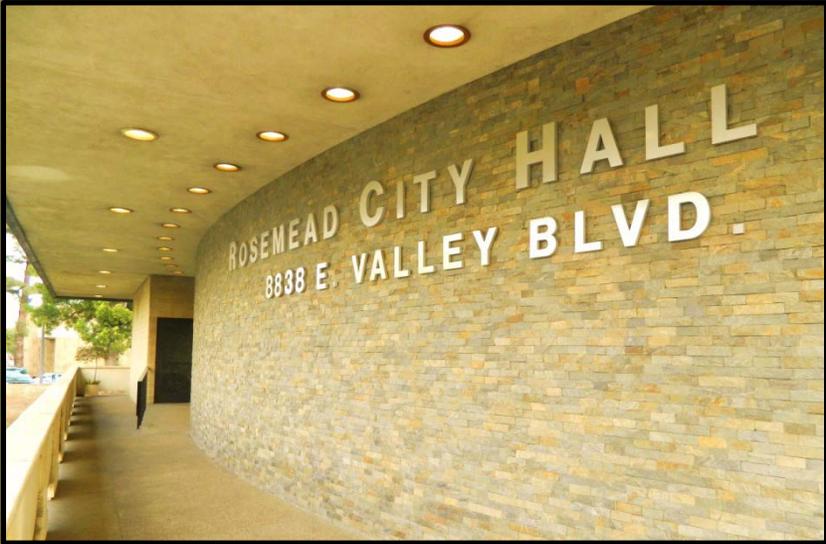
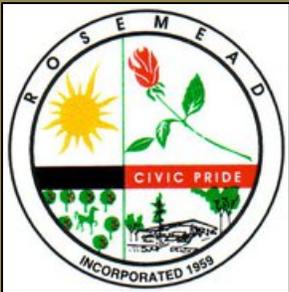


# CITY OF ROSEMEAD

## BICYCLE TRANSPORTATION PLAN



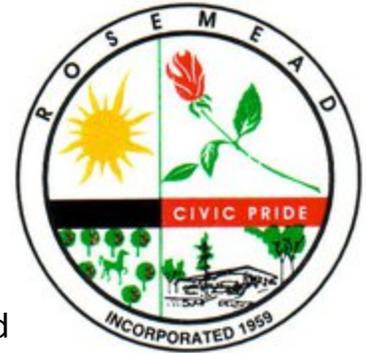
April 24, 2012 (Final Draft )



# CITY OF ROSEMEAD

## Bicycle Transportation Plan

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Final Draft, April 24, 2012

# Acknowledgements

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Council Member Steven Ly

## **Rosemead Traffic Commission**

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Mr. Joseph Wong, Vice Chair

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# BICYCLE TRANSPORTATION PLAN

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- A. Caltrans, *Bicycle Transportation Plan Checklist*



## 1. INTRODUCTION AND PURPOSE

### 1.1 PURPOSE

The Bicycle Transportation Plan is intended to serve as a guiding document for planning and improvement of future citywide bicycle facilities and programs. When implemented, the network of bicycle facilities will improve mobility by providing a viable alternative to the use of automobiles for travel across the City of Rosemead and the region (see *Map 1-1, Regional Location*).

A bicycle network will allow people to reach their desired destinations throughout the community, including schools, shops, services, employment centers, parks, post offices, library and other government facilities. The Bicycle Transportation Plan guides multi-modal bicycle connections to local and regional transit facilities and adjacent neighboring bicycle networks.

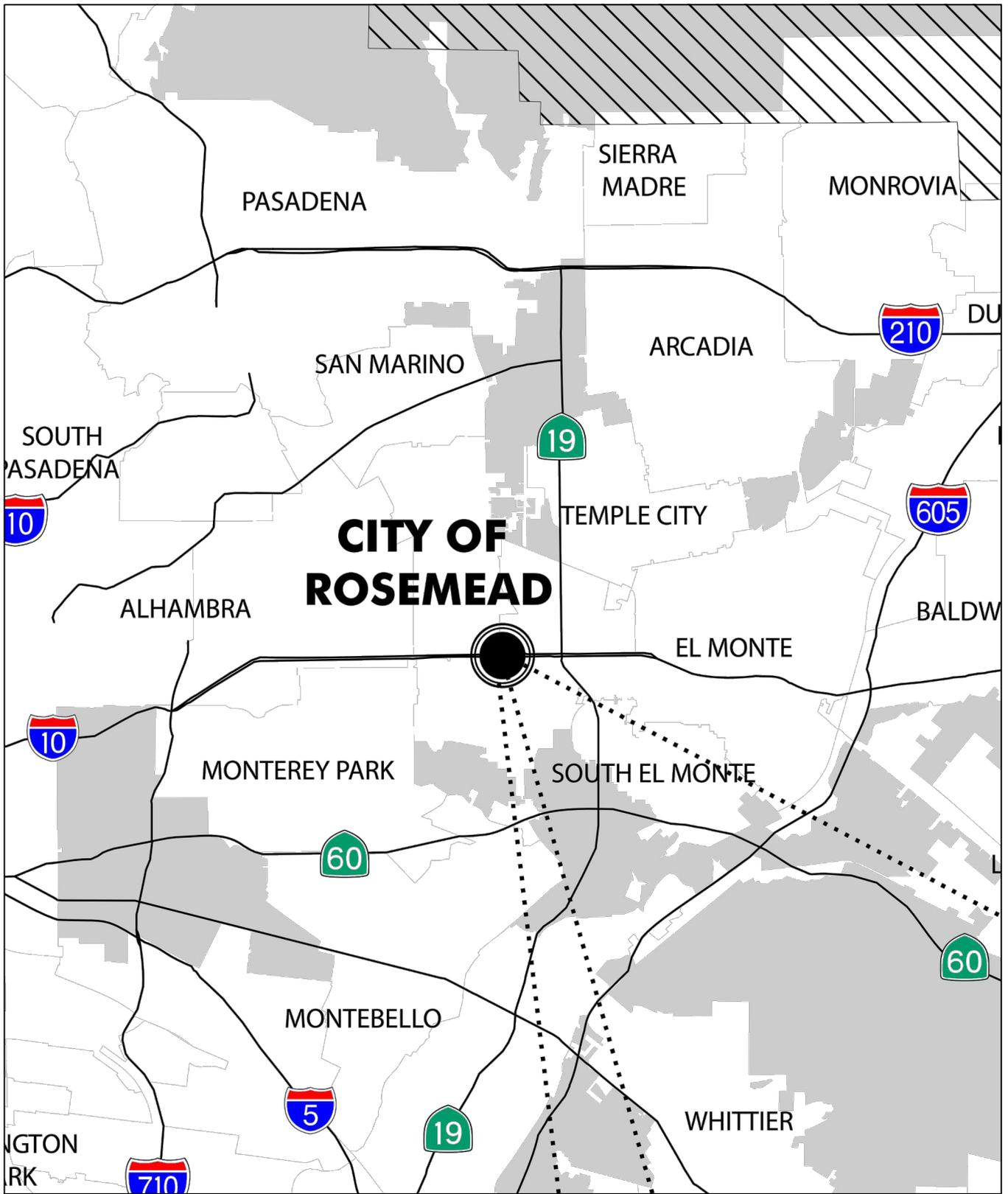
To ensure the success of the bicycle facilities, safety, education and encouragement programs will accompany the implementation of the bicycle facilities. Improvement to the bicycle network aims to make the roads safer and friendlier for bicyclists and is expected to significantly increase bicycle ridership throughout the City. Seeing increased ridership will provide examples of how to ride in Rosemead which is expected to further encourage ridership.

This Bicycle Transportation Plan has been prepared in accordance with the requirements for a "Bicycle Transportation Plan" under The California Department of Transportation (Caltrans), Bicycle Transportation Account. This Plan contains all of the requirements for a Bicycle Transportation Plan as shown in Appendix A which includes the Caltrans requirements (Streets and Highway Code Section 890-894.2 – California Bicycle Transportation Act) and the page(s) in this Plan which responds to that requirement, along with any comments. The information is summarized on the Caltrans "Bicycle Transportation Plan Checklist".

This Plan has also been prepared in accordance with Bike Metro and the bicycle planning of the Los Angeles Metropolitan Transportation Commission.

The City of Rosemead is located in the West San Gabriel Valley of Los Angeles County. Interstate 10 splits the northern and southern portions of Rosemead. The City's 2010 Census population was 53,764. The City's population growth rate is stable, having grown by less than one (1) percent since the year 2000. A high

CITY OF ROSEMEAD BICYCLE IMPROVEMENT PLAN



MAP I-1  
REGIONAL LOCATION



## BICYCLE TRANSPORTATION PLAN

*City of Rosemead*



percentage (80%) of the City's population over five years old, speaks a language other than English at home. The City is 5.16 square miles in size with a population density of 10,415 persons per square miles. It is considered a high density city when compared with cities in the State of California.

This Bicycle Transportation Plan recognizes that bicycle riders travel for various purposes and have different skill levels. Riders bicycle for commuting purposes to work, school, and local trips, or may bicycle for recreational purposes such as leisure, exercise, or sport. Some riders, such as children, are not confident or experienced navigating through vehicular traffic, while others may be experienced riders who prefer to travel at high speeds with vehicles.



*City of Oakland, California*

Bicycle travel is extremely low cost when compared to vehicle travel and is an affordable way for getting to critical destinations such as work, school, and shopping. This means that bicycle travel is more equitable and available to a larger segment of the population, including those from various socio-economic groups and age groups. Bicycle travel is also a convenient way to incorporate healthy activity into a person's lifestyle and connect with the surrounding communities and neighborhoods.

Critical today than ever before, are the environmental and global beneficial impacts of bicycle travel, particularly in California which enforces laws to



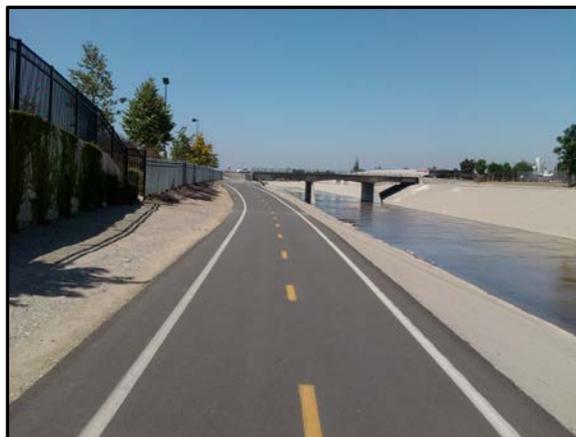
improve air quality and reduce greenhouse gases. Additionally, reducing the demand for gasoline fuels reduces the Nation’s dependency on imported foreign oil. Substituting vehicle travel for bicycle travel improves air quality, reduces noise pollution, helps to reduce traffic congestion, and can be a simultaneously pleasurable and healthy way to travel.

Most public opinion surveys indicate that safety is a major reason for those that don’t currently bicycle. In order for bicycling to become a widespread method of travel, safety issues must be identified first. This Bicycle Transportation Plan focuses on safety when planning routes and facilities in the City of Rosemead.

This Plan is a first step in obtaining public funding assistance for proposed bicycle improvement projects. Funding for bicycling and sustainable development is available from a wide variety of sources at the regional, State, and Federal levels and having an adopted Bicycle Transportation Plan indicates community support and project readiness.

## **1.2 GOALS, OBJECTIVES AND POLICIES**

The goals, objectives and policies of the Bicycle Transportation Plan are based on those set forth by the City’s Traffic Commission and are consistent with the goals and objectives of the Rosemead General Plan Update of 2010. The following Figure 1-1 illustrates the four guiding goals for creating new bicycle facilities across Rosemead.

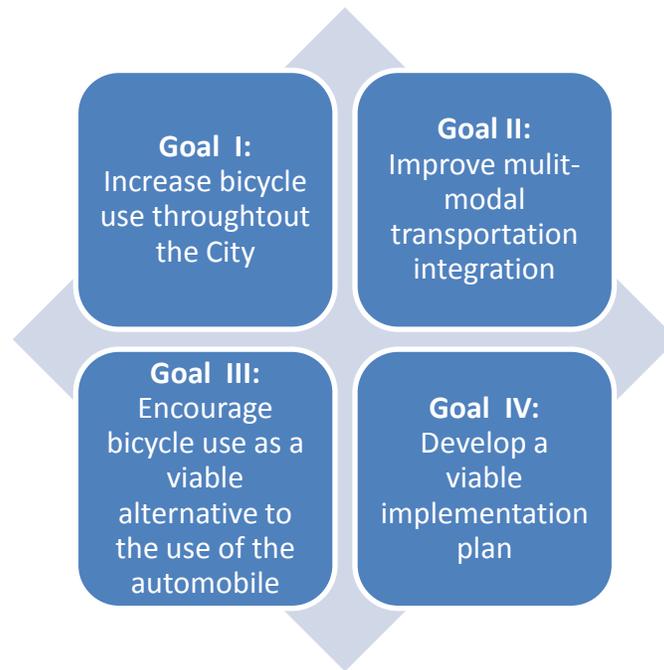


*Rio Hondo Bike Path*  
*source: Wikipedia Commons, freely licensed*

**Figure 1-1**



**ROSEMEAD BICYCLE TRANSPORTATION PLAN GOALS**



**Goal I:**  
Increase bicycle use throughout the City

**Goal II:**  
Improve multi-modal transportation integration

**Goal III:**  
Encourage bicycle use as a viable alternative to the use of the automobile

**Goal IV:**  
Develop a viable implementation plan

**Goal I: Increase Bicycle Use throughout the City**

**Objective 1: Bicycle Network**

Create a comprehensive bicycle infrastructure network that includes innovative solutions.

**Policies:**

- a. Create a network of bicycle corridors covering the entire City and connecting residential areas with activity centers such as shopping centers, schools, recreation centers, businesses and governmental facilities.
- b. Connect bicycle network to both local and regional transit facilities such as Metro transit stops.
- c. Include bicycle wayfinding signage program as part of implementation.
- d. Include bicycle lane striping as part of street resurfacing program.



**Objective 2: Bicycle Amenities.** Provide bicycle amenities including bicycle parking, lockers, racks and stations.

**Policies:**

- a. Provide public bicycle parking facilities such as bike racks and bike lockers at public facilities.
- b. Provide public bicycle parking within the public right-of-way at locations well used by the public such as commercial areas.
- c. Require provision of bicycle parking as part of new development
- d. Install bicycle rack on City transit vehicle if feasible

**Goal II: Improve Multi-Modal Transportation Integration**

**Objective 1: Multi-Modal Integration.** Improve multi-modal integration by linking bicycle facility with bus stops and park-and-ride lots.

**Policies:**

- a. Ensure that the bicycle network is connected to the City's transit network as well as Metro's transit stops within the City.
- b. Provide bicycle amenities such as bike parking/lockers at bus stops and park-and-ride lots.

**Goal III: Encourage Bicycle Use as an Alternative to the Use of the Automobile**

**Objective 1: Bicycle Safety Education.** Develop bicycle education material and resource guides to promote bicycle safety.

**Policies:**

- a. Promote bicycle safety education through the City's communications network.
- b. Publish a bicycle resource guide.
- c. Enforce vehicle codes pertaining to bicycle safety.

**Objective 2: Bicycle Encouragement.** Promote bicycling through public awareness campaigns and communications.

**Policies:**

- a. Develop a bicycle awareness program to promote bicycling as a viable mode of transportation.
- b. Promote an encouragement program in schools, at community events and at recreational programs as well as

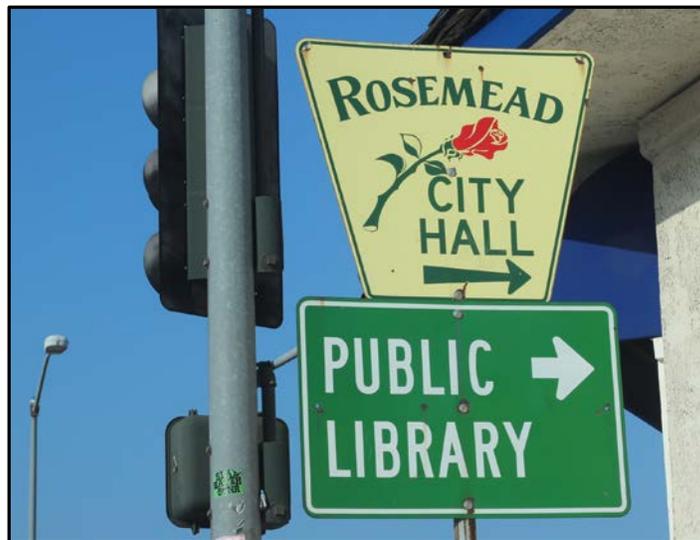


- through community organizations such as scouts, sport leagues, etc.
- c. Promote bicycling through the City’s communications media such as newsletters, website, bulletin boards at City’s facilities, etc.

**Goal IV: Develop a Viable Implementation Plan**

**1.3 COMMUNITY INVOLVEMENT AND SUPPORT**

The City’s Traffic Commission has taken the lead in bicycle planning and project development. Since the fall of 2011, the Commission has been developing goals and objectives to encourage bicycling as a safe and viable way to commute. A general map of possible bicycle improvement projects was presented to the Commission at a public meeting on February 2, 2012 and The Bicycle Transportation Plan was presented to the Commission and the public, in draft form, at the meeting on March 1, 2012. Members of the public expressed support for bicycle planning in Rosemead and encouraged the Commission to move forward. An online public opinion survey for the Bicycle Transportation Plan was posted to the City’s website. On April 12, 2012, the Traffic Commission authorized the Plan be sent to the Rosemead City Council for approval.





