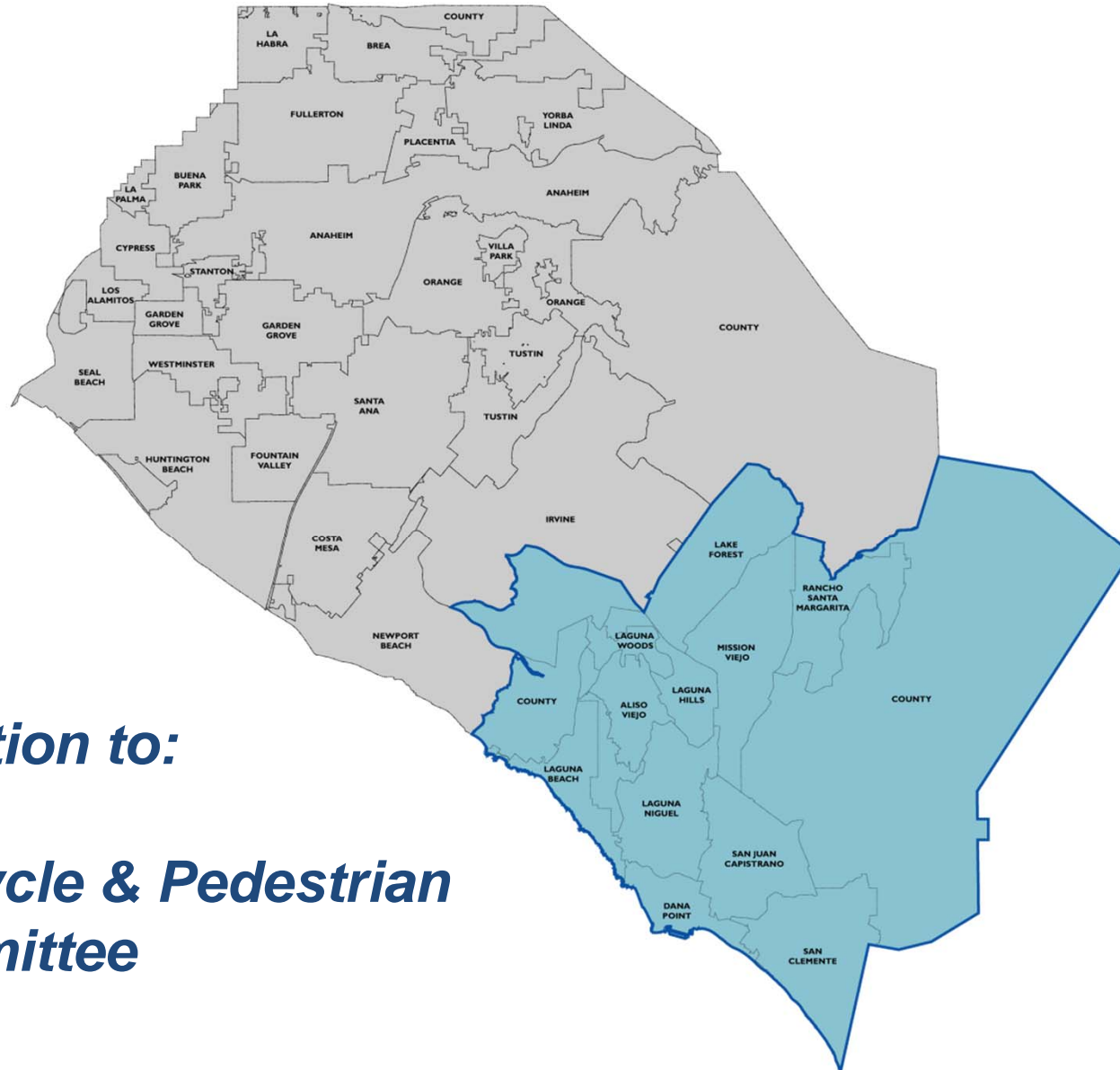


# BIKEWAYS STRATEGY AND FEASIBILITY STUDIES FOR SUPERVISORIAL DISTRICT 5

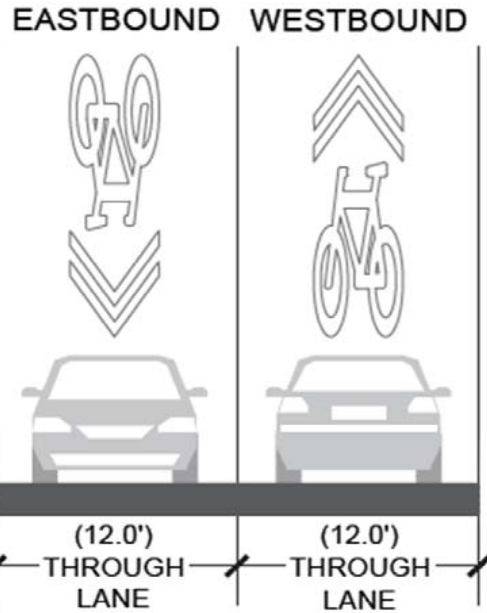


***Presentation to:***

***CAC Bicycle & Pedestrian  
Subcommittee***



# PROJECT OVERVIEW: PROCESS/PHASE



## Bikeways Strategy

Build consensus on regional corridors

## Feasibility Studies

Develop conceptual plans and design recommendations for top corridors

## Local Implementation

## PROJECT STATUS

- *PDT Meeting #1*
  - *PDT Meeting #2*
  - *Focus Group Meeting: Northern Area Cities*
