.

Crossing Treatments

The following guidance is derived from the AASHTO *Guide to the Development of Bicycle Facilities,* the City of Seattle's *Bicycle Master Plan,* and the City of San Francisco's *Supplemental Bicycle Design Guidelines*.

Shared-use path crossings come in many configurations, with many variables: the number of roadway lanes to be crossed, divided or undivided roadways, number of approach legs, the speeds and volumes of traffic, and traffic controls that range from uncontrolled to yield, stop or signal controlled. Each intersection is unique and requires engineering judgment to determine the appropriate intersection treatment. The safe and convenient passage of all modes through the intersection is the primary design objective.

Signalized Intersections

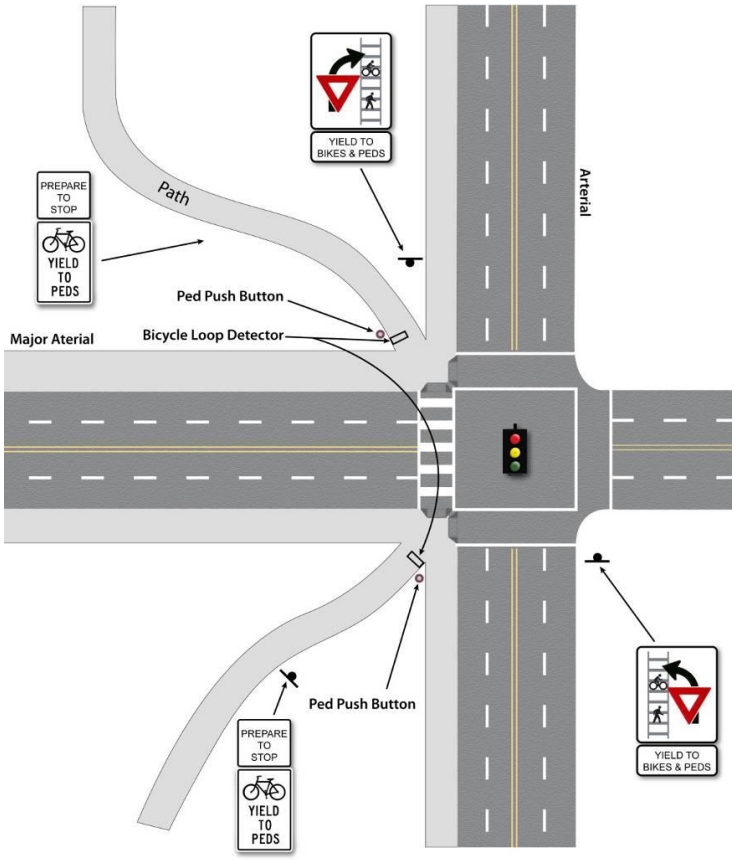
When shared use paths cross roadways at intersections, the path should generally be assigned the same traffic control as the parallel roadway (i.e., if the adjacent roadway has a green signal, the path should also have a green/walk signal or if the parallel roadway is assigned the right-of-way with a stop or yield sign for the intersecting street, the path should also be given priority). At signalized intersections, if the parallel roadway has signals that are set to recall to green every cycle, the pedestrian signal heads for the path should generally be set to recall to walk. Countdown pedestrian signals should be installed at all signalized path crossings as signal heads are replaced. As required by the MUTCD, the walk signal for any path shall not conflict with a protected left- or right-turn interval. Bicyclists benefit from the safe passage that pedestrian signals provide by having a dedicated time during which to cross a roadway without having to yield to oncoming vehicle traffic.

Consideration should be given to providing a leading pedestrian interval at path crossings (i.e., three seconds of green/walk signal time are given to path users before any potentially conflicting motor vehicle movements are given a green signal). This allows pedestrians and bicyclists to have a head start into the roadway to become more visible to turning traffic.

Where the signals for the parallel roadway are actuated, the path crossing will also need to be actuated. For shared-use path crossings, the minimum WALK interval may be 9 to 12 seconds to accommodate increased flow. The USE PED SIGNAL sign should be used at shared-use path crossings at signalized intersections. Pedestrian pushbuttons should be located within easy reach of both pedestrians and bicyclists, who should not have to dismount to reach the pushbutton.

Figure 7-2 illustrates the preferred approach for a shared use path at a controlled intersection. Paths should cross at the intersection to encourage use of the intersection crossing and have path users in the location where they are most anticipated. In many cases, a path will be separated from a roadway by between 20 and 50 feet. Locating path crossings along these alignments (that is 20 to 50 feet away from the intersection) creates a condition where vehicles do not expect to encounter a path crossing and vehicles leaving the intersection are accelerating away from it when they cross the path crossing. For signalized trail crossing, an advance loop detector within 100 feet of the intersection should be considered, so bicyclists can approach the intersection slowly but without having to stop.

Figure 7-2 – Shared Use Path at Controlled Intersection



Unsignalized Intersections

At unsignalized or stop-controlled locations, an engineering study should be conducted to determine an appropriate way to control cross bicycle and pedestrian traffic. The following are general guidelines that can be used for these locations:

- If paths cross at intersections with all way stops, stop signs should be placed at each path approach.
- Consideration should be given to removing stop signs along continuous paths and their parallel roadways and controlling intersecting roadways with stop signs. An engineering study should be conducted before removing or adding any stop signs.
- At intersections with STOP signs controlling only one of the approaches, the trail should be assigned the same right-of-way as the parallel street. Stop signs should not be placed on the path approaches to the intersecting roadway if the parallel street has no stop signs.

- If the two streets have the same roadway classification, and the stop signs face the intersecting street that is parallel to the path, consideration should be given to reversing the stop sign placement, giving the right-of-way to the path and the parallel street. An engineering study should be conducted before reversing the stop sign placement.
- The decision of whether to use a traffic signal at a mid-block crossing should be primarily based on the latest version of the MUTCD Pedestrian Signal Warrants.

At mid-block crossings, all path users (including bicyclists) should be included in calculating the "pedestrian volume" for the warrant procedure. When a path crossing meets the warrants, there may be other reasons why a signal is not necessary at the crossing. Where a decision has been made not to install a traffic signal at a mid-block path crossing, STOP or YIELD signs should be used to assign the right-of-way to the path or the roadway. The assignment of priority at a shared-use path/roadway intersection should be assigned with consideration of the relative importance of the path and the roadway; the relative volumes of path and roadway traffic; and the relative speeds of path and roadway users.

Signage at Shared Use Path Crossings

Signage should be provided in advance of shared use path crossings to alert drivers to pedestrians and bicyclists using the path. Typically, these signs would be placed at the crossing with a downward pointing arrow, in advance of the crossing with an AHEAD warning, and in advance of intersections with roadways that are parallel to the path.

Bicycle Signal Heads

Bicycle signal heads permit an exclusive bicycling-only signal phase and movement at signalized intersections. This takes the form of a new signal head installed with red, amber and green bicycle indications. Bicycle signals can be actuated with bicycle sensitive loop detectors, video detection or push buttons. Bicycle signals are an approved traffic control device in California, described in Part 4 and 9 of the CAMUTCD. The City of La Habra may install bicycle signals at intersections with heavy bicycle volumes, on bicycling paths adjacent to intersections where heavy bicycle traffic in the crosswalk may conflict with turning vehicles, or at three-legged intersections where bikes may enter or exit a bicycling path at the intersection. Bicycle signal warrants could be considered when bicycle volumes exceed 50 per hour and vehicle volumes are greater than 1,000 vehicles per hour, or in locations that have a history of bicyclist-involved collisions (>2 in one calendar year), or in locations where a multi-use path intersects a roadway.

Shared-Use Path Amenities

Furnishings along a shared-use path should be concentrated at specific points to form gathering nodes. These nodes occur at intersections between different path types, special viewpoints, or at distinctive

landscape features. Shared-use path support facilities consist of staging areas, seating and tables, weather-protection structures, drinking fountains, waste receptacles, fencing, bicycle racks, interpretive and directional signage and restrooms.

Staging Areas

Staging areas should be provided at path entrances. These areas should include basic information such as directional information and signage, bicycle parking, seating, and waste receptacles. Restrooms, water fountains, and weather structures should be provided where practical and feasible. At path entrances where a substantial number of users are likely to drive, a parking lot is recommended; however, vehicle parking should be minimized to encourage non-motorized access to recreational facilities.

Rest Areas

Rest areas are portions of paths that are wide enough to provide wheelchair users and others a place to rest while on trails without blocking continuing traffic. Rest areas are more effective when placed at intermediate points, scenic lookouts, or near other trail amenities. Most rest areas will have seating, shade, a place to rest bicycles, and waste receptacles. On longer paths, restrooms and/or water fountains may be desirable where feasible. The California State Parks Guidelines calls for rest areas every 200' on outdoor recreational routes with grades of no steeper than 8.3%. Accessible paths at steeper grades may require resting areas at greater frequency.

Seating

Benches provide people of all ages and abilities a place to site and rest along trails. Seating should be placed away from the path, at least 3' from the trail edge, to allow room for people to sit with outstretched legs. An area adjacent to the bench should be able to accommodate a wheelchair.

Waste

Trash receptacles should be installed along bicycling paths at regular intervals, as well as at rest areas, path entrances, and seating areas, to encourage proper waste disposal and discourage littering.

Class II Bicycle Lanes

This section includes guidelines for Class II bicycle lanes along roadways and at intersections. Most bicyclists benefit by having a lane separate from motor vehicle traffic, and bicycle lanes are typically used on streets with higher traffic volumes or greater speeds.