## 2. PLANNING AND POLICY CONTEXT

### 2.1 STATE AND REGIONAL

#### **CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)**

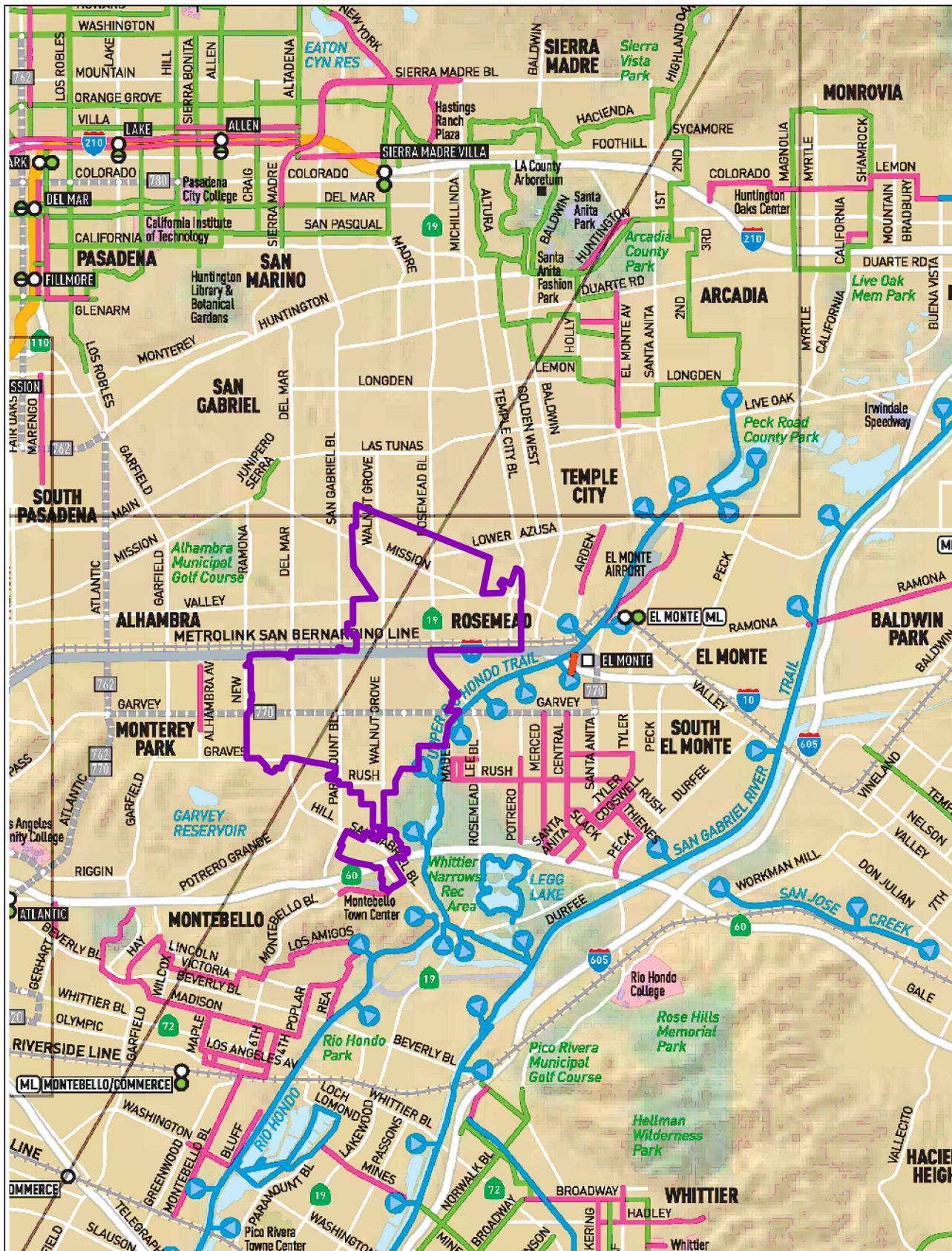
The Bicycle Transportation Account (BTA) is an annual Caltrans program providing State funds for city and county projects that improve safety and convenience for bicycle commuters. In accordance with the Streets and Highways Code (SHC) Section 890-894.2, California Bicycle Transportation Act, projects must be designed and developed to achieve the functional commuting needs and physical safety of all bicyclists. Local agencies first establish eligibility by preparing and adopting a Bicycle Transportation Plan (BTP) that complies with SHC Section 891.2. The BTP must be approved by the local agency's Regional Transportation Planning Agency.

Caltrans funds are allocated to cities and counties on a matching funds basis that requires the applicant to furnish a minimum of 10 percent of the total project cost. Highway User's Tax Account (HUTA), Transportation Tax Fund is the funding source. Key partnerships for bicycle planning include local agencies, Regional Transportation Planning Agencies, District Local Assistance Engineers, Caltrans District Bicycle Coordinators, and Bicycle Advocacy Organizations. Eligible projects and activities are limited to improvements for the safety and convenience of bicycle commuters and could include: new bikeways; secure bicycle parking; bicycle-carrying facilities on transit vehicles; traffic control devices for safe bicycle travel; planning; engineering and design; right of way acquisition; construction engineering; and construction/rehabilitation.

#### **LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (Metro)**

The Los Angeles County Metropolitan Transportation Authority, also known as Metro, is the regional planning and funding agency for bicycle transportation projects. The Bicycle Transportation Strategic Plan (BTSP) is the regional bicycle planning document adopted by Metro in January 2006. The purpose of the Plan is to accommodate improvements in the regional bicycle transportation network and to identify transit hubs that link public transit commuting with bicycle commuting across the region. The Plan is also associated with the "Metro Bike Map" a regional map of bikeways and facilities. *Map 2-1* illustrates a San Gabriel Valley section of the Map showing the City of Rosemead with no bikeways or

# CITY OF ROSEMEAD BICYCLE IMPROVEMENT PLAN



## LEGEND

- BIKE PATH (CLASS I) —
- BIKE LANE (CLASS II) —
- BIKE ROUTE (CLASS III) —
- BIKE RACKS ●
- BIKE LOCKERS ●
- BIKE RACKS AND LOCKERS ●
- CLASS I BIKE PATH ACCESS POINT ●
- ROSEMEAD CITY BOUNDARY —

MAP 2-1  
METRO BIKE MAP, ROSEMEAD VICINITY





bicycle facilities other than the existing Rio Hondo Class 1 bikeway shown in blue.

The Metro Plan identifies the El Monte Bike-Transit Hub located to the east of Rosemead in the City of El Monte as shown on *Map 2-2*. The nearest existing bicycle parking facilities are located at the El Monte Transit Center also shown on *Map 2-2*.

## **2.2 CITY OF ROSEMEAD**

### **CITY OF ROSEMEAD GENERAL PLAN**

The City of Rosemead General Plan was updated in 2010 and includes the following Elements:

- \*Land Use
- \*Circulation
- \*Resource Management
- \*Public Safety
- \*Noise

The Housing Element is also a part of the General Plan, but separated since the document is updated more frequently.

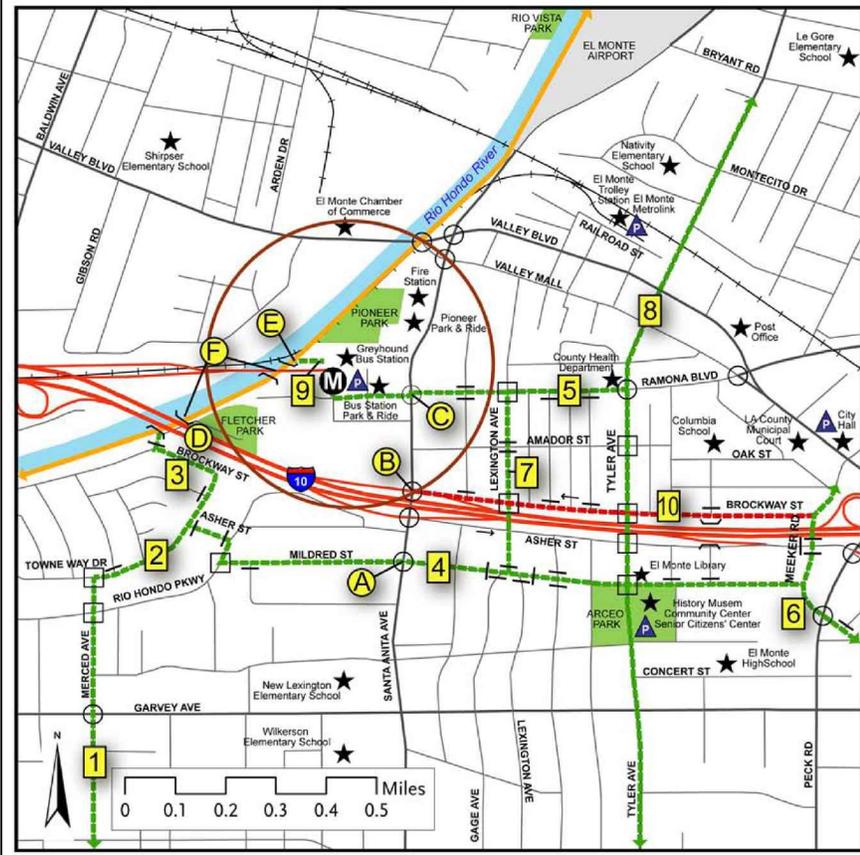
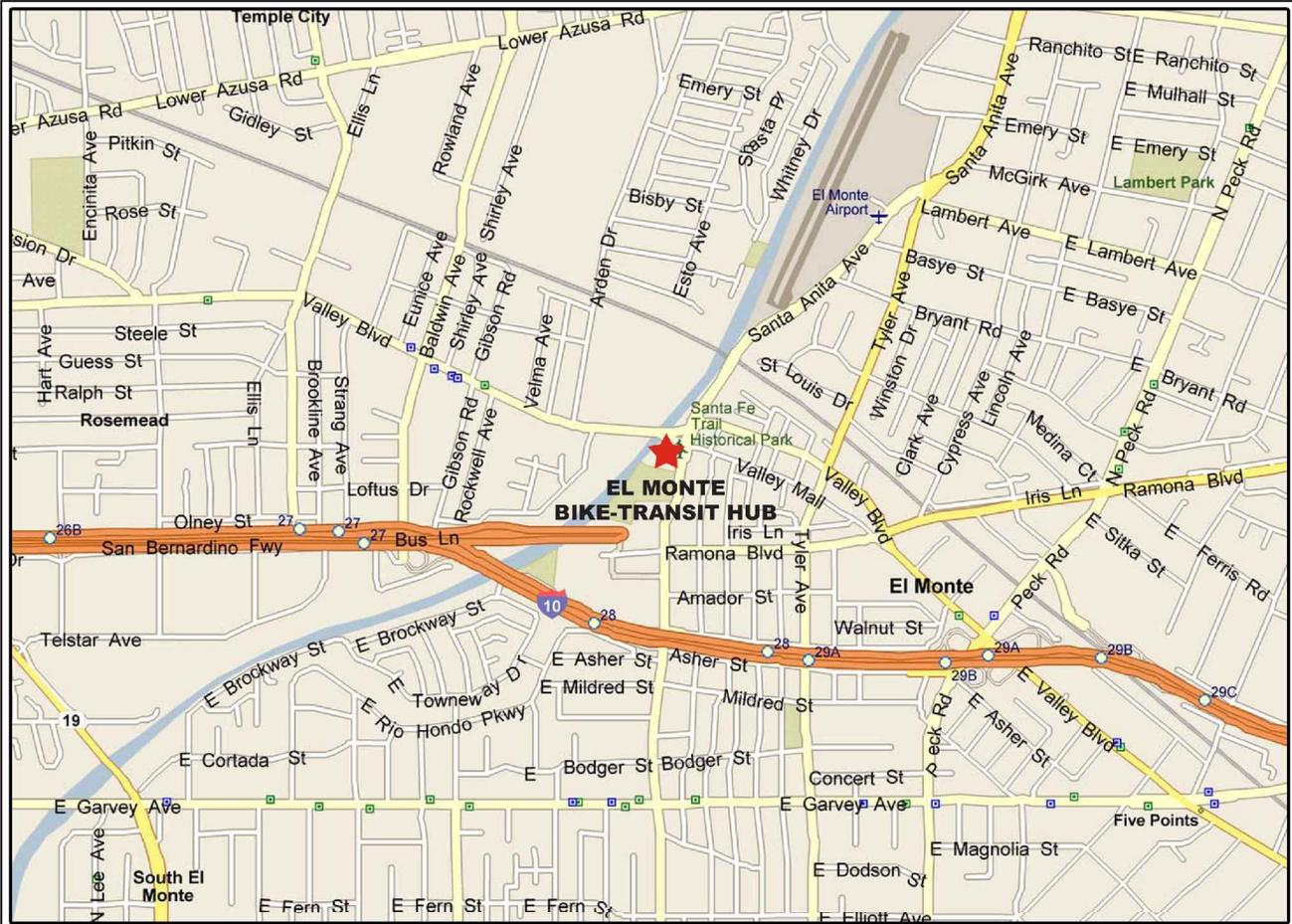
The Land Use Element encourages mixed-use development that will indirectly be beneficial to encouraging bicycle commuting. The official future land use plan for Rosemead is shown as *Map 2-3, Rosemead General Plan Map, Proposed Land Uses*. This Map includes new designations for “Mixed Use: Residential/Commercial” and “Mixed Use: Industrial/Commercial”.

Bicycle planning is included in the Circulation Element with goals and policies for alternatives modes of travel as stated below:

Circulation Element:

***Goal 2: Development of infrastructure and service to support alternatives modes of travel.***

# CITY OF ROSEMEAD BICYCLE IMPROVEMENT PLAN



### El Monte Bike-Transit Hub

- 1500 FOOT RADIUS
- EL MONTE TRANSIT HUB
- POINTS OF INTEREST
- MAJOR STREET
- MINOR STREET
- RAIL ROAD
- BIKE LANES - RECOMMENDED
- BIKE PATH - EXISTING
- BIKE ROUTE - RECOMMENDED
- FOUR WAY STOP
- SIGNAL
- STOP SIGN
- CORRIDOR IMPROVEMENT
- INTERSECTION IMPROVEMENT
- BICYCLE OVERCROSSING/ UNDERCROSSING
- BICYCLE PARKING
- BICYCLE DIRECTION OF TRAVEL
- PARKS
- EL MONTE AIRPORT
- RIO HONDO RIVER

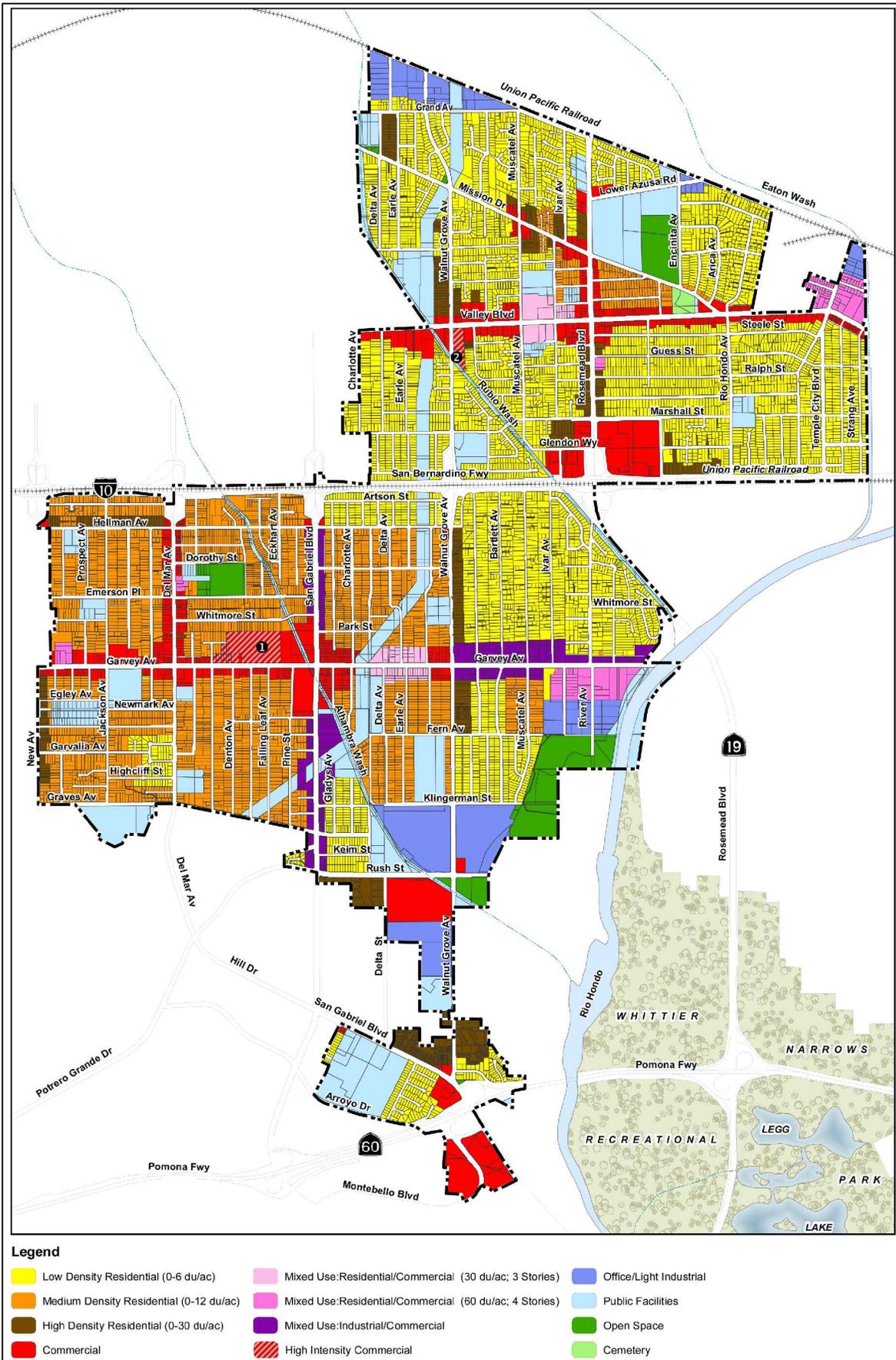
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Data: Thomas Brothers, MTA, field studies. Revised September 13, 2005

