

3.17. Laguna Niguel

Over one-third of Laguna Niguel is designated as open space. This significant amount of open space is one of the key features defining the character and urban form of the City. The City has two community parks, 23 neighborhood parks, three mini-parks, one dog park, two county regional parks, two small county parks and the new Laguna Niguel Skate & Soccer Park.

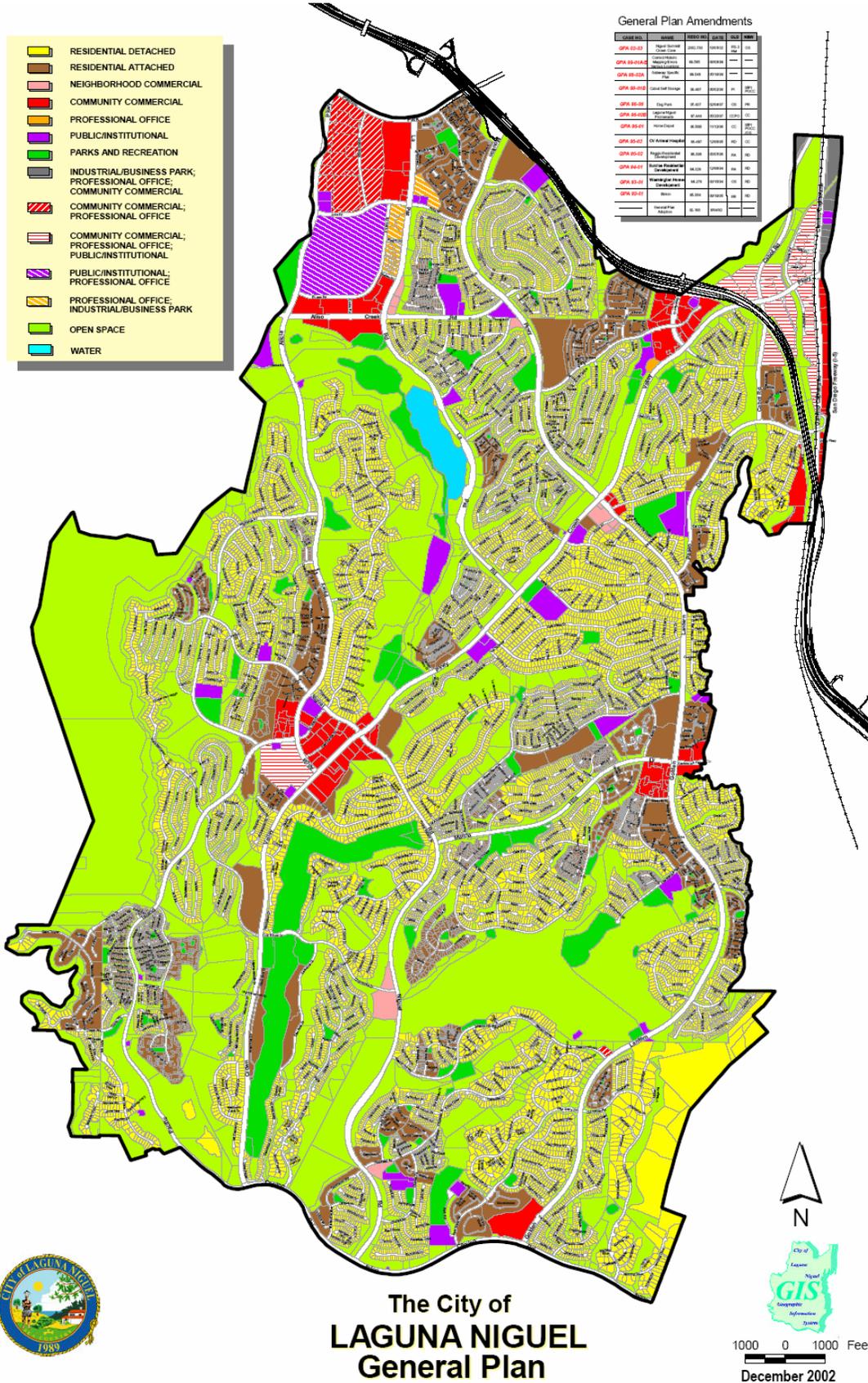
Population

64,177

Estimated Number of Bicycle Commuters

Estimated Bicycle Commuters	Number
Estimated Total Number of Bicycle Commuters and Utilitarian Riders	440
Estimated Adjusted Mode Share	1.1%
Estimated Current Bicycle Trips	
Total Daily Bicycle Trips	880
Reduced Vehicle Trips per Weekday	558
Reduced Vehicle Miles per Weekday	1,649
Future Potential Bicycle Commuters	
Future number of new bicycle commuters	243
Total Future Daily Bicycle Commuters	683
Future Total Daily Bicycle Trips	1,366
Future Reduced Vehicle Trips per Weekday	997
Future Reduced Vehicle Miles per Weekday	4,588
Future Reduced Vehicle Miles per Year	1,215,743
Future Air Quality Benefits	
Reduced HC (metric tons/year)	7
Reduced CO (metric tons/year)	25
Reduced NOX (metric tons/year)	2
Reduced CO2 (metric tons/year)	129,316
Emissions rates from EPA report 420-F-00-013 "Emission Facts: Average Annual Emissions and Fuel Consumption for Passenger Cars and Light Trucks." 2000.	

Map 3.17 Laguna Niguel Land Use



Collisions Involving Bicyclists

Parameter	Collision Rate
Total # of Bicycle Collisions for 5 Years	25
Average # of Bicycle Collisions Per Year	5
Average Bicycle Collision Rate per 1000/year ¹	0.08
Index (relative to statewide average of 0.32 /1000) ²	0.24

Notes:

1. Rate is calculated using SWITRS collision data and population figures provided by the U.S. Census Bureau.

2. The Index is based on a ratio of the local collision rate and the statewide collision rate. An index less than one (1.0) indicates that the local accident rate is lower than the statewide average.

End-of-Trip Facilities

Information on existing and proposed end-of-trip facilities is not available.

Multimodal Facilities

Mode	Location	Facility Type
OCTA Buses	City-wide	Bicycle racks on buses
Metrolink/Amtrak/Rideshare/Bus	Laguna Niguel/Mission Viejo Metrolink Station	Bicycle lockers (20) Bicycle racks on trains and buses

Safety and Education Programs

Active	Yes
# Of Years Conducted	4
# Of Times a Year Conducted	5
Administered by	Police Department
Location	Schools and large parking lots
Program, Curriculum, and Activities	Presentation/assemblies, bicycle rodeos, Bicycle Handbook
Other Bicycle Safety Support Programs	Bicycle registration, free bicycle helmets, special events
Total # of Children Reached	300
Age of Children Reached	Grades K-6
Other Program Notes	

Expenditures

Information on past bicycle facility expenditures is not available.

Bicycle Transportation Plan

Bicycle facilities are addressed in the General Plan Circulation Element.

Bikeways

Laguna Niguel Existing Bikeways

Street	From	To	Class	Mileage
Sulfur Creek	*	*	Class I	*
Laguna Niguel Regional Park	*	*	Class I	*
Crown Valley Pkwy	*	*	Class I	*
Salt Creek Corridor Regional Park	*	*	Class I	*
Street of the Golden Lantern	*	*	Class II	*
Crown Valley Pkwy	*	*	Class II	*
Moulton Pkwy	*	*	Class II	*
Alicia Pkwy	*	*	Class II	*
La Paz Rd.	*	*	Class II	*
Niguel Rd.	*	*	Class II	*
Highlands Ave.	*	*	Class II	*
Pacific Island Dr.	*	*	Class II	*
Marina Hills Dr.	*	*	Class II	*
Camino del Avion	*	*	Class II	*
Niguel Rd	*	*	Class III	*
Camino del Avion	*	*	Class III	*
* Information not provided.				

Regional Priority Proposed Bikeways

Street/Path	From	To	Class	Mileage
Forbes Path	Mission Viejo City Limit	San Juan Capistrano City Limit	Class I	2.03

Laguna Niguel Proposed Bikeways

Street/Path	From	To	Class	Mileage
Chapparosa Park	Salt Creek Bikeway	Chapparosa Park Rd.	Class I	.33
Forbes Path	Mission Viejo City Limit	San Juan Capistrano City Limit	Class I	2.03
Niguel Rd.	Crown Valley Pkwy	S/O Marina Hills Tunnel	Class I	.65
Cabot Rd.	Crown Valley Pkwy	North of Crown Valley Pkwy	Class II	.18
Camino Del Avion	Crown Valley Pkwy.	Barkentine Blvd.	Class II	.35
Crown Valley Pkwy	Cabot Rd.	Mission Viejo City Limit (15)	Class II	.32
Niguel Rd.	Crown Valley Pkwy.	Los Arboles Dr.	Class II	.55
Camino Capistrano	Mission Viejo City Limit	San Juan Capistrano City Limit	Class III	1.88
			TOTAL	6.29 miles

Laguna Niguel Proposed Bikeway Cost Estimates

Facility	Miles	Unit Cost (per mile)	Total
Class I	3.01	\$1,500,000	\$4,515,000
Class II	1.40	\$280,000	\$392,000
Class III	1.88	\$21,000	\$39,480
		Total	\$4,946,480

3.18. Laguna Woods

The City of Laguna Woods is located in the Saddleback Valley area of South Orange County, ten miles from the Pacific Ocean. Laguna Woods is both one of California's newest and oldest cities. Incorporated in 1999 as Orange County's 32nd city, the average age of Laguna Woods residents is 78. Ninety percent of the City's four square miles is contained within the senior citizen gated community of Leisure World. The balance of the City contains three additional senior residential communities and several thriving commercial centers.

Population

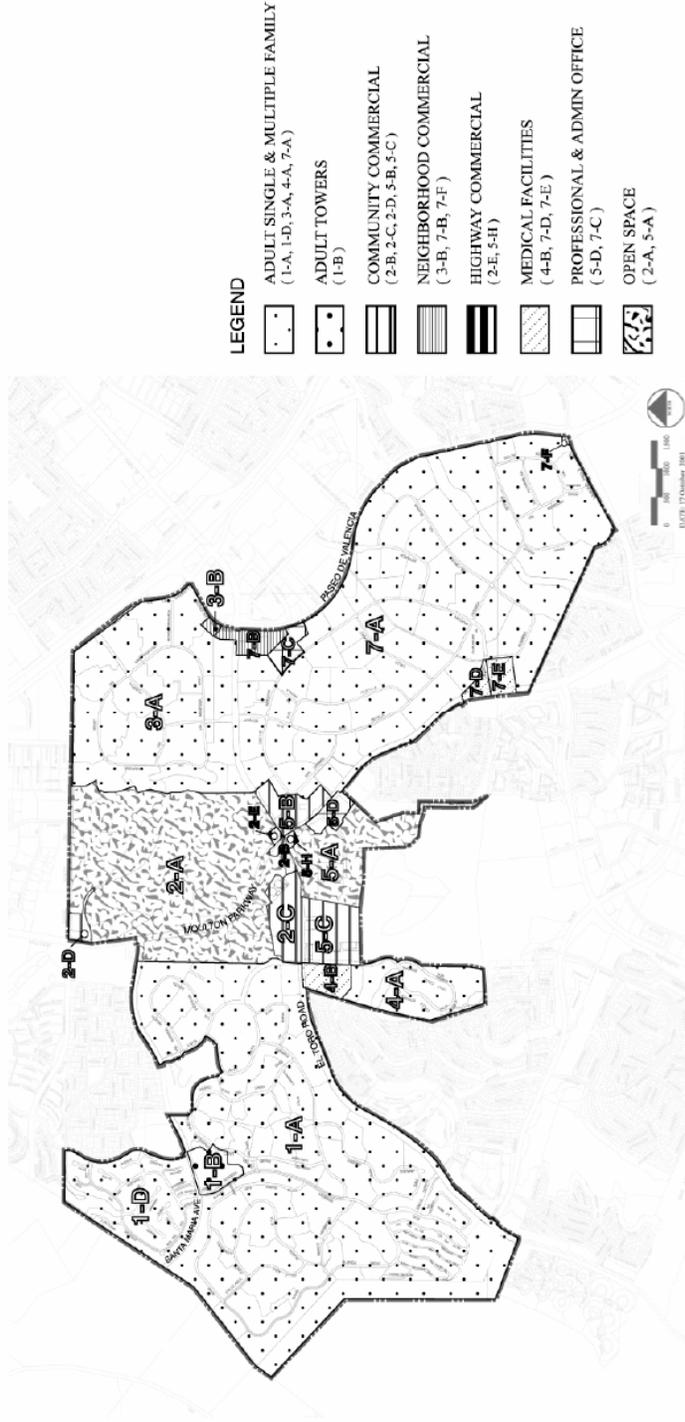
18,210

Estimated Number of Bicycle Commuters

Estimated Bicycle Commuters	Number
Estimated Total Number of Bicycle Commuters and Utilitarian Riders	26
Estimated Adjusted Mode Share	1.2%
Estimated Current Bicycle Trips	
Total Daily Bicycle Trips	53
Reduced Vehicle Trips per Weekday	38
Reduced Vehicle Miles per Weekday	175
Future Potential Bicycle Commuters	
Future number of new bicycle commuters	27
Total Future Daily Bicycle Commuters	53
Future Total Daily Bicycle Trips	106
Future Reduced Vehicle Trips per Weekday	78
Future Reduced Vehicle Miles per Weekday	357
Future Reduced Vehicle Miles per Year	94,476
Future Air Quality Benefits	
Reduced HC (metric tons/year)	1
Reduced CO (metric tons/year)	2
Reduced NOX (metric tons/year)	0
Reduced CO2 (metric tons/year)	10,049
Emissions rates from EPA report 420-F-00-013 "Emission Facts: Average Annual Emissions and Fuel Consumption for Passenger Cars and Light Trucks." 2000.	

LAND USE ELEMENT

Exhibit C: Planned Community Land Use Map



Collisions Involving Bicyclists

Parameter	Collision Rate
Total # of Bicycle Collisions for 5 Years	4
Average # of Bicycle Collisions Per Year	0.8
Average Bicycle Collision Rate per 1000/year ¹	0.04
Index (relative to statewide average of 0.32 /1000) ²	0.14

Notes:

1. Rate is calculated using SWITRS collision data and population figures provided by the U.S. Census Bureau.

2. The Index is based on a ratio of the local collision rate and the statewide collision rate. An index less than one (1.0) indicates that the local accident rate is lower than the statewide average.

End-of-Trip Facilities

Information on existing and proposed end-of-trip facilities is not available.

Multimodal Facilities

Mode	Location	Facility Type
OCTA Buses	City-wide	Bicycle racks on buses

Safety and Education Programs

The status of Laguna Woods' bicycle safety and education programs is unknown.

Expenditures

Information on past bicycle facility expenditures is not available.

Bicycle Transportation Plan

Bicycle facilities are addressed in the General Plan Circulation Element.

Bikeways

Laguna Woods Existing Bikeways

Street	From	To	Class	Mileage
El Toro Rd.	*	*	Class I	*
Laguna Hills Dr.	*	*	Class I	*
Paseo de Valencia	*	*	Class I	*
Ridge Route Dr.	*	*	Class II	*
El Toro Rd.	*	*	Class II	*
Moulton Pkwy	*	*	Class II	*
Paseo de Valencia	*	*	Class II	*
* Information not provided.				

Regional Priority Proposed Bikeways

Street/Path	From	To	Class	Mileage
El Toro Rd.	Moulton Pkwy.	Laguna Hills City Limit	Class II	0.74

Laguna Woods Proposed Bikeways

Street/Path	From	To	Class	Mileage
Valencia - Jasmine Creek	Laguna Hills City Limit	Laguna Hills City Limit (W Valencia)	Class I	0.73
Canyon Wren Ln.	El Toro Rd.	Aliso Viejo City Limit	Class II	0.02
El Toro Rd.	Moulton Pkwy.	Laguna Hills City Limit	Class II	0.74
Moulton Pkwy.	Laguna Hills City Limit	El Toro Rd.	Class II	0.67
Santa Maria Ave.	City Limit	Avenida Sosiega	Class III	0.28
			TOTAL	2.4 miles

Laguna Woods Proposed Bikeway Cost Estimates

Facility	Miles	Unit Cost (per mile)	Total
Class I	0.73	\$1,500,000	\$1,095,000
Class II	1.43	\$280,000	\$400,400
Class III	0.28	\$21,000	\$5,880
		Total	\$1,501,280

3.19. Lake Forest

Lake Forest is primarily a city of residential neighborhoods. Adjacent to one of Irvine’s large employment centers, Lake Forest is also developing an employment center of its own near the SR-241 Foothill Toll Road. Foothill Ranch Towne Center is located there in the northern part of the city, and other smaller shopping centers are located along some of the City’s arterial roadways, including Lake Forest Drive, Bake and Portola Parkways, El Toro and Trabuco Roads, and Muirlands Boulevard. Currently, Lake Forest has a developed network of bikeways

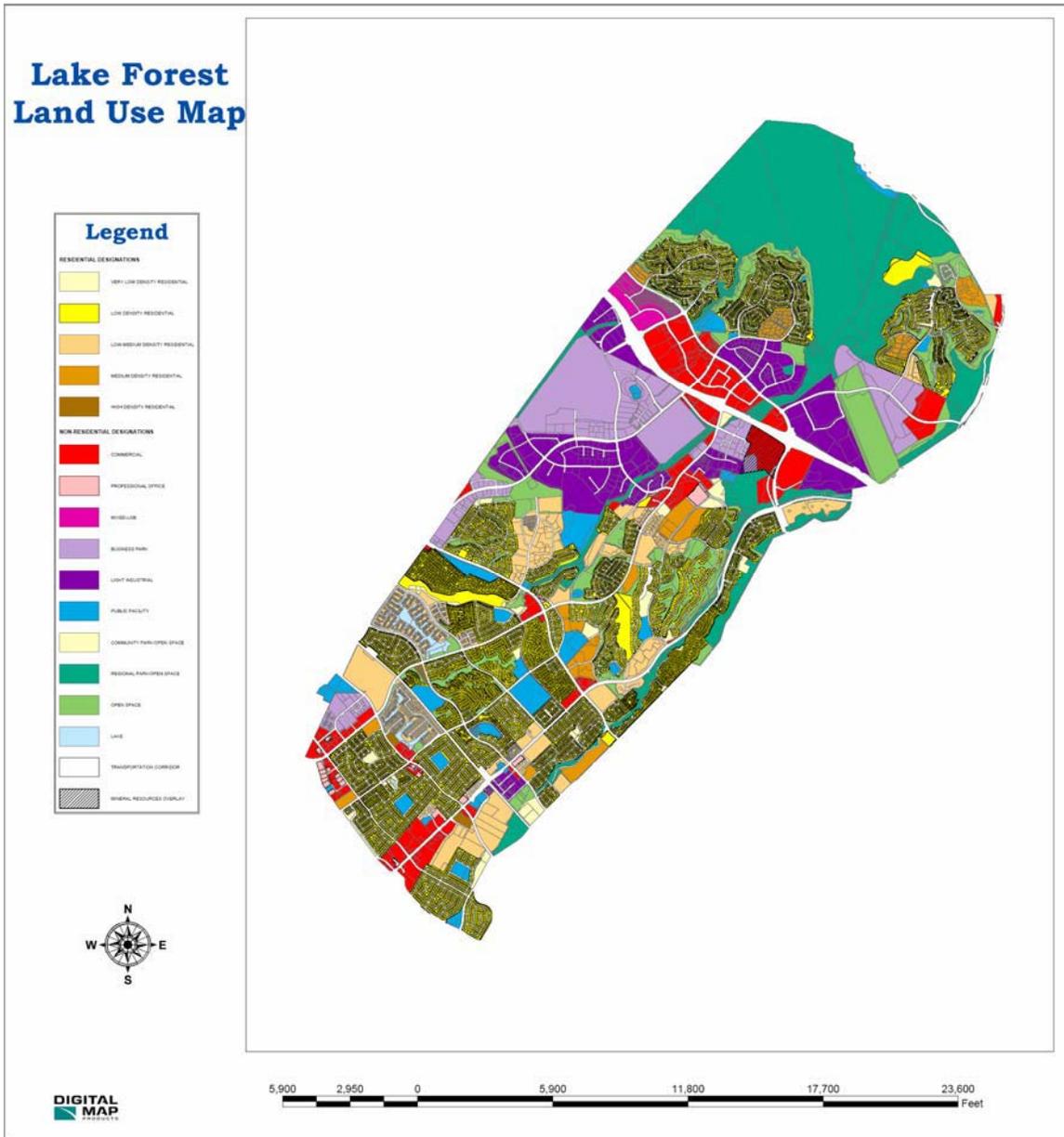
Population

76,323

Estimated Number of Bicycle Commuters

Estimated Bicycle Commuters	Number
Estimated Total Number of Bicycle Commuters and Utilitarian Riders	621
Estimated Adjusted Mode Share	1.5%
Estimated Current Bicycle Trips	
Total Daily Bicycle Trips	1,242
Reduced Vehicle Trips per Weekday	826
Reduced Vehicle Miles per Weekday	2,918
Future Potential Bicycle Commuters	
Future number of new bicycle commuters	270
Total Future Daily Bicycle Commuters	891
Future Total Daily Bicycle Trips	1,783
Future Reduced Vehicle Trips per Weekday	1,301
Future Reduced Vehicle Miles per Weekday	5,986
Future Reduced Vehicle Miles per Year	1,586,368
Future Air Quality Benefits	
Reduced HC (metric tons/year)	9
Reduced CO (metric tons/year)	32
Reduced NOX (metric tons/year)	2
Reduced CO2 (metric tons/year)	168,739
Emissions rates from EPA report 420-F-00-013 "Emission Facts: Average Annual Emissions and Fuel Consumption for Passenger Cars and Light Trucks." 2000.	