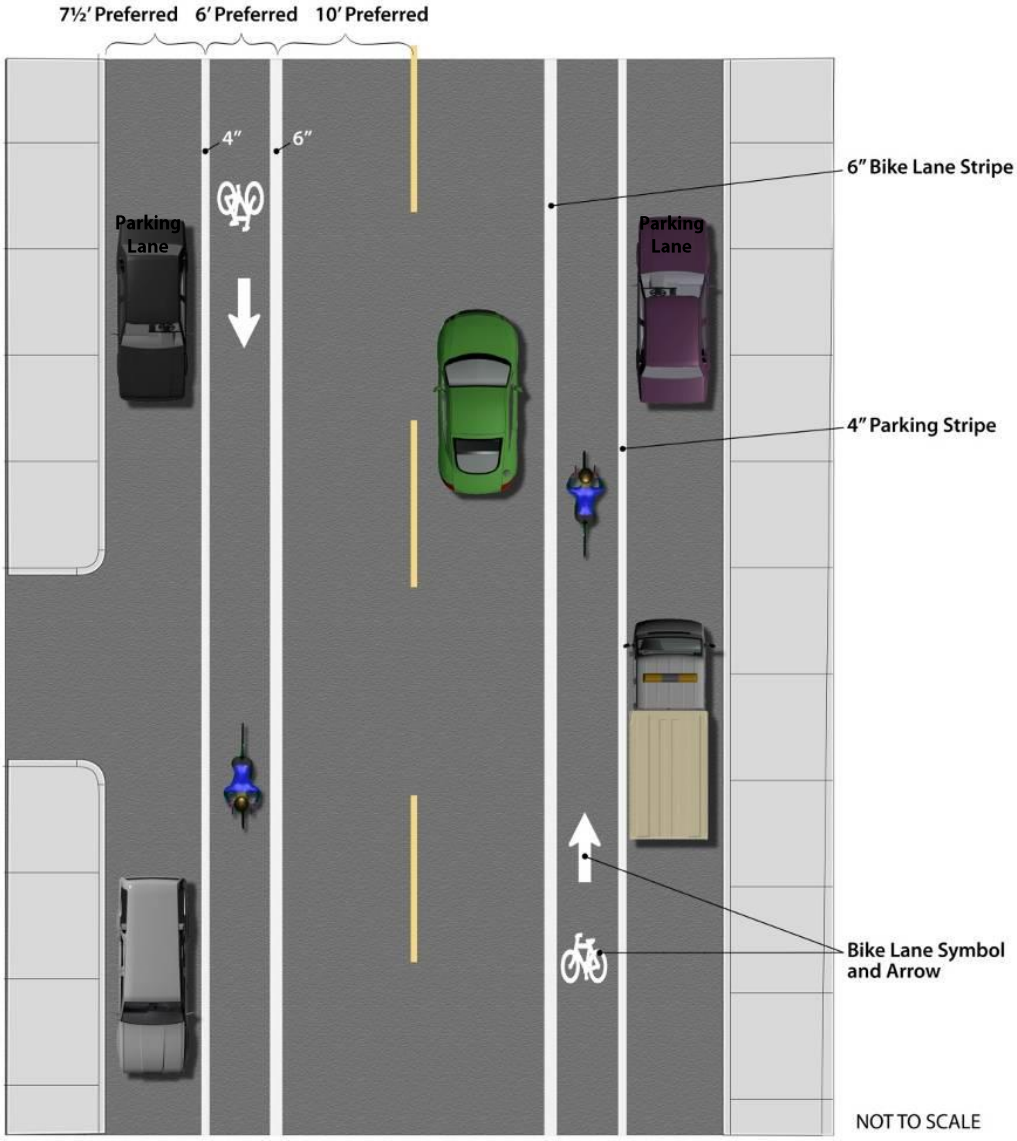
The figures on the following pages illustrate the preferred widths for bicycle lanes in the following situations:

- **Figure 7-3**. Next to Parallel Parking
- **Figure 7-4**. Without Parking
- **Figure 7-5**. Buffered Bicycle Lane

Standard Bicycle Lane

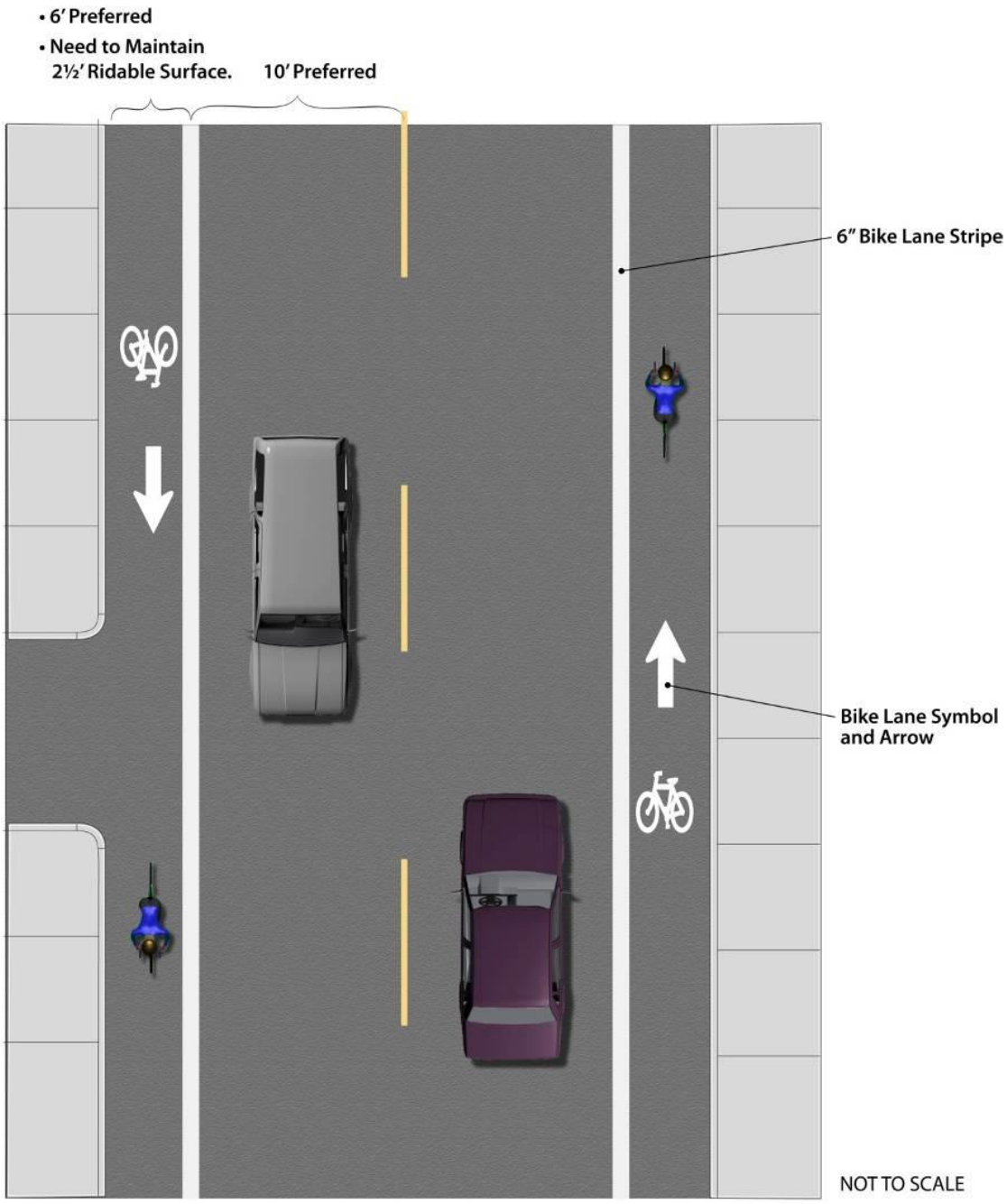
Bicycle lanes should be designed to meet Caltrans standards, which require a minimum width of five feet. The preferred bicycle lane width is six feet. The preferred vehicle travel lane width is 10 feet. Signs that say BICYCLISTS WRONG WAY may be used on the back of bicycle lane signs or on separate posts to discourage wrong way riding.

Figure 7-3 – Bicycle Lanes Adjacent to Parallel Parking



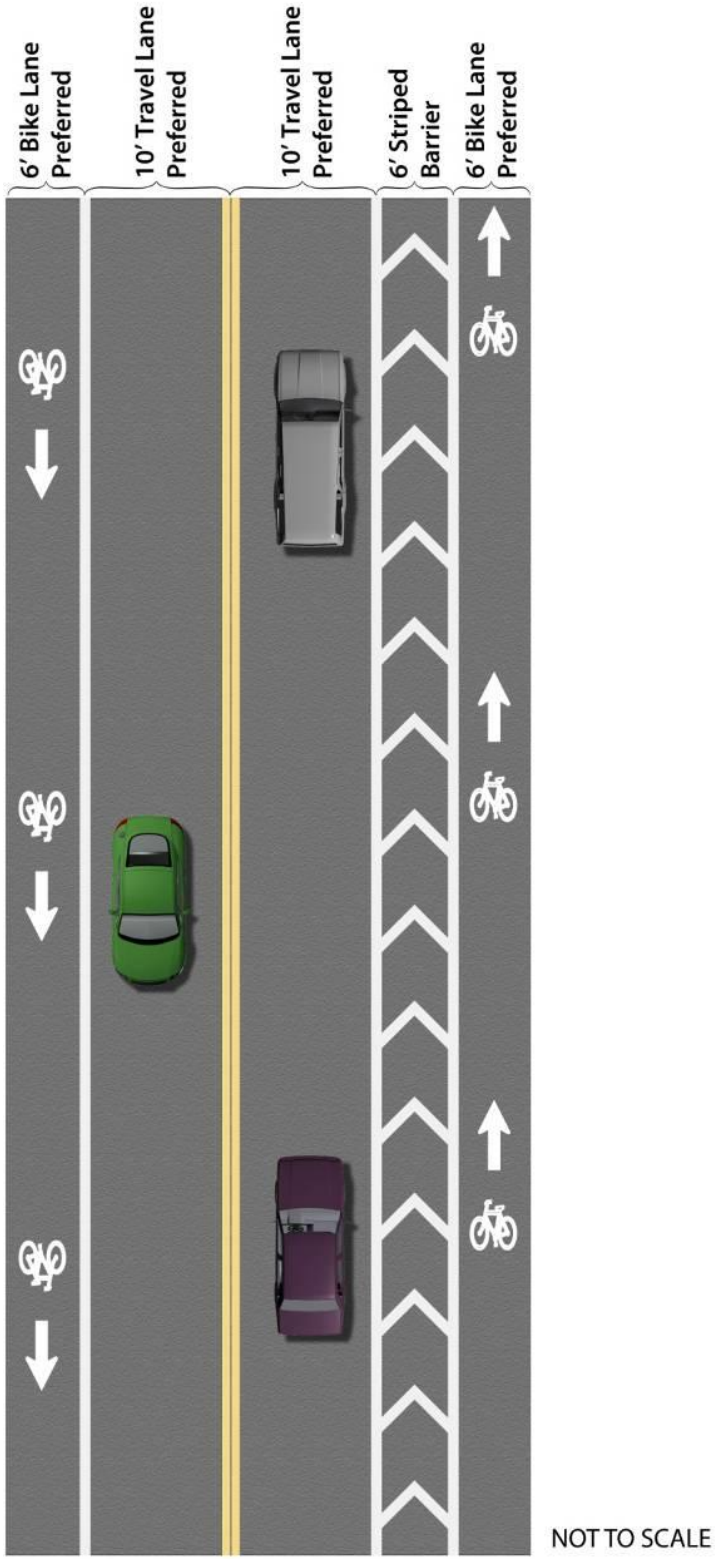
Note: Five feet is minimum bike lane width per 2014 CAMUTCD. Four foot bike lanes may be used on a section without curb/gutter or on segments to the left of right-turn lanes.

Figure 7-4 – Bicycle Lanes without Parking



Note: Five feet is minimum bike lane width per 2014 CAMUTCD. Four foot bike lanes may be used on a section without curb/gutter or on segments to the left of right-turn lanes.