MAP 2-2  
EL MONTE TRANSIT HUB



# CITY OF ROSEMEAD BICYCLE IMPROVEMENT PLAN





*Policy 2.1: To identify areas of traffic spillover as new developments occur, monitor traffic patterns in residential neighborhoods that are adjacent to commercial or industrial corridors.*

*Policy 2.2: The provision of Class II (striped and signed) bicycle lanes along minor arterial or collector roadway corridors during roadway reconstruction projects should be evaluated and implemented if feasible.*

*Policy 2.3: Formal transit improvements should be considered when bus stops are adjacent to development projects and within roadway reconstruction corridors. Amenities such as shelters, lighting, bus schedule kiosks, and similar amenities should be considered and implemented as feasible.*

*Policy 2.4: Transportation Demand Management (TDM) programs should be actively promoted for major projects as in-lieu mitigation measures, where physical traffic mitigations are either infeasible or undesirable to the City.*

*Policy 2.5: All site plans for new commercial or industrial development shall be reviewed for the provision of pedestrian connectivity to sidewalks and nearby bus stops, and the provision of bicycle and racks and transit information for larger projects.*

*Policy 2.6: Walkable areas of the city, such as in the downtown area or the proposed mixed-use districts, should be reviewed for ways to improve pedestrian access (driveway access point reductions, buffers between roadways and sidewalks, crosswalks, etc.).*

*Policy 2.7: Promote the linking of local public transit routes with that of adjacent jurisdictions and other transit agencies.*

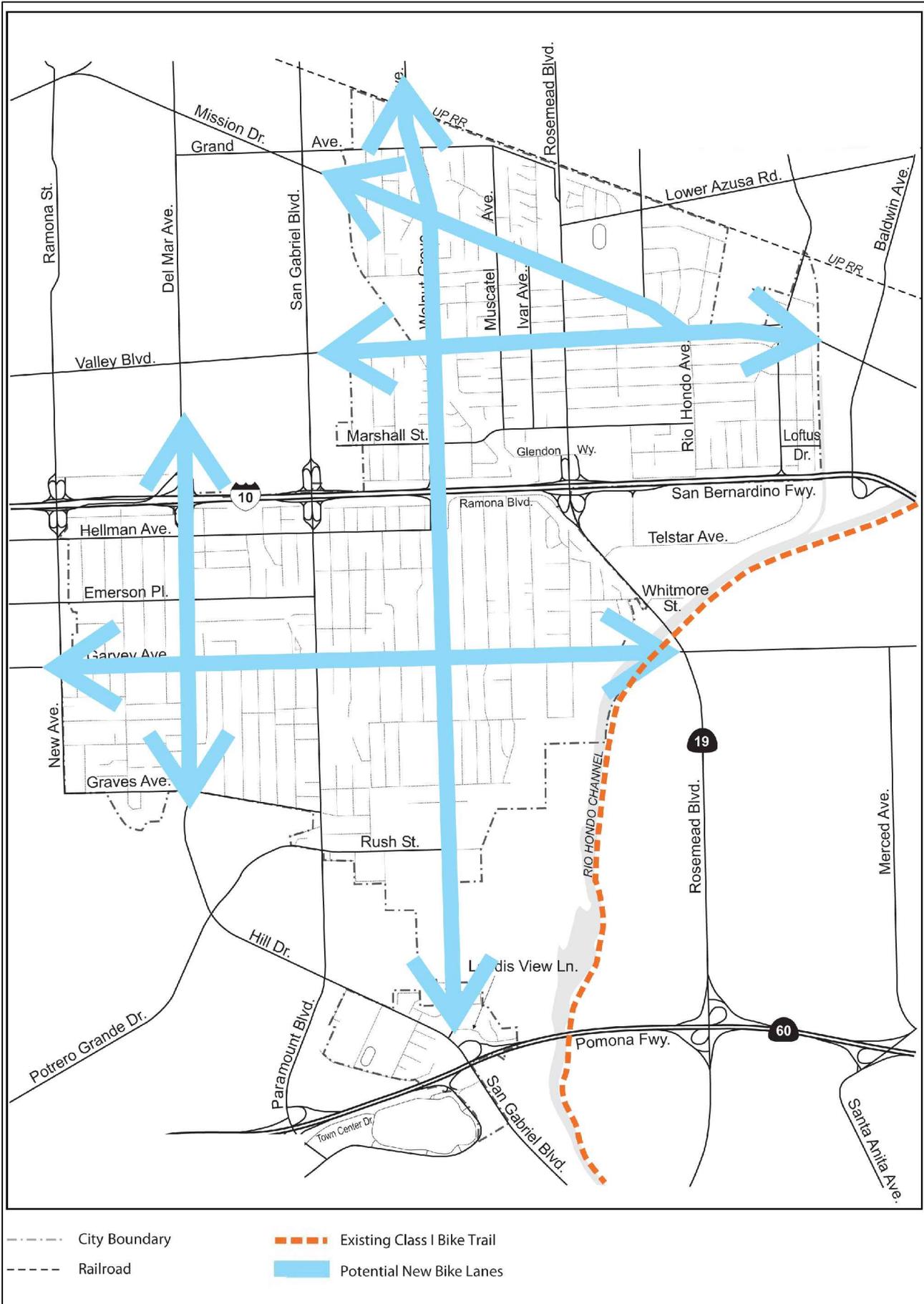
*Policy 2.8 Include safe and convenient bicycle and pedestrian access in all transportation improvement projects. Ensure that nonmotorized transportation systems are connected and not interrupted by impassable barriers, such as freeways and include amenities such as secure bicycle parking.*

The General Plan's Circulation Element includes a map of proposed bikeways along the following routes and shown on *Map 2-4*:

- \*Walnut Grove Avenue (North-South, Crossing I-10)*
- \*Garvey Avenue (East-West, South of I-10)*
- \*Valley Boulevard (East-West, North of I-10)*
- \*Del Mar Avenue (North-South, Crossing I-10)*
- \*Mission Drive (East-West, North of I-10)*

At this time, none of these bikeways has been installed. However, all have been

# CITY OF ROSEMEAD BICYCLE IMPROVEMENT PLAN



MAP 2-4

ROSEMEAD GENERAL PLAN, CIRCULATION ELEMENT PROPOSED BIKEWAYS





included as proposed projects in this Bicycle Transportation Plan as described in *Chapter 5, Projects, Implementation, and Financing*.

The Circulation Element suggests that bicycle lanes should be placed on low-volume roadways that traverse the City. A study would be needed to examine whether arterials or continuous, but lower-volume, collector roadways would be appropriate for the provision of bicycle facilities. The Element calls for further study to determine if parking or travel lanes can be removed or adjusted to provide for bicycle facilities, or if future roadway widening and improvements can be included.

### **CITY OF ROSEMEAD MUNICIPAL CODE**

The City's recently amended Municipal Code (Zoning Code) includes new provisions requiring bicycle parking in mixed use developments and commercial developments. In the Residential/Commercial Mixed-Use Development Overlay Zone, bicycle parking spaces shall be equal to ten (10) percent of required off-street parking, with a minimum of eight bicycle parking spaces per residential/commercial mixed-use development. Additional requirements apply specifying the type of bicycle parking. In the C-4 Regional Commercial Zone, bicycle parking spaces shall be equal to three (3) percent of required off-street parking.

Additional bicycle planning provisions and requirements are contained in the City's Transportation Demand Management Program, a part of the Municipal Code. Bicycle parking is also a requirement of conditional use permits for arcades.

The City's Municipal Code does not address bicycle operation on City sidewalks. Some Los Angeles County municipalities allow, with certain restrictions, bicycle riding on sidewalks, and others prohibit bicycle riding on sidewalks or in downtown areas. General bicycle planning and engineering guidelines tend to discourage bicycle riding on sidewalks.

### **ROSEMEAD TRANSPORTATION DEMAND MANAGEMENT PROGRAM (TDM)**

The City is in the process of developing policies to encourage use of alternative



modes of transportation for the commuting public, such as park-n-ride lots along or near Interstate 10, employee rideshare and free or discounted bus and rail passes. Currently, the City has embarked on an express shuttle from an underutilized parking lot to the nearest regional Metrolink and Bus Transit hub located in El Monte. Commuters can park at a designated parking space and an express shuttle will provide dedicated transit service to and from both the Metrolink station and Transit Village to the City of Rosemead. Bicycle planning and projects as contained in this Bicycle Transportation Plan will be consistent with the City's TDM programs.

## **2.3 NEIGHBORING JURISDICTIONS**

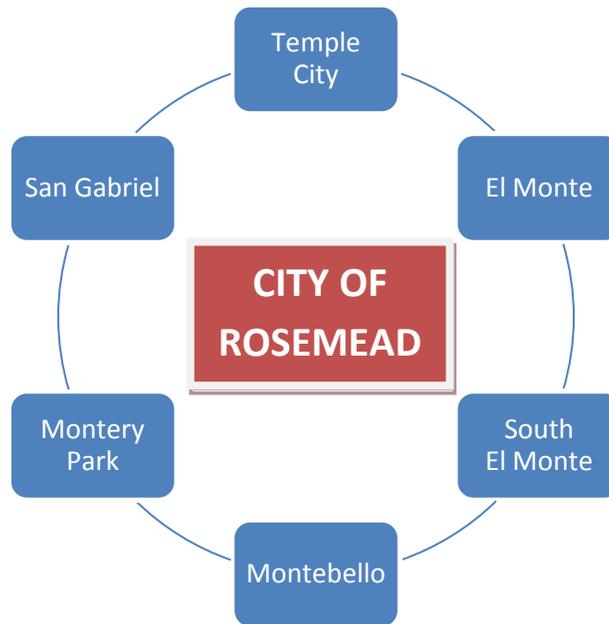
Rosemead is centrally located in the San Gabriel Valley area of Los Angeles County. The City was incorporated in 1959 and is today surrounded by six cities as illustrated in Figure 2-1 below. In addition, Rosemead joins portions of unincorporated Los Angeles County communities to the north and south.

*Map 2-5* shows Rosemead's shared boundary with adjoining municipalities and unincorporated areas of the County. This Map represents the geographic linkages that need to be considered when planning bicycle facilities in the City of Rosemead understanding that commuting trips sometimes extend beyond the City's boundary. The multiple shared boundaries make coordinated planning with neighboring jurisdictions important.





**Figure 2-1  
ROSEMEAD'S NEIGHBORING CITIES**



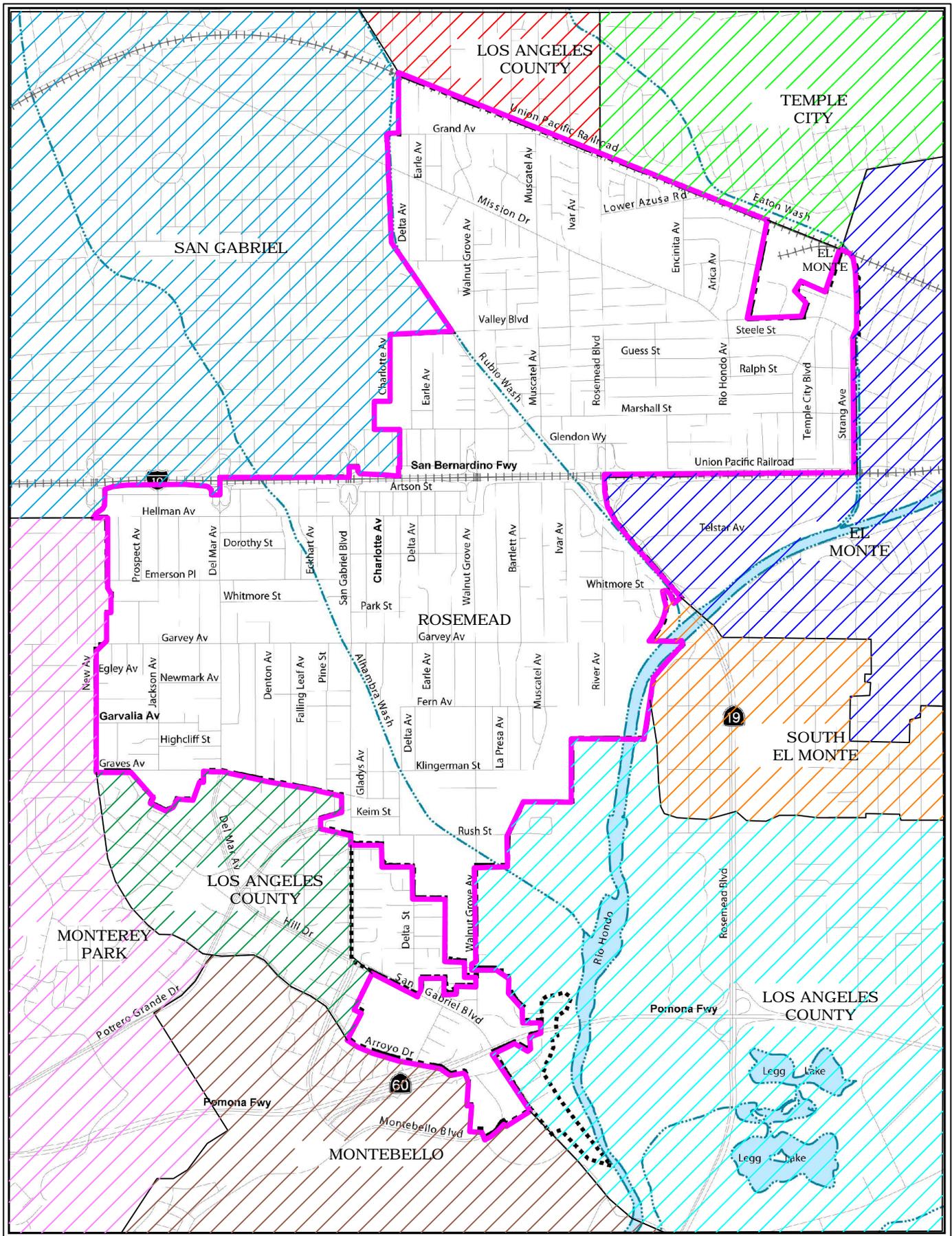
**CITY OF TEMPLE CITY**

The City of Temple City adopted its “Bicycle Master Plan” in March 2011. Additionally, Temple City has received Caltrans funding for a bikeway along Rosemead Boulevard, a part of a larger improvement project for Rosemead Boulevard. *Map 2-6* is a copy of Temple City’s Bicycle Plan Map showing proposed Class II Bike Lanes along Lower Azusa Road, Temple City Boulevard, and Rosemead Boulevard. All three roadways extend into the City of Rosemead.

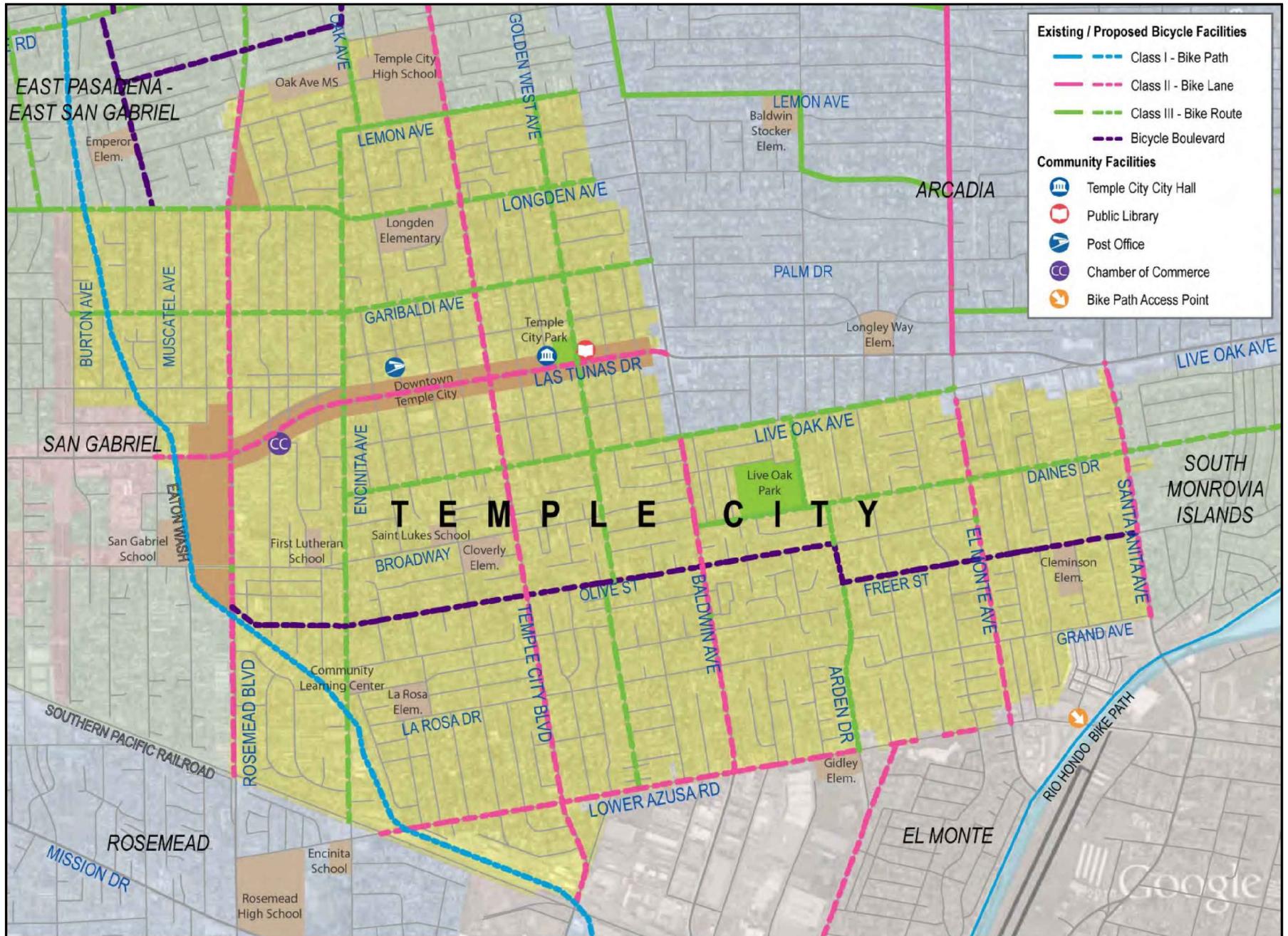
**COUNTY OF LOS ANGELES UNINCORPORATED COMMUNITIES**

Los Angeles County recently adopted its “Bicycle Master Plan” in December 2011 for unincorporated communities. A portion of unincorporated territory is located to the south of Rosemead, a part of the community known as South San Gabriel. The County’s Bicycle Master Plan includes a proposed Class II, Bike Lane, along Del Mar Avenue, immediately south of Rosemead, which follows Hill Drive, and San Gabriel Boulevard further south as shown on *Map 2-7* below. There are no