  - *Focus Group Meeting: Central Area Cities*
  - *Focus Group Meeting: Coastal Cities*
- 

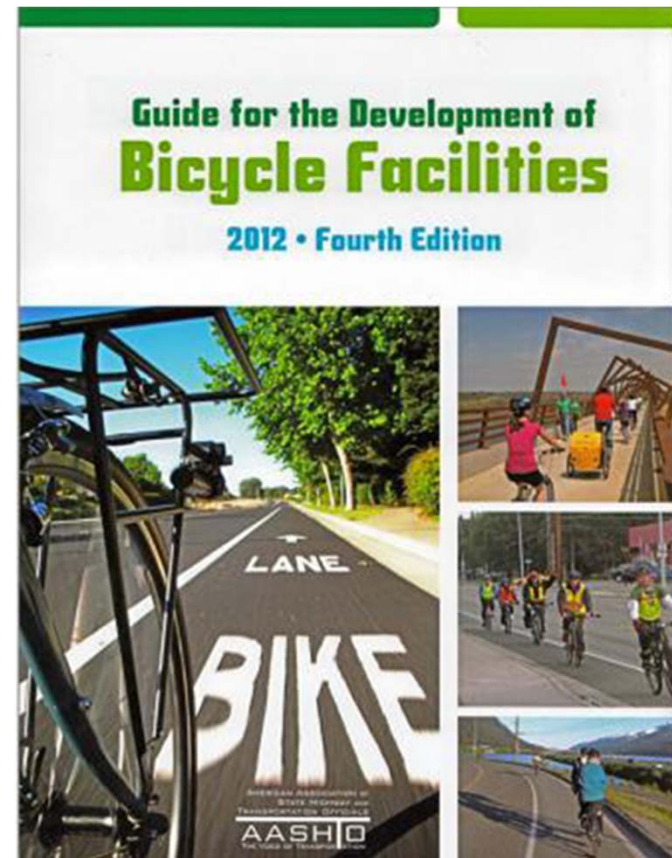
- *OCCOG TAC Meeting – April 1*
- *PDT #3 Meeting – April 16*
- *PDT #4 Meeting – TBD*



OCTA District 5 Bike Collaborative PDT #1

# DRAFT BIKEWAY EVALUATION CRITERIA

1. Trip Demand - *BPI*
2. Level of Traffic Stress - *LTS*
3. Safety Factor - *Bike Collisions*
4. Completes the Corridor
5. Completes the Network
6. Public Support
7. Constraints - *Slope*
8. Economic Efficiency - *Benefit/Cost*