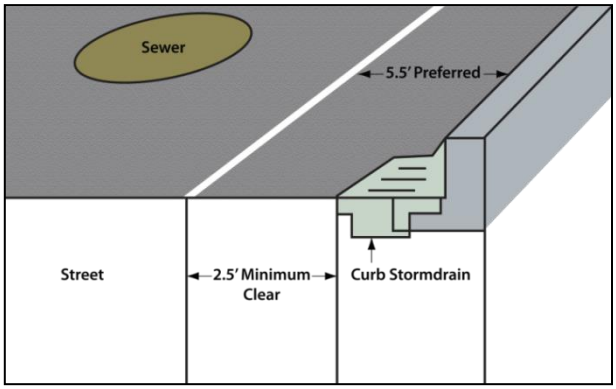
Figure 7-5 – Buffered Bicycle Lanes



Note: Five feet is minimum bike lane width per 2014 CAMUTCD. Four foot bike lanes may be used on a section without curb/gutter or on segments to the left of right-turn lanes.

Bicycle Lane without Parking

In places where there is no on-street parking, the 6-foot preferred width applies. In exceptional circumstances where no other reasonable options exist or retrofit situations, a 4-foot minimum is allowed as long as there is no on-street parking. A 5-foot wide bike lane should be implemented on a curbside lane with a gutter.



Gutter Pans and Bicycle Lanes

Where drainage or other obstructions constrict clearance between the vehicle travel lane and storm drains, designers should take care to maintain a 2.5-foot clear longitudinal surface, free from drainage grates and other obstructions in order to give the cyclist adequate width to ride. It is preferable not to consider the gutter pan as clear surface.

Bicycle Lanes on Hills

In most cases, bicycle lanes should be provided on both sides of a two-way street; however, in cases where roadways have steep grades, a bicycle lane in the uphill direction and shared lane markings (sharrows) in the downhill direction would be considered acceptable (AASHTO, 2012), as shown in **Figure 7-6**. On narrower roadways, sharrows may be placed in the center of the lane to discourage vehicles from passing cyclists. BIKES ALLOWED FULL USE OF LANE signage may be appropriate on downhill segments. Posted speed limits of 25 mph or lower are preferred.

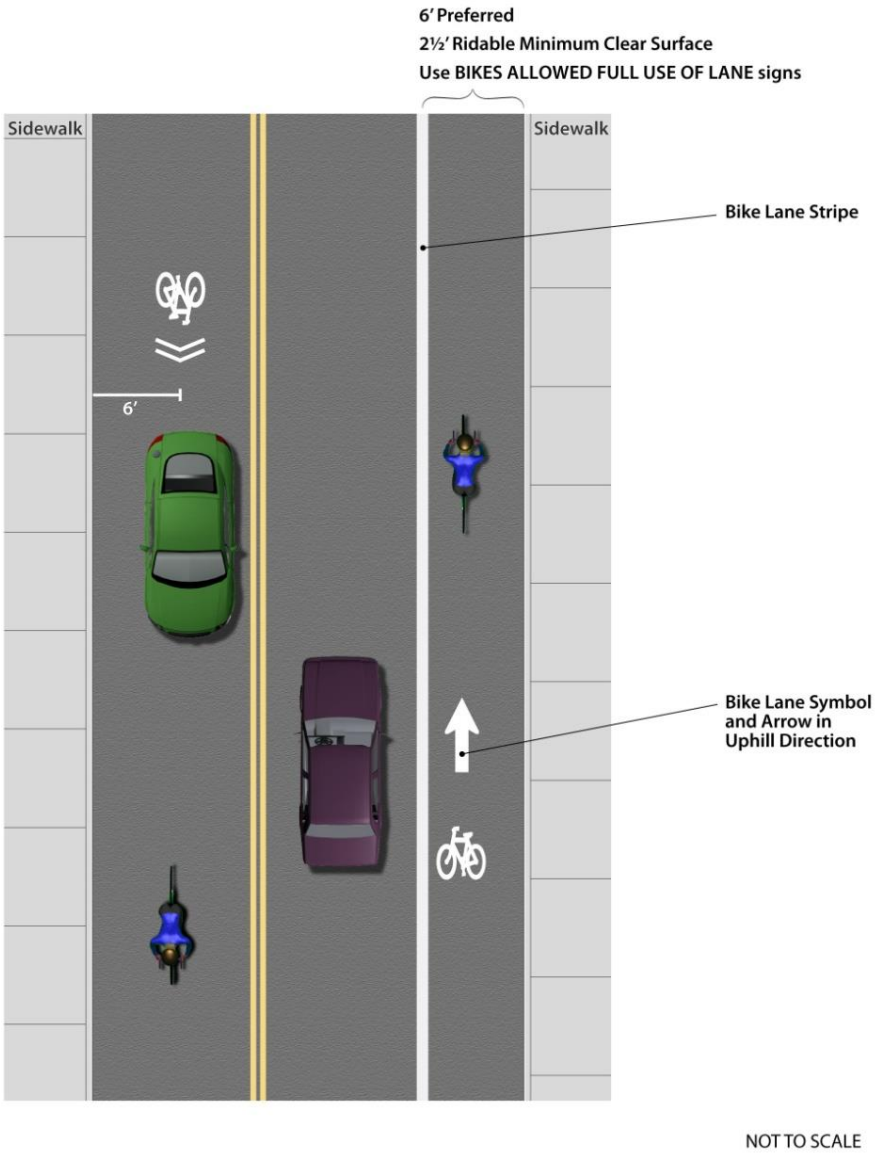
Bicycle Lanes at Intersections

Nationally, the majority of collisions between motorists and bicyclists occur at intersections. While design guidance for bicycle lanes acknowledges that intersections are often constrained by the desire for addition turn lanes for autos and allows engineers to drop bicycle lanes at intersections, this practice is not recommended. There are several engineering treatments to significantly reduce conflicts at intersections.

Bicycle Boxes

Bicycle boxes are used at signalized intersections to create a dedicated space for cyclists while waiting for a green light. They offer the cyclist a "head start" and allow cyclists to position themselves for various movements (left turns, for instance). They also allow cyclists to avoid conflicts with right-turning vehicles. Bike boxes have been used in New York, Tucson (AZ), Portland, Eugene, and recently in San Francisco. Bike boxes work best at locations where they are self-enforced, that is, where there is a cyclist in the bike box during the red phase for a majority of the time. Therefore, a good baseline for a bike box would be a location with 90 to 120 bicycles or more per hour.

Figure 7-6 – Climbing Lanes



Caltrans provides recommended intersection treatments in Chapter 1000 of the Highway Design Manual including bicycle lane "pockets" and loop detectors. Bicycle lane pockets between right-turn lanes and through lanes should be provided where available lane width allows. Where there is inadequate space for a separate bicycle lane and right-turn lane, the designer should consider the use of a combined lane, shown in the figure on the following page. An alternate treatment is a sharrow, or "shared right-of-way" marking, in the through lane adjacent to the right-turn lane.

Figure 7-7 shows the appropriate location and use of loop detector stencils at intersections and typical striping and lane configurations for bicycle lanes and loop detectors at a multi-lane intersection

Figure 7-8 presents several options for the treatment of Class II lanes approaching intersections with right-turn lanes.

Bicycle Lane Markings

Pavement stencils should be reflectorized and be capable of maintaining an appropriate skid resistance under rainy or wet conditions to maximize safety for bicyclists. The minimum coefficient of friction should be 0.30.

The Caltrans standard for placement of bicycle lane stencils states that markings should be on the far side of each intersection and at other locations as desired. Generally, bicycle lane markings should be provided at transition points, particularly where the bicycle lane disappears and reappears, as it transitions from curb side to the left side of the right-turn lane. Otherwise, place them at least every 500 feet or once per block. Symbols shown in the figures are for illustration purposes and should not be used as spacing or placement guidelines.