# CITY OF ROSEMEAD BICYCLE IMPROVEMENT PLAN



# CITY OF ROSEMEAD BICYCLE IMPROVEMENT PLAN



MAP 2-6

TEMPLE CITY BICYCLE PLAN MAP

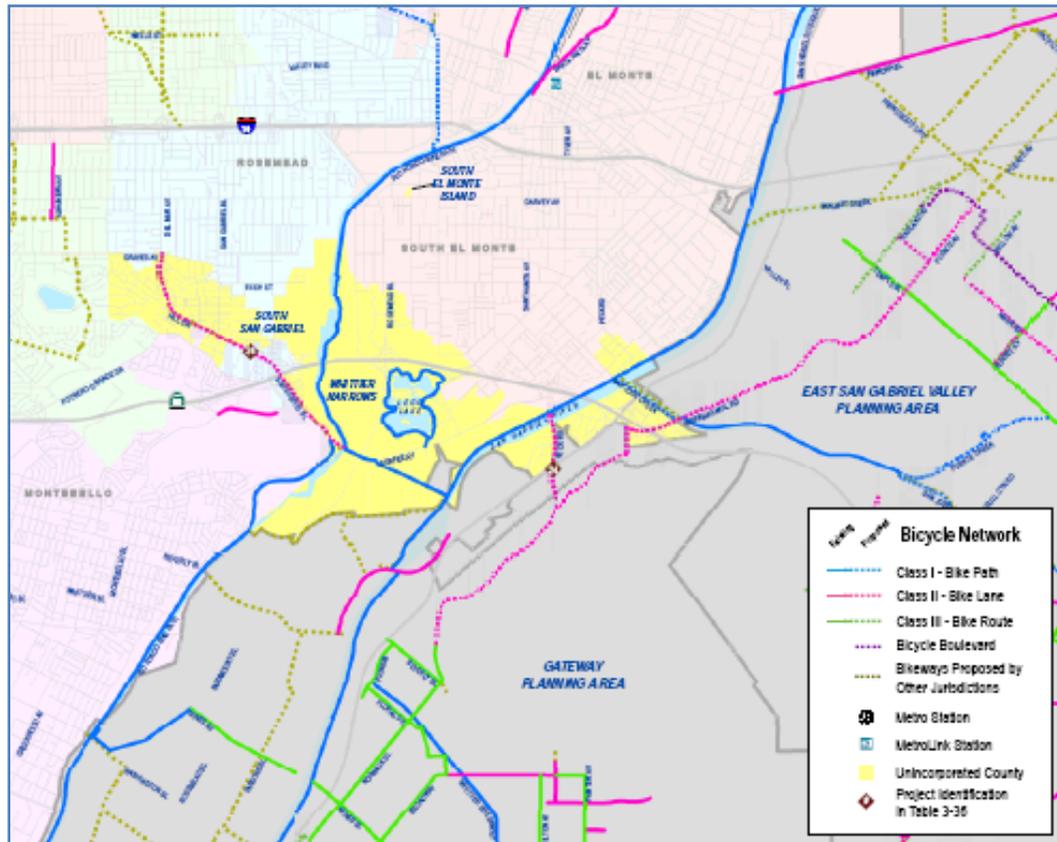




connecting bikeways, existing or planned, within unincorporated territory north of Rosemead.

**MAP 2-7**

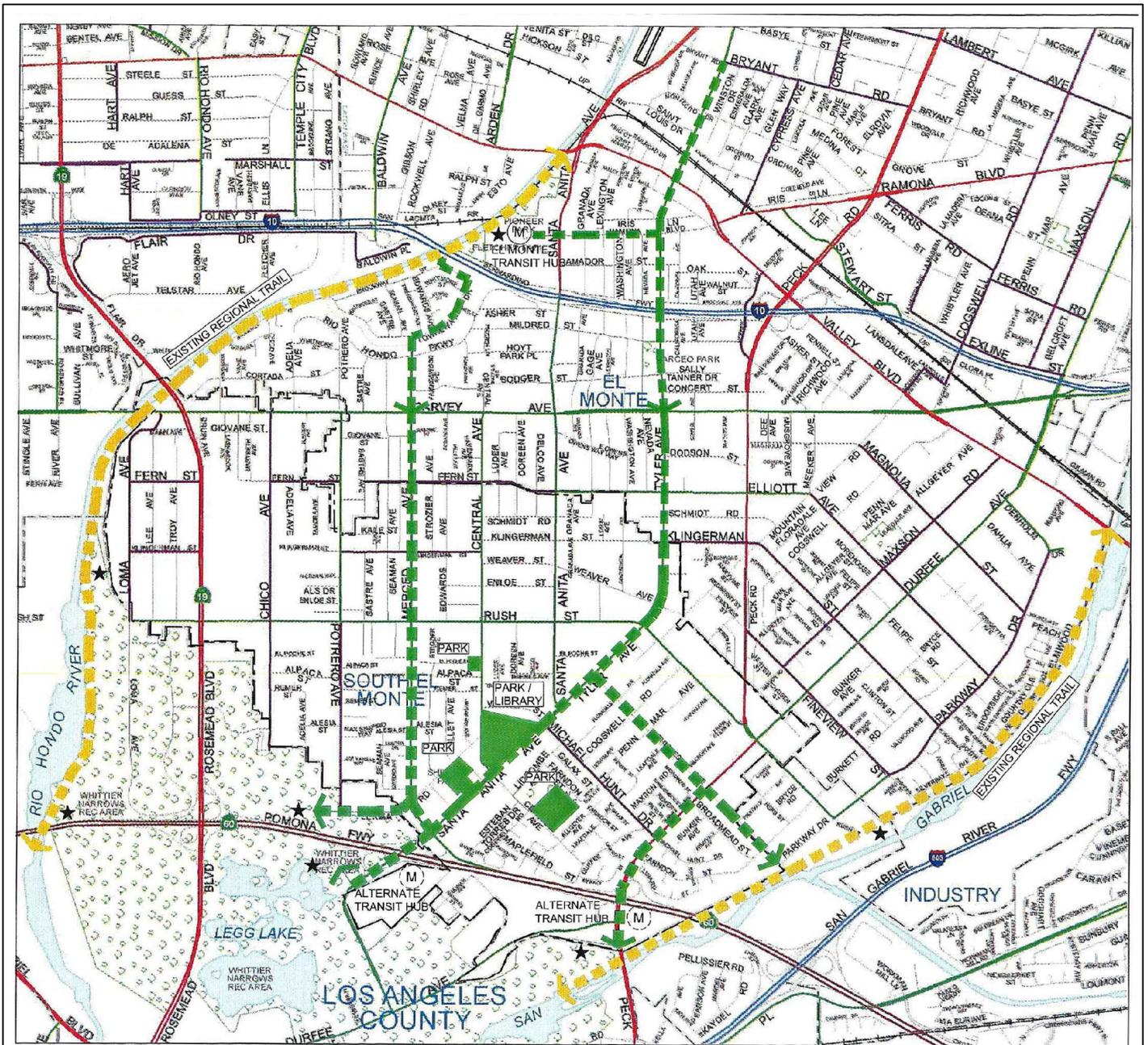
**Los Angeles County (Unincorporated), West San Gabriel Valley Planning Area**



**CITY OF SOUTH EL MONTE**

The City of South El Monte has a Bicycle Transportation Plan and Map (see Map 2-8) that focuses on bicycle routes in the center of the City. No routes are shown that connect with the City of Rosemead to the west. Conversations with the City’s Public Works department indicate that cooperation with Rosemead can be worked out to extend a bikeway across Garvey Avenue between the two cities, particularly a bikeway that connects to the existing Rio Hondo Bike Path.

# CITY OF ROSEMEAD BICYCLE IMPROVEMENT PLAN



## LEGEND

-  ALTERNATE TRANSIT HUB
-  POINTS OF INTEREST
-  EXISTING TRAIL-RIO HONDO
-  EXISTING TRAIL-SAN GABRIEL RIVER
-  BIKE ROUTE LANES - RECOMMENDED
-  FOUR WAY STOP
-  SIGNAL
-  STOP SIGN
-  CORRIDOR IMPROVEMENT
-  BICYCLE OVERCROSSING / UNDERCROSSING
-  BICYCLE PARKING
-  BICYCLE DIRECTION OF TRAVEL
-  CITY PARKS
-  RIO HONDO RIVER
-  SAN GABRIEL RIVER

## SIGN ROUTES

-  INTERSTATE
-  U.S.
-  STATE
-  COUNTY

-  NATIONAL BOUNDARY
-  STATE BOUNDARY
-  COUNTY BOUNDARY
-  CITY BOUNDARY
-  RAILROAD

## URBAN

-  INTERSTATE 11
-  OTHER FWY OR EXPWY 12
-  OTHER PRINCIPAL ARTERIAL 14
-  MINOR ARTERIAL 16
-  COLLECTOR 17
-  LOCAL 19





## **CITY OF MONTEREY PARK**

The City of Monterey Park has an older bicycle plan map (see *Map 2-9*) that shows no existing or planned bikeway that extends east into the City of Rosemead. No updated information was found.

## **CITY OF SAN GABRIEL, CITY OF EL MONTE, AND CITY OF MONTEBELLO**

Information on planned bikeways and facilities in the Cities of San Gabriel, El Monte, and Montebello has not been fully developed or made available.

## **2.4 OTHER TRANSPORTATION, AIR QUALITY, AND ENERGY PLANS**

### **SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT**

The South Coast Air Quality Management District periodically prepares an overall Air Quality Management Plan (AQMP) update to meet federal requirements and to incorporate the latest technical planning information. The District is currently developing the 2012 AQMP to develop control strategies, attainment demonstrations, further progress, and maintenance. The 2012 update will include the 2012 Regional Transportation Plan/Sustainable Communities Strategy, updated emission inventory methodologies and growth forecasts.

### **SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS, REGIONAL TRANSPORTATION PLAN**

SCAG adopted its Regional Transportation Plan "Destination 2030" in April 2004. The multi-modal Plan represents a vision for coordinated investment in transportation improvements.

### **LOS ANGELES COUNTY CONGESTIONAL MANAGEMENT PROGRAM**

The Los Angeles County Metropolitan Transportation Authority adopted its "Congestion Management Program", or CMP, in July of 2004. The CMP was created to link local land use decisions with their impacts on regional transportation and air quality and to develop a partnership among transportation decision makers. The purpose is to devise appropriate transportation solutions that include all modes of travel.





## **SAFE ROUTES TO SCHOOLS**

Safe Routes to School (SRTS/SR2S) programs refers to a variety of programs aimed at promoting walking and bicycling to school and improving traffic safety around school areas mainly through education and engineering measures. Current and proposed improvements at all schools with the City of Rosemead are on-going.

## **COMPLETE STREETS**

The California Complete Streets Act of 2008, Government Code 85302, AB 1358, codifies policy that streets accommodate users of all modes of transportation including bicycling. Caltrans has adopted policies and programs aimed at Complete Street implementation in all planning, programming, design, construction, operations, and maintenance activities and products on the State Highway System.

## **ASSEMBY BILL 32**

Assembly Bill 32, also known as the Global Warming Solutions Act of 2006, sets greenhouse gas emissions reduction goals for the year 2020.

## **SENATE BILL 375**

Senate Bill 375, also known as the Sustainability Communities and Climate Protection Act of 2008, directs the California Air Resources Board to set regional targets for reducing greenhouse gas emissions. The new law establishes an approach to ensure that cities and counties are involved in the development of regional plans to achieve those targets.

## **2.5 BICYCLE COMMUTING INCENTIVE PROGRAMS**

At this time there are no local, Rosemead, bicycle commuting incentive programs. No programs are available at the regional level. Employers may provide bicycle commuting incentives.



### 3. EXISTING CONDITIONS AND NEEDS ANALYSIS

#### 3.1 LAND USE AND CIRCULATION

Rosemead’s current land use and circulation character can be differentiated by the northern portion, north of Interstate 10, and the southern portion, south of Interstate 10. Interstate 10 is a major dividing line limiting the number of roadway crossings from north to south, although there are five (5) exits from Interstate 10 that reach Rosemead (New Avenue, Del Mar Avenue, San Gabriel Avenue, Walnut Grove Avenue, and Rosemead Boulevard).

The Southern California Edison high powered transmission line also bisects the City, between east and west, and also limits east-west transportation crossings. The Edison crossing runs from the City limit in the north near Walnut Grove Avenue to the City limit in the south between Del Mar Avenue and San Gabriel Boulevard and extends beyond.

Residential land uses in the northern portion of the City are primarily “Single Family”. Commercial strip centers in the northern portion are found primarily along Valley Boulevard. The Rosemead Place shopping center at Rosemead Boulevard and Marshall Street is the only major shopping center north of Interstate 10. Pockets of “Multi-Family” housing and industrial uses are few and scattered throughout the northern portion.

Residential land uses in the southern portion of the City are primarily “Multi-Family” with some small pockets of high density housing. Strip commercial use is primarily along Garvey Avenue with some strip industrial uses among smaller parcels.

Parks, schools, religious centers, green space, community facilities, and other public facilities are found distributed across the City, north and south. A high concentration of public facilities is found centered around City Hall, on Valley Boulevard, including the public library and a community center. Large employers such as Southern California Edison, one of the largest employers in southern California, are located at the southern end of the City. The Wal-Mart shopping center, another large employer, is located in the southern portion, just south of



Interstate 10. Table 3-1 below lists Rosemead’s largest employers.

**Table 3-1  
ROSEMEAD’S LARGEST EMPLOYERS**

Employer	Number of Employees
Southern California Edison	4,000
Garvey School District	953
Wal-Mart	420
Panda Restaurant Group	400
Rosemead School District	337
City of Rosemead	208
Target	200
Hemetic Seal Corporation	130
Don Bosco Tech	90
Double Tree	90
Marge Carson , Inc.	80
Irish Construction	75

Source: 2009 City of Rosemead Comprehensive Annual Report

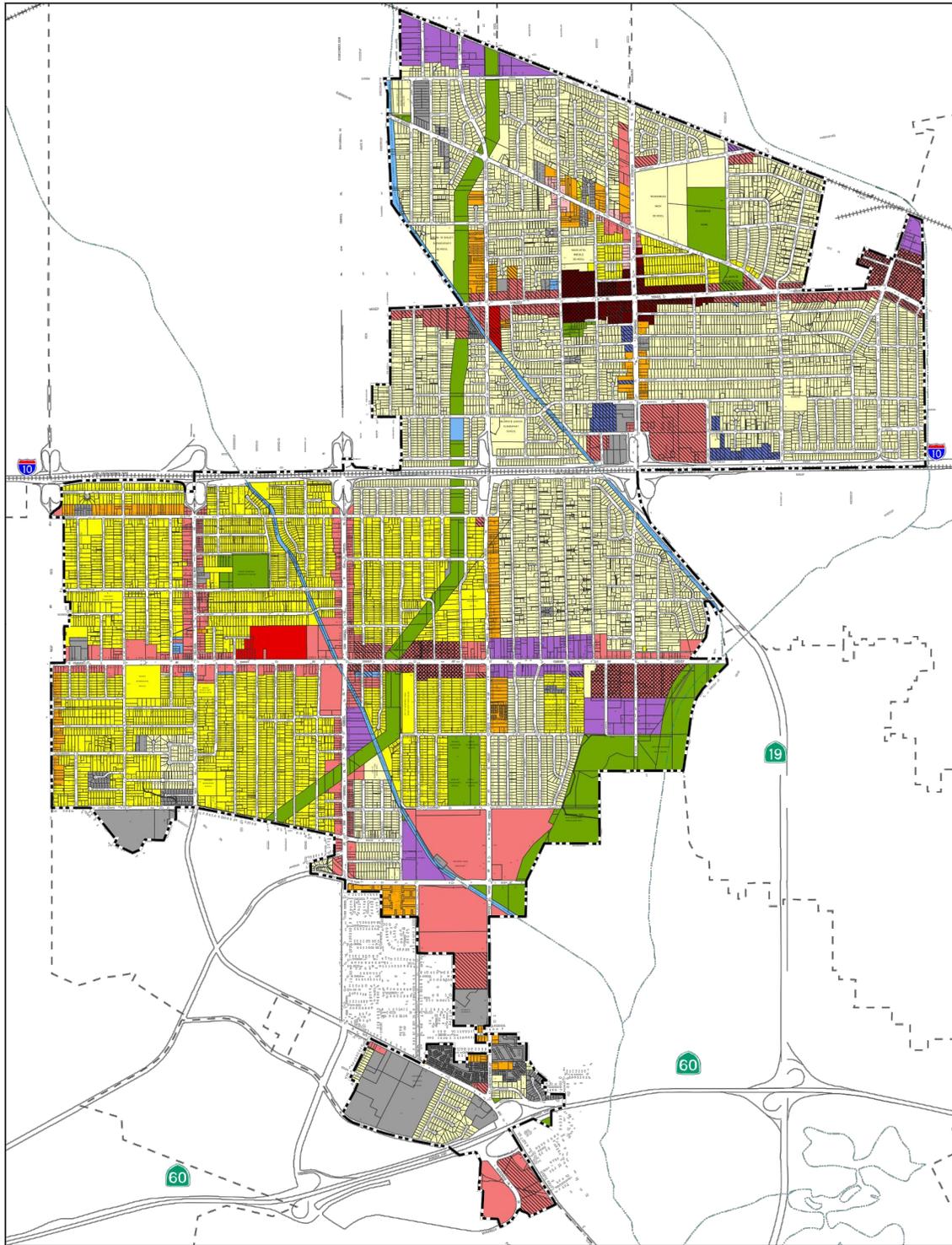
Map 3-1 is the Zoning Map for the City of Rosemead showing permitted land uses by location, and is included to generally represent existing land uses. Like the General Plan Map (Map 2-3), the Zoning Map shows future land uses in Rosemead which are generally reflective of land uses existing today with the exception of a new land use designation for “Mixed Use” allowing the mixing of residential and commercial, or industrial and commercial in one development. These future land uses are planned at nodes generally found at:

Future Residential/Commercial Planned Mixed Use:

\*Valley Boulevard and Muscatel Avenue

\*Garvey Avenue and Earl Avenue

# CITY OF ROSEMEAD BICYCLE IMPROVEMENT PLAN



- |                                 |                               |                         |  |
|---------------------------------|-------------------------------|-------------------------|--|
| R-1 Single Family Residential   | C-4 Regional Commercial       | O-S Open Space          | <b>Overlays</b>  |
| R-2 Light Multiple Residential  | CBD Central Business District | P-D Planned Development | RC-MUDO Residential/Commercial Mixed Use Development Overlay |
| R-3 Medium Multiple Residential | P Automobile Parking          | M-1 Light Manufacturing | D Design Overlay   |
| C-1 Neighborhood Commercial     | P-O Professional Office       |                         |  |
| C-3 Medium Commercial           |                               |                         |  |
- Rosemead City Boundary



While the City of Rosemead makes every effort to maintain and distribute accurate information, no warranties and/or representations of any kind are made regarding information, data or services provided. In no event shall the City of Rosemead be liable in any way to the users of this data. Users of this data shall hold the City of Rosemead harmless in all matters and accounts arising from the use and/or accuracy of this data.