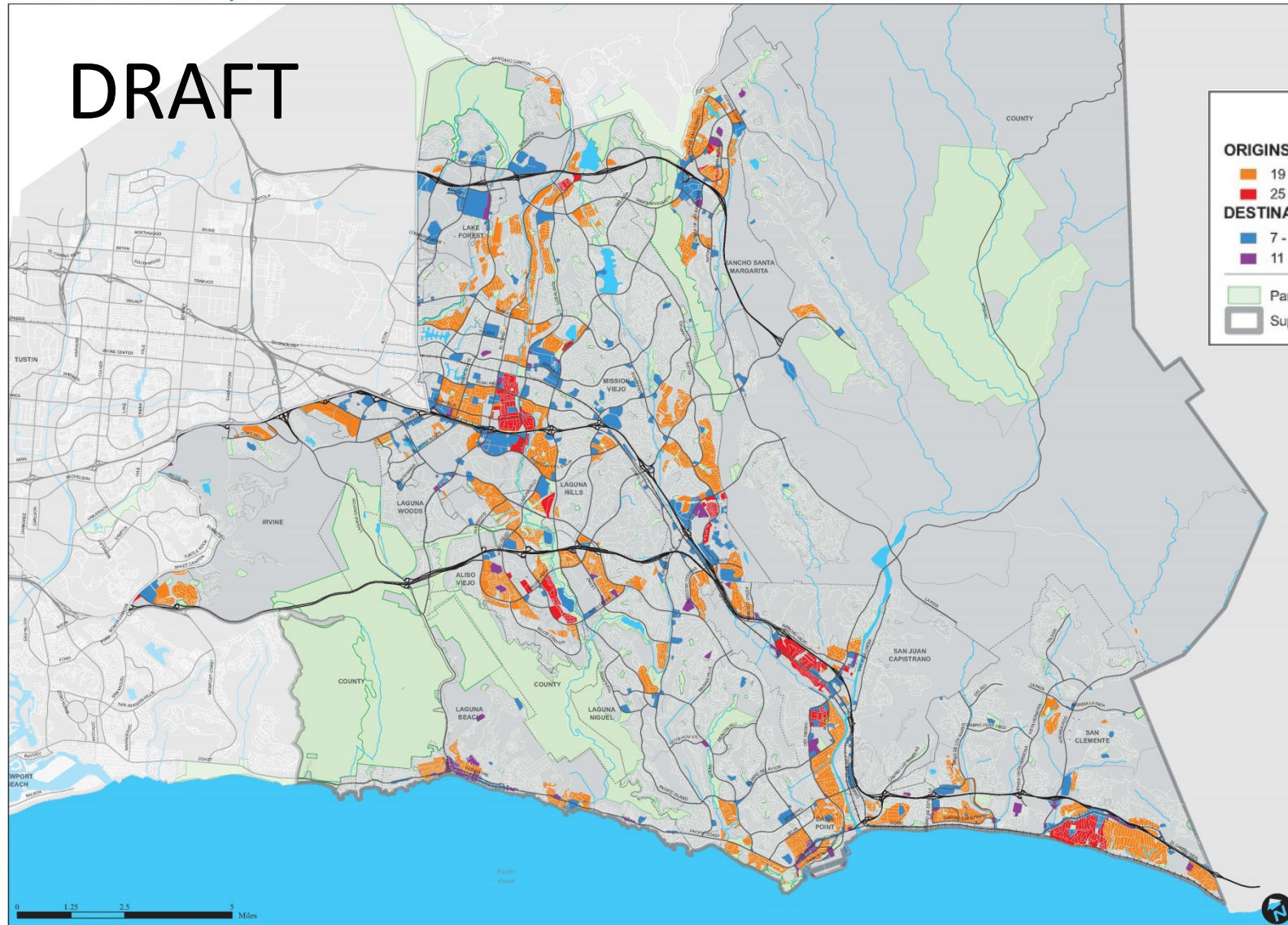


# BICYCLE PRIORITY INDEX (BPI) - ORIGINS / DESTINATIONS

OCTA District 5 Bikeways Collaborative



# DRAFT



## LEGEND

### ORIGINS INDEX

- 19 - 24
- 25 - 42

### DESTINATIONS INDEX

- 7 - 10
- 11 - 22

- Parks
- Supervisory District 5

## BPI FACTORS

### ORIGINS

- Population Density (2010)
- Population Growth (2010 - 2035)
- Population Density less than 18 Years Old (US Census ACS 2005-09)
- Land-Use Mix (2010)
- Bicycle to Work (US Census ACS 2005-09)
- Bicycle Network Proximity (Existing)