Figure 7-7 – Bicycle Lanes Adjacent to Parallel Parking and at Intersections

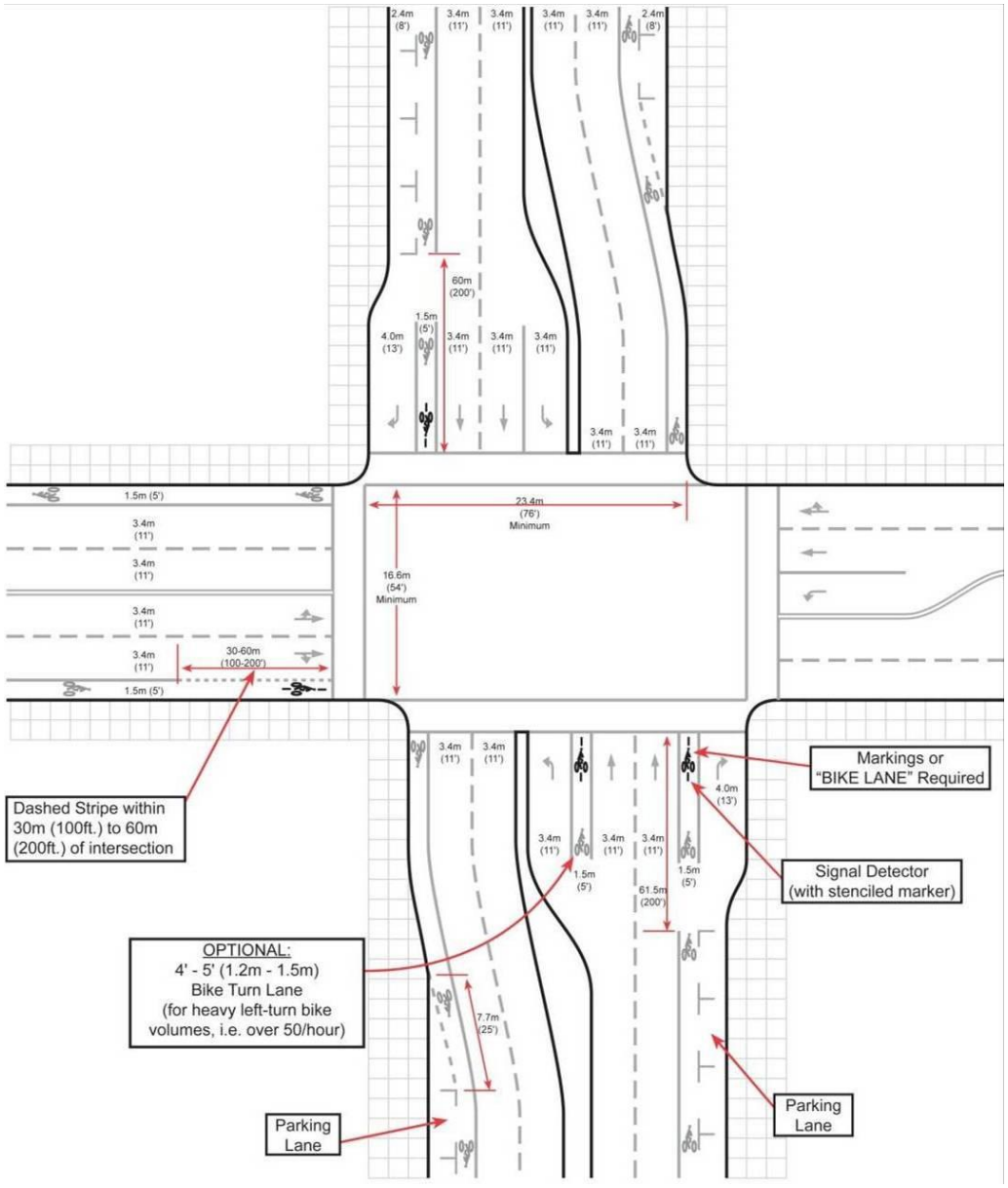
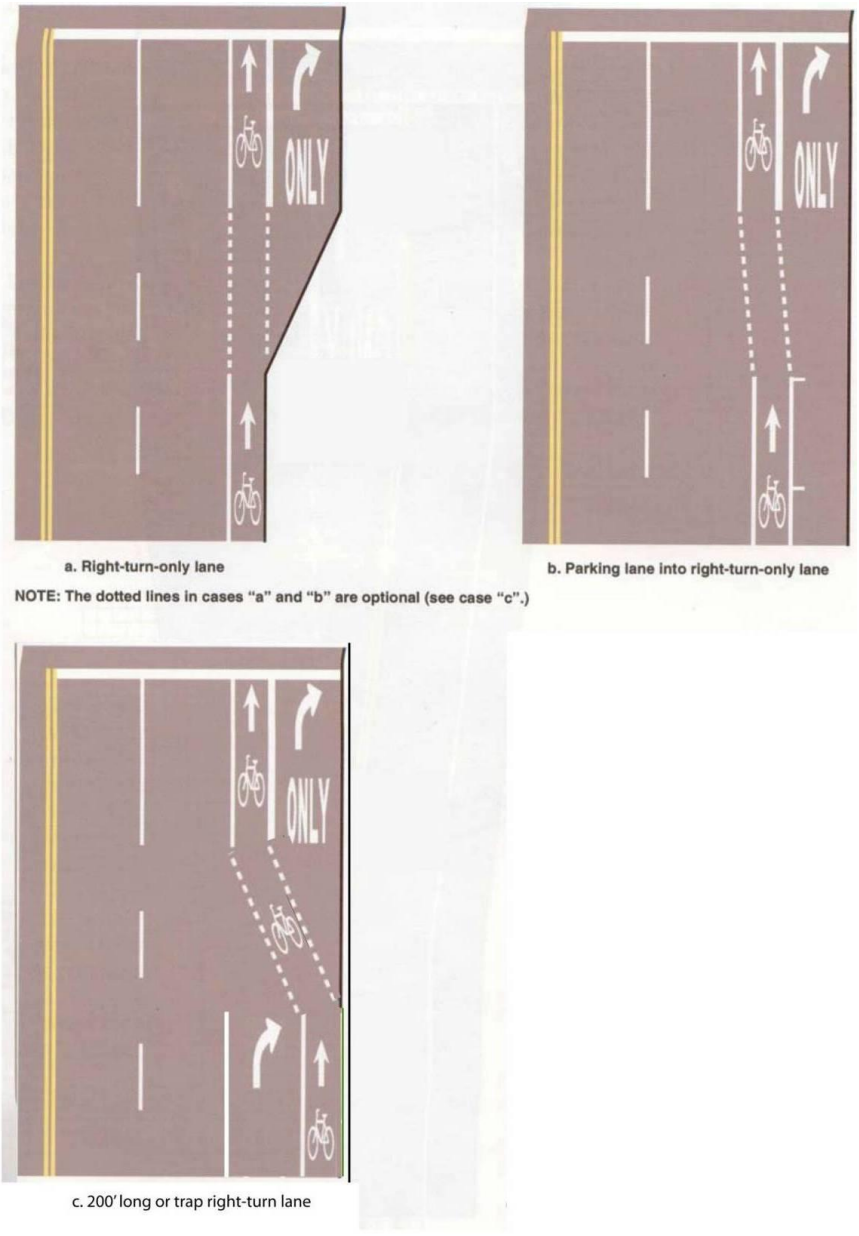


Figure 7-8 – Bicycle Lanes at Right Turns



a. Right-turn-only lane

b. Parking lane into right-turn-only lane

NOTE: The dotted lines in cases "a" and "b" are optional (see case "c".)

c. 200' long or trap right-turn lane

Colored Bicycle Lanes

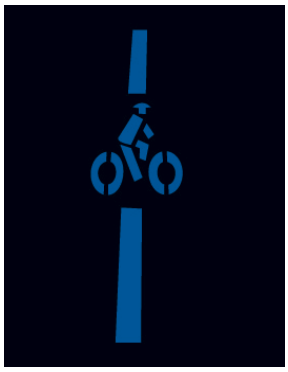
Colored bicycle lanes can be used in high-conflict areas to alert motorists to the presence of bicyclists and bicycle lanes. Cities including Los Angeles and Santa Monica have successfully experimented with colored bicycle lanes at highway interchanges and locations where drivers have otherwise encroached on bicycle lanes. These lanes can be painted or treated with thermoplastic. The City of La Habra may consider installing a trial colored bicycle lane before expanding the use of the treatment throughout the City.

Image: Green Bike Lane in Seattle, WA

Skip-Stripe

At intersections with moderate to high bicycle volumes, or at intersections where bicyclists may need to reposition themselves to continue on the bicycle lane, it may be advisable to stripe the bicycle lane through the intersection using dashed lines. This "skip-striping" directs cyclists to the bicycle lane and increases the visibility of cyclists to motorists traveling through the intersection. To identify the markings are for bicyclists, the City of La Habra may consider striping chevrons or sharrows through the intersection as well.

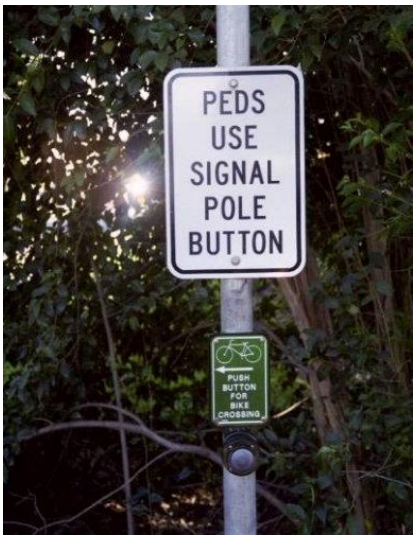
Treatments at Bridges and Tunnels



Bicycling connections to bridges and tunnels require special treatment to ensure the safety and comfort for all road users. Fast moving traffic, transitions between the roadway and the structure and wide travel lanes often make approaches to bridges and tunnels difficult areas for bicyclists to navigate. Appropriate measures to improve bicycling safety at bridge and tunnel approaches include:

- Reduce travel lanes from 12 feet to 10 or 11 feet to slow motor vehicle speeds and provide additional space for bicycle lanes and sidewalks
- Stripe Class II bicycle lanes continuously across bridges and through tunnels wherever feasible
- Minimize distances in which bicyclists are required to travel between two moving traffic lanes
- Use skip stripes to delineate bicycling path travel through conflict zones
- Consider colored bicycle lanes in conflict areas

Bicycle Loop Detectors and Push Buttons



As new signals are installed or major updates occur to existing signalized locations, bicycle loop detectors should be installed on the bikeway system at the stop bar for all actuated movements of the signal. It is suggested that loop detectors be installed in the approach bicycle lane 100 feet in advance of the intersection as well as at the intersection itself. The upstream loop should not be used when it would be triggered by right-turning vehicles. When the upstream loop is triggered, the green time should be extended for the cyclist to reach the loop at the stop bar, at which point the signal should allow the cyclist to clear the intersection. The time that a bicyclist needs to cross an intersection is longer than the time needed for motorist, but shorter than the time needed for pedestrians. The AASHTO Guide for the Development of Bicycle Facilities includes detailed equations for bicycle signal timing. In general, while the normal yellow interval is usually adequate for bikes, an adjustment to the minimum green should be considered.

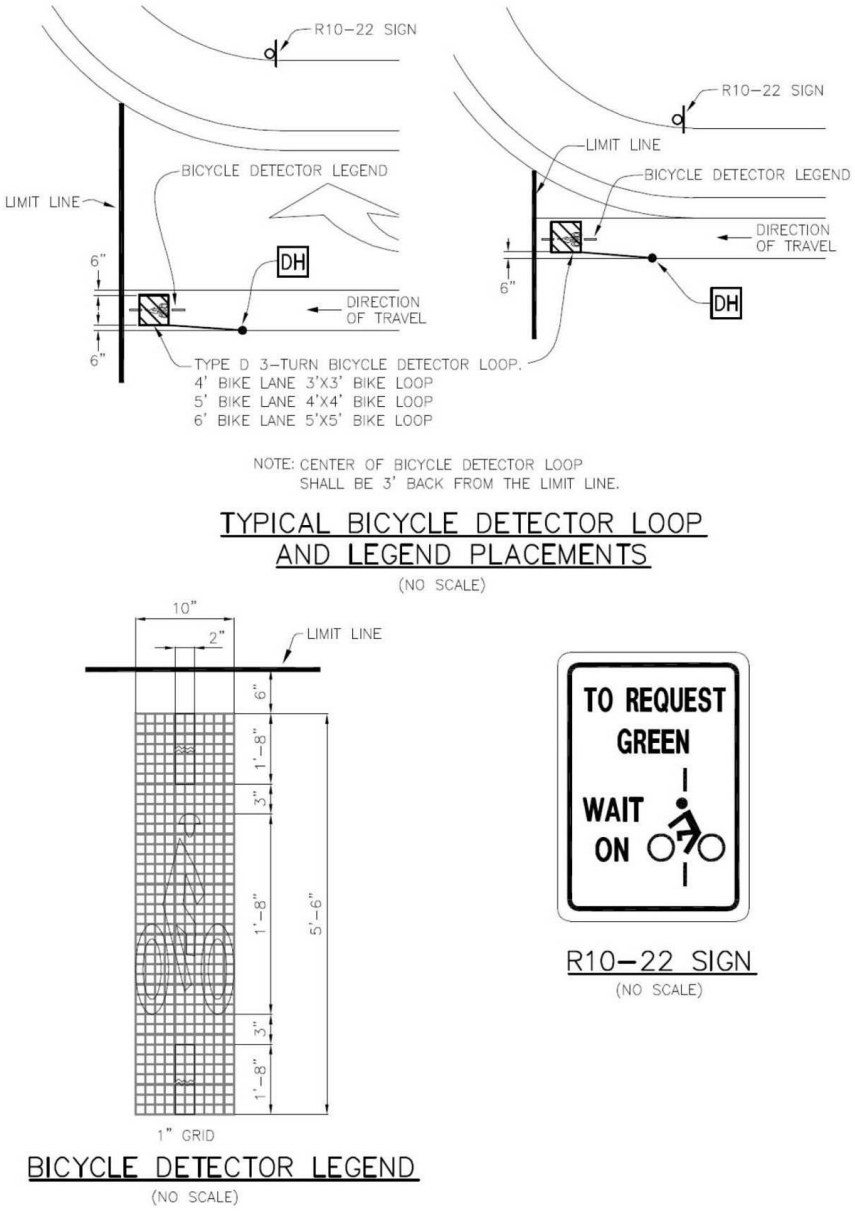
Stencils indicating the loop detector should be marked on the roadway at the intersection where a bicyclist may not be positioned correctly over a loop, as shown in **Figure 7-9**. The figure on the following page shows the appropriate location and use of loop detector stencils at intersections.