City of Rosemead

## Official Zoning Map

Adopted by City Ordinance No. 891 on May 11, 2010



NORTH



## Future Commercial/Industrial Planned Mixed Use:

*\*Garvey Avenue and Walnut Grove Avenue*

*\*San Gabriel Boulevard and Graves Avenue*

Rosemead's future land uses show that the southern portion of the City will become more densely populated and house a larger number of employment generating land uses. Future land uses show high intensity commercial uses limited to the southern portion. In contrast, the northern portion of the City will likely remain similar to existing conditions.

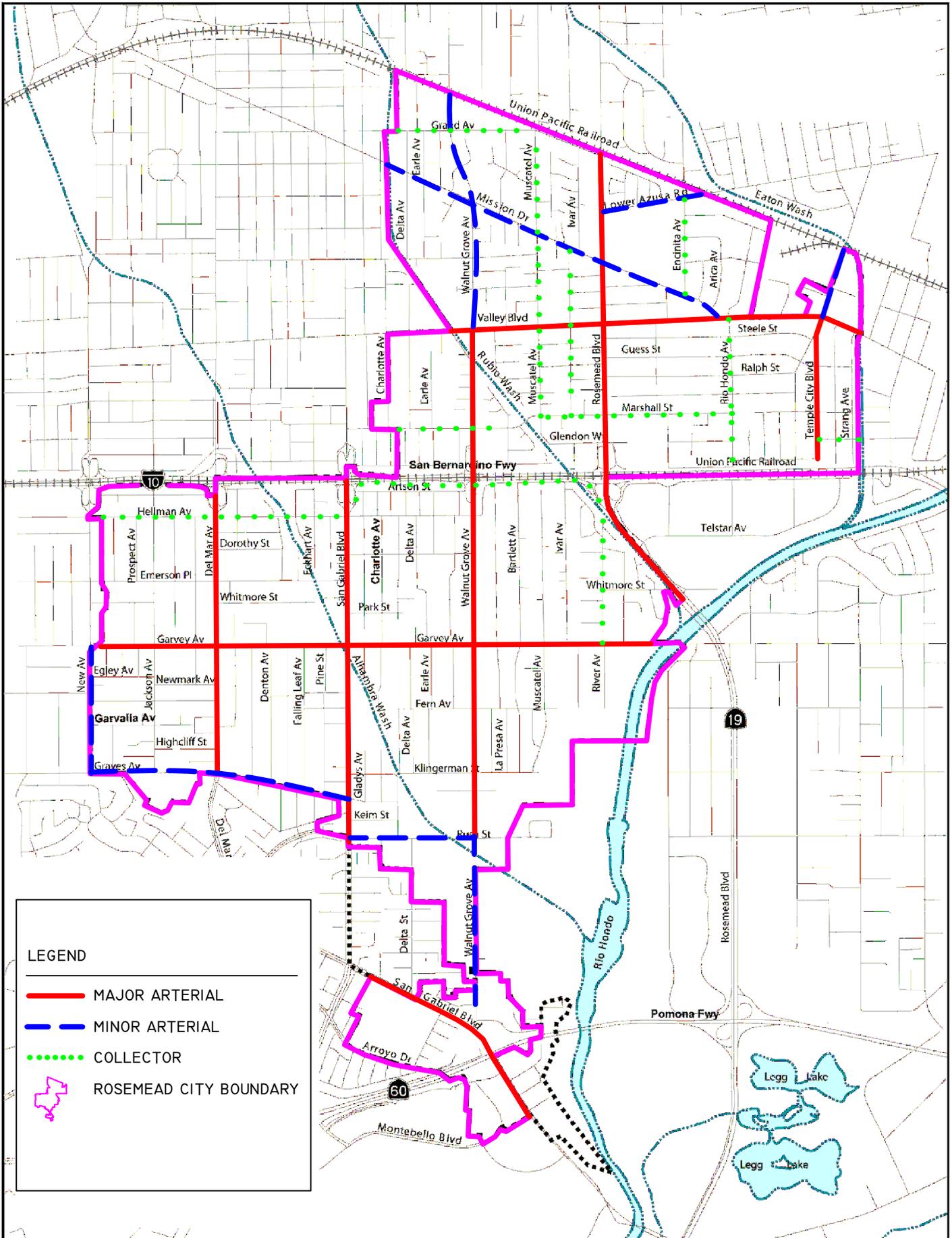
Circulation in Rosemead is divided between the northern and southern sections. Interstate 10 is a large land use barrier to traveling in the City from north to south. Five roadway crossings allow travel between north and south for vehicles, bicyclists, and pedestrians, but these intersections experience a high volume of vehicle traffic, multiple turning movements, and high noise levels. East-west travel in Rosemead is easier, with no major impediments. The Edison easement and the San Gabriel River are large land barriers but do not impede travel significantly.

Rosemead Boulevard is an important north-south roadway and is one of the few direct routes stretching from Interstate 210 to Interstate 10 in the San Gabriel Valley. Rosemead Boulevard is also a California State Highway (Route 19) under the jurisdiction of the California Department of Transportation (Caltrans). Any improvements or changes to the roadway have to be approved by Caltrans.

The Circulation Element of the General Plan classifies the City's roadways based on future traffic volume and capacity (see *Map 3-2*). Major Arterials are capable of holding the highest amount of traffic. Minor Arterials accommodate a smaller amount of traffic. Collectors carry less traffic. All other streets are designated as "local" and are typically neighborhood, residential streets with very little traffic volume.

The following Table 3-2, lists the major roadways in Rosemead and their classifications today and into the future.

# CITY OF ROSEMEAD BICYCLE IMPROVEMENT PLAN





**Table 3-2  
GENERAL PLAN CIRCULATION ELEMENT:  
MAJOR AND MINOR ARTERIALS**

Roadway	Existing Classification	Future Classification
<b>Walnut Grove Ave</b> (North-South) City Limit @ UPRR at the north to Hill Dr. at the south	Minor Arterial	Major Arterial
<b>Del Mar Ave</b> (North-South) City Limit @ I-10 at the north to Graves Ave at the south	Minor Arterial	Major Arterial
<b>Garvey Ave</b> (East-West) City Limit @ New Ave at the west to the Bridge at the east	Major Arterial	Major Arterial
<b>Valley Blvd</b> (East-West) City Limit @Rubio Wash	Major Arterial	Major Arterial
<b>Mission Drive</b> (East-West) City Limit @ Rubio Wash	Minor Arterial	Minor Arterial
<b>Temple City Blvd</b> UPRR at north to I-10 at south	Minor Arterial	Major Arterial
<b>Lower Azusa Rd</b> Rosemead Blvd to UPRR	Minor Arterial	Minor Arterial
<b>San Gabriel Blvd</b> (North-South)	Major Arterial	Major Arterial
<b>New Ave</b> (North-South)	Minor Arterial	Minor Arterial
<b>Graves Ave</b> (East-West)	Minor Arterial	Minor Arterial
<b>Rush St</b> (East-West)	Minor Arterial	Minor Arterial
<b>San Gabriel Blvd</b> (North-south)	Major Arterial	Major Arterial

Source: City of Rosemead General Plan, 2010



**3.2 EXISTING BICYCLE USERS**

To understand the need for bikeways and facilities in the City, an analysis of existing bicycle riders is important. Bicycle riding in the City is largely for commuting purposes rather than recreational purposes. At this time, commuting by bicycle is perhaps the least popular way to commute to work or for any other commuting purpose. Safety concerns, distance, and other factors make bicycling less attractive.

US Census data was obtained and analyzed and a survey of existing bicycle riders was conducted to determine the number and type of existing bicycle users. Table 3-3 below includes the percentage of the working population over 16 years old and their means of travel to work. The Table shows the percentage for males versus females and for the City of Rosemead versus the County of Los Angeles as a whole. Bicycle commuting among the working population in Rosemead was only 1.4 percent for the male population and 0.7 percent for the female population. These percentages are slightly higher than those for Los Angeles County, but significantly less than other means of travel. The Car, Truck, or Van was the most popular way to travel to work.

**Table 3-3  
COMMUTING CHARACTERISTICS**

2008 to 2010 American Community Survey, U.S. Census Bureau

Means of Transportation to Work	City of Rosemead		Los Angeles County	
	Male	Female	Male	Female
Car, Truck, or Van	89.4%	84.8%	83.3%	82.1%
Public Transportation	5.2%	6.1%	6.8%	7.7%
Walked	1.0%	1.1%	2.7%	3.2%
Bicycle	1.4%	0.7%	1.3%	0.4%
Taxicab, motorcycle, or other	1.6%	1.1%	1.3%	1.2%
Worked at home	1.3%	6.2%	4.6%	5.5%
<b>TOTAL</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

*Source: US Census (Workers 16 years and over)*

# BICYCLE TRANSPORTATION PLAN



To better understand the locations and routes currently used by bicyclists in the City, a sample survey, counting bicyclists, was conducted at various locations (roadway segments), times of day, and days of the week. Table 3-4 below presents the bicycle counts conducted as part of this Bicycle Transportation Plan. The survey shows that bicycle riders are similar to vehicles, traveling most on the Major Arterials, and during the popular afternoon commuting times.

**Table 3-4**  
**SAMPLE SURVEY OF ROSEMEAD BICYCLE RIDERS: LOCATION, DAY, AND TIME**

Street Segment (No. of Miles)	Survey Day	Survey Time	No. of Segments Surveyed	No. of Miles Surveyed	Number of Riders	
					Total	Total Per Mile
1. Rosemead Blvd (1.5)	Thurs. Feb 16	4:15 to 5:15 pm	3	4.5	19	4.2
2. Valley Blvd (1.5)	Thurs. Feb 16	5:30 to 6:00 pm	2	3.0	14	4.7
3. Mission Dr (1.2)	Fri. Feb 17	2:00 to 2:15 pm	2	2.4	6	2.5
4. Walnut Grove Ave (3.3)	Fri. Feb 17	2:15 to 2:45 pm	2	6.6	4	0.6
5. Marshall St (2.0)	Fri. Feb 17	2:50 to 3:00 pm	2	4.0	1	0.2
6. Hellman Ave (1.5)	Fri. Feb 17	3:00 to 3:15 pm	2	3.0	3	1.0
7. Garvey Ave (2.2)	Fri. Feb 17	3:15 to 4:15 pm	2	4.4	30	6.8
8. Rosemead Blvd (1.5)	Sat. Feb 18	5:10 to 5:20 pm	3	3.0	2	0.7
9. Garvey Ave (2.2)	Mon. Feb 20 *	10:15 to 10:30 am	2	4.4	14	3.2
10. Muscatel Ave, north of I-10 (1.2)	Tues. Feb 21	5:15 to 5:30 pm	2	2.4	0	0.0
11. San Gabriel Blvd (1.4)	Tues. Feb 21	5:40 to 5:50 pm	2	2.8	11	3.9
12. Burton Ave, I-10 to Garvey Ave (.6)	Tues. Feb 21	5:55 to 6:00 pm	1	.6	0	0.0
<b>TOTAL</b>	-	-	-	-	<b>104</b>	-

\*holiday

Source: Evan Brooks Associates, Field Survey, February 2012.



Map 3-3 shows the approximate location of bicycle riders found during survey days and times. Each green dot represents a person found on a bicycle, either moving or stationary. Direction of travel was not documented.

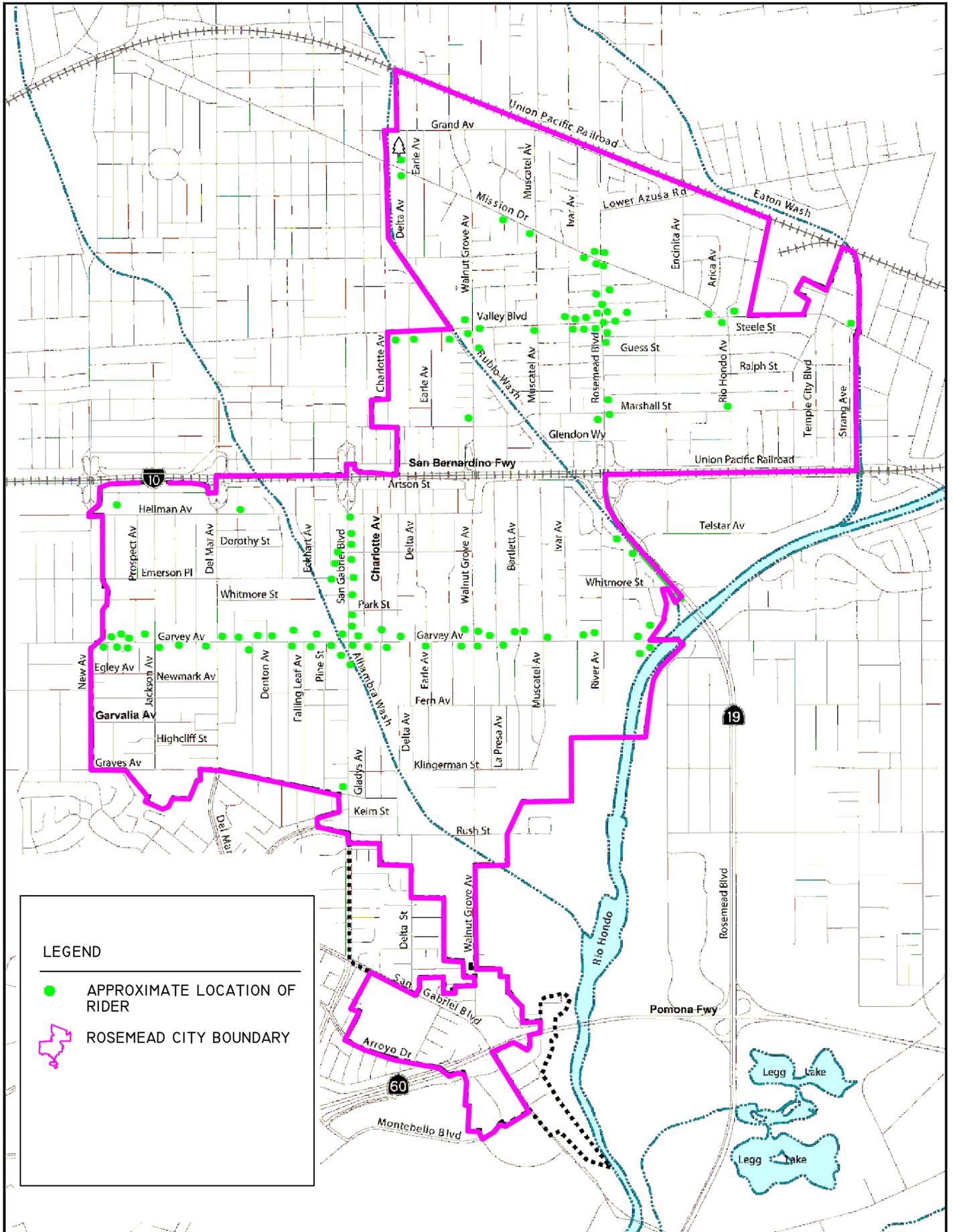
The survey documented some characteristics of riders, such as age and gender. The survey found that the vast majority of riders were male and appear to be over 18 years old as shown on Table 3-5 below. Although helmet use, direction of travel, and sidewalk versus road use were not documented, generally, nearly all riders were without a helmet, and less than half, but a significant number, were found riding on the sidewalk.