### DESTINATIONS

- Employment Density (2010)
- Employment Growth (2010 - 2035)
- Universities/Colleges (enrollment)
- MetroLink Rail Stations (AM alightings)
- Schools (Elementary, Middle, High Schools)
- Parks, Local Retail, Public Services
- Bus Stops (PM trips)

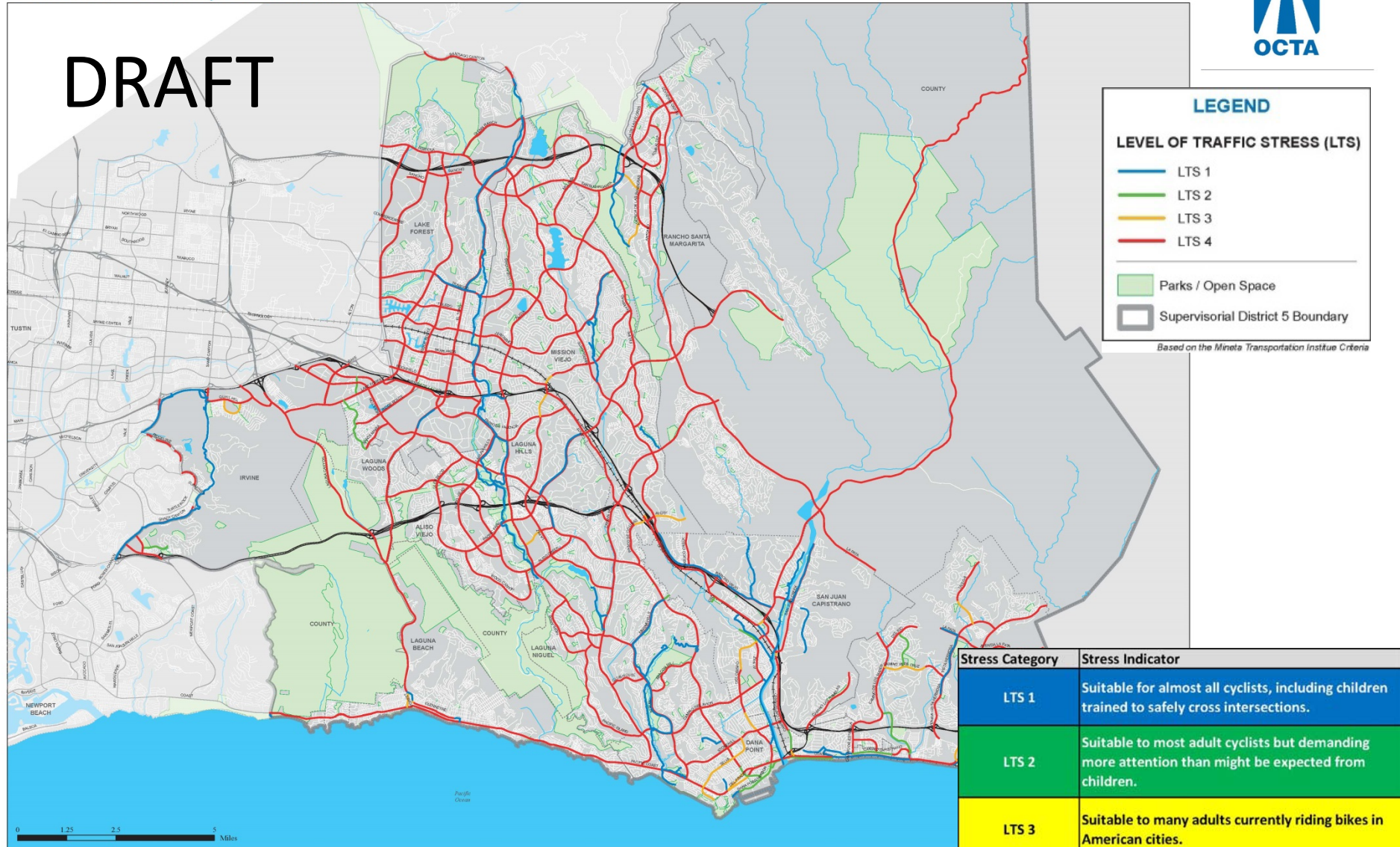


# LEVEL OF TRAFFIC STRESS (LTS)

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# DRAFT



**LEGEND**

**LEVEL OF TRAFFIC STRESS (LTS)**

- LTS 1
- LTS 2
- LTS 3
- LTS 4

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- Parks / Open Space
- Supervisorial District 5 Boundary