Push buttons are appropriate when other methods of detection are not feasible, particularly at narrow tunnels or where multi-use paths cross signalized intersections. A bicycle push button/pad/bar is similar to those used for pedestrians, but installed in a location most convenient for bicycles and actuates a signal timing most appropriate for bicyclists. The sign plate located above the push button/pad/bar indicates that it is for use by bicyclists. The larger the surface of the button, the easier it is for cyclists to use, thus a push pad is preferential to a push button, and a push bar is preferential to a push pad, as it can be actuated without removing one's hands from the handlebars. Advantages of the push button are that it is typically less expensive than other means of detection, and it allows for different signal timing for different user needs. The disadvantages of the pushbutton are that the location of the pushbutton usually does not allow the cyclist to prepare for through or left-turning movements at the intersection, and that it forces the bicyclist to stop completely in order to actuate the signal.

Caltrans Policy Directive 09-06

Caltrans recently modified its policy on bicycle detection at new and modified approaches to traffic-actuated signals. The California MUTCD was amended to require that in-pavement bike detectors or push buttons be placed on approaches to signalized intersections. If more than 50 percent of limit line vehicle detectors need to be replaced, then an entire intersection should be upgraded so that every lane has limit line detection. The signal timing guidance was also updated to reflect a bike speed of 10 mph (14.7 ft/sec) with 6 seconds of startup time based on current research.

Figure 7-9 – Bicycle Loop Detector



Class III Bicycle Routes

Class III bicycle routes are intended to provide continuity throughout a bikeway network and are primarily identified with signage. Bicycle routes can be used to connect discontinuous segments of a Class I or Class II bikeway. Bicycle routes are shared facilities either with motorists on roadways or with pedestrians on sidewalks (not desirable).

TABLE 7-2 – RECOMMENDED GUIDELINES FOR CLASS III FACILITIES

Curb Lane Width (in feet)	Average Daily Traffic (ADT)	Travel Speed
12′ (arterial); 11′ (collector); no minimum on local street	Under 5,000 vehicles	Under 25 mph
14′	5,000 – 20,000	25 – 35 mph
15′	Over 20,000	Over 35 mph

Source: Fehr & Peers

Minimum widths for bicycle routes are not presented in the Highway Design Manual, as the acceptable width is dependent on many factors. **Table 7-2** presents recommended average daily traffic (ADT) and speed thresholds for bicycle routes.

Share the Road Markings

Share the Road Markings, or "sharrows," are on-street stencils that reinforce that bicyclists are legitimate road users. They are helpful connectors between Class I and Class II facilities when roadway widths are too narrow for a bicycle lane. Sharrows are suitable for streets with posted speeds below 35 mph, preferably with on-street parking. Another potential application for sharrows is in high-conflict zones, as sharrows are more immediately understood by motorists and cyclists as a bicycling facility.

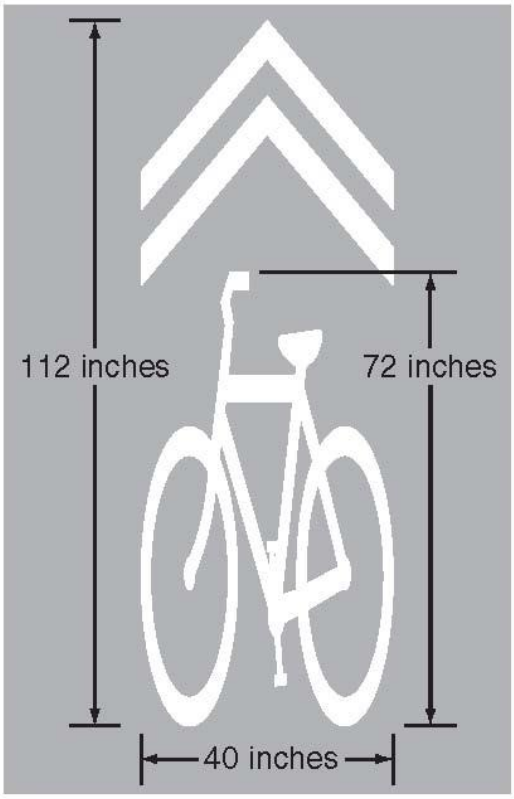
Guidance for Sharrow Placement
(from Section 9C.07 of the 2014 MUTCD)

If used in a shared lane with on-street parallel parking, shared lane markings should be placed so that the centers of the markings are at least 11 feet from the face of the curb, or from the edge of the pavement where there is no curb.

If used on a street without on-street parking that has an outside travel lane that is less than 14 feet wide, the centers of the shared lane markings should be at least four feet from the face of the curb, or from the edge of the pavement where there is no curb. If used, the shared lane marking should be placed immediately after an intersection and spaced at intervals not greater than 250 feet thereafter.

Option: A "BICYCLES MAY USE FULL LANE" sign that may be used in addition to the shared lane marking to inform road users that bicyclists might occupy the travel lane is shown in **Figure 7-10** along with other shared lane markings guidance. **Figure 7-11** illustrates the typical placement of sharrow markings.

Figure 7-10 – 2009 MUTCD and Caltrans Shared Roadway Marking Guidance for Installation



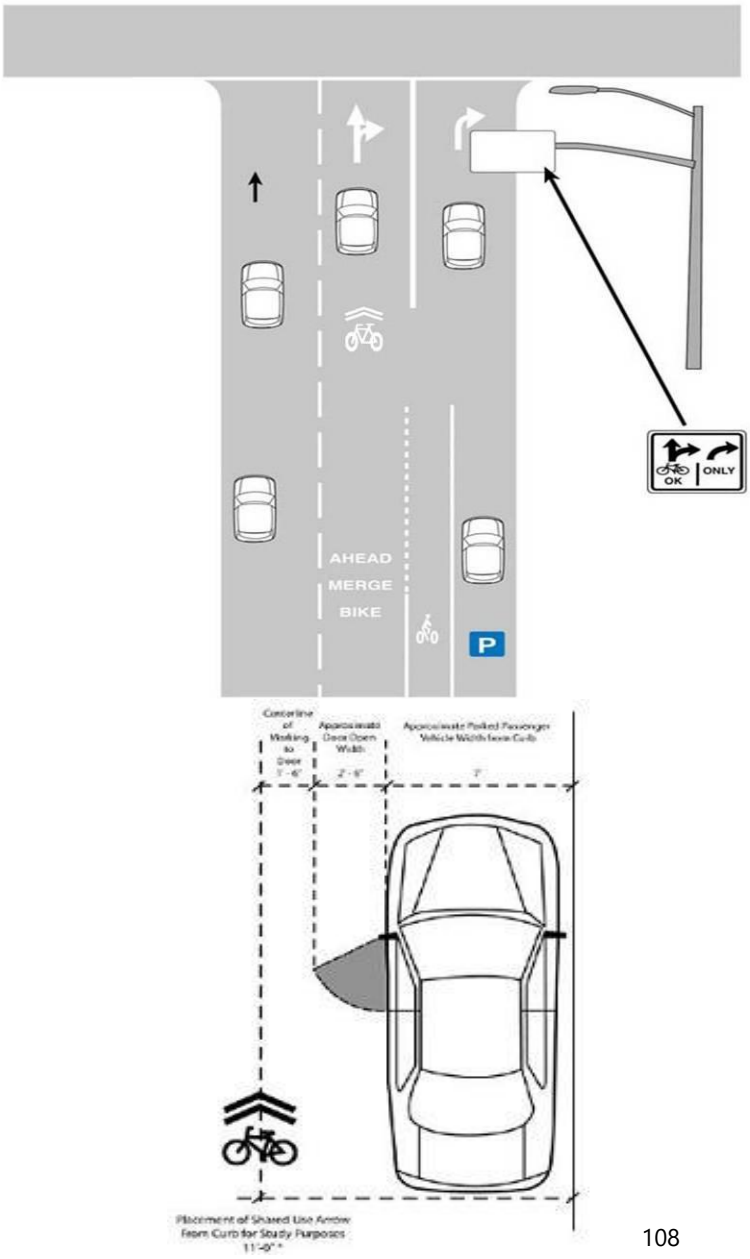
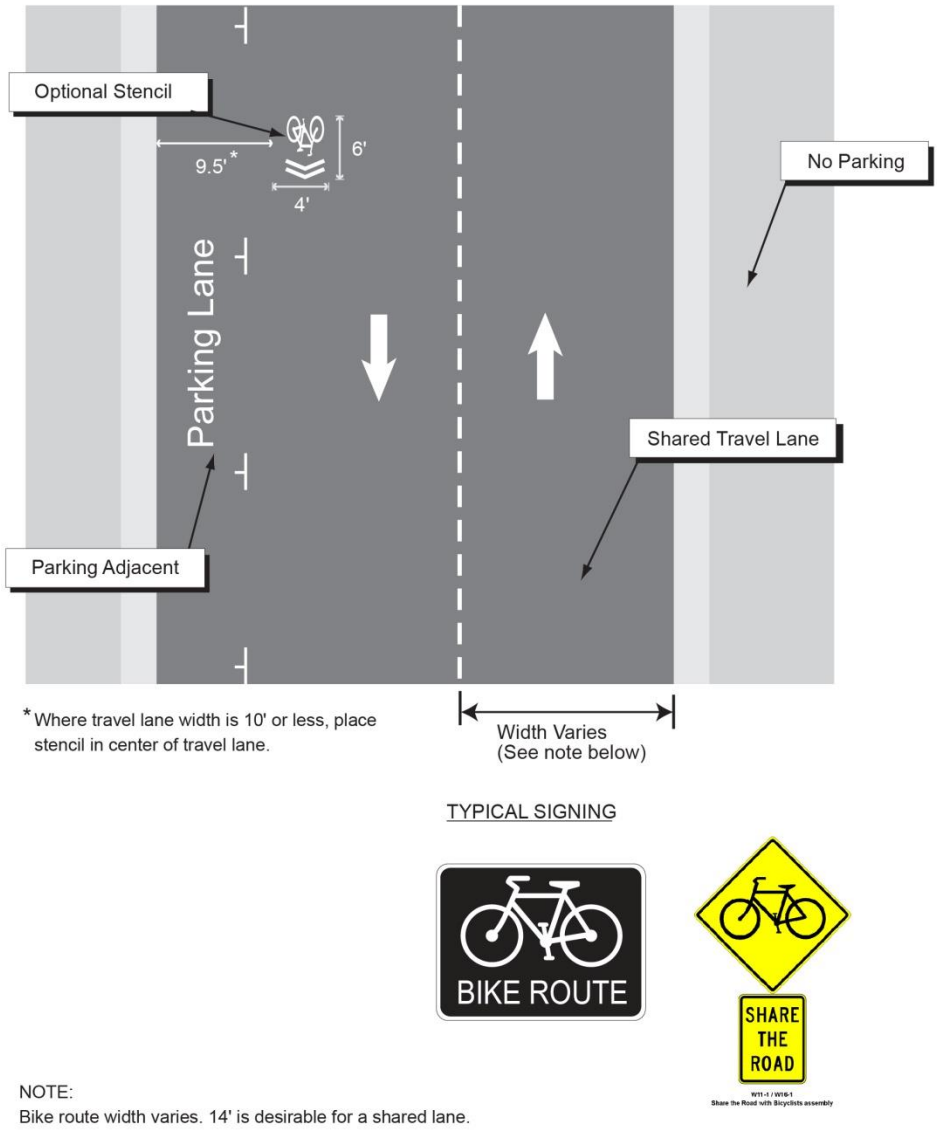