**Table 3-5  
SAMPLE SURVEY OF ROSEMEAD BICYCLE RIDERS:  
LOCATION, GENDER, AND AGE**

Street Segment	No. of Riders	Male		Female	
		Under 18	18 & Over	Under 18	18 & Over
1. Rosemead Blvd	19	0	19	0	0
2. Valley Blvd	14	0	14	0	0
3. Mission Dr	6	0	6	0	0
4. Walnut Grove Ave	4	0	3	0	1
5. Marshall St	1	1	0	0	0
6. Hellman Ave	3	1	2	0	0
7. Garvey Ave	30	0	30	0	0
8. Rosemead Blvd	2	1	1	0	0
9. Garvey Ave	14	0	11	0	3
10. Muscatel Ave	0	0	0	0	0
11. San Gabriel Blvd	11	5	3	2	1
12. Burton Ave	0	0	0	0	0
<b>TOTAL</b>	<b>104</b>	<b>8</b>	<b>89</b>	<b>2</b>	<b>5</b>

*Source: Evan Brooks Associates, Field Survey, February 2012.*

# CITY OF ROSEMEAD BICYCLE IMPROVEMENT PLAN



MAP 3-3  
 SAMPLE SURVEY, LOCATION OF BICYCLE RIDERS





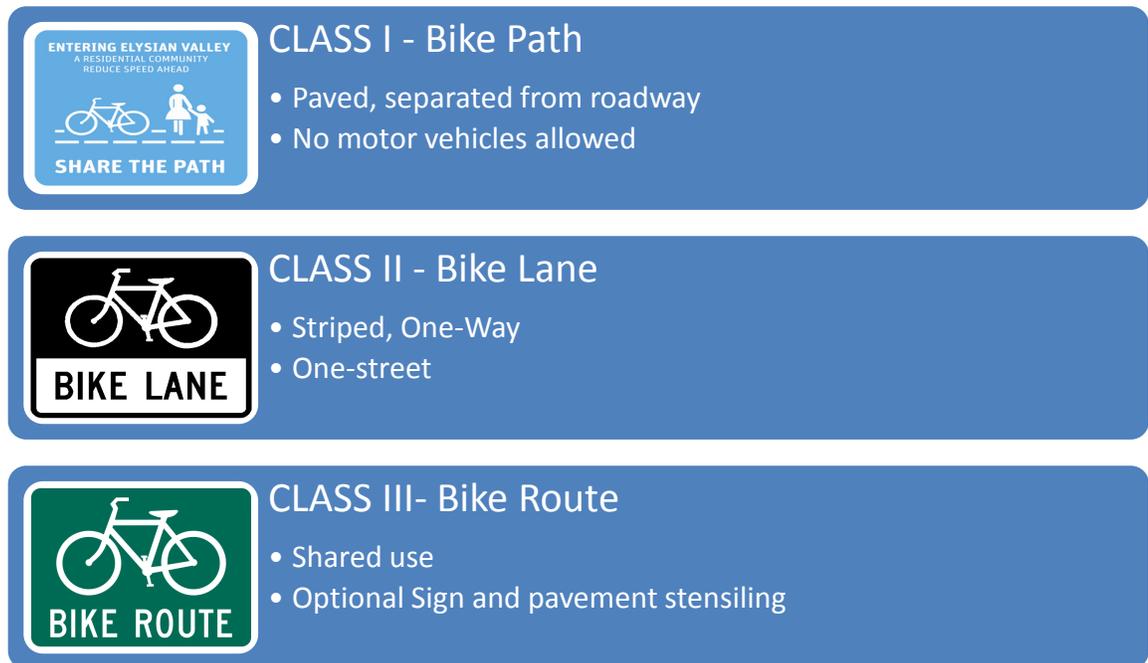
### 3.3 EXISTING BIKEWAYS, BICYCLE PARKING, AND BICYCLE FACILITIES

A citywide survey of existing bike systems, e.g., bike routes (Class III bikeway), bike lanes (Class II bikeway), bike paths (Class I bikeway), and bicycle parking facilities was conducted as a part of this Bicycle Transportation Plan. The survey found that the Rio Hondo Bike Path (Class I) was the only bicycle facility in the City, and only a small portion of the Path is within the City limits. Bicycle parking racks were found only at shopping centers and at some commercial establishments. No other bicycle facilities were found.

#### EXISTING BIKEWAYS

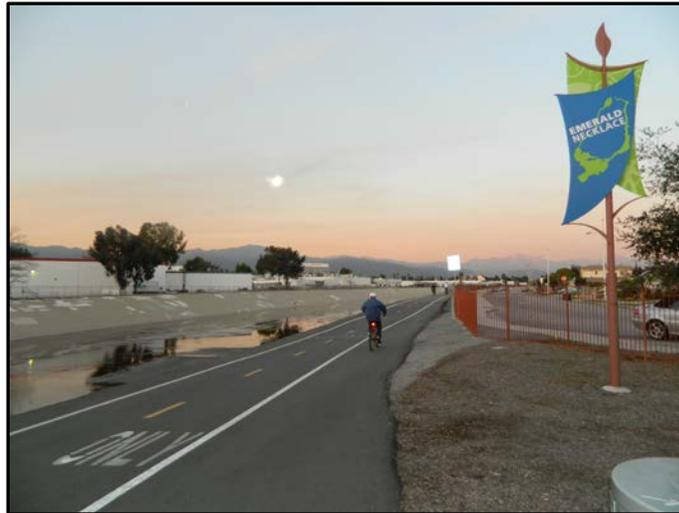
Bikeways is a general term for the group of various classes, or types, of bicycle roadways. Common classifications have been developed at the Federal level with the leadership of transportation engineering agencies, such as Caltrans which documented the classifications in its publication "Highway Design Manual". The common classifications are illustrated on Figure 3-1 below.

**Figure 3-1**  
**BIKEWAY CLASSIFICATION SYSTEM**





The Rio Hondo Bike Path is a designated Class I bikeway, and extends from the City of Long Beach in the south to the City of Azusa in the north.



*Rio Hondo Class I Bike Path at the boundary of the City of El Monte and City of Rosemead*

A Class II bikeway, Bike Lane, includes striping on both sides of the existing roadway that separates a bicycle travel lane from a vehicle travel lane. Installing a Class II, Bike Lane, will require adequate roadway width depending on the existence of on-street parking. Class II, Bike Lane, is sometimes painted green to clearly differentiate the lane for bikes only.



*Class II, Bike Lane, on Seventh Street, City of Los Angeles*



A Class III bikeway, Bike Route, is referred to as a shared roadway. With posted “Bike Route” signs, the drivers of vehicular traffic are made aware of the potential existence of bicyclists riding along the right side of the roadway. Typically the green street sign marks the beginning and end of the route. “Chevron” roadway markings paired with a graphic of a bicycle are typically also included showing the general path of travel for bicycle riders.



*Class III, Bike Route, Chevron Marking  
City of Los Angeles*



*Class III, Bike Route, City of San Gabriel*



A newer, type of bicycle classification used is the “Bicycle Boulevard”. Although not a formal classification, Bicycle Boulevards are used along long stretches of low volume roadways where bicycling is as frequent as vehicle travel.



*Bicycle Boulevard in the City of Berkeley, California*

**EXISTING BICYCLE PARKING**

A survey of bicycle parking in Rosemead found various bicycle racks at shopping centers. No bike racks were found at City Hall or the adjacent County public library. Schools and parks were not surveyed and may contain bicycle parking racks.



*Newly installed bicycle rack at the Rosemead Town Center shopping center*



*Bicycle Parking, City of San Francisco*

There are two basic types of bicycle parking. The low security bike racks such as the inverted U-rack shown in the photograph above are meant to secure a bicycle for a short period of time, while the high security bicycle lockers are meant to secure a bicycle for a long period of time. Other types of bicycle parking arrangements include attendant parking typically found in high density areas, and automated bicycle parking.



*Bicycle Parking Rack, City of Pomona*



*Low security bicycle rack, City of Glendale*



*High security bicycle lockers, El Monte Transit Center*



## **EXISTING FACILITIES**

Other bicycle facilities, or end of trip facilities include showers, storage areas, restrooms, and locker rooms that aid the bicycle commuter. A survey of Rosemead indicates that these types of bicycle facilities do not currently exist anywhere in the City.

## **3.4 EXISTING PUBLIC TRANSPORTATION**

Bicycle commuting combined with public transit is a viable way to travel long distances. Los Angeles County has an extensive public transit system that provides expanded commuting options for bicycle riders. Many public transit buses are equipped with bicycle-carrying racks.

### **METRO**

The Los Angeles County Metropolitan Transportation Authority operates its system buses along Valley Boulevard, Rosemead Boulevard, Garvey Avenue, San Gabriel Boulevard, and a number of lines around the Montebello Town Center at the southern tip of Rosemead. Additional lines run along Interstate 10.

### **EL MONTE TRANSIT CENTER**

The existing El Monte Transit Center provides a hub for public transit in the San Gabriel Valley with multiple bus connections and the Metrolink Station. The Center is currently being expanded and will include a parking structure and expanded commuter services. *Map 2-2* presented in *Chapter 2, Planning and Policy Context*, shows the location of the El Monte Transit Center which is also a designated Bike-Transit Hub. The El Monte Transit Center is approximately 2.5 miles from Rosemead City Hall.

### **ROSEMEAD EXPLORER AND COMMUTER CONNECTION**

The City of Rosemead operates a transit shuttle bus service along two routes in

## BICYCLE TRANSPORTATION PLAN

*City of Rosemead*

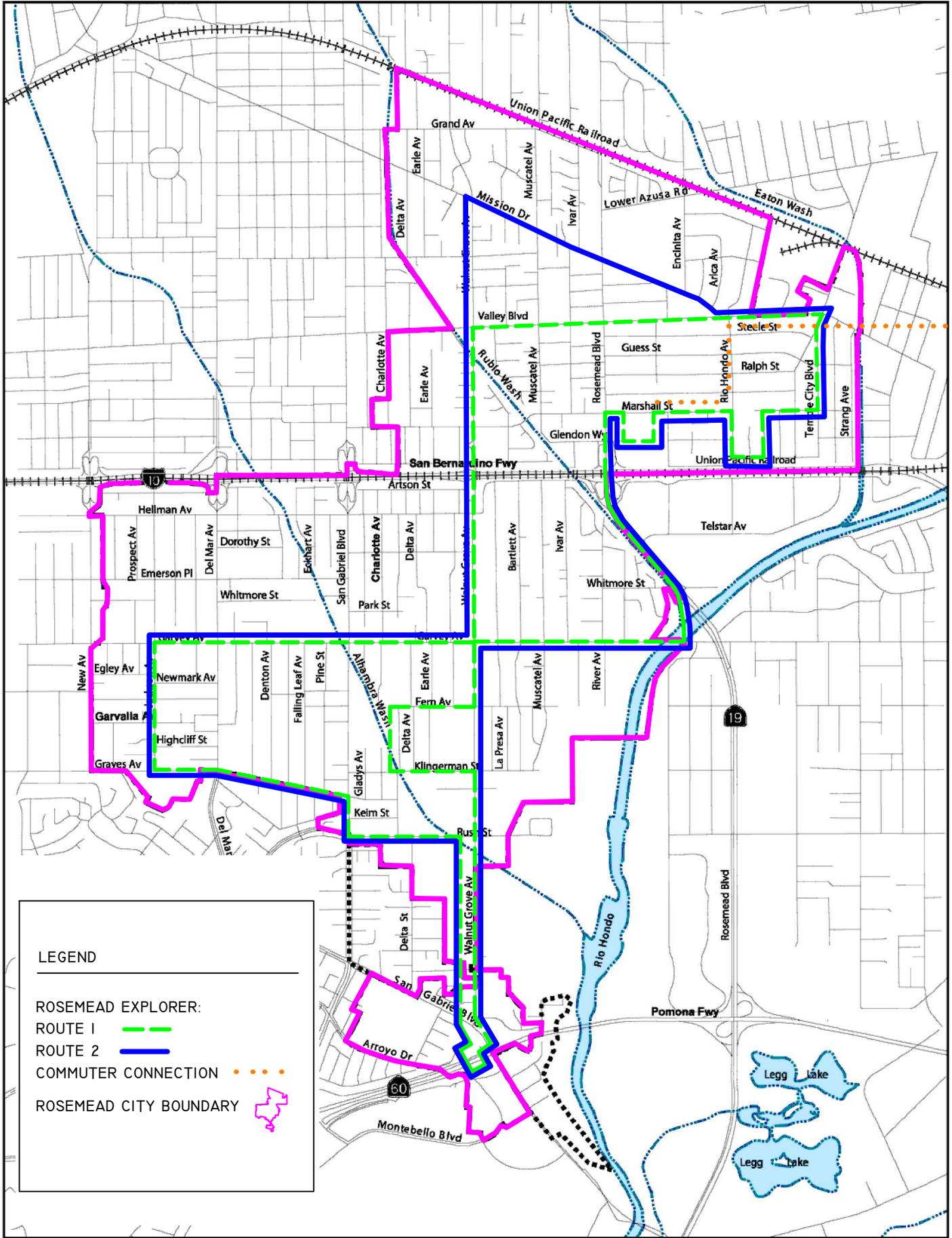


the City as shown on *Map 3-4*. Both routes travel across the City with easy to reach stops. Additionally a commuter shuttle service (“Commuter Connection”) is provided during peak hours traveling from the Rosemead Explorer terminal at Rosemead Place to the El Monte Metrolink Station and the El Monte Metro Bus Station. None of the shuttle vehicles have bicycle carrying racks.



*“Rosemead Explorer” shuttle transit bus*

# CITY OF ROSEMEAD BICYCLE IMPROVEMENT PLAN



MAP 3-4  
ROSEMEAD EXPLORER





## 4. SAFETY AND EDUCATION

### 4.1 LAW ENFORCEMENT AND THE CALIFORNIA VEHICLE CODE

Law enforcement in the City of Rosemead is carried out by the Los Angeles County Sheriff's Department. The agency operates from its Temple Station located at 8838 Las Tunas Drive in the City of Temple City. At this time, the Sheriff's Department does not have any public programs aimed at bicycle safety, bicycle rules of the road, or any educational classes, but did have a program in the past administered to children under 18 who were ticketed for riding without a helmet. At this time, the Sheriff's Department has issued few to no tickets citing bicyclists for violating relevant California Vehicle Code sections.

The California Vehicle Code (Division 11, Chapter 1, Article 4) covers the rules of the road for the operation of bicycles. The following are the Sections of Article 4. "Operations of Bicycles".

<b>Section No.</b>	<b>Section Title</b>
21200	<i>Laws Applicable to Bicycle Use: Peace Officer Exemption</i>
21200.5	<i>Riding Bicycle Under Influence of Alcohol</i>
21201	<i>Equipment Requirements</i>
21201.3	<i>Bicycle or Motorized Bicycle Lights</i>
21201.5	<i>Reflectorized Equipment</i>
21202	<i>Operation on Roadway</i>
21203	<i>Hitching Rides</i>
21204	<i>Riding on Bicycles</i>
21205	<i>Carrying Articles</i>
21206	<i>Local Regulation</i>
21207	<i>Bicycle Regulation</i>
21207.5	<i>Motorized Bicycles: Prohibited Operation</i>
21208	<i>Permitted Movements from Bicycle Lanes</i>
21209	<i>Motor Vehicles and Motorized Bicycles in Bicycle Lanes</i>
21210	<i>Bicycle Parking</i>
21211	<i>Obstruction of Bikeways or Bicycle Paths or Trails</i>
21212	<i>Youth Bicycle Helmets: Minors</i>

The California Vehicle Codes does not address bicycle riding on sidewalks, since the Code only applies to public roadways. This allows local jurisdictions to adopt



ordinances that regulate activities on sidewalks. In Los Angeles County some local jurisdictions such as Pasadena and Temple City have local ordinances that prohibit bicycle riding on sidewalks while others such as the cities of Los Angeles and West Hollywood allow bicycling on sidewalks. Some jurisdictions such as the City of Rosemead are silent on this and others allow riding on sidewalks except in high pedestrian areas such as the downtown.

**4.2 BICYCLE COLLISIONS AND ACCIDENTS**

Safety is a focus of this Bicycle Transportation Plan. If bicycling conditions are unsafe, or appear to be unsafe, most residents and visitors will be reluctant to choose bicycling as a viable transportation option. For this reason, an analysis of collisions involving bicyclists within the City of Rosemead was conducted. All collision data presented below was tabulated and provided by the Los Angeles County Sheriff’s Department for the City of Rosemead covering the years 2007 to 2011.

Table 4-1 below shows the total number of bicycle collisions in Rosemead over the past five years and the number of injuries and deaths each year. The Table shows that there were a total of 106 bicycle-involved collisions over the past five years within the City and nearly all of those involved at least one injury each incident. None of the collisions resulted in a death. The average number of collisions per year is 21 and the average number of injuries is 20.

**Table 4-1**  
**BICYCLE COLLISIONS BY YEAR AND BODILY HARM**  
*City of Rosemead, 2007 to 2011*

Year	No. of Collisions	Injuries	Fatalities
2007	23	22	0
2008	20	19	0
2009	14	13	0
2010	23	21	0
2011	26	26	0
<b>TOTAL (Avg)</b>	<b>106 (21)</b>	<b>101 (20)</b>	<b>0 (0)</b>



It is likely that more collision than what is reflected in the data occurred as smaller collisions with no injuries may go unreported. Therefore, this data is expected to reflect the worst types of bicycle collisions. There does not appear to be a trend of increasing or decreasing collisions over the past five years; however, an ongoing monitoring of bicycle collision data is essential to aid in bicycle planning in Rosemead.

Table 4-2 below shows the number of collisions by time of day. The worst times for bicycle collisions occur during the *am* commutes at the 7:00*am* and 8:00*am* hours, then again at the 2:00*pm* hour. The largest number of collisions occurs in the *pm* commute hours of 5:00*pm* and 6:00*pm*.