Map 3.19 Lake Forest Land Use



Collisions Involving Bicyclists

Parameter	Collision Rate
Total # of Bicycle Collisions for 5 Years	94
Average # of Bicycle Collisions Per Year	18.8
Average Bicycle Collision Rate per 1000/year ¹	0.24
Index (relative to statewide average of 0.32 /1000) ²	0.75

Notes:

1. Rate is calculated using SWITRS collision data and population figures provided by the U.S. Census Bureau.

2. The Index is based on a ratio of the local collision rate and the statewide collision rate. An index less than one (1.0) indicates that the local accident rate is lower than the statewide average.

End-of-Trip Facilities

Information on existing and proposed end-of-trip facilities is not available.

Multimodal Facilities

Mode	Location	Facility Type
OCTA Buses	City-wide	Bicycle racks on buses
Rideshare	Saddleback Valley Community Church Saddleback Pkwy/Portola Pkwy	
Rideshare	Grace Community Church - 26052 Trabuco Rd	

Safety and Education Programs

Active	Yes
# Of Years Conducted	2
# Of Times a Year Conducted	All year long
Administered by	Police Department
Location	Schools, neighborhood watch groups
Program, Curriculum, and Activities	Assembly; DARE; bike rodeos; neighborhood watch meetings
Other Bicycle Safety Support Programs	
Total # of Children Reached	
Age of Children Reached	Grades K-8
Other Program Notes	

Expenditures

Information on past bikeway facility expenditures is not available.

Bicycle Transportation Plan

Bicycle facilities are discussed in the Lake Forest General Plan.

Bikeways

Lake Forest Existing Bikeways

Street	From	To	Class	Mileage
Aliso Creek	*	*	Class I	*
Borrego Canyon Wash	*	*	Class I	*
Bake Pkwy	*	*	Class II	*
Rockfield Blvd.	*	*	Class II	*
Muirlands Blvd.	*	*	Class II	*
Lake Forest Dr.	*	*	Class II	*
Ridge Route Dr.	*	*	Class II	*
Jeronimo Rd.	*	*	Class II	*
Trabuco Rd.	*	*	Class II	*
Toledo Way	*	*	Class II	*
Portola Pkwy	*	*	Class III	*
Lake Forest Dr.	*	*	Class III	*
* Information not provided.				

Regional Priority Proposed Bikeways

Street/Path	From	To	Class	Mileage
OCTA Metrolink RR	Irvine City Limit	El Toro Rd.	Class I	1.93

Lake Forest Proposed Bikeways

Street/Path	From	To	Class	Mileage
Borrego Tr. Continuation Path	Towne Center Dr.	Borrego Dr.	Class I	0.46
Santiago Canyon Rd.	City Limit	City Limit	Class I	0.87
Alton Pkwy.	Portola	Commercenter Dr.	Class II	1.61
Bake Pkwy.	Portola Hwy.	Carillon Pl.	Class II	0.71
Toledo Wy.	Ridge Route Dr.	El Toro Rd.	Class II	0.46
Rancho Pkwy. Continuation Path	Rancho Pkwy.	Portola Pkwy.	Class II	0.33
Glen Ranch Road	Portola Pkwy.	El Toro Rd	Class II	1.63
Rancho Pkwy	Bake Pkwy	s/o Lake Forest Dr.	Class II	0.71
Rockfield Blvd.	Centre Dr.	Ridge Route Dr.	Class III	0.57
Rockfield Blvd.	Cavanaugh Rd.	Silverbay Dr.	Class III	1.63
Lake Forest Dr.	Muirland Blvd.	San Diego Frwy.	Class III	0.75
Live Oak Canyon Rd.	El Toro Rd.	City Limit	Class III	0.02
El Toro Rd.	I-5 N EXIT 91	San Diego Frwy.	Class III	0.26
			TOTAL	10.01 miles

Lake Forest Proposed Bikeway Cost Estimates

Facility	Miles	Unit Cost (per mile)	Total
Class I	3.26	\$1,500,000	\$4,890,000
Class II	5.45	\$280,000	\$1,526,000
Class III	3.23	\$21,000	\$67,830
		Total	\$5,699,600

3.20. Los Alamitos

Los Alamitos is a small city with a population of 12,150. The Armed Forces Reserve Air Station occupies a large portion of the City but has advanced both as a residential and business community. It is debt-free, with excellent recreational and park facilities, a top-notch police force and an enthusiastic Chamber of Commerce.

Population

12,150

Estimated Number of Bicycle Commuters

Estimated Bicycle Commuters	Number
Estimated Total Number of Bicycle Commuters and Utilitarian Riders	121
Estimated Adjusted Mode Share	1.5%
Estimated Current Bicycle Trips	
Total Daily Bicycle Trips	242
Reduced Vehicle Trips per Weekday	162
Reduced Vehicle Miles per Weekday	590
Future Potential Bicycle Commuters	
Future number of new bicycle commuters	79
Total Future Daily Bicycle Commuters	200
Future Total Daily Bicycle Trips	401
Future Reduced Vehicle Trips per Weekday	293
Future Reduced Vehicle Miles per Weekday	1,346
Future Reduced Vehicle Miles per Year	356,587
Future Air Quality Benefits	
Reduced HC (metric tons/year)	2
Reduced CO (metric tons/year)	7
Reduced NOX (metric tons/year)	0
Reduced CO2 (metric tons/year)	37,929

Emissions rates from EPA report 420-F-00-013 "Emission Facts: Average Annual Emissions and Fuel Consumption for Passenger Cars and Light Trucks." 2000.

Map 3.20 Los Alamitos Land Use

Collisions Involving Bicyclists

Parameter	Collision Rate
Total # of Bicycle Collisions for 5 Years	36
Average # of Bicycle Collisions Per Year	7.2
Average Bicycle Collision Rate per 1000/year ¹	0.61
Index (relative to statewide average of 0.32 /1000) ²	1.89

Notes:

1. Rate is calculated using SWITRS collision data and population figures provided by the U.S. Census Bureau.

2. The Index is based on a ratio of the local collision rate and the statewide collision rate. An index greater than one (1.0) indicates that the local accident rate is higher than the statewide average.

End-of-Trip Facilities

Information on existing and proposed end-of-trip facilities is not available.

Multimodal Facilities

Mode	Location	Facility Type
OCTA Buses	City-wide	Bicycle racks on buses
Rideshare	Federal Regional Lab 4655 Lampson Ave	

Safety and Education Programs

The status of Los Alamitos' bicycle safety and education programs is unknown.

Expenditures

Information on past bicycle facility expenditures is not available.

Bicycle Transportation Plan

The City of Los Alamitos does not have an adopted Bicycle Transportation Plan.

Bikeways

Los Alamitos Existing Bikeways

Street/Path	From	To	Class	Mileage
Catalina St.	*	*	Class I	*
Coyote Creek/San Gabriel River	*	*	Class I	*
Bloomfield Ave.	*	*	Class II	*
Lampson Ave.	*	*	Class II	*
Cerritos Ave.	*	*	Class III	*
Walnut Street	*	*	Class III	*
*Information not provided.				

Los Alamitos Proposed Bikeways

Street/Path	From	To	Class	Mileage
Path 1	Los Alamitos Blvd.	Bloomfield St.	Class I	0.51
Ball Rd.	City Limit (W Kaylor Ave.)	Cypress City Limit (Bloomfield St.)	Class II	0.24
Catalina St.	Oak St.	Los Alamitos Blvd.	Class II	0.23
Cerritos Ave.	Spring St.	Lexington Dr.	Class II	1.26
Los Alamitos Blvd.	City Limit (N Path 1)	Seal Beach City Limit (S Bradbury Rd.)	Class II	1.93
			TOTAL	4.17 miles

Los Alamitos Proposed Bikeway Cost Estimates

Facility	Miles	Unit Cost (per mile)	Total
Class I	0.51	\$1,500,000	\$765,000
Class II	3.66	\$280,000	\$1,024,800
		Total	\$1,789,800

3.21. Mission Viejo

One of the largest South County cities, Mission Viejo is home to Saddleback College, Mission Viejo Regional Medical Center, and the Shops at Mission Viejo regional shopping center. Significant recreational amenities include Lake Mission Viejo and the adjacent O'Neill Regional Park, which is just outside the city limits to the east. Primarily a city comprised of residential neighborhoods, Mission Viejo's activity centers and key destinations are located along the City's well developed arterial network

Population

98,572

Estimated Number of Bicycle Commuters

Estimated Bicycle Commuters	Number
Estimated Total Number of Bicycle Commuters and Utilitarian Riders	655
Estimated Adjusted Mode Share	1.0%
Estimated Current Bicycle Trips	
Total Daily Bicycle Trips	1,310
Reduced Vehicle Trips per Weekday	829
Reduced Vehicle Miles per Weekday	2,424
Future Potential Bicycle Commuters	
Future number of new bicycle commuters	382
Total Future Daily Bicycle Commuters	1,037
Future Total Daily Bicycle Trips	2,075
Future Reduced Vehicle Trips per Weekday	1,515
Future Reduced Vehicle Miles per Weekday	6,967
Future Reduced Vehicle Miles per Year	1,846,176
Future Air Quality Benefits	
Reduced HC (metric tons/year)	11
Reduced CO (metric tons/year)	37
Reduced NOX (metric tons/year)	2
Reduced CO2 (metric tons/year)	196,374
Emissions rates from EPA report 420-F-00-013 "Emission Facts: Average Annual Emissions and Fuel Consumption for Passenger Cars and Light Trucks." 2000.	

Collisions Involving Bicyclists

Parameter	Collision Rate
Total # of Bicycle Collisions for 5 Years	55
Average # of Bicycle Collisions Per Year	11
Average Bicycle Collision Rate per 1000/year ¹	0.36
Index (relative to statewide average of 0.32 /1000) ²	1.125

Notes:

1. Rate is calculated using City collision data and population figures provided by the U.S. Census Bureau.

2. The Index is based on a ratio of the local collision rate and the statewide collision rate. An index less than one (1.0) indicates that the local accident rate is lower than the statewide average.

End-of-Trip Facilities

Information on existing and proposed end-of-trip facilities is not available.

Multimodal Facilities

Mode	Location	Facility Type
OCTA Buses	City-wide	Bicycle racks on buses
Metrolink/Amtrak/Rideshare/Bus	Laguna Niguel/Mission Viejo Metrolink Station	Parking lockers (20) Bicycle racks on trains and buses
Rideshare	Alicia Park-and-Ride 23682 Via Linda	
Rideshare	Mission Viejo Church of Christ 26558 Marguerite Pkwy	

Safety and Education Programs

Active	Yes
# Of Years Conducted	6
# Of Times a Year Conducted	3
Administered by	Orange County Sheriff's Department
Location	Schools, City Hall
Program, Curriculum, and Activities	Bike rodeos, bike safety seminars, bicycle handbook and safety exam
Other Bicycle Safety Support Programs	
Total # of Children Reached	Approximately 500 per year
Age of Children Reached	6 to 12 years old
Other Program Notes	Childhood Watch/Traffic Smarts component are active parts of the program

Expenditures

Information on past bikeway facility expenditures is not available.

Bicycle Transportation Plan

The City of Mission Viejo is currently updating its Bikeway Plan to be incorporated into the city's General Plan.

Bikeways

Mission Viejo Existing Bikeways

Street	From	To	Class	Mileage
Aliso Creek	I-5 Fwy.	Los Alisos Blvd.	Class I	0.58
Los Alisos Blvd.	Vista Del Lago	Mustang Run	Class I	1.05
Entidad	Entidad	Mustang Run	Class I	0.55
Jeronimo Open Space / Oso Viejo Community Park	Marguerite Pkwy.	Olympiad Rd.	Class I	2.38
Cordova Park	Felipe Rd.	Crown Valley Pkwy.	Class I	0.70
Santa Margarita Pkwy.	West city limit	Melinda Rd.	Class II	1.80
Crown Valley Pkwy.	West city limit	East city limit	Class II	1.23
Marguerite Pkwy.	El Toro Rd.	Via Escolar	Class II	9.00
Felipe Rd. / Olympiad Rd.	Marguerite Pkwy. south	Marguerite Pkwy. north	Class II	5.61
Trabuco Rd.	North city limit	Marguerite Pkwy.	Class II	2.10
La Paz Rd.	West city limit	Olympiad Rd.	Class II	2.71
Los Alisos Blvd.	North of Rockfield Blvd.	East city limit	Class II	5.12
			TOTAL	32.83

Regional Priority Proposed Bikeways

Street/Path	From	To	Class	Mileage
Camino Capistrano	Oso Pkwy.	Laguna Niguel City Limit	Class I	0.82

Mission Viejo Proposed Bikeways

Street/Path	From	To	Class	Mileage
Path 1	Laguna Hills City Limit	Laguna Niguel City Limit	Class I	0.65
Path 2	City Limit (N Trabuco Canyon Rd.)	San Juan Capistrano City Limit	Class I	0.72
Alicia Pkwy.	N I-5 N EXIT 90	Laguna Hills City Limit (San Diego Frwy)	Class II	0.16
Avery Pkwy.	Laguna Niguel City Limit (I-5 S EXIT 85)	Marguerite Prwy.	Class II	0.16
Crown Valley Pkwy.	Medical Center Rd.	Laguna Niguel City Limit (E Camino Capistrano)	Class II	0.46
La Paz Rd.	Muirlands Blvd.	Laguna Hills City Limit (San Diego Frwy.)	Class II	0.11
Los Alisos Blvd.	OCTA Metrolink RR	Rockfield Blvd.	Class II	0.75
Olympiad Rd.	Marguerite Pkwy.	Melinda Rd.	Class II	0.40
Trabuco Rd.	Nuez	Los Alisos Blvd.	Class II	0.36
Crown Valley Pkwy.	Jardines	City Limit	Class III	0.03
			TOTAL	3.8 miles

Mission Viejo Proposed Bikeway Cost Estimates

Facility	Miles	Unit Cost (per mile)	Total
Class I	2.19	\$1,500,000	\$3,285,000
Class II	2.40	\$280,000	\$672,000
Class III	0.03	\$21,000	\$630
		Total	\$3,957,630

3.22. Newport Beach

The City of Newport Beach is a popular upscale beach community. While popular for its miles of beaches and two fishing piers, the City is also home to a large bay and the Upper Newport Bay Ecological Reserve. The City has two large employment centers, the Fashion Island regional shopping center, and several small shopping districts, such as Balboa Island. Because of its geography, the City does not have an extensive arterial street network. The major arterials include Coast Highway, Newport and MacArthur Boulevards, and Jamboree Road.

Population

84,218

Estimated Number of Bicycle Commuters

Estimated Bicycle Commuters	Number
Estimated Total Number of Bicycle Commuters and Utilitarian Riders	689
Estimated Adjusted Mode Share	1.5%
Estimated Current Bicycle Trips	
Total Daily Bicycle Trips	1,377
Reduced Vehicle Trips per Weekday	949
Reduced Vehicle Miles per Weekday	3,751
Future Potential Bicycle Commuters	
Future number of new bicycle commuters	378
Total Future Daily Bicycle Commuters	1,067
Future Total Daily Bicycle Trips	2,133
Future Reduced Vehicle Trips per Weekday	1,557
Future Reduced Vehicle Miles per Weekday	7,163
Future Reduced Vehicle Miles per Year	1,898,146
Future Air Quality Benefits	
Reduced HC (metric tons/year)	11
Reduced CO (metric tons/year)	38
Reduced NOX (metric tons/year)	3
Reduced CO2 (metric tons/year)	201,902
Emissions rates from EPA report 420-F-00-013 "Emission Facts: Average Annual Emissions and Fuel Consumption for Passenger Cars and Light Trucks." 2000.	

Map 3.22 Newport Beach Land Use



The City's Transportation Demand Management ordinance requires projects to reduce the number of peak-period vehicle trips by promoting and encouraging the use of alternative transportation modes, such as bicycling, by providing facilities that support alternate modes.

Collisions Involving Bicyclists

Parameter	Collision Rate
Total # of Bicycle Collisions for 5 Years	439
Average # of Bicycle Collisions Per Year	87.8
Average Bicycle Collision Rate per 1000/year ¹	1.09
Index (relative to statewide average of 0.32 / 1000) ²	3.35

Notes:

1. Rate is calculated using SWITRS collision data and population figures provided by the U.S. Census Bureau.

2. The Index is based on a ratio of the local collision rate and the statewide collision rate. An index greater than one (1.0) indicates that the local accident rate is higher than the statewide average.

End-of-Trip Facilities

Information on existing and proposed end-of-trip facilities is not available.

Multimodal Facilities

Mode	Location	Facility Type
OCTA Buses	City-wide	Bicycle racks on buses
Ferry	Balboa Island Ferry Agate Ave/Bayfront Edgewater Ave/Palm St	Bikes permitted on ferries
Rideshare/Bus	Newport Transportation Ctr 1550 Avocado Ave	Bicycle racks (6)

Safety and Education Programs

Active	Yes
# Of Years Conducted	
# Of Times a Year Conducted	4
Administered by	Police Department
Location	Schools
Program, Curriculum, and Activities	Bicycle Rodeos
Other Bicycle Safety Support Programs	Bicycle Registration
Total # of Children Reached	
Age of Children Reached	
Other Program Notes	Bike safety education available upon school request only

Expenditures

Information on past bicycle facility expenditures is not available.

Bicycle Transportation Plan

Bicycle planning can be found in Newport Beach's General Plan.