Figure 7-11 – Typical Class III Bicycle Routes



Bicycle Boulevards

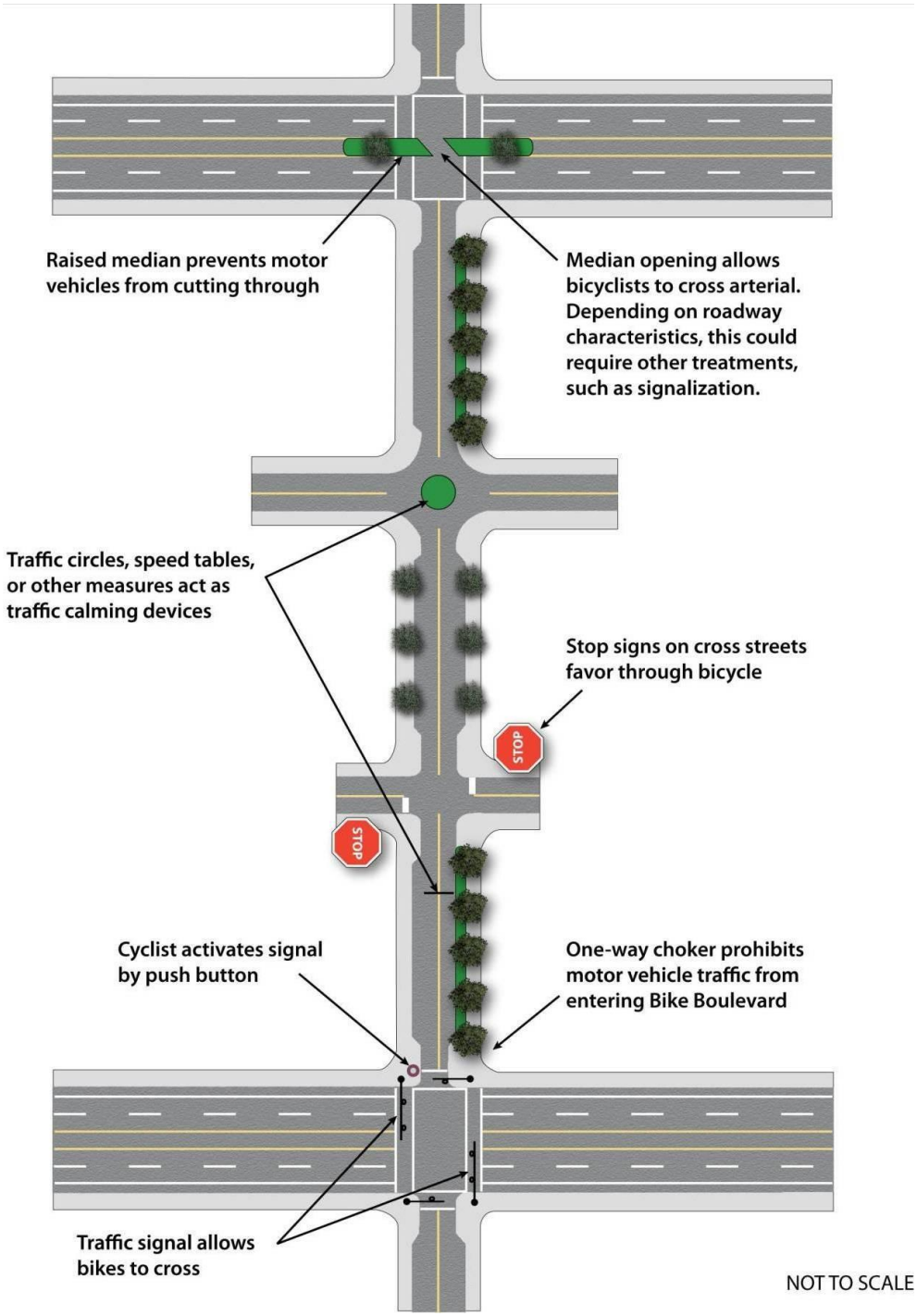
An additional type of Class III facility is the bicycle boulevard. Typically, bicycle boulevards are on low-volume streets adjacent to higher volume arterials where bicycles have priority and have a relatively stop-free, low-conflict route to their destinations. Traffic calming treatments such as traffic circles, chokers and medians are often used on bicycling boulevards to calm traffic.

There are six general issues to address during bicycle boulevard implementation, as shown in **Table 7-3**. These issues relate to bicycling safety and traffic circulation. There are two categories of tools that can help address these issues. The first category is called Basic Tools. These strategies are appropriate for all bicycle boulevards. The second category is called Site Specific Tools. These are used to varying degrees on a bicycle boulevard to respond to a specific issue, and they require more analysis and stakeholder involvement.

TABLE 7-3 – CONSIDERATIONS AND TOOLS FOR BICYCLE BOULEVARDS

Issue	Basic Tool	Site Specific Tools
• Create the look and feel of a bicycle boulevard	• Signage • Unique pavement stencils • Pavement legends • Landscaping and street trees	• Traffic circles • Curb extensions • Traffic signals
• Slow traffic and discourage diversion of traffic to the bicycle boulevard when unwarranted stop signs are removed. Unwarranted stop signs cause excessive stopping and delay for cyclists. They also increase noise and air pollution, increase fuel consumption, and non-compliance compromises safety for all. They often increase speeds mid-block as well		
• Help bicyclists cross major streets		
• Reduce motor vehicle traffic speeds		
• Prevent diversion of motor vehicle traffic onto adjacent neighborhood streets		
• Source: Berkeley Bicycle Boulevard Tools and Design Guidelines		

Figure 7-12 – Class III Bicycle Boulevard



CLASS IV SEPARATED BIKEWAYS

The Caltrans definition of a separated bikeway is as follows:

> *A Class IV Bikeway (separated bikeway, also known as a cycle track or protected bike lane) is a bikeway for the exclusive use of bicycles and includes a separation required between the separated bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking. Separated bikeways typically operate as one-way bikeway facilities in the same direction as vehicular traffic on the same side of the roadway. However, two-way separated bikeways can be used, usually in lower speed (35 miles per hour or less) environments, with flexible posts or inflexible physical barriers.*

The following resources can serve as reference material for the design guidance of separated bikeways:

- Highway Design Manual - (California Department of Transportation, December 2015)
- Design Information Bulletin Number 89 – Class IV Bikeway Guidance (Separated Bikeways / Cycle Tracks) – (California Department of Transportation, December 2015)
- Urban Bikeway Design Guide, Second Edition - (National Association of City Transportation Officials, March 2014)
- Separated Bike Lane Planning and Design Guide - (Federal Highway Administration, May 2015)

BICYCLE SIGNAGE

Bicycling guide signs, along with information on their use, are in the 2014 CA MUTCD guidelines. These signs provide flexibility and may reduce costs for signing bicycle routes in urban areas where multiple routes intersect or overlap.

Wayfinding Signage

Wayfinding signs are a critical component in the implementation of a bicycle plan, because they make the bicycle network system intelligible to riders. In addition to assisting bicyclists in navigating the city safely via new bicycle facilities, wayfinding signs make bicyclists more visible to other road users by legitimizing and normalizing bicycle riding as part of the multi-modal transportation system. Wayfinding signs include destination signs which indicate direction, distance in miles, and destinations along bicycle routes.

The City of Oakland adopted a system for bicycling wayfinding signage[4] based on these MUTCD sign standards, with the addition of the City of Oakland logo. The City of La Habra should consider adopting a

[4] The City of Oakland's Design Guidelines for Bicycle Wayfinding Signage can be found at http://www.oaklandpw.com/AssetFactory.aspx?did=3528

similar system, and should consider a logo or City seal that reflects local qualities. Additional examples are provided in **Figure 7-13**.

The sign system includes three sign types:

- Confirmation Signs **–** Confirm that a cyclist is on a designated bikeway. Confirmation signs are located mid-block or on the far side of intersections, and include destinations and distances.

- Turn Signs – Indicate where a bikeway turns from one street on to another street. Turn signs are located on the near side of intersections, and include directional arrows.

- Decision Signs – Mark the junction of two or more bikeways. Decision signs are located on the near-side of intersections, and include destinations and directional arrows.

Destination icons such as parks, libraries, or schools, may be used. The figure on the next page illustrates these sign types.

Figure 7-13 – Bicycling Sign Types for the City of Oakland

(source: City of Oakland Design Guidelines for Bicycling Wayfinding Signage, July, 2009)

Signs for Shared Roadways

Share the Road Signage

A "Share the Road" sign assembly (W11-1 + W16-1P) is intended to alert motorists that bicyclists may be encountered and that they should be mindful and respectful of them. However, the sign is not a substitute for appropriate geometric design measures that are needed to accommodate bicyclists. The sign should not be used to address reported operational issues, as the addition of this warning sign will not significantly improve bicycling conditions. The sign may be useful under certain limited conditions, such as at the end of a bicycle lane, or where a shared use path ends and bicyclists must share a lane with traffic. The sign may also be useful during construction operations, when bicyclists may need to share a narrower space than usual on a travelway. This sign should not be used to indicate a bicycle route. A fluorescent yellow-green background can be used for this sign.

Another sign that may be used in shared lane conditions is the BICYCLES MAY USE FULL LANE sign (R4-31 11). This sign may be used on roadways without bicycle lanes or usable shoulders where travel lanes are too narrow for cyclists and motorists to operate side by side within a lane.

Wrong Way Riding

Where wrong-way riding by cyclists is a frequent problem, the MUTCD provides a bicycling WRONG WAY sign and RIDE WITH TRAFFIC plaque (R5-1b and R9-3cP) that can be mounted back-to-back with other roadway signs (such as parking signs) to reduce sign clutter and minimize visibility to other traffic. This sign assembly can be used in shared lane situations, as well as on streets with bicycle lanes and paved shoulders.