**Table 4-2**  
**BICYCLE COLLISIONS BY TIME OF DAY**  
*City of Rosemead, 2007 to 2011*

Time of Day	No. of Collisions	Time of Day	No. of Collisions
6:00 am	0	3:00 pm	5
7:00 am	4	4:00 pm	10
8:00 am	7	5:00 pm	16
9:00 am	3	6:00 pm	17
10:00 am	6	7:00 pm	5
11:00 am	4	8:00 pm	1
12:00 pm	5	9:00 pm	3
1:00 pm	6	10:00 pm	2
2:00 pm	11	11:00 pm	1
<b>TOTAL</b>	<b>46</b>	<b>TOTAL</b>	<b>60</b>

Table 4-3 below shows the number of bicycle collisions by type of collision. The largest number of collisions occurred when the bicyclist was riding on the wrong



side of the road. Of the 42 collisions due to rider on the wrong side of the road, 37 involved one (1) injury each, three involved two (2) injuries each, and two involved no (0) injuries.

**Table 4-3**  
**BICYCLE COLLISIONS BY TYPE**  
*City of Rosemead, 2007 to 2011*

Type	No. of Collisions
Wrong Side of Road	42
Auto R/W Violation	19
Other Hazardous Movements	18
Improper Turn	12
Traffic Signals and Signs	5
Unknown	4
Unsafe Start	2
Unsafe Speed	2
Pedestrian R/W Violation	1
Other Improper	1
<b>TOTAL</b>	<b>106</b>

Table 4-4 shows that of the 106 bicycle collisions in Rosemead, 26 were at an intersection along Garvey Avenue. The high number of collisions at or near Garvey Avenue is likely due to its high use as a bikeway for east-west travel south of Interstate 10. Other problem intersections and locations include intersections along Valley Boulevard where 15 collisions occurred, 13 collisions occurred at an intersection along Mission Drive, 11 collisions occurred at the intersection with Del Mar Avenue, 10 collisions occurred at the intersection with Rosemead Boulevard, and 9 collisions occurred at the intersection with San Gabriel Boulevard. A number of collisions were found to occur at various other intersections in the City. All locations are approximate.



When tabulating the number of collisions per mile, Garvey Avenue had the highest with 11.8 collisions per mile, followed closely by Mission Drive, Valley Boulevard, and Del Mar Avenue.

**Table 4-4**  
**BICYCLE COLLISIONS BY LOCATION**  
*City of Rosemead, 2007 to 2011*

Roadway	Roadway Length in Miles	Roadway Direction	No. of Collisions	Collisions per Mile
Garvey Ave	2.2	East-West	26	11.8
Valley Blvd	1.5	East-West	15	10.0
Mission Drive	1.2	East-West	13	10.8
Del Mar Ave	1.1	North-South	11	10.0
Rosemead Blvd	1.5	North -South	10	6.7
San Gabriel Blvd	1.4	North-South	9	6.4
Other	-	-	22	-
<b>TOTAL</b>	-	-	<b>106</b>	-

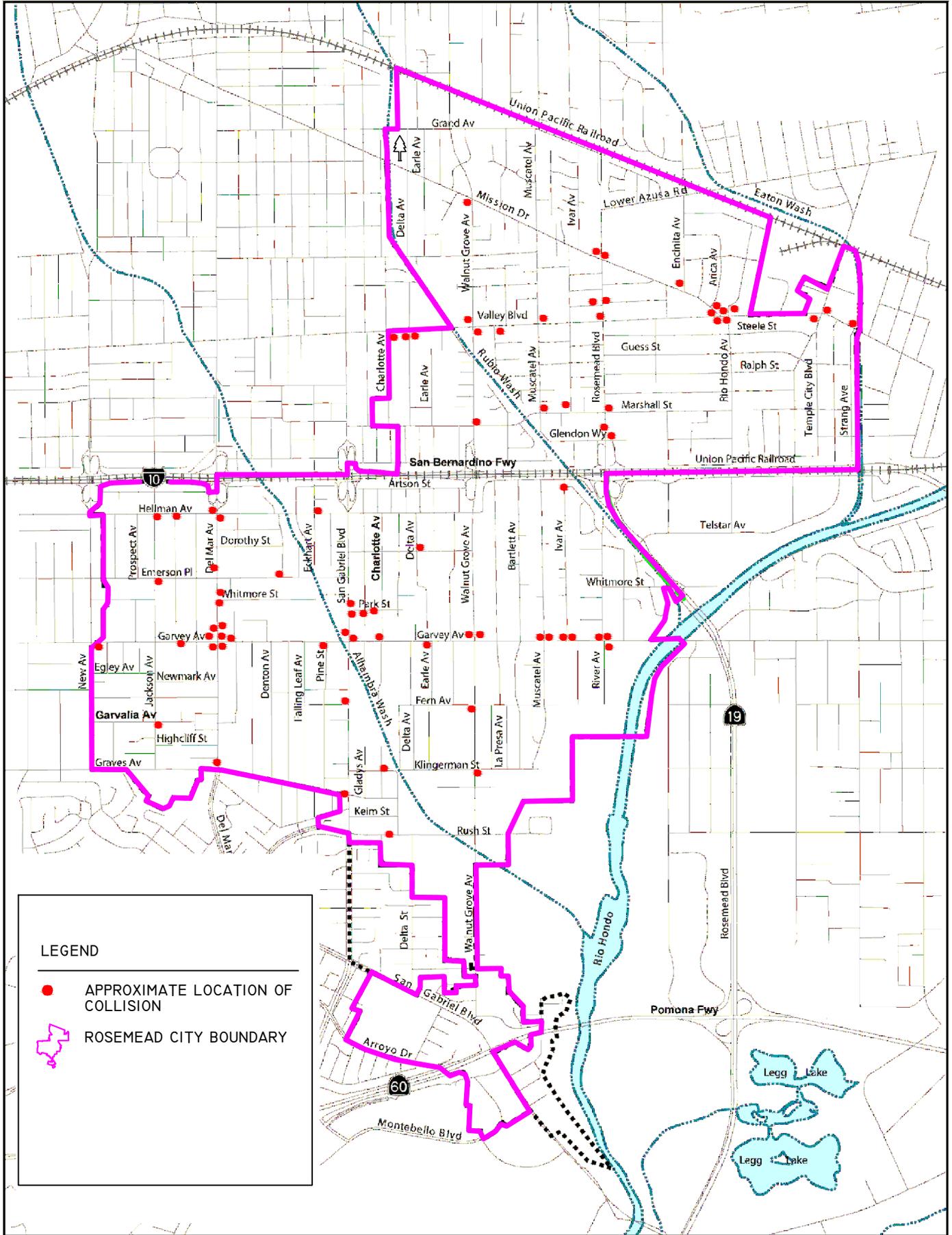
*\*locations are approximate*

Map 4-1, *Bicycle Collisions*, shows the general location of bicycle collisions in the City of Rosemead between 2007 and 2011. Again, these locations are approximate. Many, but not all collisions occur at or near an intersection. The Map shows that the intersections of Garvey Avenue and Del Mar Avenue, and Mission Drive and Rio Hondo Avenue, are problem spots.

**4.3 SAFETY EDUCATIONAL PROGRAMS**

The City of Rosemead and the County Sheriff’s Department do not have any bicycle related safety or educational programs or printed materials for either or both bicyclists and motorists. There are a number of non-profit, community and membership groups organized around bicycling that provide educational and promotional information to its members or the general public. The “Bicycle

# CITY OF ROSEMEAD BICYCLE IMPROVEMENT PLAN



MAP 4-1  
BICYCLE COLLISIONS





Coalition” has chapters at the State and at local levels, including San Gabriel Valley. The “Share the Road” is a national campaign targeted at motorists. Federal agencies such as the National Transportation Safety Board (NTSB) and the Department of Transportation (DOT), Federal Highway Administration (FHWA), provides safety guidelines. The California Department of Transportation (Caltrans) also provides safety guidelines.

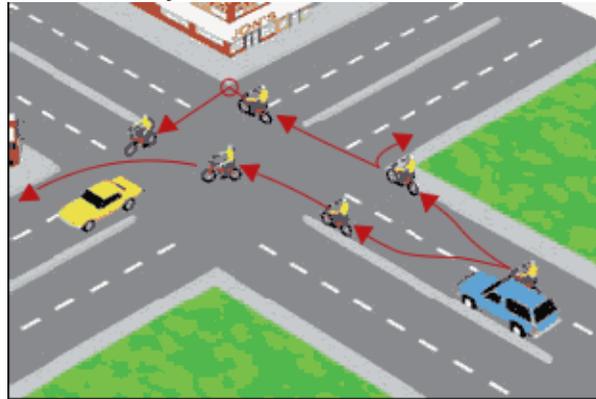
The California Department of Motor Vehicles (DMV) provides documents on the rules of the road for bicycles which are listed below.

“Bicyclists:

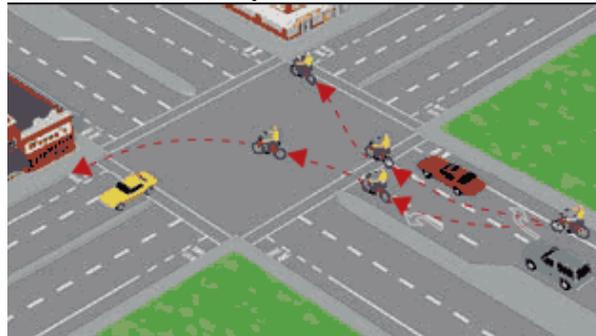
- Are entitled to share the road with motor vehicles.
- Have the same rights and responsibilities as vehicle and motorcycle drivers.
- Must obey all traffic signals and stop signs.
- Are lawfully permitted to ride on certain sections of roadway in rural areas where there is no alternate route.
- Must ride in the same direction as other traffic, not against it.
- Shall ride as near to the right curb or edge of the roadway as practical—not on the sidewalk.
- Are legally allowed to ride in the center of the lane when moving at the same speed as other traffic.
- May move left to pass a parked or moving vehicle, bicycle, animal, or avoid debris or other hazards.
- May choose to ride near the left curb or edge of a one-way street.
- Should ride single file on a busy or narrow street.
- Must make left and right turns in the same way drivers do, using the same turn lanes. If the bicyclist is traveling straight ahead, he or she should use a through traffic lane rather than ride next to the curb and block traffic making right turns.
- Must signal all their intentions to motorists and bicyclists near them.
- Must wear a helmet if under the age of 18.
- Should carry identification.
- Shall not operate a bicycle on a roadway unless the bicycle is equipped with:
  - A brake which will enable the operator to make one braked wheel skid on dry, level, clean pavement.



**Turns for bicyclists**



**Intersections with special lanes**



During darkness, bicyclists **must** have the following equipment:

- A front lamp emitting a white light visible from a distance of 300 feet.
- A rear red reflector visible from a distance of 500 feet.
- A white or yellow reflector on each pedal or on the bicyclist's shoes or ankles visible from a distance of 200 feet."

*Source: California Driver Handbook - Sharing the Road,  
Department of Motor Vehicles*

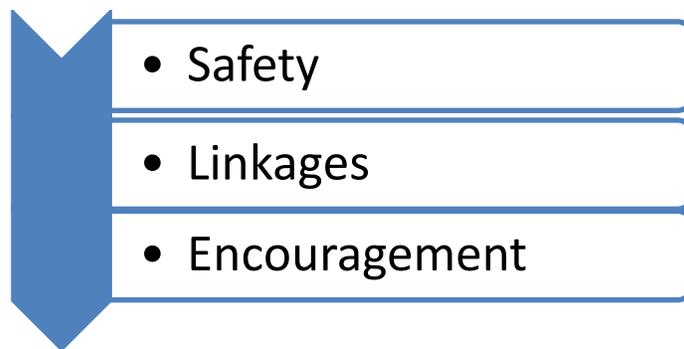


## 5. PROJECTS, IMPLEMENTATION, AND FINANCING

### 5.1 PROJECT PRIORITY AND PHASING

Following the study of existing conditions and analysis of bicycle transportation needs in the City of Rosemead, a number of bicycle projects were developed using a set of primary criteria and timing preferences. These include setting the safety of existing bicycle users as the highest priority. Secondary criteria considered were linking proposed Rosemead bicycle projects with existing and planned bikeways and facilities of regional agencies and neighboring jurisdictions. The third priority considered was for projects and programs that encourage bicycle riding by a larger population, particularly those that are reluctant to bicycling due to safety and other concerns. The following Figure 5-1 illustrates the order of importance for project implementation.

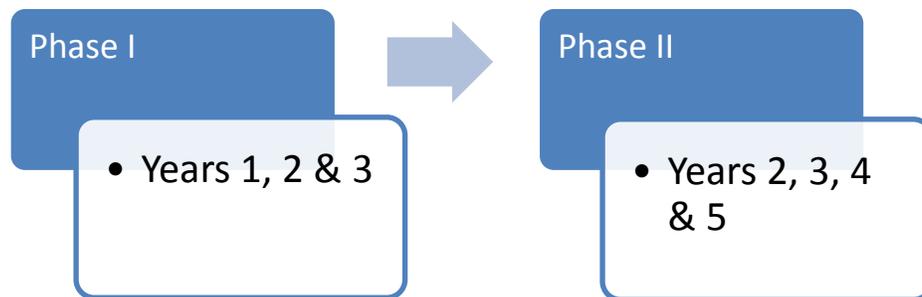
**Figure 5-1**  
**PROJECT PRIORITY SELECTION CRITERIA**



Using a project prioritization methodology, all of the proposed projects were ranked into two phases: high-priority projects under Phase I and mid-term projects under Phase II. To assist in implementation and immediate grant seeking, the City may focus on high-priority projects for short-term improvements.



**Figure 5-2**  
**PROJECT PRIORITY PHASING**



## 5.2 MAP OF PROPOSED BIKEWAYS AND FACILITIES

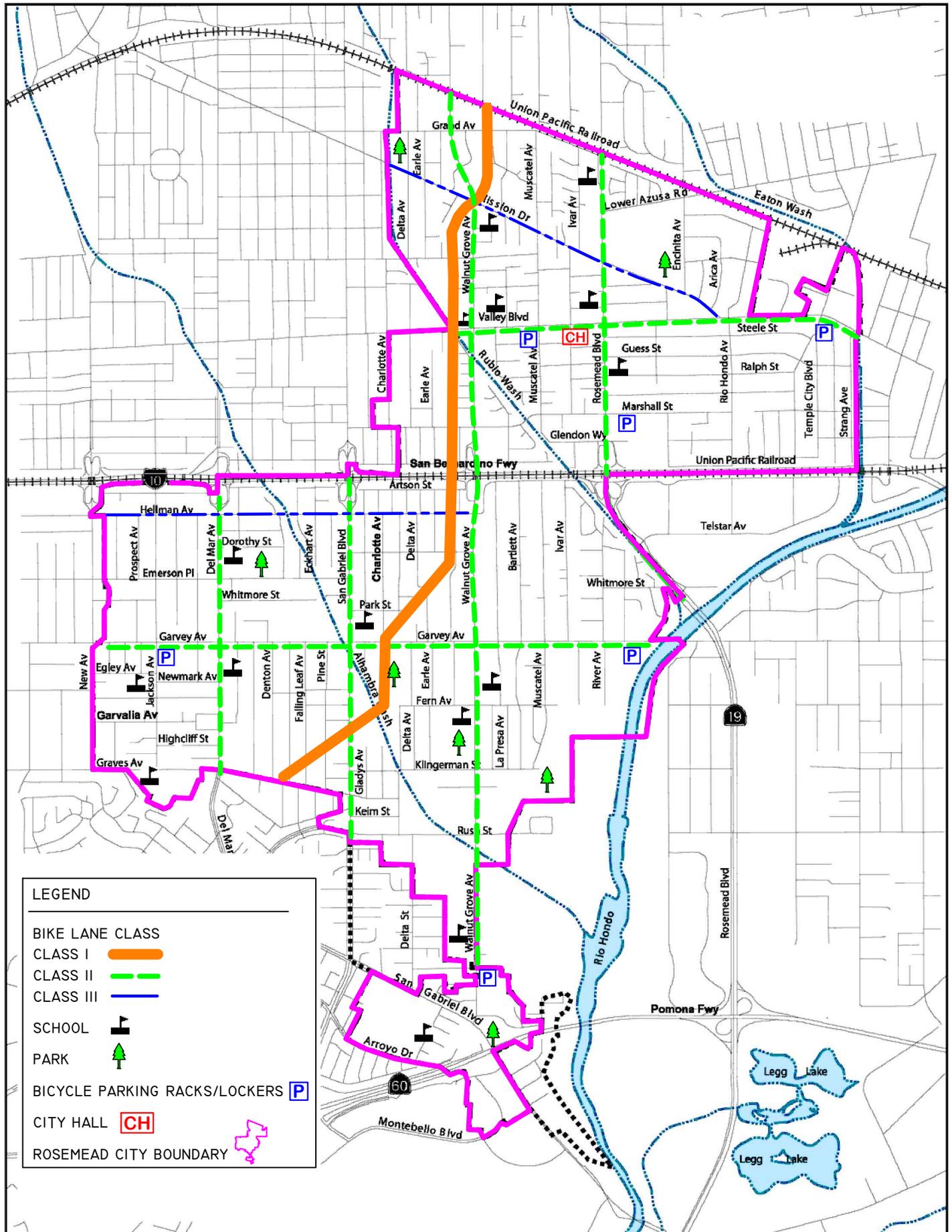
Keeping these priority considerations and implementation phasing in mind, and using the results of data analyzed for the Bicycle Transportation Plan, a list of bicycle projects has been prepared and described below. *Map 5-1, Proposed Rosemead Bikeways and Bicycle Facilities*, includes the sample class designations for proposed bikeways and the approximate location of proposed bicycle parking facilities. Project descriptions are included in the next section below.

Final project planning will be based on detailed roadway engineering, especially consideration of existing roadway width, roadway geometry and lane configuration, existing on-street traffic volumes, on-street parking and safety conditions.