Bikeways

Newport Beach Existing Bikeways

Street/Path	From	To	Class	Miles
Balboa Beach Bike Path Section 1	36 th St.	24 th St.	Class I	*
Balboa Beach Bike Path Section 2	20 th St.	F St.	Class I	*
Via Lido Bridgeway	Lafayette Ave.	Via Lido Soud	Class I	*
Newport Blvd	Short St.	Pacific Coast Hwy.	Class I	*
Central Ave-Pacific Coast Hwy	Via Lido	Riverside Ave	Class I	*
Superior Ave.	15 th St.	Industrial Wy.	Class I	*
Lower Back Bay Cliff Paths	Dover Dr.	Castaways Park	Class I	*
Bayside Dr.	Pacific Coast Hwy.	Marine Ave	Class I	*
Newport Dunes Bike Route	Bayside Dr.	Back Bay Dr.	Class I	*
Avocado Ave.	Second Ave.	Kewamee Dr.	Class I	*
Bayside Dr.	Carnation Ave.	Marguerite Ave.	Class I	*
Fifth Ave.	Iris Ave.	Marguerite Ave.	Class I	*
Newport Center Dr.	Pacific Coast Hwy.	Newport Center Dr. E-W	Class I	*
Jamboree Rd.	Pacific Coast Hwy.	University Dr. Bike Path	Class I	*
Upper Back Bay Path	Santiago Dr.	Jamboree Rd.	Class I	*
West of 73 bike Path	Jamboree Rd.	Bison Ave.	Class I	*
MacArthur Blvd.	University Dr.	Bonita Canyon Rd.	Class I	*
Bison Ave.	MacArthur Blvd.	Camelback St.	Class I	*
Buffalo Hills Park Path	San Miguel Dr.	Ford Rd.	Class I	*
Spyglass Hill Rd.	San Miguel Dr.	San Joaquin Hills Rd.	Class I	*
San Joaquin Hills Rd.	Jamboree Rd.	Spyglass Hill Rd.	Class I	*
Santa Barbara Dr.	Jamboree Rd.	Newport Center Dr. W	Class I	*
Santa Cruz Dr.	San Joaquin Hills Rd.	Newport Center Dr. E-W	Class I	*
Santa Rosa Dr.	San Joaquin Hills Rd.	Newport Center Dr. E	Class I	*
Bristol St. North	Campus Dr.	Jamboree Rd.	Class I	*
MacArthur Blvd.	Campus Dr.	Jamboree Rd.	Class I	*
Jamboree Rd.	Bristol St.	Campus Dr.	Class I	*
Von Karman Ave.	Macarthur Blvd.	Campus Dr.	Class I	*
Campus Dr.	Von Karman Ave.	Jamboree Rd.	Class I	*
Seashore Dr.	Orange St.	32 nd St.	Class II	*
Pacific Coast Hwy. (north side)	Highland St.	Superior Ave.	Class II	*
Balboa Blvd.	45 th St.	26 th St.	Class II	*
Newport Blvd. NB	Pacific Coast Hwy	Newport Blvd.	Class II	*
Newport Blvd. SB Ramps	Pacific Coast Hwy	Newport Blvd.	Class II	*
Superior Ave.	Pacific Coast Hwy.	Placentia Ave.	Class II	*

Street/Path	From	To	Class	Miles
Placentia Ave.	Superior Ave.	16 th St.	Class II	*
Riverside Ave.	Pacific Coast Hwy.	Cliff Dr.	Class II	*
Cliff Dr.	Riverside Ave.	Dover Dr.	Class II	*
Dover Dr.	Pacific Coast Hwy.	Irvine Ave.	Class II	*
16 th St.	Irvine Ave.	Dover Dr.	Class II	*
Irvine Ave.	Cliff Dr.	Bristol St.	Class II	*
Campus Dr.	Bristol St.	Jamboree Rd.	Class II	*
Back Bay Dr.	Jamboree Rd.	Eastbluff Dr.	Class II	*
Eastbluff Dr.	Ford Rd.	University Dr.	Class II	*
Vista Del Sol	Eastbluff Dr.	Vista Del Oro	Class II	*
Mesa Dr.	Irvine Ave.	Birch St.	Class II	*
University Dr.	Jamboree Rd.	MacArthur Blvd.	Class II	*
La Vida St.	University Dr.	La Salud	Class II	*
La Salud	Marsala Dr.	Milano DR.	Class II	*
La Felicidad	Camelback St.	La Salud	Class II	*
Camelback St.	Bison Ave.	La Felicidad	Class II	*
Bison Ave.	MacArthur Blvd.	73 Freeway	Class II	*
MacArthur Ave.	Bison Ave.	Bonita Canyon Dr.	Class II	*
San Miguel Dr.	Ford Rd.	SpyGlass Hill Rd.	Class II	*
San Miguel Dr.	Newport Center Dr. E	Pacific View Dr.	Class II	*
Avocado Ave.	Pacific Coast Hwy.	Salt Air Dr.	Class II	*
Pacific Coast Hwy.	Newport Center Dr.	Avocado Ave.	Class II	*
Newport Center Dr. East	Newport Center Dr.	Newport Center Dr. W	Class II	*
Newport Center Dr. West	Newport Center Dr.	Newport Center Dr.	Class II	*
Pacific View Dr.	San Miguel Dr.	West of Marguerite Ave.	Class II	*
Marguerite Ave.	Fifth Ave.	San Joaquin Hills Rd.	Class II	*
Fifth Ave.	Marguerite Ave.	Poppy Ave.	Class II	*
Bonita Canyon Dr.	MacArthur Blvd.	73 Freeway	Class II	*
San Joaquin Hills Rd.	Spyglass Hill Rd.	Newport Coast Dr.	Class II	*
Newport Coast Dr.	73 Freeway	Pacific Coast Hwy	Class II	*
Pacific Coast Hwy.	Seaward Rd.	Southern City Limit	Class II	*
Ocean Front Dr.	24 th St.	20 th St.	Class III	*
Newport Blvd	Pacific Coast Hwy	North of Hospital Rd.	Class III	*
Pacific Coast Hwy.	Riverside Ave.	Dover Dr.	Class III	*
El Paseo Dr.	Bayside Dr.	Malabar Dr.	Class III	*
Seadrift Dr.	Malabar Dr.	Evita Dr.	Class III	*
Kewamee Dr.	Seadrift Dr.	Avocado Ave.	Class III	*
Second Ave.	Avocado Ave.	Goldenrod Ave.	Class III	*
Goldenrod Ave.	Second Ave.	South of Harbor View	Class III	*
Ford Rd.	Western End	Prairie Rd.	Class III	*
Prairie Rd.	Ford Rd.	Bonita Canyon Dr.	Class III	*
Mesa View Dr.	Ford Rd.	Bonita Canyon Dr.	Class III	*
Pacific Coast Hwy. (south side)	Western City Limit	Superior Ave.	Class I, II	*
Pacific Coast Hwy.	Superior Ave.	Newport Blvd.	Class I, II	*
Pacific Coast Hwy.	Dover Dr.	Bayside Dr.	Class I, II	*
Pacific Coast Hwy (south side)	Bayside Dr.	Avocado Ave.	Class I, II	*

Street/Path	From	To	Class	Miles
MacArthur Blvd.	Pacific Coast Hwy.	Ford Rd.	Class I, II	*
San Miguel Dr.	Pacific View Dr.	SpyGlass Hill Rd.	Class I, II	*
* Information not provided.				

Newport Beach Proposed Bikeways

Street/Path	From	To	Class	Mileage
Bayside Dr.	Carnation Ave.	Marguerite Ave.	Class I	0.47
Bison Ave.	Belcourt Dr.	Macarthur Blvd.	Class I	0.15
Bonita Canyon Dr. / MacArthur Blvd.	Macarthur Blvd.	Baonita Canyon Dr.	Class I	0.05
Jamboree Rd.	University Dr.	Eastbluff Dr.	Class I	1.19
Jamboree Rd.	Coast Hwy.	Bayside Dr.	Class I	0.17
Jamboree Rd.	Campus Dr.	Bristol St.	Class I	0.85
Jamboree Rd. / University Dr.	Jamboree Rd.	University Dr.	Class I	0.40
Jamboree Rd. / San Joaquin Hills Rd.	Jamboree Rd.	San Joaquin Hills Rd.	Class I	0.17
Kings Rd/ Dover Dr.	Kings Rd.	W Dover Dr.	Class I	0.69
MacArthur Blvd.	Campus Dr.	Jamboree Rd.	Class I	0.98
Newport Center Dr.	Newport Center Dr.	Coast Hwy.	Class I	0.41
22nd St. / Santiago Dr.	City Limit Costa Mesa	Irvine Ave.	Class II	0.38
2nd Ave.	Avocado Ave.	Heliotrope Ave.	Class II	0.40
Avocado Ave.	Kewamee Dr.	2nd Ave.	Class II	0.08
Balboa Blvd.	Coast Hwy.	Channel Pl.	Class II	0.63
Bay Ave.	221st St.	Buena Vista Blvd.	Class II	1.14
Bayside Dr.	Coast Hwy.	E Bayside Wy.	Class II	0.27
Bison Ave.	Jamboree Rd.	Belcourt Dr.	Class II	0.32
Bonita Canyon Dr.	San Joaquin Transportation Corridor	E Chambord	Class II	0.11
Bristol St.	Irvine Ave.	Jamboree Rd.	Class II	0.75
Coast Hwy.	Carnation Ave.	Poppy Ave.	Class II	1.26
El Paseo Dr.	Bayside Dr.	Malabar Dr.	Class II	0.11
Ford Rd.	Prairie Rd.	Hillside Dr.	Class II	0.06
Heliotrope Ave.	2nd Ave.	Coast Hwy.	Class II	0.05
Jamboree Rd.	Bristol St.	University Dr.	Class II	0.64
Kewamee Dr.	Seadrift Dr.	Avocado Ave.	Class II	0.23
Newport Blvd.	Lido	Mc Fadden Pl.	Class II	0.68
Newport Coast Dr.	San Joaquin Hills Transportation Corridor	Newport Coast Dr.	Class II	0.34
Newport Coast Dr. / Tesoro	Newport Coast Dr.	Tesoro	Class II	0.07
Coast Hwy.	Riverside Ave.	Dover Dr.	Class III	1.06
Newport Coast Dr. / Moon Shell	Tesoro	S Reef Point Dr.	Class III	2.67
			TOTAL	16.78 miles

Newport Beach Proposed Bikeway Cost Estimates

Facility	Miles	Unit Cost (per mile)	Total
Class I	5.53	\$1,500,000	\$8,295,000
Class II	7.52	\$280,000	\$2,105,600
Class III	3.73	\$21,000	\$78,330
		Total	\$10,478,930

3.23. Orange

The City of Orange is situated in Central Orange County, approximately 32 miles southeast of Los Angeles. The City's land area is 27 square miles. The City's planning area is 38 square miles, with a "Sphere of Influence" area of 55 square miles. Included in the City's Sphere of Influence is 18,500 acres of undeveloped land owned by The Irvine Company.

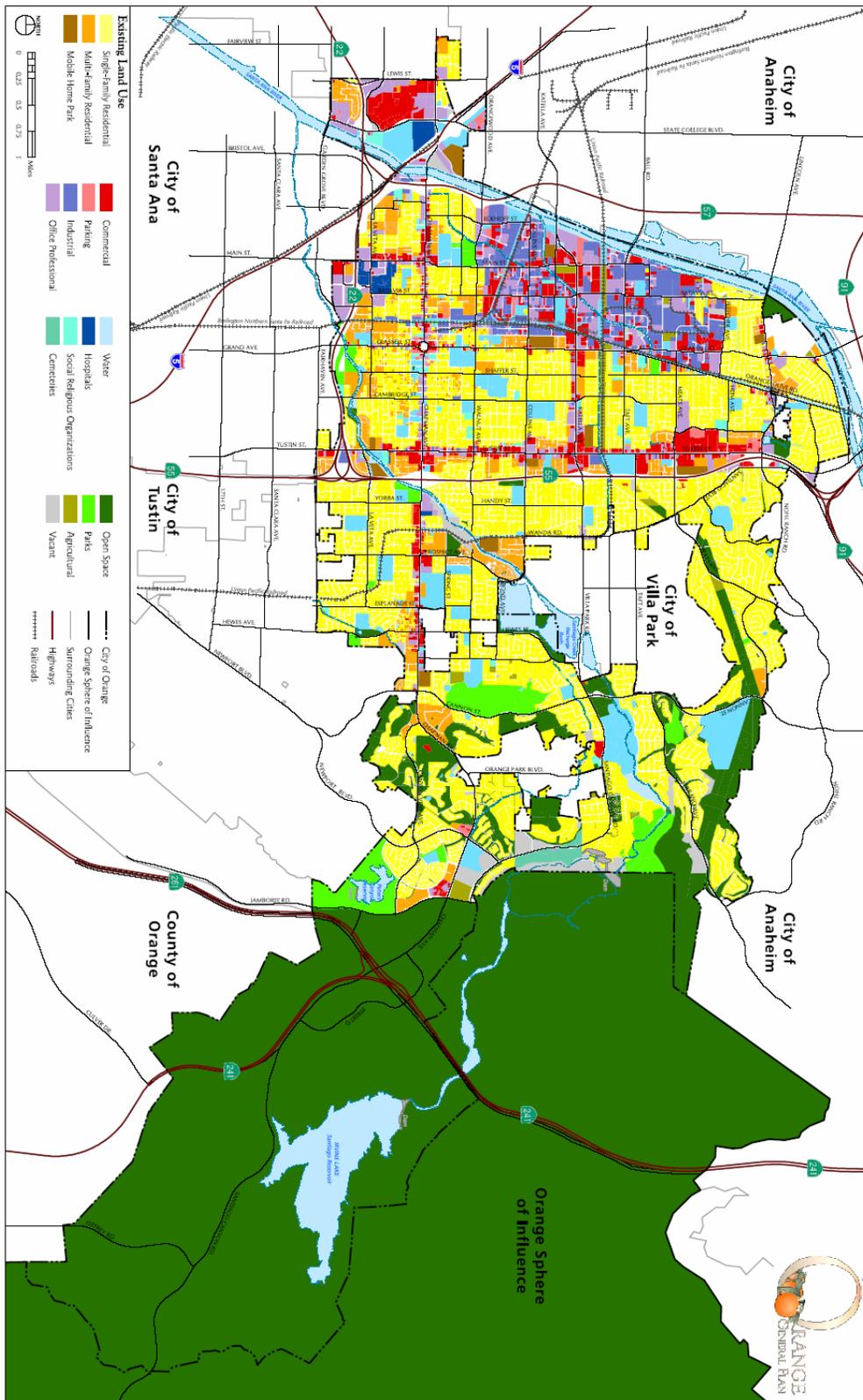
Population

138,640

Estimated Number of Bicycle Commuters

Estimated Bicycle Commuters	Number
Estimated Total Number of Bicycle Commuters and Utilitarian Riders	1,563
Estimated Adjusted Mode Share	1.9%
Estimated Current Bicycle Trips	
Total Daily Bicycle Trips	3,126
Reduced Vehicle Trips per Weekday	2,110
Reduced Vehicle Miles per Weekday	7,834
Future Potential Bicycle Commuters	
Future number of new bicycle commuters	539
Total Future Daily Bicycle Commuters	2,102
Future Total Daily Bicycle Trips	4,204
Future Reduced Vehicle Trips per Weekday	3,069
Future Reduced Vehicle Miles per Weekday	14,118
Future Reduced Vehicle Miles per Year	3,741,387
Future Air Quality Benefits	
Reduced HC (metric tons/year)	22
Reduced CO (metric tons/year)	76
Reduced NOX (metric tons/year)	5
Reduced CO2 (metric tons/year)	397,964
Emissions rates from EPA report 420-F-00-013 "Emission Facts: Average Annual Emissions and Fuel Consumption for Passenger Cars and Light Trucks." 2000.	

Map 3.23 Orange Land Use



Collisions Involving Bicyclists

Parameter	Collision Rate
Total # of Bicycle Collisions for 5 Years	300
Average # of Bicycle Collisions Per Year	60
Average Bicycle Collision Rate per 1000/year ¹	0.44
Index (relative to statewide average of 0.32 / 1000) ²	1.37

Notes:

1. Rate is calculated using SWITRS collision data and population figures provided by the U.S. Census Bureau.

2. The Index is based on a ratio of the local collision rate and the statewide collision rate. An index greater than one (1.0) indicates that the local accident rate is higher than the statewide average.

End-of-Trip Facilities

Location	Type
Eisenhower Park	Bicycle racks (x1)
El Camino Real Park	Bicycle racks (x5)
Fred Barrera Park	Bicycle racks (x1)
Grijalva Park	Bicycle racks (x1)
Hart Park	Bicycle racks (x4)
Killefer Park	Bicycle racks (x1)
McPherson Park	Bicycle racks (x6)
Olive Park	Bicycle racks (x1)
Pitcher Park	Bicycle racks (x1)
Santiago Hills Park	Bicycle racks (x3)
Serrano Park	Bicycle racks (x1)
Shaffer Park	Bicycle racks (x1)
The Depot Park	Bicycle racks
Veterans Memorial	Bicycle racks

Multimodal Facilities

Mode	Location	Facility Type
OCTA Buses	City-wide	Bicycle racks on buses
Metrolink/Amtrak/Rideshare/Bus	Orange Station 194 N Atchison St	Bicycle racks(6)/lockers(12) Bicycle racks on trains and buses
Rideshare	Lincoln Park-and-Ride Lincoln Ave/SR-55	

Safety and Education Programs

The City of Orange Traffic Department organizes a bicycle safety education program. However, the traffic department does not have the resources to regularly support the program.

For City employees, through the Trip Reduction Program, there is a \$35 Bi-annual bike helmet reimbursement as well as an opportunity to win a bike through the annual Bike Loan-to-Own program.

Expenditures

Facility	Improvement	From	To	Cost
City-wide	Development/maintenance			\$750,000

Bicycle Transportation Plan

Bicycle planning can be found in the City of Orange's General Plan.

Bikeways

Orange Existing Bikeways

Street/Path	From	To	Class	Mileage
Santa Ana River Path	Garden Grove Blvd.	Tustin Ave.	Class I	6.4
Jamboree Blvd.	Santiago Canyon	Canyon View Ave.	Class I	*
Santiago Creek Path Section 1	UPRR	Tustin St.	Class I	*
Santiago Creek Path Section 2	Walnut Ave.	Collins Ave.	Class I	*
Rancho Santiago Blvd.	Bond Ave.	Hewes St.	Class I	.53
Cannon St. Park Path	Cerritos Dr.	Avenida Palmar	Class I	*
Santiago Blvd.	Wanda Rd.	Collins Ave.	Class I	*
Wanda Rd.	Santiago Blvd.	Katella Ave.	Class	.19
Batavia St.	Nohl Ranch Rd.	Taft Ave.	Class	*
Glassell St.	Fletcher Ave.	Santa Ana River Path	Class	*
Cambridge St.	Meats Ave.	Santiago Creek Path	Class	3.22
Walnut Ave.	Shaffer St.	Handy St.	Class	*
Handy St.	UPRR	Walnut St.	Class	*
Meats Ave.	Tustin St.	Santiago Blvd	Class	*
Santiago Blvd.	Nohl Ranch Rd.	Villa Park Rd.	Class	3.74
Taft Ave.	Santiago Blvd.	Nichols Ave.	Class	*
Hewes St.	Villa Park Rd.	Rancho Santiago	Class	*
Cannon St.	Northern City Limit	Villa Park Rd.	Class	*
Collins Ave.	Handy St.	Bond Ave.	Class	*
Prospect Ave	Spring St.	Collins Ave.	Class	.66
Cannon St.	Chapman Ave	Cannon St. Park Path	Class	*
Canyon View Ave.	Newport Blvd.	Outrider St.	Class	.38
Santiago Canyon Rd.	Wanda Rd.	Jamboree Rd.	Class	1.80
Orange Park Blvd	Chapman Ave.	Santiago Canyon Rd.	Class	1.33
Chapman Ave./Santiago Canyon	Cannon St.	Eastern City Limit	Class	*
Jamboree Rd.	Irvine Regional Park	Southern City Limit	Class	1.89
Newport Blvd.	Santiago Canyon	Chapman Ave.	Class	.38
* Information not provided.				

Regional Priority Proposed Bikeways

Street/Path	From	To	Class	Mileage
Glassell St.	Fletcher St.	Katella Ave.	Class II	1.39
Glassell St.	La Veta Ave.	Santa Ana City Limit (SR-22 E Exit 16)	Class II	0.40
Glassell St.	Woodvale Ave.	Fletcher St.	Class II	0.12
Glassell St.	City Limit	N Riverdale Ave.	Class II	0.08
Walnut Ave.	Hewes St.	Rancho Santiago Blvd.	Class III	0.25
Walnut Ave.	Walnut Ave. _Tustin St.	Earlham St.	Class III	0.77

Orange Proposed Bikeways

Street/Path	From	To	Class	Mileage
Collins Ave. / Walnut Ave.	Collins Ave.	Walnuts Ave.	Class I	0.49
Glassell St. / Main St.	Glassell St.	W Main St.	Class I	1.87
Hewes St.	City Limit (Prospect Ave.)	City Limit (Julie Ave.)	Class I	1.24
Jamboree Rd.	Santiago Canyon Rd.	Canyon View Ave.	Class I	0.79
Main St. / Chapman Ave.	Main St.	Chapman Ave.	Class I	1.36
OCTA Metrolink RR / Batavia St.	OCTA Metrolink RR	W Batavia St.	Class I	1.49
Palmyra Ave. / Fairhaven Ave.	Palmyra Ave.	Fairhaven Ave.	Class I	1.24
Palmyra Ave. / James St.	Palmyra Ave.	James St.	Class I	0.23
Path 1	City Limit (S Santiago Blvd.)	City Limit (S Villa Park Access)	Class I	2.39
Path 2	Hewes St.	City Limit (W Orange Park Blvd.)	Class I	1.31
Shaffer St. / Nordig Pl.	Shaffer St.	N Nordgi Pl.	Class I	0.66
Tustin St.	Taft Ave.	Taft Ave.	Class I	0.11
UP RR / Arden Villa Dr.	W Main St.	Villa Park City Limit (W Sunkist Cir.)	Class I	2.53
Walnut Ave. / Tustin St.	W Walnut Ave.	W Tustin St.	Class I	1.43
Batavia St.	Chapman Ave.	La Veta Ave.	Class II	0.51
Cambridge St.	Lake Dr.	Santa Ana City Limit (S Fairway Dr.)	Class II	0.09
Cannon St.	Santiago Canyon Rd.	Patria Ct.	Class II	0.47
Canyon View Ave.	Chapman Ave.	Out rider St.	Class II	0.83
Canyon View Ave.	Newport Blvd.	Jamboree Rd.	Class II	0.78
Chapman Ave.	Hewes St.	Cannon St.	Class II	0.57
Collins Ave.	Handy St.	Wanda Rd.	Class II	0.29
Crawford Canyon Rd.	Chapman Ave.	City Limits	Class II	0.01
Escola	Meats Ave.	Cannon St.	Class II	1.11
Esplanade St.	La Veta Ave.	Fairhaven Ave.	Class II	1.37
Fairhaven Ave.	Costa Mesa Fwy.	Yorba St.	Class II	0.23
Fletcher St.	Batavia St.	Glassell St.	Class II	0.51
Garden Grove Blvd.	Lewis St.	Santa Ana City Limit	Class II	0.54