TITLE IV MAINTENANCE STANDARDS

Since most cycling occurs on public roads, roadway maintenance is an important part of accommodating cycling. Below are some types of targeted maintenance.[5]

Surface Repairs

Inspect bikeways and road shoulders regularly for surface irregularities, such as potholes, pavement gaps or ridges. Such hazards should be repaired quickly.

Sweeping

Prioritize bicycle routes when establishing a street sweeping schedule. Sweep road shoulders of accumulated sand and gravel in the springtime and fallen leaves in the autumn where they accumulate. Sweepings should be picked up rather than just pushed aside in areas with curbs. Driveway approaches may be paved to reduce loose gravel on paved roadway shoulders. Off-street bicycling facilities should have an established maintenance schedule that includes routine sweeping.

Rail Crossings

Rail crossings can be hazardous to cyclists, particularly if they are at an oblique angle. Warning signs and extra space at the road shoulder can allow cyclists to cross at a 90º angle. A special smooth concrete apron or rubber flange may be justified at some crossings.

Vegetation

Vegetation may impede sight lines, or roots may break up the travel surface. Vegetation should be cut back to ensure adequate sight lines, and invasive tree roots may be cut back to preserve the travel surface.

Street Markings

Bicycle lane markings signal loop indicators may become hard to see over time. These should be inspected regularly and retraced when necessary.

Markings

Whenever roadway markings are used, traction or non-skid paint should be used to avoid the markings becoming slippery in wet weather.

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[5] Todd Litman, Robin Blair, Bill Demopoulos, Nils Eddy, Anne Fritzel, Danelle Laidlaw, Heath Maddox, and Katherine Forster. *Pedestrian and Bicycle Planning: A Guide to Best Practices.* Victoria Transport Policy Institute (2010)

Utility Covers and Construction Plates

Utility covers and construction plates present obstacles to bicyclists due to their slipperiness when wet and change in surface elevation with the surrounding pavement. Plain steel plates are slippery and should not be used for permanent installation on the roadway. Temporary installations of construction plates on the roadway should avoid using plain steel plates if possible. An example of an effective method for covers and plates (both steel and concrete) to have acceptable skid resistance is for the manufacturer to imprint waffle shaped patterns or right-angle undulations on the surface. The maximum vertical deviation within the pattern should be 0.25 inch (6 mm).[6]

While covers and plates can be replaced with less slippery designs, to minimize their adverse impacts on bicyclists, it is best to design the roadway so that they are not located within the typical path of bicyclists riding on the roadway. Therefore, new construction should not place manhole and other utility plates and covers where bicyclists typically ride (i.e., within the six feet adjacent to the curb, or between 7 and 12.5 feet from curb if parking is permitted). These guidelines require a minimum of 2.5 feet straight and clear.

[6] *Santa Clara Valley Transportation Authority Bicycle Technical Guidelines*

APPENDIX A: SUMMARY OF PUBLIC INPUT

La Habra Bikeway Master Plan Update

Workshop 2

July 27, 2016
La Habra Community Center
6:00pm

MEETING NOTES

- The overwhelming majority of comments and questions concerned the proposed walking and biking path along the Union Pacific Railroad (UPRR) right-of-way. Many attendees wanted to know how long the process would take and what factors determine the length of the process. Paul Martin of OCTA addressed those questions.
    - The path along the UPRR would close a gap in the countywide OC Loop, a 66-mile, interconnected linkage of walking and biking paths.
    - Questions were asked about the process that goes into acquiring land from UPRR and these were answered by Paul Martin. The railroad has historically maintained a policy of no paths along active rail lines; however, the railroad is showing increasing openness to consider the proposed railroad path in La Habra.
    - Specific questions were asked about how the trail would fit into the right of way next to the railroad. These considerations would need to be addressed in the path's design.
    - One commenter proposed naming the path the La Habra Centennial RailTrail in celebration of the City's 100th birthday in 2025.
    - A representative from a neighborhood collaborative brought up their group's effort to obtain a grant for their "Wellness Corridor" along the Union Pacific Railroad right-of-way.
- A question was asked about whether this plan addresses parking in the city. Fehr & Peers answered that because this is a bike plan, it does not directly provide recommendations for parking. However, Fehr & Peers studied the effects of converting on-street parking to bikeways. The only area where parking conversion is proposed, Whittier Blvd, is noted as such on the proposed bikeways map.
- A handful of attendees had specific comments about sections of the proposed bikeway network:
    - One individual raised concerns about the existing bike route that is proposed to be removed.
    - One individual asked about why La Habra Blvd doesn't have any proposed bikeways. Fehr & Peers referred to the La Habra Blvd Streetscape Plan and wanting to avoid overlapping with that effort.

    - One individual asked about extending the Coyote Creek Channel bike path north. Fehr & Peers mentioned that right of way concerns may limit the feasibility of such an extension.
    - Comments were made about increasing connectivity in the northwestern corner of the City.
        - A number of individuals brought up the need to have facilities on Whittier Blvd west of Idaho Street. We stated that the map would be updated with a Class III Bike Route on that stretch.
        - Also, one commenter suggested connecting the proposed bikeways on Beach Blvd north to Whittier Blvd. Although there was confusion about bikeways on this stretch during the meeting, such an extension would need to come at the City's discretion.
    - One concern raised was the lack of proposed bikeways on Harbor Blvd. Fehr & Peers stated that high traffic volumes and the desire to maintain auto capacity make bike facilities less feasible.
- One comment was made about ensuring consistency with the North OC Regional Trails Plan.

OCTA COMMENTS

The following are comments received from Paul Martin, OCTA Active Transportation Coordinator and OC Loop Project Manager:

- The OCTA funding program title is the "Bicycle Corridor Improvement Program." OCTA recently hosted a call for applications through the BCIP, and the initial recommendations were presented to an OCTA Board Committee and to the full OCTA Board of Directors. The call for applications includes some backlog of funding, and funding for 2 fiscal years. The rough schedule for the next call would be in 2018.
    - The OC Parks-prepared OC Loop Gap Feasibility Study and the OCTA-prepared OC Loop 70/30 Plan are provided at www.octa.net/ocloop
- The cost estimate for OC Loop Segments A & B are summarized in the 70/30 Plan as $30.2M for Segment A, and $5.8M for Segment B. Segment B is within the City of Brea, and Segment A is the length of the Union Pacific Railroad (UPRR) right-of-way (ROW) within the City of La Habra. Paul Martin suggests using the $30.2M as a cost estimate for the UPRR ROW path.
- Given the OC Parks-prepared OC Loop Gap Feasibility Study includes a concept for a bikeway along Coyote Creek north of Imperial Highway, OCTA suggests this Class I path be included in the La Habra BMP for consistency. OCTA suggests indicating that there are some key property ownership and flood management issues that need to be resolved before a Class I could be constructed within the corridor. The limits would likely be along Coyote Creek between Imperial Highway and Monte Vista Street.

- OCTA has spoken with the City of La Habra and Caltrans about improving Beach Boulevard to potentially include a Class IV bikeway (protected bike lane). OCTA suggests showing Beach with a Class IV bikeway in the La Habra BMP for consistency. There is a possibility that initial concepts would include a Class IV/II combination to account for constrained locations typically at intersections.
- The proposed bike plan map provided at the meeting included a proposed Class I on the "Fullerton Spur." According to the OCTA rail team the railroad corridor heading south into Fullerton between Cypress and Harbor is formally called "Folder 2691-51." Given this name isn't very intuitive, OCTA suggests considering whether there is a need to title the path it differently on your maps.
- Another regional map for consideration and mention in the bike plan is the County of Orange "Major Riding & Hiking Trails and Off-Road Paved Bikeways." The map includes existing/proposed corridors for Class I facilities in La Habra. The website for the map is located at: http://ocparks.com/civicax/filebank/blobdload.aspx?BlobID=8223
- While some bikeways may currently be infeasible, OCTA has found that including a proposed/future line on the map can help as larger infrastructure projects happen or new opportunities arise. For example, the City of Huntington Beach has included proposed bikeways on streets currently constrained with text about the bikeways being "currently infeasible due to right-of-way" or other reasons. Then as improvements occur within the public or private right-of-way there have been opportunities to secure the adequate right-of-way to provide the bikeway.
- OCTA suggests including bikeways along the following streets with discussion (as needed) about current feasibility to provide greater future flexibility. The following streets show high usage per the Strava Heatmap:
    - La Habra Boulevard within City
    - Beach Boulevard north of Gregory Lane
    - Whittier Boulevard west of Idaho Street
    - Harbor Boulevard within City
    - Imperial Highway within City
    - Euclid Street within City
    - Cypress Street within City

PUBLIC COMMENTS

The following are comments received from Robert Dale, La Habra Bike Club:

- Recommendation #1, "Centennial Rail Trail"
    - Please make the proposed "Centennial Rail Trail" the highest priority.
        - 1. Vital missing link in the N. OC Regional Trail Plan; & the proposed 66 mile, "OC BikeLoop". OC Bike Loop grant funding is available now!
        - 2. Connect to existing trails in Brea & Whittier.

        - 3. La Habra is short 100 acres of our required General Plan Park acreage, 2.5 acres /1000 people.
        - 4. La Habra has no county park.
        - 5. According to a health organization, La Habra has the fattest kids in OC.
- Recommendation #2, La Habra Blvd. "Green Lane" Bike Trail
    - Please make La Habra Blvd. a "Green Lane" Bike Trail between Idaho St. & Harbor Blvd. Currently, high speeds on La Habra Blvd. in the downtown area make it unsafe for bike traffic.

Public Comments

Q1. Union Pacific Railroad (UPRR) path: Questions were asked about the process that goes into acquiring land from the UPRR. Many attendees wanted to know how long the process would take and what factors determine the length of the process.

- Response: The process depends on UPRR's receptiveness to selling a portion of its right-of-way adjacent to the active tracks.
- OCTA Comment: The railroad has historically maintained a policy of no paths along active rail lines; however, the railroad is showing increasing openness to consider the proposed railroad path in La Habra.

A1. *Consideration should be given to providing timely updates to the City resident by mailings or local newspaper.
*How about funding? Wouldn't this be another factor that can potentially impact the length of the process. It will be good to note additional factors that can potentially impact the length of the process.

Q2. UPRR path: Specific questions were asked about how the trail would fit into the right of way next to the railroad.

- Response: It is anticipated that the trail alignment will be along the railroad's north property to align with the Whittier Trail and to avoid two south-trending spurs on the Brea Industrial Lead.

A2. *The trail should provide our community member amenities similar to those found on and along the Whittier trail.
*Sounds good.

Q3. UPRR path: One commenter proposed naming the path the La Habra Centennial Rail Trail in celebration of the City's 100th birthday in 2025.

- Response: We agree that the bike path should have a significant name and will consider this suggestion.