According to Caltrans Bicycle Transportation Planning, projects can include proposed bikeways, "end of trip" bicycle parking facilities, bicycle transport and parking facilities, and facilities for bicyclists to change and store clothes and equipment.

Bikeways were proposed along the Major and Minor Arterials that are currently classified as such or to be classified in the future pursuant to the Rosemead General Plan Circulation Element. Arterials carry the highest volume of vehicular traffic with high vehicle speeds and thus represent high potential for conflicts

# CITY OF ROSEMEAD BICYCLE IMPROVEMENT PLAN



MAP 5-1  
 PROPOSED ROSEMEAD BIKEWAYS AND BICYCLE FACILITIES

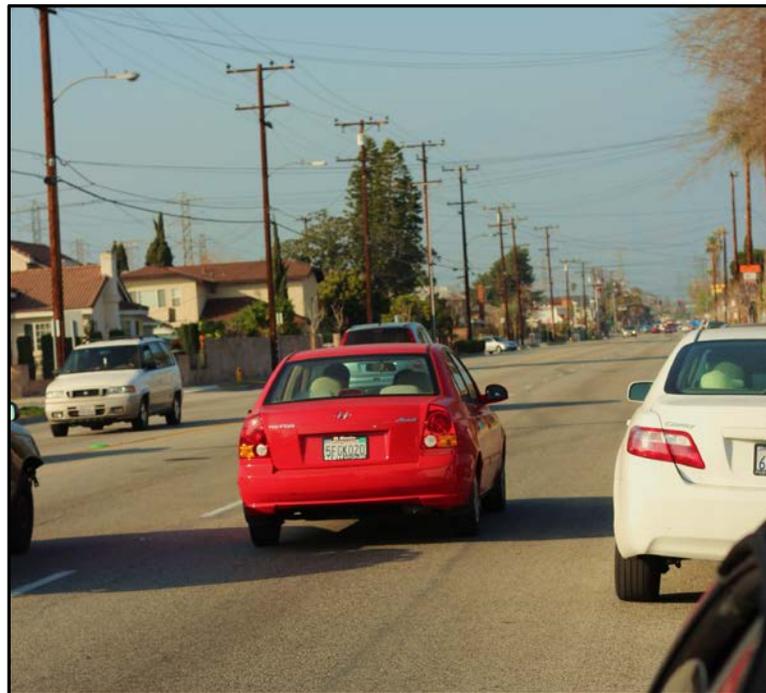




between motor vehicles and safe bicycling. Because vehicular traffic volumes and speeds are lower on collector streets, and thus collector streets show low demand for bicycle travel, no bikeways were proposed on these streets at this time.

Linkages to existing and proposed bikeways within the City of Temple City and the unincorporated areas of the County of Los Angeles are very important for Rosemead’s bicycle projects. Both jurisdictions have already adopted Bicycle Transportation Plans. Linkage to the El Monte Transit Center is also important.

All projects have been developed after ensuring consistency with regional and neighboring jurisdictions.



*Walnut Grove Avenue looking north*

### **5.3 PROJECTS AND PRIORITY**

*Table 5-1* is a list that represents the recommended priority projects in order of importance.



**Table 5-1  
PROJECT PRIORITY LIST**

Phase/No. Project	Project Type	Approx. No. of Miles
<b>PHASE I (Years 1-3)</b>		
I-1 Educational Brochure on Safe Bicycling	Education & Safety	n/a
I-2 Edison Easement Study	Planning & Design	n/a
I-3 Directional Signage to the Rio Hondo Bike Path	Signage/Identity	n/a
I-4 Bicycle Parking at City Facilities	Bicycle Parking	n/a
I-5 Bikeway Design and Construction, Major Thoroughfares	New Bikeways	10
I-6 Business Partnership Program for Bicycle Parking	Bicycle Parking	n/a
<b>PHASE II (Years 2-5)</b>		
II-1 Community Fair, Safety, Licensing & Maintenance	Education & Safety	n/a
II-2 Bicycle Leisure Event	Education & Safety	n/a
II-3 Ongoing Bicycle Counts	Planning & Design	n/a
II-4 Bicycle-Carrying Racks for Rosemead Explorer Shuttles	Bicycle Improvement	n/a
II-5 Edison Improvements	Class I	3
II-6 Bikeway Design and Construction, Major & Minor Thoroughfares	New Bikeways	15
II-7 Bicycle Parking Racks at Key Rosemead Explorer Stops	Bicycle Parking	n/a
II-8 Lighting at Bicycle Routes	Bicycle Improvement	n/a
<b>TOTAL</b>		<b>28</b>



The following is a description of the proposed projects in order of priority and implementation phasing.

## **PHASE I PROJECTS (YEARS 1, 2 & 3)**

**I-1. Map and Educational Brochure on Safe Bicycling in Rosemead.** Preparation of a map showing the most bike-friendly routes in Rosemead along with safe bicycle riding tips for bicyclists and precautions for motor vehicle drivers could be provided citywide. The brochure should be widely distributed and translated in several languages.

**I-2. Planning and Design Work for a Class I (Bike Path) Along the Edison Easement.** A dedicated, exclusive bikeway in the form of a Class I Bike Path may be considered along the Edison electrical transmission route for future development.



*Edison Easement at the Southern End of the City*

**I-3. Directional Signage and Access Improvements to the Rio Hondo Bike Path.** Installation of attractive and colorful directional signage identifying the entry points to the existing Rio Hondo Bike Path would encourage more ridership. Currently, signage is difficult to see and entry points are confusing given high traffic volumes on Rosemead Boulevard and Garvey Avenue. Bridge obstructions make locating the Bike Path difficult. Additional signage with directional arrows can be installed at various locations in Rosemead alerting visitors and residents to the Bike Path.



**I-4. Bicycle Racks and Lockers at City Facilities.** Attractive lockers would provide Rosemead residents and visitors with a safe parking option while visiting the many destinations and points of interest associated with City facilities, such as City Hall, the County Public Library, and community center along Valley Boulevard. Other facilities may include the community center on Garvey Avenue and City parks. Secure, designated bicycle parking areas would also encourage non-riders to consider the option of bicycling to City Hall and other public locations.



*Rosemead City Hall Plaza fronting Valley Boulevard*

**I-5. Bikeway Design and Construction, Major Thoroughfares.** Pending further engineering studies, Class II or Class III bikeways could be installed along Rosemead's popular routes such as Garvey Avenue, Valley Boulevard, Rosemead Boulevard, Del Mar Avenue, San Gabriel Boulevard, Walnut Grove Avenue, and others. Bikeways may include a combination of Class II linking with Class III routes. Bikeway projects will consider safety, feasibility, access to key destinations, and linkages with existing and planned bikeway routes. Design standards could be developed for improvements. These will include standardizing stencils and colors for bicycle route signage, pavement markings for bicycle lanes, directional signage and an identification of specific routes, etc, based on Caltrans Standard Manuals, AASHTO (American Association of State Highway and Transportation Officials) design Policies, MUTCD (Manual on Uniform Traffic Control Devices) standards and policies, and other guidelines s applicable.



*Garvey Boulevard looking east*



*Rosemead Boulevard looking north*

**I-6 Business Partnership Program for Bicycle Parking.** The City of Rosemead working in partnership with Rosemead business and the Rosemead Chamber of Commerce can develop a bicycle parking program where the City and business can design bicycle parking racks, determining style and colors, and can designate appropriate locations that serve bicycle commuters and businesses.

## **PHASE II PROJECTS (YEARS 2, 3, 4 & 5)**

**II-1 Bicycle Maintenance, Safety, and Licensing Community Informational Fair.** An informational event could be held at City Hall or other community location that displays and demonstrates how to safely ride in Rosemead and how to maintain and license a bicycle in the City.

**II-2 Bicycle Leisure Event Sponsored by the City.** The City could sponsor a community-wide “bicycle fun” day such as temporarily closing off certain streets for pleasure family bicycling.



**II-3 Ongoing Bicycle Counts, Study and Analysis.** The City should develop an on-going study to analyze the trends in bicycling throughout the City. Field survey and bicycle counts could include direction of travel, helmet use, sidewalk versus roadway use. A monitoring program can be developed to determine the effectiveness of on-going bicycle improvements and ways to measure increased bicycle ridership.

**II-4 Bicycle Carrying-Racks for Rosemead Explorer Shuttles.** The City could install certified bicycle carrying racks on some or all Rosemead Explorer Shuttle vehicles. Racks could be placed on shuttles running both or one of the two routes. Additionally, Commuter Connection shuttles could also be equipped with bicycle carrying racks.

**II-5. Edison Improvements.** After study, analysis, safety evaluations, and design work, a Class I Bike Path along the Edison Easement could be installed under a cooperation agreement between the City of Rosemead and Southern California Edison. Conversely, the City of Rosemead can help to design and build a Class I, Bike Path, sponsored and led by Southern California Edison.

**I-6. Bikeway Design and Construction, Major and Minor Thoroughfares.** Phase II bikeway projects include Class II and Class III bicycle routes along major and minor thoroughfares such as Del Mar Avenue, San Gabriel Boulevard, Rosemead Boulevard, Walnut Grove Avenue, Mission Drive, and Hellman Avenue. Design standards developed under Phase I could be applied to Phase II bikeways. Phase II bikeways could extend bikeway routes completed under Phase I.

**II-7. Bicycle Parking Racks at Key “Rosemead Explorer” Stops.** Bicycle parking racks or secure parking facilities such as bike lockers could be installed at various locations in the northern and southern parts of the City. *Map 5-1, Proposed Rosemead Bikeways and Bicycle Facilities*, shows the approximate location of proposed bicycle parking facilities. Three parking locations are proposed north of Interstate 10 and three are proposed south of Interstate 10.

**II-8. Adequate Lighting along Various Bicycle Routes.** With the installation of various bikeways in the City, a select number can be enhanced with lighting for safer night time travel.



**5.3 PROJECTED NUMBER OF FUTURE USERS**

The addition of Rosemead bikeways and other facilities and projects included in this Bicycle Transportation Plan is expected to encourage bicycle ridership and result in a significant increase in bicycle ridership for commuting purposes over the next five years. Based on estimated projections, bicycle ridership in Rosemead is expected to triple with completion of all projects. The current estimated number of daily bicycle users on Rosemead roadways is 104 and is therefore projected to increase to 312 users by 2017.

**5.4 PAST EXPENDITURES AND FUTURE FINANCING**

A review of the Rosemead Capital Improvement Program for the past five years shows no expenditures for bicycle projects. Although the Rosemead General Plan and Municipal Code consider bicycle planning and parking, no expenditures have been made for projects and none have been scheduled at this time.

The project types included in this Bicycle Transportation Plan are listed on Table 5-2. Future financial needs are associated with event production/coordination for activities, and engineering work for construction projects.

**Table 5-2  
FUTURE FINANCING CONSIDERATIONS**

Project Type	Approx. No. of Miles
Class I	3
Class II	17
Class III	8
Bicycle Parking	n/a
Signage/Identity	n/a
Planning & Design	n/a
Bicycle Improvement	n/a
Education & Safety	n/a



The costs for bikeways include planning, design and construction. Construction includes construction management, contracting, inspection, signage, striping, traffic control, and stenciling. Detailed project cost estimates can be developed along with project details and engineering design work.

## Bicycle Transportation Plan Checklist

BTP TITLE: \_\_\_\_\_

LOCAL AGENCY: \_\_\_\_\_ ADOPTED Y N DATE: \_\_\_\_\_

TRANSPORTATION PLANNING AGENCY: \_\_\_\_\_ APPROVED Y N DATE: \_\_\_\_\_

Yes	No	Requirement	Pages	Comments
		(a) The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan.		
		(b) A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers.		
		(c) A map and description of existing and proposed bikeways.		
		(d) A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.		
		(e) A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.		
		(f) A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking facilities.		
		(g) A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.		
		(h) A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support.		
		(i) A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting.		
		(j) A description of the projects proposed in the plan and a listing of their priorities for implementation.		
		(k) A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.		

**APPENDIX A**  
**CALTRANS - BICYCLE TRANSPORTATION PLAN CHECKLIST**  
**REQUIRED CODE SECTIONS AND PLAN REFERENCES**

**CODE SECTION**

(with Plan references):

***(a) The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan.***

The sample survey conducted as part of the Bicycle Improvement Plan counted 104 bicyclists in a 6-hour period over several days and at several locations in the City of Rosemead as shown on Table 3-4. All riders appear to be bicycling for commuting purposes. This number represents the estimated number of bicyclists commuting in Rosemead on any given day. Implementation of projects and activities presented in the Plan is expected to triple the number of bicyclists.

***(b) A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers.***

*Map 3-1* is the Zoning Map for the City of Rosemead and is included to generally show existing land uses in the City. Although Zoning represents permitted land uses, the current land use character of the City is closely reflected on the Zoning Map. *Map 2-3* is the General Plan Map for the City of Rosemead and is included to show proposed land uses. *Chapter 3, Existing Conditions and Needs Analysis, Section 3-1, Land Use and Circulation* provides a description of the existing land uses and settlement patterns including residential and employment centers, and schools and parks. *Chapter 2, Planning and Policy Context, Section 2-2, City of Rosemead*, describes the City's General Plan and Municipal Code representing a description of proposed land uses.

***(c) A map and description of existing and proposed bikeways.***

*Map 2-1* shows the City of Rosemead within the Metro Bicycle Plan Map. The Map shows that only the Rio Hondo Bike Path exists within and near the City of Rosemead. *Map 5-1* shows the proposed bikeways included in this Bicycle Improvement Plan and includes Class I, II, and III bikeways.

The description of existing bikeways is included in *Chapter 3, Existing Conditions and Needs Analysis, Section 3.3, Existing Bikeways, Bicycle Parking, and Bicycle Facilities*. The description of proposed bikeways is included in *Chapter 5, Projects, Implementation, and Financing, Section 5-3, Projects and Priorities*.

***(d) A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.***

*Map 2-1* shows the City of Rosemead within the Metro Bicycle Plan Map. The Map shows bicycle racks and lockers at the El Monte Transit Center located about one mile east of Rosemead. Some bicycle racks have been installed at a few shopping centers in Rosemead. *Map 5-1* shows the location of proposed bicycle parking in Rosemead with three strategic end-of-trip

locations north of Interstate 10 and three strategic locations south of Interstate 10. All are near Rosemead Explorer stops.

The description of existing end-of-trip bicycle parking facilities is included in *Chapter 3, Existing Conditions and Needs Analysis, Section 3-3, Existing Bikeways, Bicycle Parking, and Bicycle Facilities*. The description of proposed end-of-tip bicycle parking facilities is included in *Chapter 5, Projects, Implementation, and Financing, Section 5-3, Projects and Priorities*.

***(e) A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.***

*Map 2-1* shows the City of Rosemead within the Metro Bicycle Plan Map. The Map shows bicycle racks and lockers at the El Monte Transit Center located about one mile east of Rosemead. The El Monte Transit Center is the location of the Metrolink Station and express and local bus stops and transfer points. *Map 5-1* shows the location of proposed bicycle parking in Rosemead with three spots north of Interstate 10 and three spots south of Interstate 10. All are near Rosemead Explorer stops and near schools and employment centers.

The description of existing bicycle transport and parking facilities for connection with other modes is included in *Chapter 3, Existing Conditions and Needs Analysis, Section 3.3, Existing Bikeways, Bicycle Parking, and Bicycle Facilities* and in *Section 3.4, Existing Public Transportation*. The description of proposed bicycle transport and parking facilities for connection with other modes is included in *Chapter 5, Projects, Implementation, and Financing, Section 5-3, Projects and Priorities*.

***(f) A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking facilities.***

*Map 2-1* shows the City of Rosemead within the Metro Bicycle Plan Map. The Map shows no changing and storage locations in the vicinity of Rosemead. No such facilities were found in Rosemead. *Map 5-1* shows the location of proposed bicycle facilities in Rosemead but does not include any changing stations, showers, and storage areas available for commuting bicyclists.

The description of existing bicycle changing and storage facilities is included in *Chapter 3, Existing Conditions and Needs Analysis, Section 3.3, Existing Bikeways, Bicycle Parking, and Bicycle Facilities*. There were no bicycle changing/storage areas included in *Chapter 5, Projects, Implementation, and Financing, Section 5-3, Projects and Priorities*. When phase I and II projects are underway, additional projects such as changing stations for bicycle commuters could be added in the future.

***(g) A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.***

The description of bicycle safety and education programs is included as *Chapter 4, Safety and Education*. The Los Angeles County Sheriff's Department is responsible for enforcing the Vehicle Code in Rosemead. At this time the Department does not have any safety or education programs related to bicycling. Additionally, the City of Rosemead does not have any such programs. Bicycle collision data is provided and analyzed but no monitoring programs have been developed to measure the effect of certain measures on accidents involving bicyclists. The Bicycle Improvement Plan includes programs aimed at bicycle safety.

***(h) A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support.***

The description of citizen and community involvement in the Bicycle Improvement Plan is included in *Chapter 1, Introduction and Purpose, Section 1.3, Community Involvement and Support*. The Rosemead Traffic Commission has taken the lead on preparing the Plan and has developing goals and objectives since the fall of 2011. The first draft of the Plan with proposed projects and activities was presented to the Commission on March 1, 2012 with overwhelming Commission and public support.

***(i) A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting.***

The description of the Plan's linkages with neighboring jurisdictions and consistency with other regional and local transportation and air quality plans is included in *Chapter 2, Planning and Policy Context*. This Chapter also mentions that no incentive programs have been identified.

***(j) A description of the projects proposed in the plan and a listing of their priorities for implementation.***

The description of the proposed projects by phasing and priority is included in *Chapter 5, Projects, Implementation, and Financing*, specifically in *Section 5.3, Projects and Priorities*.

***(k) A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.***

The description of past expenditures for bicycle facilities along with a projection of estimated costs and financial needs for projects included in the Plan is contained in *Chapter 5, Projects, Implementation, and Financing, Section 5-4, Past Expenditures and Future Financing*.