Street/Path	From	To	Class	Mileage
Hewes St.	City Limit (Pearl Ave.)	Fowler Ave.	Class II	0.75
Hewes St.	Walnut Ave.	City Limit (S Drew Wy.)	Class II	0.16
Katella Ave.	Handy St.	Wanda Rd.	Class II	0.29
La Veta Ave.	Batavia St.	Parker St.	Class II	0.12
La Veta Ave.	City Limit Santa Ana (Santa	Bedford Rd.	Class II	0.51
La Veta Ave. / Rock Creek Dr.	E Sedona Dr.	Esplanade St.	Class II	1.61
Lewis St.	Anaheim City Limit (N Tiller Ave.)	Garden Grove Blvd.	Class II	1.24
Lincoln Av / Nohl Ranch Rd.	City Limit (E Berkeley St.)	Anaheim City Limit (E Wyngate Rd.)	Class II	1.64
Main St.	Taft Ave.	Palm Ave.	Class II	1.67
Meats Ave.	Anaheim City Limit (W Westfield Ct.)	Villa Park City Limit (W Stone Pine Rd.)	Class II	1.04
Meats Ave.	Glassell St.	Villa Park City Limit (Santiago Blvd.)	Class II	1.57
Newport Blvd.	Chapman Ave.	City Limit (S Skylark Pl.)	Class II	0.91
Orangewood Ave. / Walnut Ave.	W Orange Frwy.	Shaffer St.	Class II	1.81
Parker St.	La Veta Ave.	Santa Ana City Limit (S Town And County Rd.)	Class II	0.38
Prospect St.	Spring St.	City Limit (Fairhaven Ave.)	Class II	1.23
Rancho Santiago Blvd.	Bond Ave.	City Limit (S Sycamore Ave.)	Class II	0.45
Rancho Santiago Blvd.	City Limit (Pearl Ave.)	Chapman Ave.	Class II	0.06
Santiago Blvd.	Anaheim City Limit (E Costa Mesa Frwy)	Lincoln Ave.	Class II	0.25
Serrano Ave.	Cannon St.	Anaheim City Limit Anaheim (E Kendra Dr.)	Class II	2.14
Spring St.	Walnut Ave.	City Limit (E Esplanade St.)	Class II	1.00
Spring St.	City Limit (Earlham St.)	City Limit (Hewes St.)	Class II	0.12
Taft Ave.	Main St.	Hart St.	Class II	2.64
Tustin Ave.	Santa Ana Canyon Rd.	Lincoln Ave.	Class II	0.58
Tustin Ave.	Fairhaven Ave.	City Limits Santa Ana	Class II	0.01
Walnut Ave.	Handy St.	Spring St. Bikeway	Class II	0.28
Almond Ave.	Feldner Rd.	Cambridge St.	Class III	1.50
Batavia St.	Palm Ave.	Chapman Ave.	Class III	0.25
Bedford Rd.	Palmyra Ave.	La Veta Ave.	Class III	0.25
Feldner Rd.	Almond Ave.	Palmyra Ave.	Class III	0.14
Glassell St.	Katella Ave.	Palm Ave.	Class III	1.21
Glassell St.	Almond Ave.	La Veta Ave.	Class III	0.38
Grand St.	Palm Ave.	Almond Ave.	Class III	0.37
Lemon St.	Palm Ave.	Almond Ave.	Class III	0.38

Street/Path	From	To	Class	Mileage
Lincoln St.	Walnut Ave.	Palm Ave.	Class III	0.25
Palm Ave.	Main St.	Lincoln St.	Class III	1.65
Palmyra Ave.	Feldner Rd.	Bedford Rd.	Class III	0.06
Palmyra Ave.	Costa Mesa Fwy.	Palmyra Ave. / Fairhaven Ave. Bikeway	Class III	0.47
			TOTAL	53.82

Orange Proposed Bikeway Cost Estimates

Facility	Miles	Unit Cost (per mile)	Total
Class I	17.14	\$1,500,000	\$25,710,000
Class II	31.76	\$280,000	\$8,892,800
Class III	7.93	\$21,000	\$166,530
		Total	\$34,769,330

3.24. Placentia

Placentia is a fast-growing community with beautiful suburban homes, good schools, stately churches, and wholesome recreation. The climate and rich land attracted an ever-growing number of new residents.

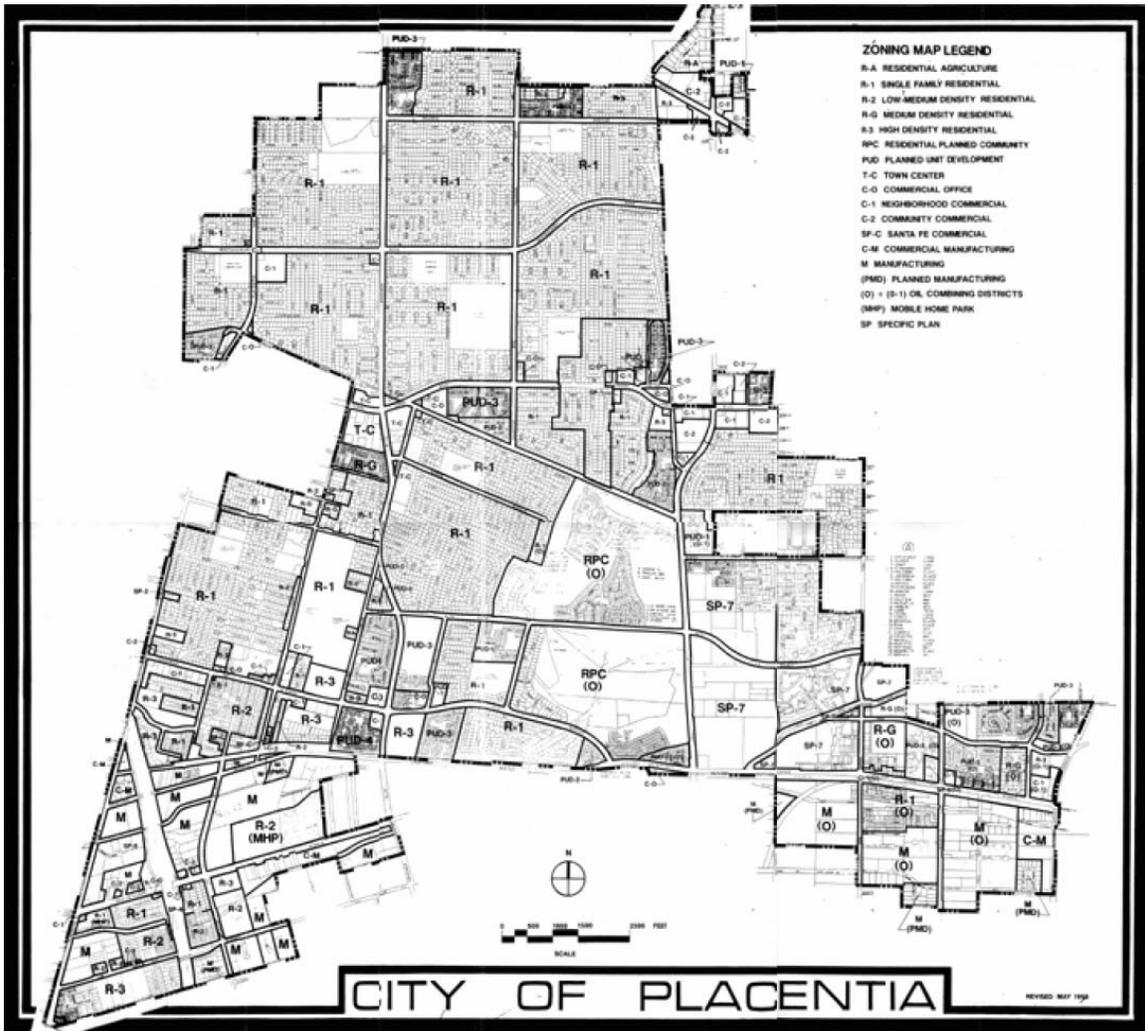
Population

52,450 (Source: City of Placentia, 2008)

Estimated Number of Bicycle Commuters

Estimated Bicycle Commuters	Number
Estimated Total Number of Bicycle Commuters and Utilitarian Riders	512
Estimated Adjusted Mode Share	1.6%
Estimated Current Bicycle Trips	
Total Daily Bicycle Trips	1,024
Reduced Vehicle Trips per Weekday	684
Reduced Vehicle Miles per Weekday	2,454
Future Potential Bicycle Commuters	
Future number of new bicycle commuters	220
Total Future Daily Bicycle Commuters	732
Future Total Daily Bicycle Trips	1,464
Future Reduced Vehicle Trips per Weekday	1,068
Future Reduced Vehicle Miles per Weekday	4,915
Future Reduced Vehicle Miles per Year	1,302,392
Future Air Quality Benefits	
Reduced HC (metric tons/year)	8
Reduced CO (metric tons/year)	26
Reduced NOX (metric tons/year)	2
Reduced CO2 (metric tons/year)	138,533
Emissions rates from EPA report 420-F-00-013 "Emission Facts: Average Annual Emissions and Fuel Consumption for Passenger Cars and Light Trucks." 2000.	

Map 3.24 Placentia Land Use



Collisions Involving Bicyclists

Parameter	Collision Rate
Total # of Bicycle Collisions for 5 Years	82
Average # of Bicycle Collisions Per Year	16.4
Average Bicycle Collision Rate per 1000/year ¹	0.33
Index (relative to statewide average of 0.32 /1000) ²	1.02

Notes:

1. Rate is calculated using SWITRS collision data and population figures provided by the U.S. Census Bureau.

2. The Index is based on a ratio of the local collision rate and the statewide collision rate. An index greater than one (1.0) indicates that the local accident rate is higher than the statewide average.

End-of-Trip Facilities

Information on existing and proposed end-of-trip facilities is not available.

Multimodal Facilities

Mode	Location	Facility Type
OCTA Buses	City-wide	Bicycle racks on buses

Safety and Education Programs

The City of Placentia does not have bicycle safety and education programs.

Expenditures

Information on past bicycle facility expenditures is not available.

Bicycle Transportation Plan

Bicycle facility planning is documented in the Placentia Bike Path map.

Bikeways

Placentia Existing Bikeways

Street/Path	From	To	Class	Mileage
Tri-City Park Path	N/A	N/A	Class I	.86 miles
Golden Ave.	Kraemer Blvd.	Placentia City Limit	Class II	1.00 miles
Bastanchury Rd.	Western City Limit	Eastern City Limit	Class II	1.80 miles
Kraemer Blvd.	Northern City Limit	Yorba Linda Blvd.	Class II	1.10 miles
Valencia Ave.	Northern City Limit	Palm Dr	Class II	1.30 miles
Palm Ave.	Yorba Linda Blvd.	Rose Dr	Class II	1.10 miles
Primrose Ave.	Placentia Ave.	Twilight St.	Class III	.20 miles
Angelina Dr.	Palm Dr.	Kraemer Blvd.	Class III	.40 miles
Twilight St.	Primrose Ave.	Ruby Dr.	Class III	.30 miles
Ruby Dr.	Twilight St.	Bradford Ave	Class III	.50 miles
Bradford Ave.	Ruby Dr.	Madison Ave.	Class III	.20 miles
Chapman Ave.	Placentia Ave.	Kraemer Blvd.	Class III	1.00 miles
Bradford Ave.	Chapman Ave.	Crowther Ave.	Class III	.30 miles

Street/Path	From	To	Class	Mileage
Melrose St.	Crowther Ave.	La Jolla St.	Class III	.60 miles
			TOTAL	10.66 miles

Regional Priority Proposed Bikeways

Street/Path	From	To	Class	Mileage
Orangethorpe Ave.	Chapman Ave.	Anaheim City Limits (W Lakeview Ave.)	Class II	2.92

Placentia Proposed Bikeways

Street/Path	From	To	Class	Mileage
Placentia Ave. / Kraemer Blvd.	Anaheim City Limit (W Placentia Ave.)	Anaheim City Limit (Kraemer Blvd.)	Class I	1.09
Bradford Ave.	Carlson Ln.	Center St.	Class II	0.87
Chapman Ave.	Fullerton City Limit (W Placentia Ave.)	Orangethorpe Ave.	Class II	1.87
Kraemer Blvd.	La Brea City Limit	Golden Ave.	Class II	1.43
Melrose St.	Crowther Ave.	Orangethorpe Ave.	Class II	0.38
Richfield Rd.	Orangethorpe Ave.	Las Brisas Pl.	Class II	0.39
Rose Dr.	Yorba Linda City Limit (S Yorba Linda Blvd)	Palm Dr.	Class II	0.44
Rose Dr.	Alta Vista Dr.	Orantheorpe Ave.	Class II	0.53
Rose Dr.	Imperial Hwy.	Yorba Linda City Limit	Class II	0.07
Yorba Linda Blvd.	Fullerton City Limit (Bradford Av)	City Limit (E Kilts Ave.)	Class II	0.82
Yorba Linda Blvd.	City Limit (W Mac Cormack Ln.)	Yorba Linda City Limit (W Linda Vista Wy.)	Class II	0.27
Yorba Linda Blvd.	Yorba Linda City Limit (E Rose Dr)	Yorba Linda City Limit (W Prospect Av)	Class II	0.20
Buena Vista Ave.	Petry Dr.	Jefferson St.	Class III	0.11
Jefferson St.	Yorba Linda City Limit (N Zion Av)	Yorba Linda City Limit (N Carlsbad Av)	Class III	0.19
Madison Ave.	Bradford Ave.	Kraemer Blvd.	Class III	0.26
Richfield Rd.	Yorba Linda City Limit (S Mariposa Av)	Orchard Dr.	Class III	0.09
			TOTAL	9.01 miles

Placentia Proposed Bikeway Cost Estimates

Facility	Miles	Unit Cost (per mile)	Total
Class I	1.09	\$1,500,000	\$1,635,000
Class II	10.19	\$280,000	\$2,853,200
Class III	0.65	\$21,000	\$13,650
		Total	\$4,501,850

3.25. Rancho Santa Margarita

Rancho Santa Margarita has one employment center and many newer housing developments. Rancho Santa Margarita has experienced rapid development over the past fifteen years, primarily in the residential market. The City contains portions of O’Neill Regional Park, which runs along Trabuco Canyon through the City.

Population

50,618

Estimated Number of Bicycle Commuters

Estimated Bicycle Commuters	Number
Estimated Total Number of Bicycle Commuters and Utilitarian Riders	356
Estimated Adjusted Mode Share	1.0%
Estimated Current Bicycle Trips	
Total Daily Bicycle Trips	712
Reduced Vehicle Trips per Weekday	438
Reduced Vehicle Miles per Weekday	1,124
Future Potential Bicycle Commuters	
Future number of new bicycle commuters	179
Total Future Daily Bicycle Commuters	535
Future Total Daily Bicycle Trips	1,069
Future Reduced Vehicle Trips per Weekday	781
Future Reduced Vehicle Miles per Weekday	3,591
Future Reduced Vehicle Miles per Year	951,555
Future Air Quality Benefits	
Reduced HC (metric tons/year)	3
Reduced CO (metric tons/year)	19
Reduced NOX (metric tons/year)	1
Reduced CO2 (metric tons/year)	101,215
Emissions rates from EPA report 420-F-00-013 "Emission Facts: Average Annual Emissions and Fuel Consumption for Passenger Cars and Light Trucks." 2000.	

Map 3.25 Rancho Santa Margarita Land Use

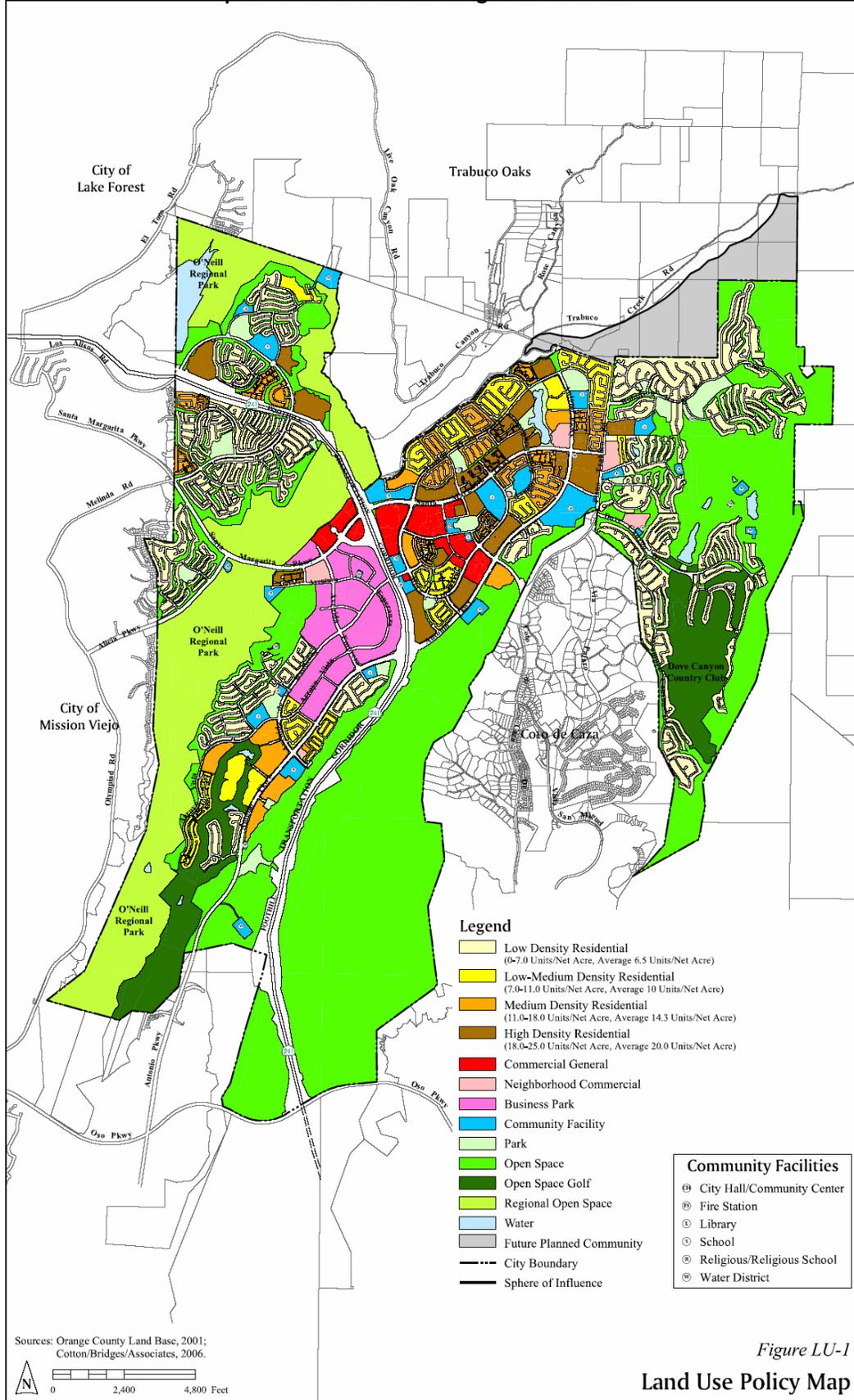


Figure LU-1
Land Use Policy Map

Collisions Involving Bicyclists

Parameter	Collision Rate
Total # of Bicycle Collisions for 5 Years	19
Average # of Bicycle Collisions Per Year	3.8
Average Bicycle Collision Rate per 1000/year ¹	0.08
Index (relative to statewide average of 0.32 /1000) ²	0.23

Notes:

1. Rate is calculated using SWITRS collision data and population figures provided by the U.S. Census Bureau.

2. The Index is based on a ratio of the local collision rate and the statewide collision rate. An index less than one (1.0) indicates that the local accident rate is lower than the statewide average.

End-of-Trip Facilities

Information on existing and proposed end-of-trip facilities is not available.

Multimodal Facilities

Mode	Location	Facility Type
OCTA Buses	City-wide	Bicycle racks on buses

Safety and Education Programs

The City of Rancho Santa Margarita does not have bicycle safety and education programs.

Expenditures

Information on past bicycle facility expenditures is not available.

Bicycle Transportation Plan

Bicycle facilities are addressed in the General Plan Circulation Element.

Bikeways

Rancho Santa Margarita Existing Bikeways

Street	From	To	Class	Mileage
Santa Margarita Pkwy	*	*	Class I	*
Trabuco Canyon	*	*	Class I	*
Santa Margarita Pkwy	*	*	Class II	*
Alicia Pkwy	*	*	Class II	*
Antonio Pkwy	*	*	Class II	*
Oso Pkwy	*	*	Class II	*
Avenida Empresa	*	*	Class II	*
* Information not provided.				