A3. *I believe we should seek our community input on the naming of the trail.
*It will be good to note what the process of naming and renaming any paths/trails is. The suggestion provided can be considered but other stakeholders, such as City staff and residents will need to be involved in the process.

Q4. UPRR path: A representative from a neighborhood collaborative brought up their group's effort to obtain a grant for their "Wellness Corridor" along the Union Pacific Railroad right-of-way.

- Response: We acknowledge this group's efforts and look forward to working with them and other stakeholders when the bike path reaches the design stage in the future.

A4. *Agree with answer.
*Sounds good.

Q5. Does this plan address parking in the City?

- Response: Because this is a bike plan, it does not directly provide recommendations for parking.

A5. *No comment.
*Other than addressing only parking that impacts bike lanes, I am in agreement that this document is not the appropriate method to address general parking in the City.

Q6. One individual raised concerns about the existing bike route that is proposed to be removed.

- Response: The route ends at a non-signalized arterial intersection. We believe it should be removed.

A6. *Need to know the individual's concern and the safety issue.
*Can we provide additional support/justification for the removal of the bike lane? Maybe include the concerns of the route ending at non-signalized arterial intersections and what this really means for cyclists.

Q7. One individual asked about why La Habra Blvd doesn't have any proposed bikeways.

- Response: Recommending adding La Habra Blvd to proposed bikeways map as "potential long-term bikeway."

A7. *With the new housing being developed and planned along La Habra Blvd, this should be considered.
*Recommendation sounds good to me.

Q8. One individual asked about extending the Coyote Creek Channel bike path north.

- Response: Right of way concerns and cost may limit feasibility of such an extension. Recommend adding Coyote Creek Channel to proposed bikeways map as "potential long-term bikeway."

A8. *No comment.
*In agreement with the recommendation. It's good to make residents aware that various factors impact whether the City is able to proceed and move forward with projects like this.

Q9. Comments were made for the need of facilities on Whittier Blvd, west of Idaho St.

— Response: Add Whittier Blvd (Beach Blvd. – Idaho St) to proposed bikeways map as "potential long-term bikeway."

A9. *No comment.
*Recommendation sounds good.

Q10. One suggestion was to connect the proposed bikeways on Beach Blvd north to Whittier Blvd.

— Response: Add this section of Beach Blvd to proposed bikeways map as "potential long-term bikeway."

A10. *Agree.
*Sounds good.

Q11. One concern raised was the lack of proposed bikeways on Harbor Blvd.

— Response: High traffic volumes and the desire to maintain auto capacity, make bike facilities less feasible at this location.

A11. *Agree with answer.
*It will be good to note alternate routes for those inquiring about bikeways on boulevards where the bike facilities are less feasible at.

Q12. One comment was made about ensuring consistency with the Orange County Parks Strategic Plan.

— Response: Recommend adding section to Chapter 2 (Existing Policy Framework) describing Orange County Parks Strategic Plan.

A12. *Agree with answer.
*I really like this idea of adding this section to Chapter 2.

Q13. Please make the proposed UPRR Path the highest priority.

- Vital missing link in the N. OC Regional Trail Plan; & the proposed 66 mile, "OC BikeLoop". OC Bike Loop grant funding is available now from time to time.
- Connect to existing trails in Brea & Whittier.

- La Habra has no county park.

— Response: The UPRR Path is currently ranked in the bike plan as a highest-priority project for implementation. The City will continue to work with OCTA and the UPRR to develop this project.

A13. *Because we do not have a County Park, we must make every effort to make the bike trail a recreational destination for our residents.
*Sounds good.

Q14. La Habra Blvd "Green Lane" Bike Trail

— Please make La Habra Blvd a "Green Lane" Bike Trail between Idaho St & Harbor Blvd. Currently, high speeds on La Habra Blvd in the downtown area make it unsafe for bike traffic.

— Response: Add La Habra Blvd to proposed bikeways map as "potential long-term bikeway"

A14. *Agree with answer.
*Sounds good.

Q15. The OCTA funding program title is the "Bicycle Corridor Improvement Program." OCTA recently hosted a call for applications through the BCIP, and the initial recommendations were presented to an OCTA Board Committee and to the full OCTA Board of Directors. The call for applications includes some backlog of funding, and funding for 2 fiscal years. The rough schedule for the next call would be in 2018.

— Response: Add language from the above comment to the "OCTA Call for Projects" section in Chapter 6 (Funding and Implementation)

A15. *Agree.
*Sounds good.

Q16. The cost estimate for OC Loop Segments A & B are summarized in the 70/30 Plan as $30.2M for Segment A, and $5.8M for Segment B. Segment B is within the City of Brea, and Segment A is the length of the Union Pacific Railroad (UPRR) right-of-way (ROW) within the City of La Habra. Paul Martin suggests using the $30.2M as a cost estimate for the UPRR ROW path.

— Response: We will list the $30.2M amount in the bike plan

A16. *No comment at this time.
*Sorry, but I am not familiar with who Paul Martin is. I'm sure the amount listed in the bike plan will have its reference.

Q17. Given the OC Parks-prepared OC Loop Gap Feasibility Study includes a concept for a bikeway along Coyote Creek north of Imperial Highway, OCTA suggests this Class I path be included in the La Habra BMP for consistency. OCTA suggests indicating that there are some key property ownership and flood management issues that need to be resolved before a Class I could be constructed within the corridor. The limits would likely be along Coyote Creek between Imperial Highway and Monte Vista Street.

— Response: Add Coyote Creek Channel to proposed bikeways map as "potential long-term bikeway".

A17. *Agree with answer.
*Sounds good.

Q18. OCTA has spoken with the City of La Habra and Caltrans about improving Beach Boulevard to potentially include a Class IV bikeway (protected bike lane). OCTA suggests showing Beach with a Class IV bikeway in the La Habra BMP for consistency. There is a possibility that initial concepts would include a Class IV/II combination to account for constrained locations typically at intersections.

— Response: We will maintain the Class II designation with recognition that it could be converted to a Class IV in the future.

A18. *With the increase of traffic on Beach Blvd and the expected increase due to new development, I agree that it would be best to maintain present designation.
*Sounds good.

Q19. The proposed bike plan map provided at the meeting included a proposed Class I on the "Fullerton Spur," which is located between Cypress and Harbor and heads south into Fullerton.

— Response: The City has received comments about naming other facilities (i.e. the UPRR bike path) and acknowledges that this path can benefit from an improved name with feedback from City staff and residents.

A19. *I agree we should involve the residents of La Habra.
*In agreement with proceeding with the process of an improved name with the appropriate feedback required.

A20. Another regional map for consideration and mention in the bike plan is the County of Orange "Major Riding & Hiking Trails and Off-Road Paved Bikeways." The map includes existing/proposed corridors for Class I facilities in La Habra. The website for the map is located at: http://ocparks.com/civicax/filebank/blobdload.aspx?BlobID=8223

— Response: Recommend adding section to Chapter 2 (Existing Policy Framework) describing Orange County Parks Strategic Plan

A20. *No comment.
*Good idea. In agreement with including information on the Orange County Parks Strategic Plan in the bike plan.

Q21. While some bikeways may currently be infeasible, OCTA has found that including a proposed/future line on the map can help as larger infrastructure projects happen or new opportunities arise. For example, the City of Huntington Beach has included proposed bikeways on streets currently constrained with text about the bikeways being "currently infeasible due to right-of-way" or other reasons. Then as improvements occur within the public or private right-of-way there have been opportunities to secure the adequate right-of-way to provide the bikeway.

— Response: Recommend adding "potential long-term bikeway" corridors to proposed bikeways map

A21. *Agree.
*In agreement with the recommendation.

Q22. OCTA suggests including bikeways along the following streets with discussion (as needed) about current feasibility to provide greater future flexibility. The following streets high usage per the Strava Heatmap:

La Habra Blvd within City	— Response: Include as "potential long-term bikeway" on map.
Beach Blvd (Gregory Ln – Whittier Blvd)	— Response: Include as "potential long-term bikeway" on map.
Whittier Blvd (Idaho St – Beach Blvd)	— Response: Include as "potential long-term bikeway" on map.
Harbor Blvd within City	— Response: Do not include on the map.
Imperial Hwy within City	— Response: Do not include on the map.
Euclid St within City	— Response: Do not include on the map.
Cypress St within City	— Response: Currently included in plan.

A22. *No comment at this time.
*Sounds good. Like previously noted, it will be good to share alternate routes for those streets that are currently not included in the plan if possible.

Q23. Based on Personal Experience Mr. Buck recommends including the following routes in the Proposed Bikeway Network map:

Harbor Blvd, Arbolita Dr and Brookdale Ave (Connection to Puente St from City Limits): Class III

- Response: Due to high traffic speeds and volumes, Harbor Blvd was not proposed. The proposed plan does not preclude cyclists from using any combination of surface streets to access their desired destinations with the City.

Euclid St (Lambert Rd – Montwood Ave): Class II

- Response: North-South bike travel is better accommodated on other streets (i.e., Cypress and Walnut). Euclid has higher speeds.

La Habra Blvd: Class I

- Response: Include as "potential long-term bikeway" on map.

Provide more links to east/west routes on Hillside streets.

- Response: The proposed plan does not preclude cyclists from using any combination of surface streets to access their desired destinations within the City.

A23. *No comment at this time.
*No additional comments.

Appendix B: RESOLUTION OF PLAN ADOPTION

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
LA HABRA ADOPTING THE LA HABRA BIKEWAY MASTER PLAN

The City Council of the City of La Habra does hereby resolve as follows:

SECTION I:

WHEREAS, the City Council has determined that a precise master plan for bicycle routes is necessary to insure the protection of bicyclists in La Habra; and

WHEREAS, the City Council has adopted the 2035 General Plan which includes Mobility/Circulation goals and policies which included the development of a Bikeway Master Plan; and

WHEREAS, the City Council has determined to establish a master plan of bicycle routes to be achieved to promote safety, wellness, and regular physical activity as key ingredients to good health at any age

SECTION II:

NOW, THEREFORE, BE IT RESOLVED that the City Council for the City of La Habra does hereby adopt the La Habra Bikeway Master Plan.

PASSED, APPROVED AND ADOPTED THIS _____ day of _____, 2017.

_____
ROSE ESPINOZA, MAYOR

ATTEST:

_____
TAMARA D. MASON, MMC, City Clerk

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss.
CITY OF LA HABRA)

I, Tamara D. Mason, City Clerk for the City of La Habra, do hereby certify that the above and foregoing is a true and correct copy of Resolution No. _____, introduced and adopted at a regular meeting of the City Council of the City of La Habra held on the _____ day of _____, 2017 by the following vote:

AYES: COUNCILMEMBERS:
NOES: COUNCILMEMBERS:
ABSENT: COUNCILMEMBERS:
ABSTAIN: COUNCILMEMBERS:

Witness my hand and the official seal of the City of La Habra this _____ day of _____, 2017.

_____
TAMARA D. MASON, MMC, City Clerk