Based on the Mineta Transportation Institute Criteria

Stress Category	Stress Indicator
LTS 1	Suitable for almost all cyclists, including children trained to safely cross intersections.
LTS 2	Suitable to most adult cyclists but demanding more attention than might be expected from children.
LTS 3	Suitable to many adults currently riding bikes in American cities.
LTS 4	Suitable to very few people, the "strong & fearless" cyclists who will ride in nearly any setting

# LEVEL OF TRAFFIC STRESS

## DRAFT

Criteria for Level of Traffic Stress (LTS)

Factors	LTS 1	LTS 2		LTS 3			LTS 4			
<b>Bike Facility</b>	Class II	Class II	None or Class III	None or Class III	None or Class III	Class II	None or Class III	None or Class III	None or Class III	Class II
<b>Number of Lanes</b>	2	No effect	2-3	2-3	4-5	4 or more	2-3	4-5	6 or more	No effect
<b>Speed (mph)</b>	Up to 25	30	Up to 25	30	Up to 25	35	35 or more	30 or more	No effect	40 or more

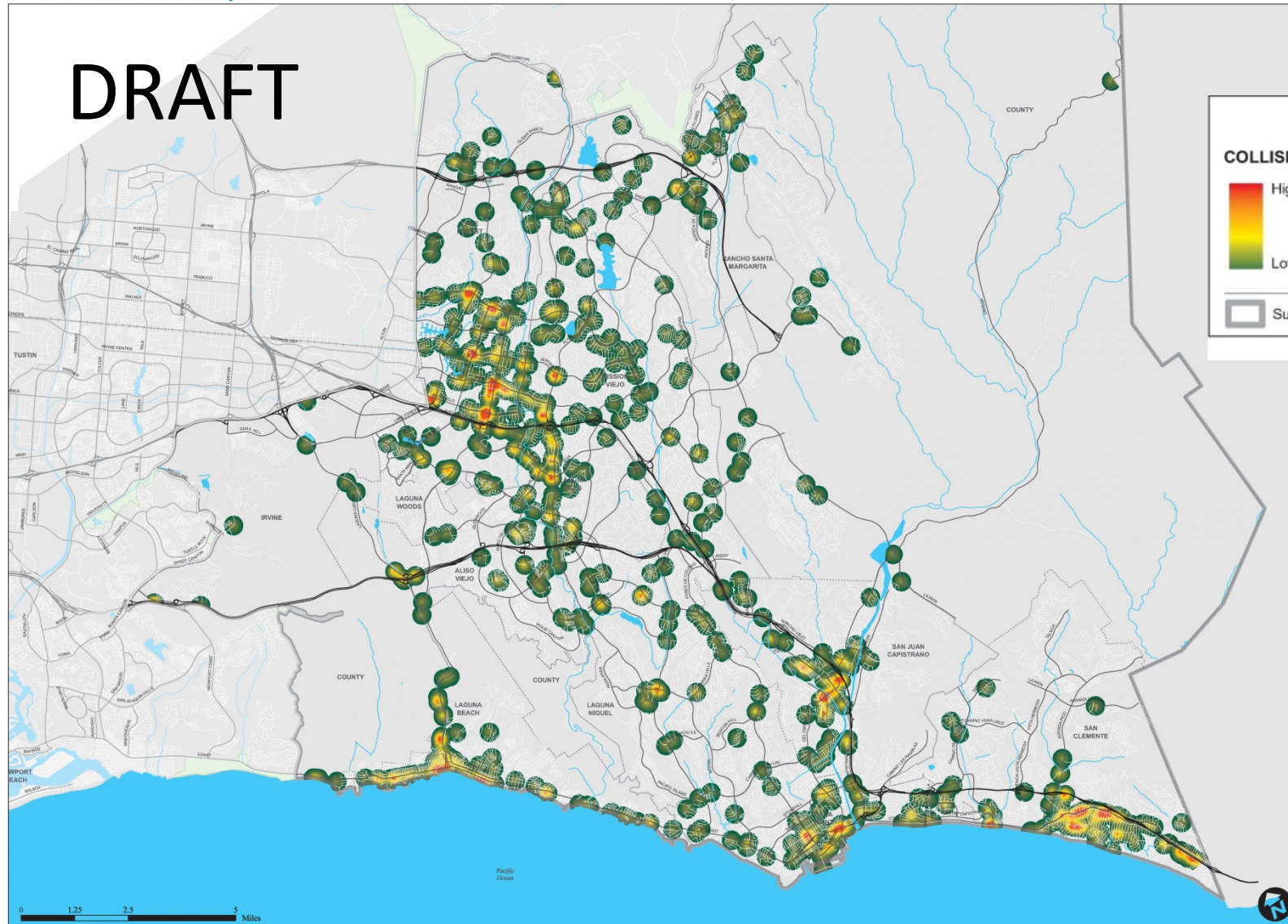
(No effect) = Factor does not trigger an increase to this level of traffic stress.