Rancho Santa Margarita Proposed Bikeways

Street/Path	From	To	Class	Mileage
Trabuco Canyon Bike Trail Extension (North)	Antonio Pkwy.	Robinson Ridge	Class I	1.00
Trabuco Canyon / Santa Margarita Pkwy Bridge	N/o Santa Margarita Pkwy	S/o Santa Margarita Pkwy	Class I	.10
Trabuco Canyon Bike Trail Extension (South)	Tijeras Canyon Rd.	Oso Pkwy.	Class I	.70
Antonio Pkwy. / Rose Canyon Rd.	City Limit (S Trabuco Canyon Rd.)	Santa Margarita Pkwy.	Class II	.67
			TOTAL	2.47 miles

Rancho Santa Margarita Proposed Bikeway Cost Estimates

Facility	Miles	Unit Cost (per mile)	Total
Class I	1.80	\$1,500,000	\$2,700,000
Class II	0.67	\$21,000	\$14,070
		Total	\$5,459,070

3.26. San Clemente

San Clemente is the southernmost city in Orange County. The City is home to miles of beaches, which are popular in the summer months. Many of the City's coastal neighborhoods are older, and many of the inland areas are newer, with recent new housing construction and construction planned in the future. Some of San Clemente's destinations are located along the arterial streets, including El Camino Real, Avenida Pico, and Camino de Los Mares.

Population

61,050

Estimated Number of Bicycle Commuters

Estimated Bicycle Commuters	Number
Estimated Total Number of Bicycle Commuters and Utilitarian Riders	377
Estimated Adjusted Mode Share	1.2%
Estimated Current Bicycle Trips	
Total Daily Bicycle Trips	755
Reduced Vehicle Trips per Weekday	487
Reduced Vehicle Miles per Weekday	1,552
Future Potential Bicycle Commuters	
Future number of new bicycle commuters	307
Total Future Daily Bicycle Commuters	684
Future Total Daily Bicycle Trips	1,368
Future Reduced Vehicle Trips per Weekday	999
Future Reduced Vehicle Miles per Weekday	4,595
Future Reduced Vehicle Miles per Year	1,217,680
Future Air Quality Benefits	
Reduced HC (metric tons/year)	7
Reduced CO (metric tons/year)	25
Reduced NOX (metric tons/year)	2
Reduced CO2 (metric tons/year)	129,522
Emissions rates from EPA report 420-F-00-013 "Emission Facts: Average Annual Emissions and Fuel Consumption for Passenger Cars and Light Trucks." 2000.	

Map 3.26 San Clemente Land Use

Collisions Involving Bicyclists

Parameter	Collision Rate
Total # of Bicycle Collisions for 5 Years	63
Average # of Bicycle Collisions Per Year	12.6
Average Bicycle Collision Rate per 1000/year ¹	0.20
Index (relative to statewide average of 0.32 /1000) ²	0.63

Notes:

1. Rate is calculated using SWITRS collision data and population figures provided by the U.S. Census Bureau.

2. The Index is based on a ratio of the local collision rate and the statewide collision rate. An index less than one (1.0) indicates that the local accident rate is lower than the statewide average.

End-of-Trip Facilities

Location	Type
Ole Hanson Beach Club	Bicycle racks Showers
La Pata/Vista Hermosa Park	Bicycle racks Showers Lockers
Municipal Parks	Bicycle racks

Multimodal Facilities

Mode	Location	Facility Type
OCTA Buses	City-wide	Bicycle racks on buses
Metrolink/Rideshare/Bus	San Clemente Station 1850 Avenida Estacion	Bicycle racks on trains and buses
Metrolink/Amtrak	San Clemente Pier Station 615 Avenida Victoria	Bicycle racks on trains

Safety and Education Programs

Active	Yes
# Of Years Conducted	
# Of Times a Year Conducted	Varies based on funding and time.
Administered by	Sheriff's Department
Location	Schools
Program, Curriculum, and Activities	Assemblies; bicycle rodeos; free helmets; Curriculum: proper hand signals, equipment, lane and traffic sign obedience, proper bike condition, information packets
Other Bicycle Safety Support Programs	
Total # of Children Reached	Varies from year to year
Age of Children Reached	Elementary school students
Other Program Notes	

Expenditures

Information on past bikeway expenditures is not available.

Bicycle Transportation Plan

Bicycle planning can be found in San Clemente's General Plan.

Bikeways

San Clemente Existing Bikeways

Street	From	To	Class	Mileage
Camino de Los Mares	Portico del Norte	Calle Nuevo	Class I	*
Camino del Rio	Camino de Los Mares	Avenida La Pata	Class I	*
Avenida Talega	City border	Avenida Vista Hermosa	Class I	*
Avenida Vista Hermosa	Camino Vera Cruz*	Avenida Pico	Class I	*
Avenida La Pata	City border	Avenida Pico	Class I	*
Avenida Pico	Calle del Cerro	City border	Class I	*
Camino de los Mares	Camino del Rio	Avenida Vaquero	Class II	*
Avenida Pico	Avenida La Pata	Calle del Cerro	Class II	*
Avenida Vaquero	Camino de Los Mares	Camino Capistrano	Class II	*
Avenida Vista Hermosa	*	*	Class II	*
Pacific Coast Highway/El Camino Real	Northwest of Camino Capistrano	Avenida Pico	Class II	*
Avenida del Presidente	Avenida Valencia	Avenida de Las Palmeras	Class II	*
Avenida La Pata	Avenida Pico	Calle Extremo	Class II	*
Camino Vera Cruz	Camino de Los Mares	Avenida Vista Hermosa	Class II	*
Avenida Pico	Calle de Los Molinos	El Camino Real	Class III	*
Calle Puente/Ola Vista *	*	*	Class III	*
* Information not provided.				

Regional Priority Proposed Bikeways

Street/Path	From	To	Class	Mileage
Avenida Vista Hermosa	Avenida La Pata	Avenida Pico	Class I	1.01

San Clemente Proposed Bikeways

Street/Path	From	To	Class	Mileage
Avenida La Pata	Camino Del Rio	Calle Saluda	Class I	0.15
Avenida Pico	E Camino La pedriza	W Foothill Transportation Corr	Class I	0.14
Avenida La Pata / Camino Del Rio	Avenida La Pata	Camino Del Rio	Class I	0.71
Avenida Capistrano	Avenida Vaquero	Coast Hwy.	Class II	0.12
Camino Del Rio	E Camino Forestal	Avenida La Pata	Class II	0.27
El Camino Real	Avenida Pico	Avenida del Presidente	Class II	2.70

Street/Path	From	To	Class	Mileage
Camino de Estrella / Camino de los Mares	Avenida Vista Hermosa	Avenida Vaquero	Class II	1.22
Avenida del Mar / Avenida Victoria / Avenida Madrid	Calle Seville	S Ola Vista	Class II	0.71
Camino de los Mares / Las Ramblas	Las Ramblas	Camino de los Mares	Class II	0.36
Ola Vista	Avenida Madrid	Avenida Gaviota	Class II	0.45
Avenida Palizada	Avenida Miramar	Calle Seville	Class II	0.13
Path 1	City Limit	S Talega Rd	Class II	0.14
Path 2	City Limit	Talega Rd	Class II	0.27
Avenida Pico	Avenida Navarro	El Camino Real	Class II	0.62
Calle Puente	Avenida Pelayo	Avenida Palizada	Class II	0.48
Calle Sarmentoso	Camino Del Rio	Camino Vera Cruz	Class II	0.84
Calle Seville	Avenida Palizada	Avenida del Mar	Class II	0.10
Talega Rd.	N Calle Portofino	Avenida Vista Hermosa	Class II	0.34
Avenida Valencia	El Camino Real	Avenida del Presidente	Class II	0.06
Camino Vera Cruz	Calle Aquamarina	Avenida Pico	Class II	0.58
Camino Vera Cruz / Vista	Carretera	Vista Hermosa	Class II	0.65
Avenida Acapulco	Avenida San Pablo	Avenida Adobe	Class III	0.10
Avenida Adobe	Avenida Acapulco	Calle Bahia	Class III	0.22
Calle Amanecer	Avenida Pico	Calle Cordillera	Class III	0.38
Calle Bahia	Avenida Adobe	Avenida Santa Margarita	Class III	0.36
Calle Cordillera	Calle Amanecer	N Calle Sol	Class III	0.41
Camino El Molino	San Juan Capistrano City Limit	Dana Point City Limit	Class III	0.01
Camino El Molino	Dana Point City Limit	N Camino de Estrella	Class III	0.02
Calle Frontera	Corte Calamar	Avenida Pico	Class III	1.03
Ola Vista	Avenida Magdalena	Avenida Calafia	Class III	0.32
Avenida Pico	Avenida Presidio	Avenida Navarro	Class III	0.53
Avenida San Pablo	Avenida Acapulco	El Camino Real	Class III	1.11
Avenida Santa Margarita	Calle Bahia	Avenida San Luis Rey	Class III	0.42
Avenida Vista Hermosa	Calle Frontera	Camino Verra Cruz / Avenida Vista Hermosa Bikeway	Class III	0.21
Avenida Vista Hermosa	I-5 S Exit 77	Avenida Pico	Class III	0.67
Avenida Vista Hermosa / El Camino Real	Avenida Vista Hermosa	El Camino Real	Class III	0.90
			TOTAL	17.73 miles

San Clemente Proposed Bikeway Cost Estimates

Facility	Miles	Unit Cost (per mile)	Total
Class I	2.01	\$1,500,000	\$3,015,000
Class II	10.04	\$280,000	\$2,811,200
Class III	6.69	\$21,000	\$140,490
		Total	\$5,966,690

3.27. San Juan Capistrano

San Juan Capistrano is an older established community in South County. The City is most famous for its Mission located in the downtown area of the City. The downtown area is popular with residents and visitors alike featuring a quaint restaurant and shopping district. Development in San Juan Capistrano has occurred less rapidly over the past two decades as in the rest of the South County region. Most of its development has been residential with some commercial located in the downtown area.

Population

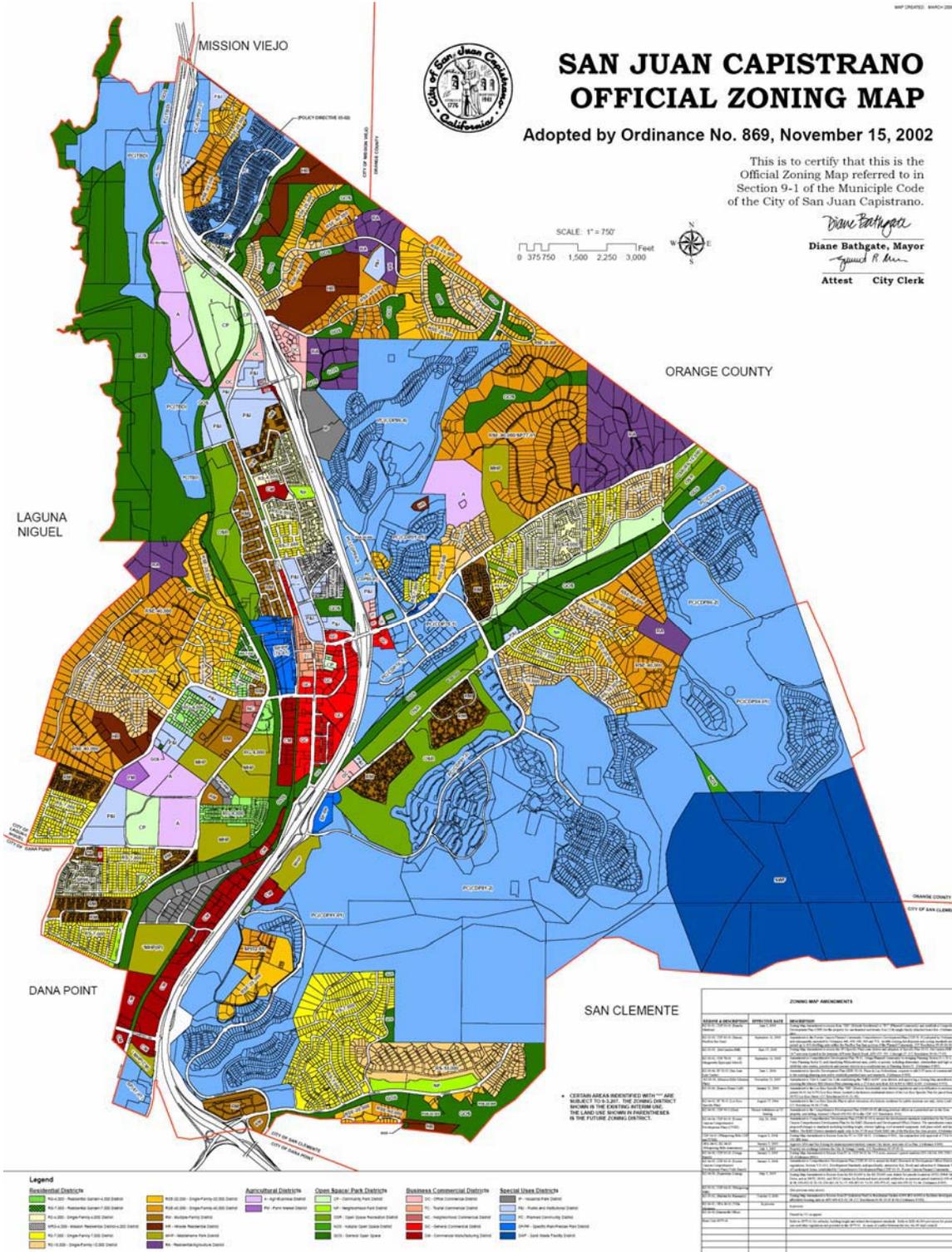
34,839

Estimated Number of Bicycle Commuters

Estimated Bicycle Commuters	Number
Estimated Total Number of Bicycle Commuters and Utilitarian Riders	288
Estimated Adjusted Mode Share	1.4%
Estimated Current Bicycle Trips	
Total Daily Bicycle Trips	577
Reduced Vehicle Trips per Weekday	372
Reduced Vehicle Miles per Weekday	1,178
Future Potential Bicycle Commuters	
Future number of new bicycle commuters	158
Total Future Daily Bicycle Commuters	446
Future Total Daily Bicycle Trips	892
Future Reduced Vehicle Trips per Weekday	651
Future Reduced Vehicle Miles per Weekday	2,995
Future Reduced Vehicle Miles per Year	793,682
Future Air Quality Benefits	
Reduced HC (metric tons/year)	5
Reduced CO (metric tons/year)	16
Reduced NOX (metric tons/year)	1
Reduced CO2 (metric tons/year)	84,422
Emissions rates from EPA report 420-F-00-013 "Emission Facts: Average Annual Emissions and Fuel Consumption for Passenger Cars and Light Trucks." 2000.	

Map 3.27 San Juan Capistrano Land Use

MAP CREATED: MARCH 2008

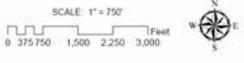


SAN JUAN CAPISTRANO OFFICIAL ZONING MAP

Adopted by Ordinance No. 869, November 15, 2002

This is to certify that this is the Official Zoning Map referred to in Section 9-1 of the Municiple Code of the City of San Juan Capistrano.

Diane Bathgate
Diane Bathgate, Mayor
James R. ...
Attest City Clerk



ZONING MAP AMENDMENTS	
AMENDMENT NUMBER	DESCRIPTION
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Collisions Involving Bicyclists

Parameter	Collision Rate
Total # of Bicycle Collisions for 5 Years	39
Average # of Bicycle Collisions Per Year	7.8
Average Bicycle Collision Rate per 1000/year ¹	0.22
Index (relative to statewide average of 0.32 /1000) ²	0.69

Notes:

1. Rate is calculated using SWITRS collision data and population figures provided by the U.S. Census Bureau.

2. The Index is based on a ratio of the local collision rate and the statewide collision rate. An index lower than one (1.0) indicates that the local accident rate is lower than the statewide average.

End-of-Trip Facilities

Location	Type
San Juan Capistrano Community Center and Sports Park	Not provided by City

Multimodal Facilities

Mode	Location	Facility Type
OCTA Buses	City-wide	Bicycle racks on buses
Rideshare	Junipero Serra North Lot Junipero Serra Rd/1-5	
Rideshare	Junipero Serra South Lot Junipero Serra Rd/1-5	
MetroLink/Amtrak/Rideshare/Bus	San Juan Capistrano Station 26701 Verdugo St	Bicycle racks on trains and buses

Safety and Education Programs

Active	Yes
# Of Years Conducted	
# Of Times a Year Conducted	
Administered by	Police Department
Location	Schools
Program, Curriculum, and Activities	Bicycle rodeos
Other Bicycle Safety Support Programs	Free bicycle helmets
Total # of Children Reached	
Age of Children Reached	
Other Program Notes	Not a regular program

Expenditures

Information on past bicycle facility expenditures is not available.

Bicycle Transportation Plan

San Juan Capistrano has bicycle plans that are not part of a Master or General Plan.

Bikeways

San Juan Capistrano Existing Bikeways

Street	From	To	Class	Mileage
Rancho Viejo Rd.	*	*	Class I	*
San Juan Creek Rd.	*	*	Class I	*
Camino del Avion	*	*	Class I	*
Camino Capistrano	*	*	Class I	*
San Juan Creek	*	*	Class I	*
Trabuco Creek	*	*	Class I	*
San Juan Creek Rd.	*	*	Class II	*
Del Obispo St.	*	*	Class II	*
Alipaz St.	*	*	Class II	*
Camino Capistrano	*	*	Class II	*
La Zanja St.	*	*	Class III	*
Avenida de La Vista	*	*	Class III	*
* Information not provided.				

Regional Priority Proposed Bikeways

Street/Path	From	To	Class	Mileage
Las Ramblas / PCH	San Clemente City Limit	San Diego Frwy.	Class II	2.00

San Juan Capistrano Proposed Bikeways

Street/Path	From	To	Class	Mileage
Forster Canyon Rd. / Via California	San Juan Creek Rd.	Camino Las Ramblas	Class I	2.58
La Novia Rd.	Forster Canyon Rd.	La Novia Ave.	Class I	0.13
Path 1	N San Juan Creek Rd.	City Limit (S Ortega Hwy)	Class I	0.29
Path 2	Mission Viejo City Limit	Path 4	Class I	1.46
Path 3	Laguna Niguel City Limit	Path 4	Class I	1.74
Path 4	N Oso Rd.	N Ramos St.	Class I	1.22
Vivente de Marlita / Camino Capistrano	Vivente de Marlita	Camino Capistrano	Class I	0.32
Camino del Avion	Parkside Wy.	E Alipaz St.	Class II	0.65
Camino Capistrano	Calle Lorenzo	San Juan Creek Rd.	Class II	1.57
Del Obispo St.	Ortega Hwy.	Ramos St.	Class II	0.53
La Pata Ave. / Mares	La Pata Ave.	Mares	Class II	1.48
Ortega Hwy.	Capistrano	City Limit (W Horno Rd.)	Class II	2.16
Rancho Viejo Rd.	S Path 2	Calle Arroyo	Class II	2.07
San Juan Creek Rd.	La Novia Ave.	Paseo Christina	Class II	0.72
Stonehill Dr.	Dana Point City Limit	OCTA Metro Link RR	Class II	0.10
Camino Capistrano	Dana Point City Limit	Via Serra	Class III	0.10
Mares	San Clemente City Limit	San Clemente City Limit (N Portico Del Norte)	Class III	0.60
			TOTAL	17.72

San Juan Capistrano Proposed Bikeway Cost Estimates

Facility	Miles	Unit Cost (per mile)	Total
Class I	7.74	\$1,500,000	\$11,610,000
Class II	11.28	\$280,000	\$3,158,400
Class III	0.70	\$21,000	\$14,700
		Total	\$14,783,100

3.28. Santa Ana

Santa Ana is the seat of County government and the largest city in Orange County. County government offices are located in the City's Civic Center downtown. The City is also home to Santa Ana College, the Santa Ana Zoo, and the Main Place and Bristol Marketplace shopping centers. The City is one of the oldest and established cities in Orange County. Most of the City's destinations and services are located along the arterial street network

Population

337,977

Estimated Number of Bicycle Commuters

Estimated Bicycle Commuters	Number
Estimated Total Number of Bicycle Commuters and Utilitarian Riders	4,317
Estimated Adjusted Mode Share	2.2%
Estimated Current Bicycle Trips	
Total Daily Bicycle Trips	8,634
Reduced Vehicle Trips per Weekday	5,734
Reduced Vehicle Miles per Weekday	20,204
Future Potential Bicycle Commuters	
Future number of new bicycle commuters	641
Total Future Daily Bicycle Commuters	4,958
Future Total Daily Bicycle Trips	9,917
Future Reduced Vehicle Trips per Weekday	7,239
Future Reduced Vehicle Miles per Weekday	33,300
Future Reduced Vehicle Miles per Year	8,824,570
Future Air Quality Benefits	
Reduced HC (metric tons/year)	53
Reduced CO (metric tons/year)	178
Reduced NOX (metric tons/year)	12
Reduced CO2 (metric tons/year)	938,652
Emissions rates from EPA report 420-F-00-013 "Emission Facts: Average Annual Emissions and Fuel Consumption for Passenger Cars and Light Trucks." 2000.	

Collisions Involving Bicyclists

Parameter	Collision Rate
Total # of Bicycle Collisions for 5 Years	646
Average # of Bicycle Collisions Per Year	129.2
Average Bicycle Collision Rate per 1000/year ¹	0.38
Index (relative to statewide average of 0.32 /1000) ²	1.16

Notes:

1. Rate is calculated using SWITRS collision data and population figures provided by the U.S. Census Bureau.

2. The Index is based on a ratio of the local collision rate and the statewide collision rate. An index greater than one (1.0) indicates that the local accident rate is higher than the statewide average.

End-of-Trip Facilities

Location	Type
Civic Center	Bicycle racks

The Downtown Public Urban Design Guidelines suggest that Bicycle racks be provided at key activity locations, attractions, and other points of interest.

Multimodal Facilities

Mode	Location	Facility Type
OCTA Buses	City-wide	Bicycle racks on buses
Metroink/Amtrak/Rideshare/Bus	Santa Ana Station 1000 E Santa Ana Blvd	Bicycle racks(18)/lockers(5) Bicycle racks on trains and buses

Safety and Education Programs

Active	Yes
# Of Years Conducted	
# Of Times a Year Conducted	All year long
Administered by	Police Department
Location	Schools
Program, Curriculum, and Activities	Bicycle, Pedestrian, and Automobile Safety Program
Other Bicycle Safety Support Programs	
Total # of Children Reached	Approximately 34,000 per year
Age of Children Reached	
Other Program Notes	Not a regular program

Expenditures

Information on past bicycle facility expenditures is not available.

Bicycle Transportation Plan

Santa Ana has a Bicycle Master Plan as part of the Circulation Element in its General Plan.

Bikeways

Santa Ana Existing Bikeways

Street/Path	From	To	Class	Mileage
Santa Ana River Pathway	Edinger Ave.	Northern City Limit	Class I	3.58
Santiago Creek Path	Memory Ln.	Northern City Limit	Class I	1
Alton-Maple Pathway	Susan St.	Chestnut Ave.	Class I	5.01
Flower St.	Warner Ave.	N/O Alton St.	Class I	0.67
Mac Arthur Blvd (WB)	Santa Ana River Path	Susan St.	Class I	1.00
Greenville St.	Warner Ave.	Pomona St.	Class II	0.85
Santa Ana River Pathway	Edinger Ave.	Mac Arthur Blvd.	Class I	1.97
Susan Street	Mac Arthur Blvd.	Alton St.	Class II	0.16
Bear St.	Mac Arthur Blvd.	Seegerstrom Ave	Class II	0.54
Raitt St.	Occidental St.	Edinger Ave.	Class I	0.22
			Total	15.0

Regional Priority Proposed Bikeways

Street/Path	From	To	Class	Mileage
Raitt St.	Mc Fadden Ave.	Sunflower Ave.	Class I	2.72
Birstol St. / La Veta Ave.	Orange City Limit (Santa Ana Fwy.)	Sunflower Ave.	Class II	5.88
Grand Ave.	Orange City Limit (S 22E exit 16)	Dyer Rd.	Class II	4.64
Westminster Ave.	Garden Grove City Limit (W Newhope St)	Garden Grove City Limit (W Clinton St)	Class II	1.36

Santa Ana Proposed Bikeways

Street/Path	From	To	Class	Mileage
Channel W/O Fairview	Edinger	Sunflower Ave.	Class I	2.72
Flower St	Alton Ave.	Sunflower Ave.	Class I	0.77
OCTA Metrolink RR	6th St.	S 4th St.	Class I	0.37
Raitt St.	Mc Fadden Ave.	Edinger Ave.	Class I	0.50
Union Pacific RR	Westminster Ave.	Raitt St.	Class I	1.69
UP RR	S 4th St.	Chestnut Ave.	Class I	0.38
17th St.	Garden Grove City Limit	City Limit (Deodar St.)	Class II	3.93
1st St.	Newhope St.	E Quiet Village St.	Class II	1.08
4th St.	OCTA Metrolink RR	Grand Ave.	Class II	0.21
Central Ave.	Orange Ave.	Maple St.	Class II	0.05
Chestnut Ave.	Maple St.	Elk Ln.	Class II	1.14
Civic Center Dr.	Fairview St.	Santiago St.	Class II	2.77
Dyer Rd.	Grand Ave.	Red Hill Ave.	Class II	0.59
Flower St.	Santa Ana Blvd.	Warner Ave.	Class II	2.20
MacArthur Blvd.(EB)	Costa Mesa City Limit	Susan St.	Class II	0.38
Main St.	Macarthur Blvd.	Costa Mesa Fwy.	Class II	0.49
Mc Fadden Ave.	Garden Grove City Limit (W	Maple St.	Class II	4.75
Memory Ln.	Orange City Limit	Bristol St.	Class II	0.20
Newhope St.	Westminster Ave.	Edinger Ave	Class II	1.48
Orange Ave.	Central Ave.	UP RR	Class II	0.12
Penn Wy.	17th St.	Washington Ave.	Class II	0.37
Raitt St.	Santa Ana Blvd.	McFadden Ave	Class II	1.44
Santa Ana Blvd.	Raitt St.	Grand Ave.	Class II	2.48
Santiago St.	Washington Ave.	6th St.	Class II	0.52
Sunflower Ave	Harbor St	Susan St	Class II	0.34
Sunflower Ave.	Costa Mesa City Limit	Costa Mesa City Limit	Class II	0.49
Tustin Ave.	Orange City Limit	N/O 1st St.	Class II	1.70
Warner Ave.	Flower St.	Maple St.	Class II	1.93
Warner Ave.	Anne St.	Forest Ave	Class II	1.13
Edinger Ave.	SA River	55 FWY	Class III	4.65
			Total	40.77 miles

Santa Ana Proposed Bikeway Cost Estimates

Facility	Miles	Unit Cost (per mile)	Total
Class I	9.15	\$1,500,000	\$13,725,000
Class II	41.67	\$280,000	\$11,667,600
Class III	4.65	\$21,000	\$97,650
		Total	\$25,490,250

3.29. Seal Beach

The City of Seal Beach is a Charter City located in Orange County, California. Seal Beach sits on the coast as the gateway to Orange County between the cities of Long Beach and Huntington Beach. Seal Beach has retained its quaint, small-town atmosphere. The 5,256-acre Seal Beach Naval Weapons Station, and the 920-acre Seal Beach National Wildlife Refuge, comprises 2/3 of the land within the 13.23 square-mile City.

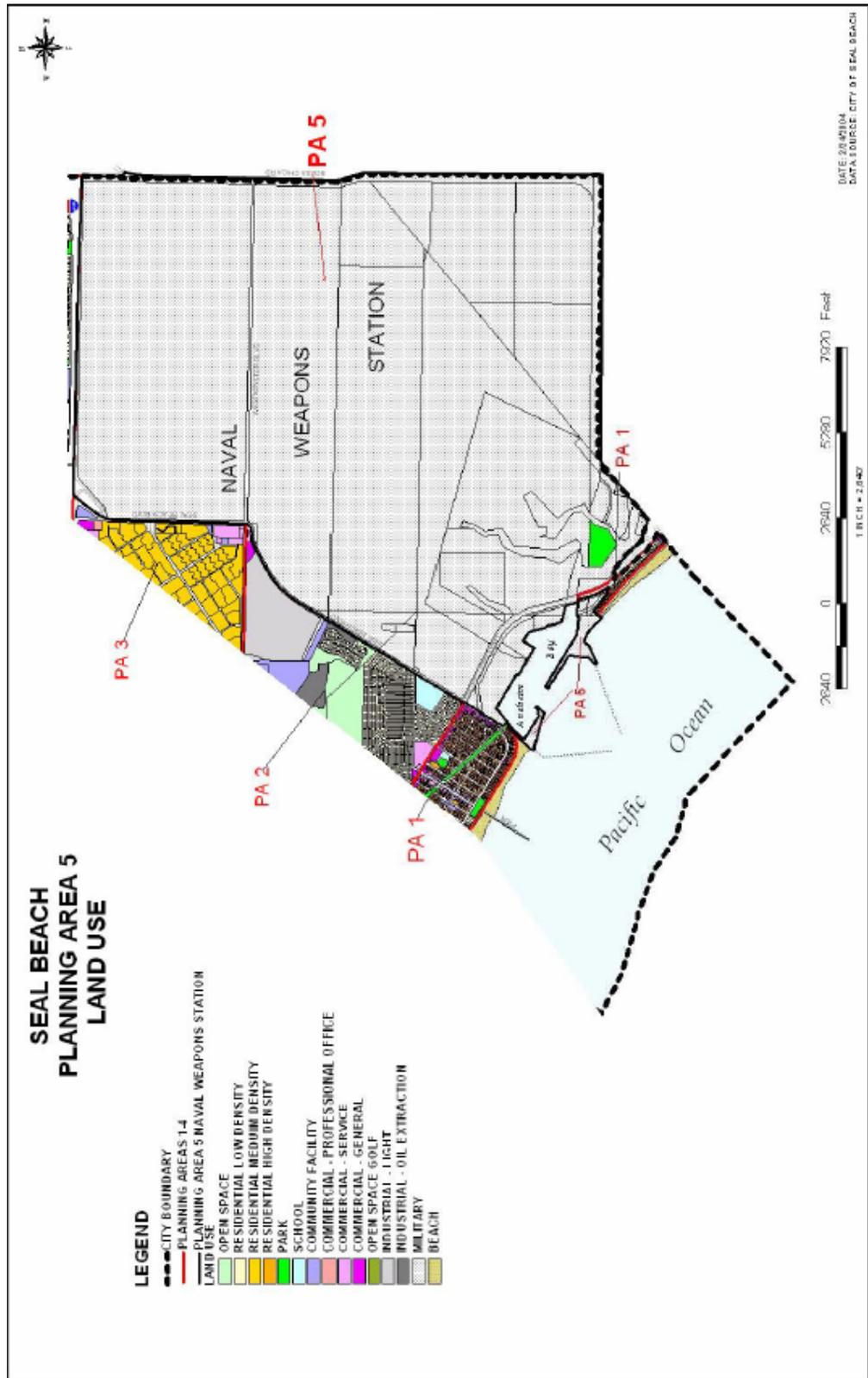
Population

24,098

Estimated Number of Bicycle Commuters

Estimated Bicycle Commuters	Number
Estimated Total Number of Bicycle Commuters and Utilitarian Riders	207
Estimated Adjusted Mode Share	1.7%
Estimated Current Bicycle Trips	
Total Daily Bicycle Trips	415
Reduced Vehicle Trips per Weekday	286
Reduced Vehicle Miles per Weekday	1,134
Future Potential Bicycle Commuters	
Future number of new bicycle commuters	71
Total Future Daily Bicycle Commuters	279
Future Total Daily Bicycle Trips	557
Future Reduced Vehicle Trips per Weekday	407
Future Reduced Vehicle Miles per Weekday	1,871
Future Reduced Vehicle Miles per Year	495,907
Future Air Quality Benefits	
Reduced HC (metric tons/year)	3
Reduced CO (metric tons/year)	10
Reduced NOX (metric tons/year)	1
Reduced CO2 (metric tons/year)	52,749
Emissions rates from EPA report 420-F-00-013 "Emission Facts: Average Annual Emissions and Fuel Consumption for Passenger Cars and Light Trucks." 2000.	

Map 3.29 Seal Beach Land Use



Collisions Involving Bicyclists

Parameter	Collision Rate
Total # of Bicycle Collisions for 5 Years	47
Average # of Bicycle Collisions Per Year	9.4
Average Bicycle Collision Rate per 1000/year ¹	0.38
Index (relative to statewide average of 0.32 /1000) ²	1.17

Notes:

1. Rate is calculated using SWITRS collision data and population figures provided by the U.S. Census Bureau.

2. The Index is based on a ratio of the local collision rate and the statewide collision rate. An index greater than one (1.0) indicates that the local accident rate is higher than the statewide average.

End-of-Trip Facilities

Information on existing and proposed end-of-trip facilities is not available.

Multimodal Facilities

Mode	Location	Facility Type
OCTA Buses	City-wide	Bicycle racks on buses

Safety and Education Programs

The status of Seal Beach's bicycle safety and education programs is unknown.

Expenditures

Information on past bicycle facility expenditures is not available.

Bicycle Transportation Plan

The City of Seal Beach does not currently have an adopted Bicycle Transportation Plan.

Bikeways

Seal Beach Existing Bikeways

Street/Path	From	To	Class	Mileage
San Gabriel River Path	Seal Beach Coastline	Pacific Coast Hwy.	Class I	0.80
San Gabriel River Path	College Park Dr.	North City Limit	Class I	0.73
Beverly Manor-SR22 Path	San Gabriel River Path	Foxburg Rd.	Class I	0.48
Seal Beach Blvd.	Ocean Ave.	Pacific Coast Hwy	Class I	0.22
Marina Dr.	Western City Limit	7 th St.	Class II	0.53
Electric Ave.	Marina Dr.	Seal Beach Blvd.	Class II	0.68
Seal Beach Blvd	Pacific Coast Hwy.	St. Cloud Dr.	Class II	3.23
Bolsa Ave.	Pacific Coast Hwy.	Seal Beach Blvd.	Class II	0.58
Westminster Blvd.	Western City Limit	Eastern City Limit	Class II	0.83
Beverly Manor Dr.	Foxburg Rd.	Seal Beach Blvd.	Class II	0.68
Lampson Ave.	Basswood St.	Eastern City Limit	Class II	1.35
Edinger Ave.	Sunset Aquatic Park	Bolsa Chica St.	Class II	1.76
Bolsa Chica St.	Edinger Ave.	Bolsa Ave.	Class II	1.00
Pacific Coast Hwy.	Western City Limit	Seal Beach Blvd	Class III	1.00
Westminster Blvd.	Seal Beach Blvd.	Easter City Limit	Class III	1.98
* Information not provided.				

Regional Priority Proposed Bikeways

Street/Path	From	To	Class	Mileage
Westminster Ave.	Seal Beach Blvd.	City Limit	Class II	1.98

Seal Beach Proposed Bikeways

Street/Path	From	To	Class	Mileage
Path 1	LA County Limit	Orange County Limit	Class I	1.04
Seal Beach Blvd.	Bradbury Rd.	Lampson Ave.	Class I	0.66
1st St.	Marina Dr.	Ocean Ave.	Class II	0.17
Lampson Ave.	Seal Beach Blvd.	Basswood St.	Class II	0.64
Pacific Coast Hwy.	City Limit	Seal Beach Blvd.	Class II	1.00
Sunset Wy.	E Park Circle Dr.	Huntington Beach City Limit	Class II	0.10
			TOTAL	3.62 miles

Seal Beach Proposed Bikeway Cost Estimates

Facility	Miles	Unit Cost (per mile)	Total
Class I	1.70	\$1,500,000	\$2,550,000
Class II	3.89	\$280,000	\$1,089,200
		Total	\$3,639,200

3.30. Stanton

The City of Stanton is located in northwestern Orange County. Stanton is 3.1 square miles and residents enjoy a small town community feeling. The City's motto - Community Pride and Forward Vision identifies Stanton as a place where innovation and pride in the community are an important aspect of life in Stanton. Community excitement comes from revitalization of commercial and residential areas, and the attraction of major new developments created through an active redevelopment program. Stanton residents enjoy major retail opportunities, active civic volunteers and business-friendly City organizations. Residents benefit from a wide variety of programs provided by the City which include great parks, a family resource center, annual holiday events and programs which support taking pride in ownership.

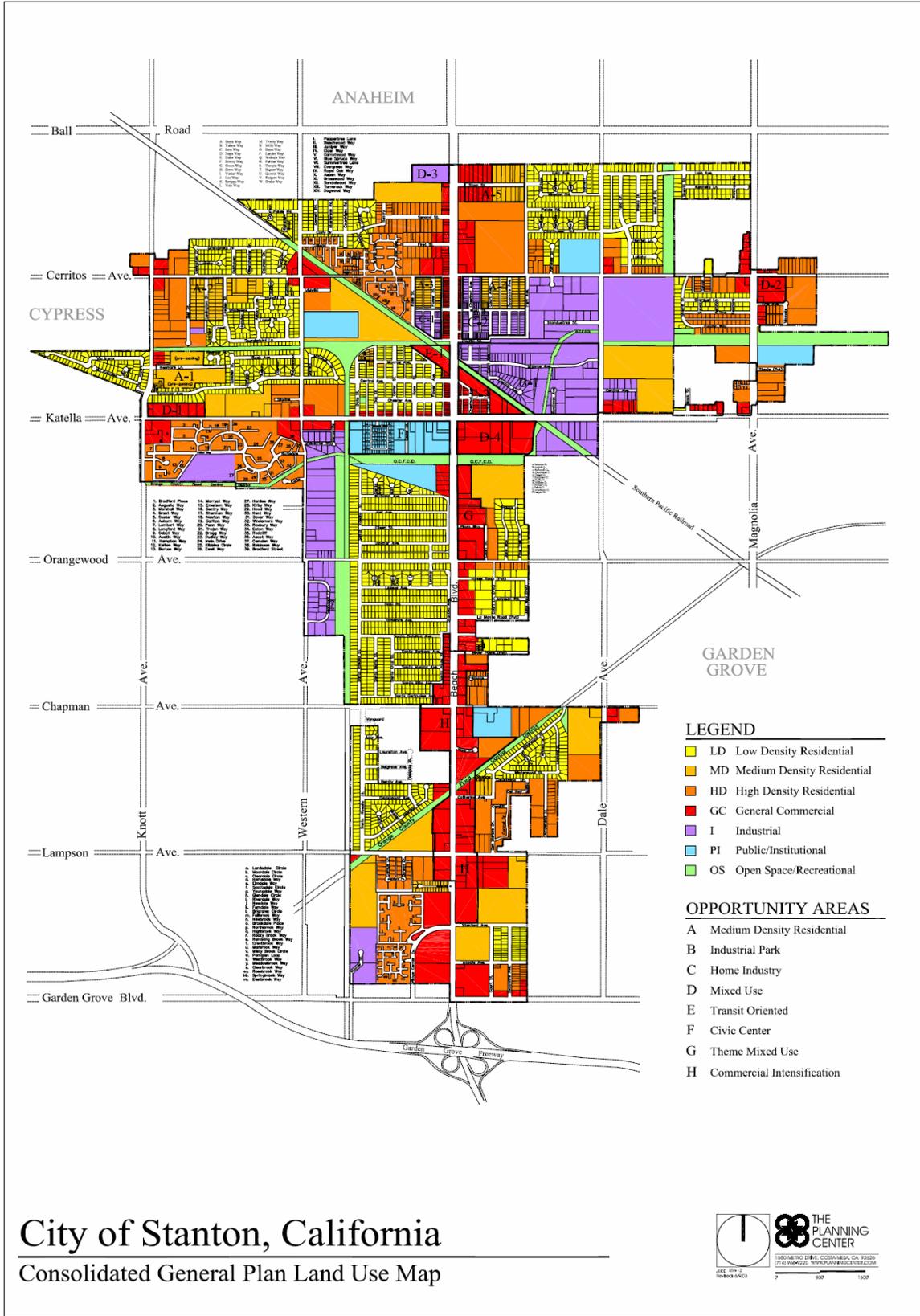
Population

39,276

Estimated Number of Bicycle Commuters

Estimated Bicycle Commuters	Number
Estimated Total Number of Bicycle Commuters and Utilitarian Riders	598
Estimated Adjusted Mode Share	2.7%
Estimated Current Bicycle Trips	
Total Daily Bicycle Trips	1,196
Reduced Vehicle Trips per Weekday	817
Reduced Vehicle Miles per Weekday	3,151
Future Potential Bicycle Commuters	
Future number of new bicycle commuters	76
Total Future Daily Bicycle Commuters	674
Future Total Daily Bicycle Trips	1,349
Future Reduced Vehicle Trips per Weekday	985
Future Reduced Vehicle Miles per Weekday	4,529
Future Reduced Vehicle Miles per Year	1,200,242
Future Air Quality Benefits	
Reduced HC (metric tons/year)	7
Reduced CO (metric tons/year)	24
Reduced NOX (metric tons/year)	2
Reduced CO2 (metric tons/year)	127,667
Emissions rates from EPA report 420-F-00-013 "Emission Facts: Average Annual Emissions and Fuel Consumption for Passenger Cars and Light Trucks." 2000.	

Map 3.30 Stanton Land Use



City of Stanton, California
 Consolidated General Plan Land Use Map



Collisions Involving Bicyclists

Parameter	Collision Rate
Total # of Bicycle Collisions for 5 Years	84
Average # of Bicycle Collisions Per Year	16.8
Average Bicycle Collision Rate per 1000/year ¹	0.44
Index (relative to statewide average of 0.32 /1000) ²	1.36

Notes:

1. Rate is calculated using SWITRS collision data and population figures provided by the U.S. Census Bureau.

2. The Index is based on a ratio of the local collision rate and the statewide collision rate. An index greater than one (1.0) indicates that the local accident rate is higher than the statewide average.

End-of-Trip Facilities

The city ordinance for new development requires that bicycle parking and locker facilities be provided for employees or tenants who commute to the site by bicycle as part of the Transportation Demand Management Facility Standards. At least five bicycle parking locations are required for every one hundred employees, or fraction thereof, and a minimum of two shower facilities is required, one each for men and women.