# BICYCLE-RELATED COLLISION DENSITY

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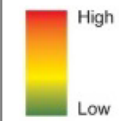


# DRAFT



## LEGEND

### COLLISION DENSITY



Supervisory District 5 Boundary

Source: 2007-2011 Statewide Integrated Traffic Records System (SWITRS) Collisions Data



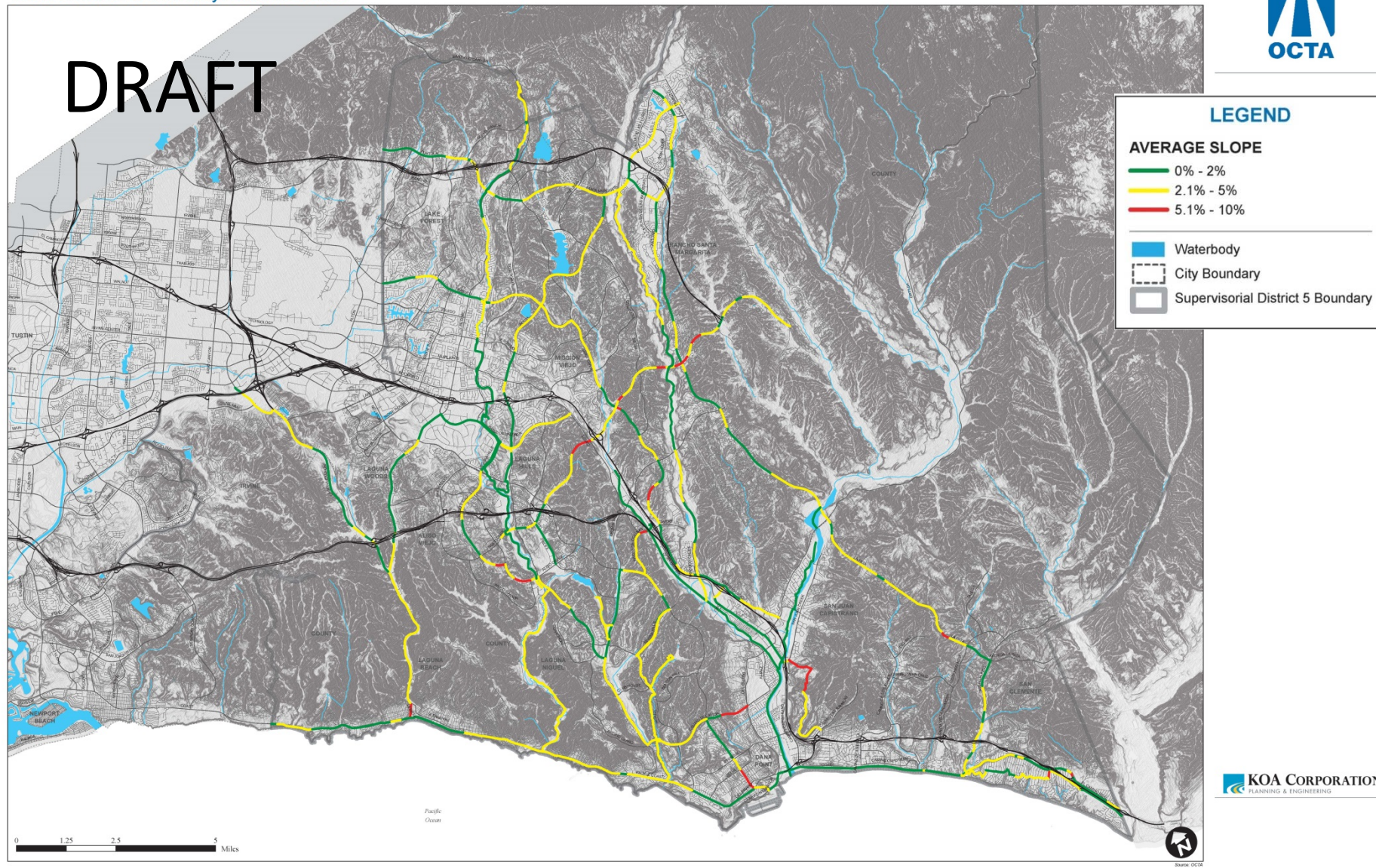


# AVERAGE SLOPE

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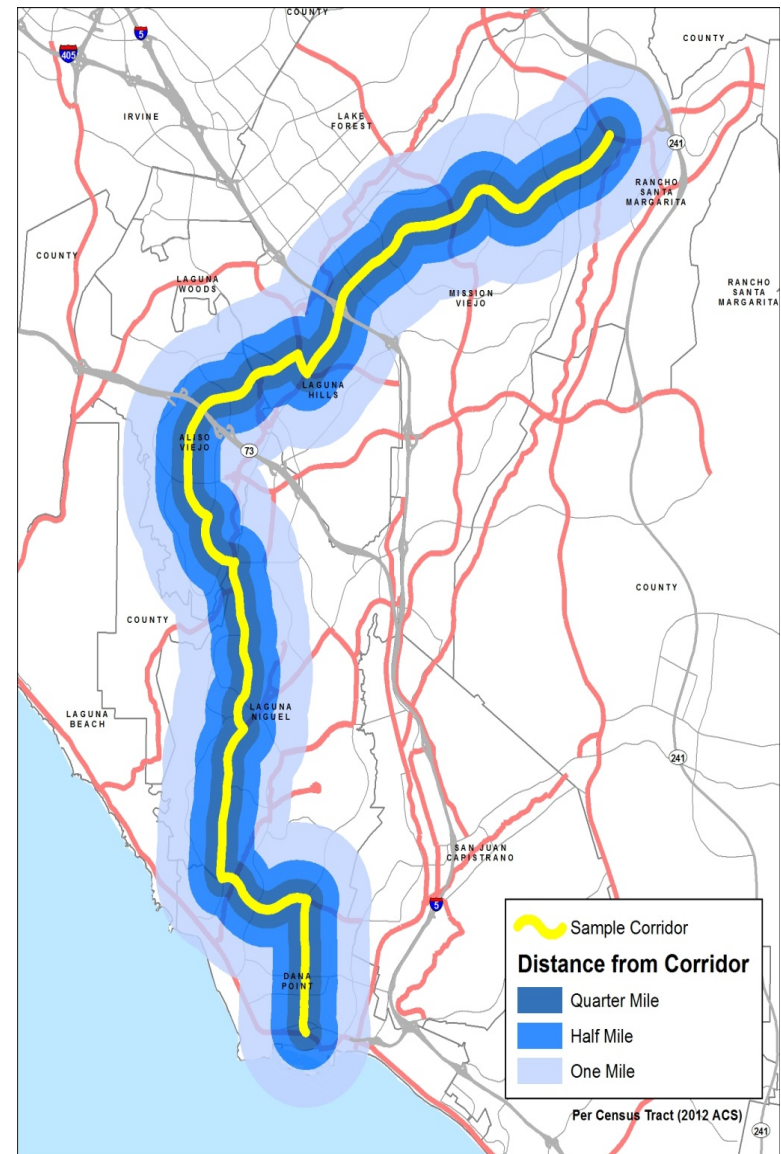


# DRAFT



## ECONOMIC EFFICIENCY

- Measures the financial benefits associated with corridor, normalized by the number of anticipated users and divided by the rough order construction cost estimates.
- Estimates potential bicycle commuters between ¼ mile, ½ mile, and 1 mile from corridor.
- Assigns a cost factor to mobility, health, and recreational benefits to potential new bicycle commuters





## NEXT STEPS

- Continue Drafting Corridors
- Continue Refining Evaluation Criteria
- Conduct District 5 Public Workshop (late May)
- Questions?