Multimodal Facilities

Mode	Location	Facility Type
OCTA Buses	City-wide	Bicycle racks on buses

Safety and Education Programs

Active	Yes
# Of Years Conducted	1
# Of Times a Year Conducted	1
Administered by	Police Department
Location	Community Services Center
Program, Curriculum, and Activities	Bicycle rodeo
Other Bicycle Safety Support Programs	Free bicycle helmets
Total # of Children Reached	Approximately 200 per year
Age of Children Reached	
Other Program Notes	Not a regular program

Expenditures

Information on past bicycle facility expenditures is not available.

Bicycle Transportation Plan

Bicycle facilities are addressed in Stanton's General Plan.

Bikeways

Stanton Existing Bikeways

Street/Path	From	To	Class	Mileage
Knott Ave	Cerritos Ave	Jonathon Ave	Class II	*
Western Ave.	Seaboard Cir.	Cerritos Ave.	Class II	*
Chapman Ave.	UPRR	Santa Rosalia	Class II	*
Lampson Ave.	Beach Blvd.	Monroe Ave.	Class II	*
* Information not provided by City.				

Regional Priority Proposed Bikeways

Street/Path	From	To	Class	Mileage
Magnolia Ave.	Anaheim City Limit	UP RR	Class I	0.62
Katella Ave.	Cypress City Limit	Magnolia St.	Class II	1.94

Stanton Proposed Bikeways

Street/Path	From	To	Class	Mileage
OCTA RR	Anaheim City Limit	Dale St.	Class I	1.31
UP RR / Chapman Av	UP RR	Chapman Ave.	Class I	0.92
Cerritos Ave.	Knott Ave.	Anaheim City Limit	Class II	2.08
Dale Ave.	Lola Ave.	Katella Ave.	Class II	0.91
Knott Ave.	Anaheim City Limit	Garden Grove City Limit	Class II	0.80
Lampson Ave.	UP RR	San Marcos Dr.	Class II	0.49
Magnolia Ave.	Cerritos Ave.	Syracuse Ave.	Class II	0.42
Orangewood Ave.	Western Ave.	Jane Wy.	Class II	0.74
Dale Ave.	Chapman Ave.	Garden Grove City Limit	Class III	0.06
			TOTAL	7.73 miles

Stanton Proposed Bikeway Cost Estimates

Facility	Miles	Unit Cost (per mile)	Total
Class I	2.85	\$1,500,000	\$4,275,000
Class II	7.38	\$280,000	\$2,066,400
Class III	0.06	\$21,000	\$1,260
		Total	\$6,342,660

3.31. Tustin

Tustin is primarily an urban area. Historic old buildings, some dating back to the 1880s, are maintained in "Old Town" on Main Street and El Camino Real. The downtown area of the City is well established, but the eastern Tustin Ranch area has been developed primarily over the past decade. Tustin Marketplace in Tustin Ranch is a major regional shopping and entertainment destination in the County.

The former Tustin Marine Corps Air Station was closed in 1999. In 2003, the City adopted the Specific Plan establishing the zoning designation, development standards, and entitlement framework for future development of the facility, now named Tustin Legacy. The site is currently being developed and will ultimately include 4,600 homes, over 10 million square feet of non-residential space including major office, retail, entertainment, business park, educational, and support facilities. Over 275 acres are dedicated to park land and recreational open space and will feature a two-mile linear park with walking spaces, playgrounds, natural areas, and sports facilities.

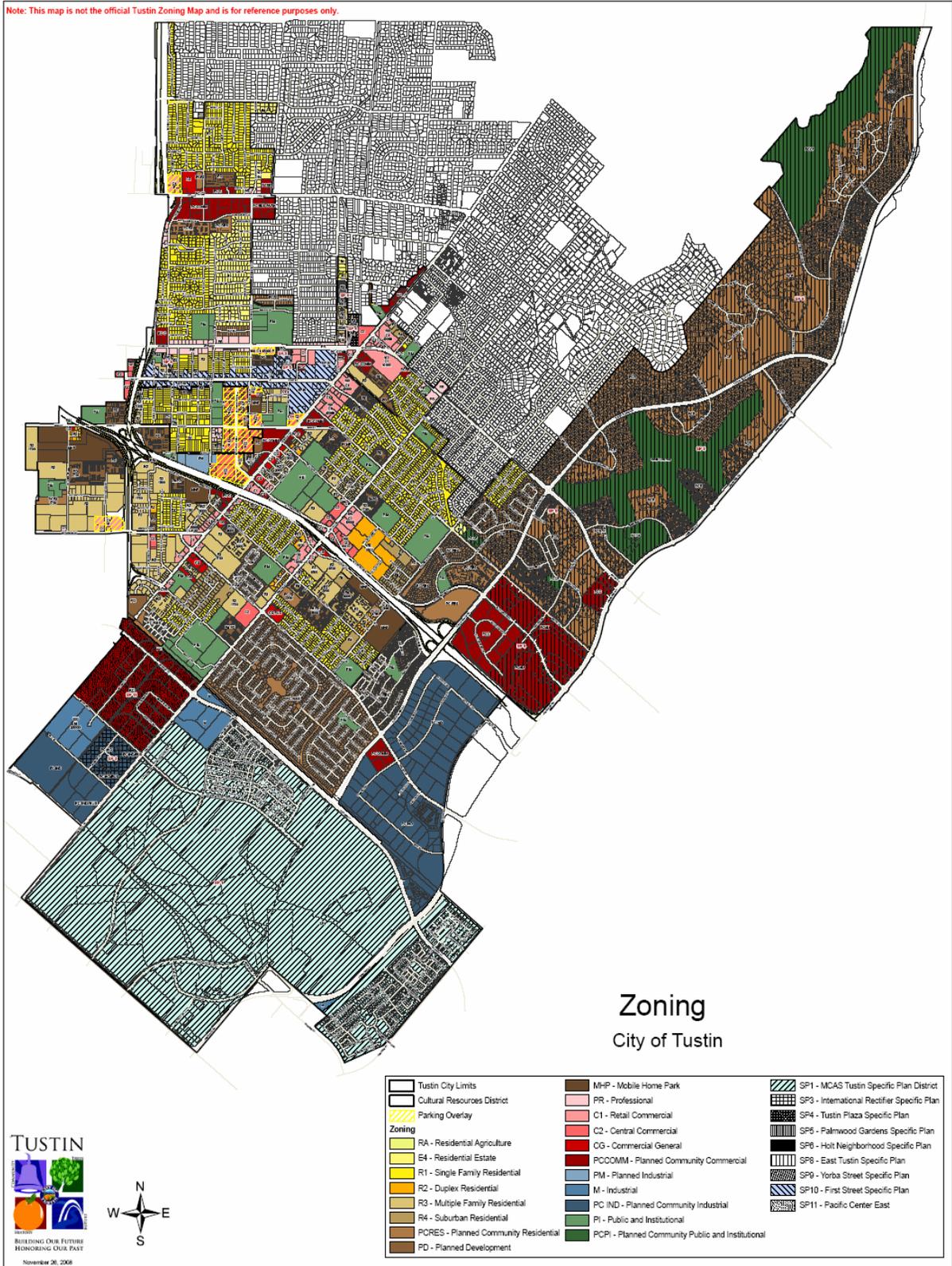
Population

74,218

Estimated Number of Bicycle Commuters

Estimated Bicycle Commuters	Number
Estimated Total Number of Bicycle Commuters and Utilitarian Riders	667
Estimated Adjusted Mode Share	1.4%
Estimated Current Bicycle Trips	
Total Daily Bicycle Trips	1,335
Reduced Vehicle Trips per Weekday	884
Reduced Vehicle Miles per Weekday	3,077
Future Potential Bicycle Commuters	
Future number of new bicycle commuters	285
Total Future Daily Bicycle Commuters	952
Future Total Daily Bicycle Trips	1,904
Future Reduced Vehicle Trips per Weekday	1,390
Future Reduced Vehicle Miles per Weekday	6,393
Future Reduced Vehicle Miles per Year	1,694,273
Future Air Quality Benefits	
Reduced HC (metric tons/year)	10
Reduced CO (metric tons/year)	34
Reduced NOX (metric tons/year)	2
Reduced CO2 (metric tons/year)	180,216
Emissions rates from EPA report 420-F-00-013 "Emission Facts: Average Annual Emissions and Fuel Consumption for Passenger Cars and Light Trucks." 2000.	

Map 3.31 Tustin Land Use



Collisions Involving Bicyclists

Parameter	Collision Rate
Total # of Bicycle Collisions for 5 Years	103
Average # of Bicycle Collisions Per Year	20.6
Average Bicycle Collision Rate per 1000/year ¹	0.30
Index (relative to statewide average of 0.32 /1000) ²	0.91

Notes:

1. Rate is calculated using SWITRS collision data and population figures provided by the U.S. Census Bureau.

2. The Index is based on a ratio of the local collision rate and the statewide collision rate. An index less than one (1.0) indicates that the local accident rate is lower than the statewide average.

End-of-Trip Facilities

Information on existing and proposed end-of-trip facilities is not available.

Multimodal Facilities

Mode	Location	Facility Type
OCTA Buses	City-wide	Bicycle racks on buses
Metrolink/Rideshare/Bus	Tustin Metrolink Station 2975 Edinger Ave	Parking: rack (11 bicycles) lockers (20 bicycles). Bicycle racks on trains and buses

Safety and Education Programs

Active	Yes
# Of Years Conducted	25
# Of Times a Year Conducted	1
Administered by	Police Department
Location	Schools
Program, Curriculum, and Activities	Presentation/assembly at schools, bicycle safety coloring book
Other Bicycle Safety Support Programs	Bicycle registration and bicycle helmet replacements
Total # of Children Reached	Approximately 1,750 per year
Age of Children Reached	4 th grade classes in all schools
Other Program Notes	The Police Department also funds adult crossing guards at a cost of over \$400,000 per year

Expenditures

Information on past bicycle facility expenditures is not available.

Bicycle Transportation Plan

Tustin has a Master Bikeway Plan as part of the Circulation Element of its General Plan.

Bikeways

Tustin Existing Bikeways

Street/Path	From	To	Class	Mileag
Barranca Pkwy. ¹	Tustin Ranch Rd.	Jamboree Rd.	Class I	0.49
Como Channel Bikeway	Peters Canyon Channel	Harvard Ave.	Class I	0.22
El Camino Real	Tustin Ranch Rd.	Myford Ave.	Class I	0.32
Irvine Blvd. ²	Browning Ave.	East of Ranchwood Rd.	Class I	0.13
Myford Rd.	El Camino Real	Bryan Ave.	Class I	0.15
Newport Ave.	El Camino Real	Irvine Blvd.	Class I	0.90
Orange County Regional Trail	Jamboree Rd. (s/o Champion Way)	Peters Canyon Regional Park	Class I	1.93
Park Ave.	Tustin Ranch Rd.	Warner Ave.	Class I	0.63
Armstrong Ave.	Valencia Ave.	Warner Ave.	Class II	0.58
Barranca Pkwy. ³	Red Hill Ave.	Jamboree Rd.	Class II	0.75
Browning Ave.	Bryan Ave.	Red Mill Cir.	Class II	0.07
Browning Ave. ²	Red Mill Cir.	Irvine Blvd.	Class II	0.43
Bryan Ave.	Red Hill Ave.	Jamboree Rd.	Class II	1.50
Del Amo Ave.	Newport Ave.	Edinger Ave.	Class II	0.27
Edinger Ave.	Newport Ave.	Harvard Ave.	Class II	2.50
Harvard Ave. ³	OCTA/SCRRA Railway	North of Columbus Grove Dr.	Class II	0.76
Irvine Blvd.	East of Ranchwood Rd.	Jamboree Rd.	Class II	0.77
Jamboree Rd.	El Camino Real	Northern City Limit	Class II	4.13
Kensington Park Dr.	Valencia Ave.	Edinger Ave.	Class II	0.28
Moffett Ave.	Peters Canyon Channel	Harvard Ave.	Class II	0.27
Newport Ave.	Irvine Blvd.	Wass Street	Class II	0.22
Newport Ave.	Valencia Ave.	Edinger Ave.	Class II	0.45
Newport Ave. ²	Wass Street	South of La Colina Drive	Class II	0.34
Parkcenter Ln.	Bryan Ave.	Tustin Ranch Rd.	Class II	0.31
Patriot Way	Pioneer Rd.	Jamboree Rd.	Class II	0.15
Pioneer Rd.	Pioneer Way	Jamboree Rd.	Class II	1.55
Pioneer Way	Tustin Ranch Rd.	Pioneer Rd.	Class II	0.13
Portola Pkwy.	Tustin Ranch Rd.	Jamboree Rd.	Class II	0.29
Red Hill Ave.	Nisson Rd.	El Camino Real	Class II	0.14
Red Hill Ave. ⁴	Parkway Loop	Edinger Ave.	Class II	0.15
Robinson Dr.	Irvine Blvd.	Jamboree Rd.	Class II	0.56
Tustin Ranch Rd.	Walnut Ave.	Jamboree Rd.	Class II	3.36
Tustin Ranch Rd.	Barranca Pkwy.	Warner Ave.	Class II	0.71
Valencia Ave.	Red Hill Ave.	Kensington Park Dr.	Class II	0.88
Walnut Ave.	Browning Ave.	Myford Ave.	Class II	0.95
Warner Ave.	Tustin Ranch Rd.	Park Ave.	Class II	0.11
			TOTAL	27.38

¹ Northside of Barranca Pkwy.

² Shared Jurisdiction - City of Tustin & County of Orange

³ Shared Jurisdiction - City of Tustin & City of Irvine

⁴ Eastside of Red Hill Ave only

Regional Priority Proposed Bikeways

Street/Path	From	To	Class	Mileage
Red Hill Ave. ²	Barranca Pkwy.	Warner Ave.	Class II	0.51
Red Hill Ave.	Warner Ave.	Parkway Loop	Class II	0.78
Red Hill Ave. ⁴	Edinger Ave.	Nisson Rd.	Class II	1.00
Red Hill Ave.	El Camino Real	First St.	Class II	0.57
Red Hill Ave. ⁴	First St.	Melvin Way	Class II	0.78
Red Hill Ave. ^{1,4}	Melvin Way	North of Irvine Blvd.	Class II	0.18

Tustin Proposed Bikeways

Street/Path	From	To	Class	Mileage
South Loop Rd. ⁴	Armstrong Ave.	Tustin Ranch Rd.	Class I	0.48
Armstrong Ave.	Warner Ave.	Barranca Pkwy.	Class II	0.53
17th St.	Prospect Ave.	N. Prospect Ave.	Class II	0.11
Prospect Ave.	17th St.	North of Arbolada Way	Class II	0.11
Prospect Ave. ¹	North of Arbolada Way	Sherbrook Dr.	Class II	0.40
Prospect Ave.	Sherbrook Dr.	First St.	Class II	0.45
First St.	Prospect Ave.	Red Hill Ave.	Class II	0.95
Barranca Pkwy. ³	Red Hill Ave.	Tustin Ranch Rd.	Class I	0.75
Valencia Ave.	Newport Ave.	Red Hill Ave.	Class II	0.33
Newport Ave. ⁴	Edinger Ave.	El Camino Real	Class II	1.09
Walnut Ave. ⁴	Red Hill Ave.	Browning Ave.	Class II	0.50
Tustin Ranch Rd.	Warner Ave.	Walnut Ave.	Class II	1.41
Heritage Way	Tustin Ranch Rd.	Bryan Ave.	Class II	0.67
Parkcenter Ln.	El Camino Real	Bryan Ave.	Class II	0.38
Warner Ave.	Red Hill Ave.	Armstrong Ave.	Class II	0.35
Warner Ave. ⁴	Armstrong Ave.	Tustin Ranch Rd.	Class II	0.55
East Connector ⁴	North Loop Rd.	Edinger Ave.	Class II	0.27
Moffett Ave. ⁴	North Loop Rd.	Peters Canyon Channel	Class II	0.37
North Loop Rd. ⁴	Tustin Ranch Rd.	Warner Ave.	Class II	0.89
Valencia Ave.	Kensington Park Dr.	Tustin Ranch Rd.	Class II	0.16
Orange County Regional Trail	OCTA/SCRRRA Railway	Warner Ave.	Class I	1.02
			TOTAL	11.77

¹ Shared Jurisdiction - City of Tustin & County of Orange

² Shared Jurisdiction - City of Tustin & City of Santa Ana

³ North side of Barranca Pkwy. only

⁴ Potential Route

Tustin Proposed Bikeway Cost Estimates

Facility	Miles	Unit Cost (per mile)	Total
Class I	2.25	\$1,500,000	\$3,735,200
Class II	13.34	\$280,000	\$3,735,200
		Total	\$7,470,400

3.32. Villa Park

The City of Villa Park is in the center of Orange County. It has an area of 2.1 square miles, approximately 1,900 homes, and is almost 99% built out. With the exception of one shopping center, the City is zoned for single-family residences, most of which are on half-acre lots. The shopping center includes a grocery store, banks, a pharmacy with a postal substation, a variety of specialty shops and offices, the City Hall and community room, and a branch of the Orange County Public Library.

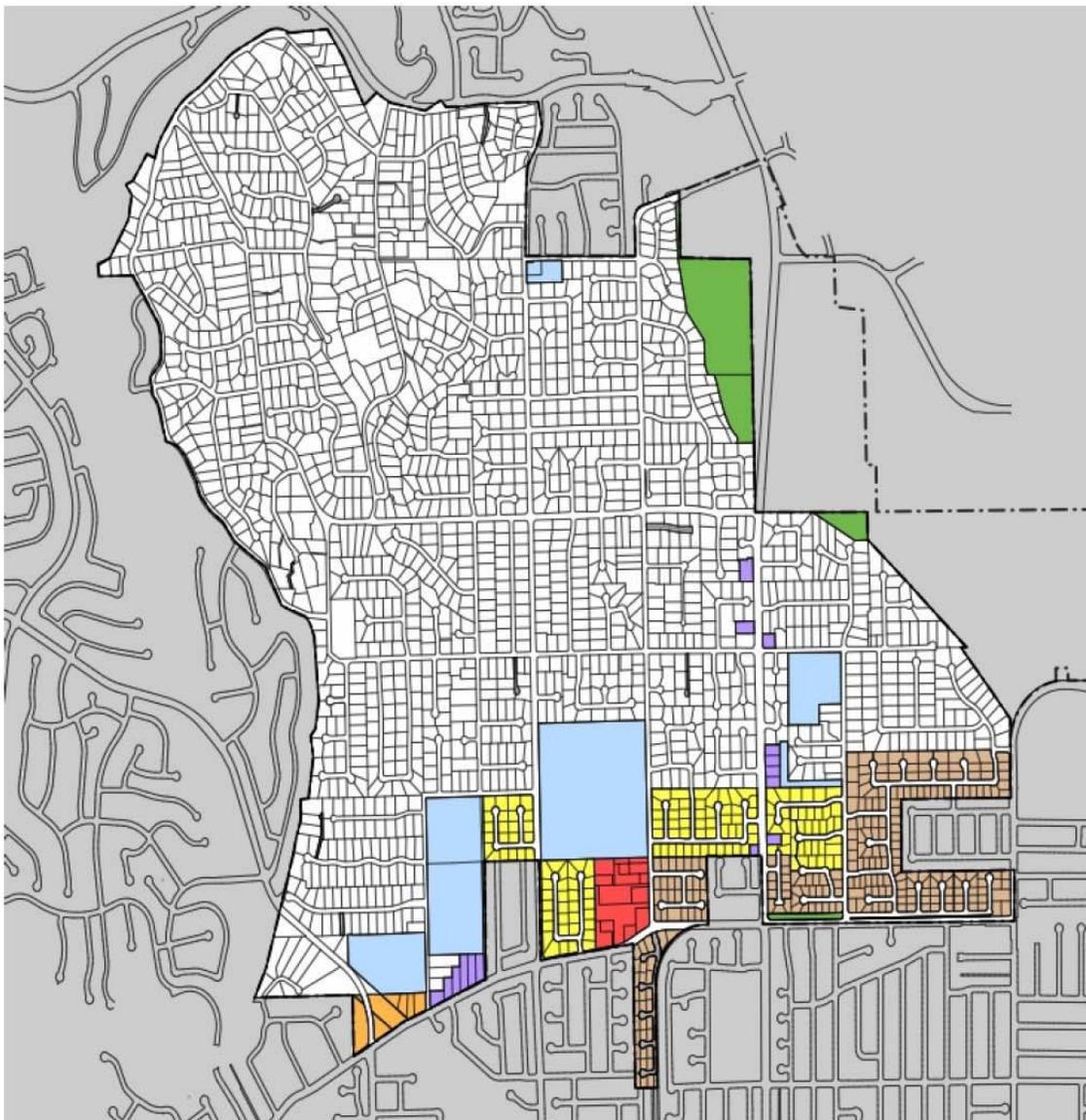
Population

6,500

Estimated Number of Bicycle Commuters

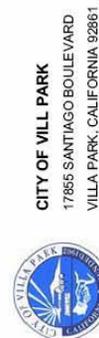
Estimated Bicycle Commuters	Number
Estimated Total Number of Bicycle Commuters and Utilitarian Riders	53
Estimated Adjusted Mode Share	1.3%
Estimated Current Bicycle Trips	
Total Daily Bicycle Trips	106
Reduced Vehicle Trips per Weekday	68
Reduced Vehicle Miles per Weekday	217
Future Potential Bicycle Commuters	
Future number of new bicycle commuters	21
Total Future Daily Bicycle Commuters	74
Future Total Daily Bicycle Trips	148
Future Reduced Vehicle Trips per Weekday	108
Future Reduced Vehicle Miles per Weekday	497
Future Reduced Vehicle Miles per Year	131,716
Future Air Quality Benefits	
Reduced HC (metric tons/year)	1
Reduced CO (metric tons/year)	3
Reduced NOX (metric tons/year)	0
Reduced CO2 (metric tons/year)	14,010
Emissions rates from EPA report 420-F-00-013 "Emission Facts: Average Annual Emissions and Fuel Consumption for Passenger Cars and Light Trucks." 2000.	

Map 3.32 Villa Park Land Use



City of Villa Park
 2008 General Plan Update
 Proposed Land Use
 Policy Map
 Alternative #1

- Legend**
- Open Space
 - Public Facilities
 - Estate Low Density Residential 1.75 DU/JAC
 - Low Density Residential 2.5 DU/JAC
 - Low Medium Residential 3.0 DU/JAC
 - Residential Professional
 - General Commercial
 - Limited Commercial



Collisions Involving Bicyclists

Parameter	Collision Rate
Total # of Bicycle Collisions for 5 Years	8
Average # of Bicycle Collisions Per Year	1.6
Average Bicycle Collision Rate per 1000/year ¹	0.26
Index (relative to statewide average of 0.32 /1000) ²	0.81

Notes:

1. Rate is calculated using SWITRS collision data and population figures provided by the U.S. Census Bureau.

2. The Index is based on a ratio of the local collision rate and the statewide collision rate. An index less than one (1.0) indicates that the local accident rate is lower than the statewide average.

End-of-Trip Facilities

Information on existing and proposed end-of-trip facilities is not available.

Multimodal Facilities

Mode	Location	Facility Type
OCTA Buses	City-wide	Bicycle racks on buses

Safety and Education Programs

Active	Yes
# Of Years Conducted	
# Of Times a Year Conducted	
Administered by	Orange County Sheriff's Department
Location	Villa Park Elementary School
Program, Curriculum, and Activities	Bicycle Rodeo
Other Bicycle Safety Support Programs	
Total # of Children Reached	
Age of Children Reached	
Other Program Notes	Not a regular program

Expenditures

Information on past bicycle facility expenditures is not available.

Bicycle Transportation Plan

The City does have a Bikeway Master Plan which is currently being updated within the City's comprehensive General Plan Update.

Bikeways

Villa Park Existing Bikeways

Street/Path	From	To	Class	Mileage
Villa Park Rd.	*	*	Class II	*
Taft Ave.	*	*	Class II	*
Lemon St.	*	*	Class II	*
*Information not provided.				

Villa Park Proposed Bikeways

Street/Path	From	To	Class	Mileage
Arden Villa Dr.	Orange City Limit	Santiago Blvd.	Class I	0.30
Santiago Creek Path Segment 1	City Limit (N Villa Park Rd.)	City Limit	Class I	0.26
Santiago Creek Path	City Limit	City Limit	Class I	0.07
Katella Ave.	Orange City Limit	Wanda Rd.	Class II	0.00
Meats Ave.	Stone Pine Rd.	Santiago Blvd.	Class II	0.34
Taft Ave.	Sycamore St.	Cannon St.	Class II	0.31
			TOTAL	1.28miles

Villa Park Proposed Bikeway Cost Estimates

Facility	Miles	Unit Cost (per mile)	Total
Class I	0.63	\$1,500,000	\$945,000
Class II	0.65	\$280,000	\$182,000
		Total	\$1,127,000

3.33. Westminster

The early years of 2000 found continued growth and improvement in Westminster. Design and completion of two 8 million gallon state of the art water tanks at Hoover and Hazard Avenues assures an adequate water supply. In the Civic Center area, Sid Goldstein Memorial Park was dedicated. An important part of the park is the Vietnam War Memorial which is a tribute to all who served in that arena.

Population

89,520

Estimated Number of Bicycle Commuters

Estimated Bicycle Commuters	Number
Estimated Total Number of Bicycle Commuters and Utilitarian Riders	925
Estimated Adjusted Mode Share	1.7%
Estimated Current Bicycle Trips	
Total Daily Bicycle Trips	1,850
Reduced Vehicle Trips per Weekday	1,239
Reduced Vehicle Miles per Weekday	4,481
Future Potential Bicycle Commuters	
Future number of new bicycle commuters	243
Total Future Daily Bicycle Commuters	1,168
Future Total Daily Bicycle Trips	2,337
Future Reduced Vehicle Trips per Weekday	1,706
Future Reduced Vehicle Miles per Weekday	7,848
Future Reduced Vehicle Miles per Year	2,079,591
Future Air Quality Benefits	
Reduced HC (metric tons/year)	12
Reduced CO (metric tons/year)	42
Reduced NOX (metric tons/year)	3
Reduced CO2 (metric tons/year)	221,202
Emissions rates from EPA report 420-F-00-013 "Emission Facts: Average Annual Emissions and Fuel Consumption for Passenger Cars and Light Trucks." 2000.	

Map 3.33 Westminster Land Use

Collisions Involving Bicyclists

Parameter	Collision Rate
Total # of Bicycle Collisions for 5 Years	240
Average # of Bicycle Collisions Per Year	48
Average Bicycle Collision Rate per 1000/year ¹	0.53
Index (relative to statewide average of 0.32 /1000) ²	1.65

Notes:

1. Rate is calculated using SWITRS collision data and population figures provided by the U.S. Census Bureau.

2. The Index is based on a ratio of the local collision rate and the statewide collision rate. An index greater than one (1.0) indicates that the local accident rate is higher than the statewide average.

End-of-Trip Facilities

Information on existing and proposed end-of-trip facilities is not available.

Multimodal Facilities

Mode	Location	Facility Type
OCTA Buses	City-wide	Bicycle racks on buses
Rideshare	United Methodist Church 8152 McFadden	

Safety and Education Programs

The City of Westminster does not have a bicycle safety and education program.

Expenditures

Facility	Improvement	From	To	Cost
Hoover Path	Implemented			\$5,000- \$10,000

Bicycle Transportation Plan

Westminster only has a map of existing bikeways.

Bikeways

Westminster Existing Bikeways

Street/Path	From	To	Class	Mileage
Rancho Rd.	Bolsa Chica St.	Westminster Ave.	Class I	*
Hoover Ave.	Wyoming St.	Bolsa Ave.	Class I	*
Edwards St.	Homer St.	Bolsa Ave.	Class II	*
Hoover Ave.	Garden Grove Blvd.	Wyoming St.	Class II	*
Bushard St.	Westminster Ave.	Edinger Ave.	Class II	*
McFadden Ave.	Goldenwest St.	Vermont St.	Class II	*
McFadden Ave.	Dalewood St.	Ward St.	Class II	*

Street/Path	From	To	Class	Mileage
Eddinger Ave.	Newland St.	Bushard St.	Class II	*
* Information not provided.				

Regional Priority Proposed Bikeways

Street/Path	From	To	Class	Mileage
Bolsa Chica Rd. / Valley View St.	Garden Grove City Limit	Westminster Ave.	Class II	1.09
Mc Fadden Ave.	Van Buren St.	Dalewood Ln.	Class II	1.83
Westminster Ave.	Seal Beach City Limit	Atlantis Wy.	Class II	4.59

Westminster Proposed Bikeways

Street/Path	From	To	Class	Mileage
Hoover St.	Garden Grove Blvd.	Wyoming St.	Class I	0.88
Magnolia St.	San Diego Frwy.	Huntington Beach City Limit	Class I	0.04
UP RR	Garden Grove City Limit	Garden Grove Blvd.	Class I	0.00
Bolsa Chica Rd.	Rancho Rd.	Huntington Beach City Limit	Class II	0.01
Eddinger Ave.	City Limit Huntington	Newland St.	Class II	0.00
Edwards St.	Garden Grove Blvd.	Homer St.	Class II	1.24
Hazar Ave.	Goldenwest St.	Garden Grove City Limit	Class II	2.62
Heil Ave.	Galaxy Dr.	Magnolia St.	Class II	0.37
Newland St.	Westminster Blvd.	Hazard Ave.	Class II	1.85
Path 1	Bolsa Ave.	Huntington Beach City Limit	Class II	0.50
Path 2	Venus Dr.	Galaxy Dr.	Class II	0.01
Springdale St.	Garden Grove City Limit	Garden Grove Blvd.	Class II	0.01
Trask Ave.	Edward St.	Wilson St.	Class II	1.85
Ward St.	Halifax Ave.	Torrington Cir.	Class II	0.01
Western Ave.	Garden Grove City Limit	Garden Grove Blvd.	Class II	0.004
Bushard St.	Garden Grove City Limit	Jennrich Ave.	Class III	0.03
Ward St.	Bolsa Ave.	Halifax Ave.	Class III	0.10
Ward St.	Torrington Cir.	Garden Grove City Limit	Class III	0.04
			TOTAL	9.52 miles

Westminster Proposed Bikeway Cost Estimates

Facility	Miles	Unit Cost (per mile)	Total
Class I	0.92	\$1,500,000	\$1,380,000
Class II	15.98	\$280,000	\$4,475,520
Class III	0.17	\$21,000	\$3,570
		Total	\$5,859,090

3.34. Yorba Linda

The City of Yorba Linda has many newer neighborhoods and streets, especially in the eastern portion of the City. The downtown area is older and includes the Richard Nixon Presidential Library on Yorba Linda Boulevard. Some of the major arterial streets include Imperial Highway, Yorba Linda Boulevard, Esperanza Road, and Lakeview Avenue.

Population

58,918

Estimated Number of Bicycle Commuters

Estimated Bicycle Commuters	Number
Estimated Total Number of Bicycle Commuters and Utilitarian Riders	490
Estimated Adjusted Mode Share	1.2%
Estimated Current Bicycle Trips	
Total Daily Bicycle Trips	979
Reduced Vehicle Trips per Weekday	622
Reduced Vehicle Miles per Weekday	1,860
Future Potential Bicycle Commuters	
Future number of new bicycle commuters	245
Total Future Daily Bicycle Commuters	735
Future Total Daily Bicycle Trips	1,470
Future Reduced Vehicle Trips per Weekday	1,073
Future Reduced Vehicle Miles per Weekday	4,936
Future Reduced Vehicle Miles per Year	1,308,084
Future Air Quality Benefits	
Reduced HC (metric tons/year)	8
Reduced CO (metric tons/year)	26
Reduced NOX (metric tons/year)	2
Reduced CO2 (metric tons/year)	139,138
Emissions rates from EPA report 420-F-00-013 "Emission Facts: Average Annual Emissions and Fuel Consumption for Passenger Cars and Light Trucks." 2000.	

Map 3.34 Yorba Linda Land Use

Collisions Involving Bicyclists

Parameter	Collision Rate
Total # of Bicycle Collisions for 5 Years	52
Average # of Bicycle Collisions Per Year	10.4
Average Bicycle Collision Rate per 1000/year ¹	0.16
Index (relative to statewide average of 0.32 /1000) ²	0.49

Notes:

1. Rate is calculated using SWITRS collision data and population figures provided by the U.S. Census Bureau.

2. The Index is based on a ratio of the local collision rate and the statewide collision rate. An index greater than one (1.0) indicates that the local accident rate is higher than the statewide average.

End-of-Trip Facilities

The Bikeway Trails Component identifies provision of comprehensive bicycle parking at destinations and inter-modal locations as a key security recommendation.

Multimodal Facilities

Mode	Location	Facility Type
OCTA Buses	City-wide	Bicycle racks on buses

Safety and Education Programs

The City of Yorba Linda does not have bicycle safety and education programs.

Expenditures

Information on past bicycle facility expenditures is not available.

Bicycle Transportation Plan

Yorba Linda has a Riding, Hiking, and Bikeway Trails component that is part of its General Plan.

Bikeways

Yorba Linda Existing Bikeways

Street/Path	From	To	Class	Mileage
Bastanchury-Kellog Path Section 1	Bastanchury Rd	Imperial Hwy	Class I	*
Bastanchury-Kellog Path Section 2	Valley View Ave	East of Casa Loma Ave.	Class I	*
Bastanchury-Kellog Path Section 3	Imperial Hwy	Eureka Ave	Class I	*
Bastanchury-Kellog Path Section 4	Eureka Ave	Yorba Linda Blvd	Class I	*
Bastanchury-Kellog Path Section 5	Yorba Linda Blvd	Lakeview Ave	Class I	*
Bastanchury-Kellog Path Section 6	Lakeview Ave	Kellog Dr	Class I	*
Arroyo Cajon-Glenknoll Path	Arroyo Cajon Dr	Glenknoll Elementary	Class I	*
Kingsbriar Park-Imperial Hwy Path	Kingsbriar Park	Arroyo Cajon-Glenknoll	Class I	*
Fairmount Blvd-OC Bicycle Path	Esperanza Rd	OC Bicycle Path	Class I	*
Prado-Yorba Linda Blvd Path	Paseo Del Prado	Yorba Linda Blvd	Class I	*
Montana-Village Center Path	Vista Montana	Village Center Dr	Class I	*
Kingsbriar Path	Fairmount Blvd	Yorba Linda Blvd	Class I	*
Village Center-San Antonio Path	Village Center Dr	San Antonio Rd	Class I	*
Fairmount Blvd	Yorba Linda Blvd	Esperanza Dr	Class	*
Yorba Linda Blvd	Fairmount Blvd	Esperanza Dr	Class	*
Esperanza Dr	Fairmount Blvd	Yorba Linda Blvd	Class	*
* Mileage unknown				

Regional Priority Proposed Bikeways

Street/Path	From	To	Class	Mileage
Bastanchury Rd.	Placentia City Limit	Village Center Dr.	Class II	4.02

Yorba Linda Proposed Bikeways

Street/Path	From	To	Class	Mileage
Fairmont Blvd. /	Fairmont Blvd.	Brookmont Dr.	Class I	0.66
PATH 1 (Esperanza Rd. to La Palma Ave.	Esperanza Rd.	La Palma Ave.	Class I	0.07
PATH 2	Still Pond Wy.	City Limit	Class I	0.82
PATH 3	City Limit	N Fairmont Blvd.	Class I	0.17
Avenida Rio Del Oro	Bastanchury Rd.	Yorba Linda Blvd.	Class I	0.58
Buena Vista Ave.	Jefferson St.	Van Buren St.	Class II	0.33
Gypsum Canyon Rd.	91 Ramp	Anaheim City Limit	Class II	0.09
Hidden Hills Rd.	Star Light Dr.	Path 1	Class II	0.52
Kellogg Dr.	City Limit	Imperial Hwy.	Class II	0.72
La Palma Ave.	Anaheim City Limit	Camino De Bryant	Class II	2.61
Lakeview Ave.	Valley View Ave.	Anaheim City Limit	Class II	3.43
Paseo de las Palomas	Yorba Linda Blvd.	Fairmont Blvd	Class II	1.44
Rose Dr.	N Placentia City Limit	S Placentia City Limit	Class II	1.04
Village Center Dr.	Fairmont Blvd.	Fairmont Blvd	Class II	2.62
Yorba Linda Blvd.	Placentia City Limit	Jefferson St	Class II	0.21
Yorba Ranch Rd.	Yorba Linda Blvd.	Esperanza Rd	Class II	1.19
Casa Loma Ave.	Bastanchury Rd.	S Imperial Hwy	Class III	0.27
Fairmont Blvd. / San Antonio Rd.	Trentino Ln.	Yorba Linda Blvd	Class III	3.16
Jefferson St.	Placentia City Limit	Buena Vista Ave	Class III	0.39
Via Lomas De Yorba	La Palma Ave.	La Palma Ave	Class III	1.75
Mariposa Ave.	E Richfield Dr.	Candlelight Ln	Class III	0.45
Mountain View Ave.	W Kellogg Dr.	City Limit	Class III	0.01
Paseo Del Prado	N Calle Bella	Esperanza Rd.	Class III	0.09
Sunmist Dr.	Mountain View Ave.	Arroyo Cajon Dr.	Class III	0.55
Paseo de Toronto	Avenida Del Tren	Camino De Bryant	Class III	0.99
Valley View Cir.	N/A	N/A	Class III	1.41
Valley View / Richfield	Valley View Cir.	City Limit placentia S	Class III	2.57
			TOTAL	28.14 miles

Yorba Linda Proposed Bikeway Cost Estimates

Facility	Miles	Unit Cost (per mile)	Total
Class I	2.3	\$1,500,000	\$3,450,000
Class II	18.22	\$280,000	\$5,101,600
Class III	11.64	\$21,000	\$244,440
		Total	\$8,796,040

3.35. Unincorporated County

Population

Not available.

Estimated Number of Bicycle Commuters

In 1988, The County of Orange published results to a survey of bicyclists on the Santa Ana River Bikeway. The survey indicated that about 500,000 bicyclists and pedestrians annually use the Santa Ana River Bikeway (a regional, Class I bikeway that traverses central Orange County). Along with the growing population of Orange County, this number has likely significantly increased. Also, the number of bicycle commuters has increased in County unincorporated areas, as new communities such as Las Flores and Ladera Ranch have been developed.

Bicycle Accidents

Parameter	Collision Rate
Total # of Bicycle Collisions for 5 Years	104
Average # of Bicycle Collisions Per Year	20.8
Average Bicycle Collision Rate per 1000/year ¹	0.18
Index (relative to statewide average of 0.32 /1000) ²	0.54

Notes:

1. Rate is calculated using SWITRS collision data and population figures provided by the U.S. Census Bureau.
2. The Index is based on a ratio of the local collision rate and the statewide collision rate. An index less than one (1.0) indicates that the local accident rate is lower than the statewide average.

End-of-Trip Facilities

In its development reviews, the County typically conditions developers to provide bicycling amenities and end-of-trip facilities, as appropriate. Also, the County's regional and wilderness parks typically provide bicycle parking.

Multimodal Facilities

Mode	Location	Facility Type
OCTA Buses	County-wide	Bicycle racks on buses

Safety and Education Programs

The County of Orange does not conduct bicycle-related safety and education programs.

Expenditures

Information on past bicycle facility expenditures is not available.

Bikeways

Unincorporated Orange County Existing Bikeways

Street/Path	From	To	Class	Mileage
Wintersburg	Slater Ave	Coastal Bikeway	Class I	*
Coastal	Sunset Beach	Seapoint Ave.	Class I	*
Bolsa Chica	Ellis Ave.	Coastal Bikeway	Class I	*
Mile Square	Perimeter of Mile Square Regional Park		Class I	*
Santa Ana	Along the entire Orange County Segment of River		Class I	*
Santiago	SR-22	Black Star Canyon Rd.	Class I	*
Peters	Irvine Regional Park	Peters Canyon Regional	Class I	*
San Diego	Santa Ana Ave/University Dr.	San Diego Creek	Class I	*
Upper	San Diego Creek Bikeway	Irvine Avenue	Class I	*
University	Harvard Ave	Ridgeline Dr.	Class I	*
San Joaquin	Newport Beach City Limit	Laguna Canyon Rd.	Class I	*
Aliso Creek	Moulton Pkwy.	Aliso Canyon Wilderness	Class I	*
Laguna	Alicia Parkway	South end of Park	Class I	*
Trabuco	Cleveland National Forest	Mission Viejo City Limit	Class I	*
San Juan	San Juan Capistrano City Limits	Lucas Canyon Rd.	Class I	*
Quail Hill	Jeffrey Sand Canyon Bike bridge over the	Sand Canyon Ave.	Class I	*
PCH	Along PCH, through Sunset Beach Community		Class II	*
Warner	Pacific Coast Hwy	Brightwater Ave.	Class II	*
Valencia	North of Lambert Road	Birch St./Rose Dr.	Class II	*
Carbon	Valencia Ave.	Carbon Canyon Regional	Class II	*
Portola	Irvine City Limit	Lake Forest City Limit	Class II	*
North	Newport Blvd.	Browning Ave.	Class II	*
Santiago	Orange City Limit	Live Oak Canyon Rd.	Class II	*
Live Oak	Santiago Canyon Bikeway	Trabuco Canyon Rd.	Class II	*
Oso Pkwy.	Mission Viejo City Limit	Coto De Caza Dr.	Class II	*
Antonio	Rancho Santa Margarita City Limit	Ortega Hwy.	Class II	*
* Information not provided.				

Unincorporated Orange County Proposed Bikeways

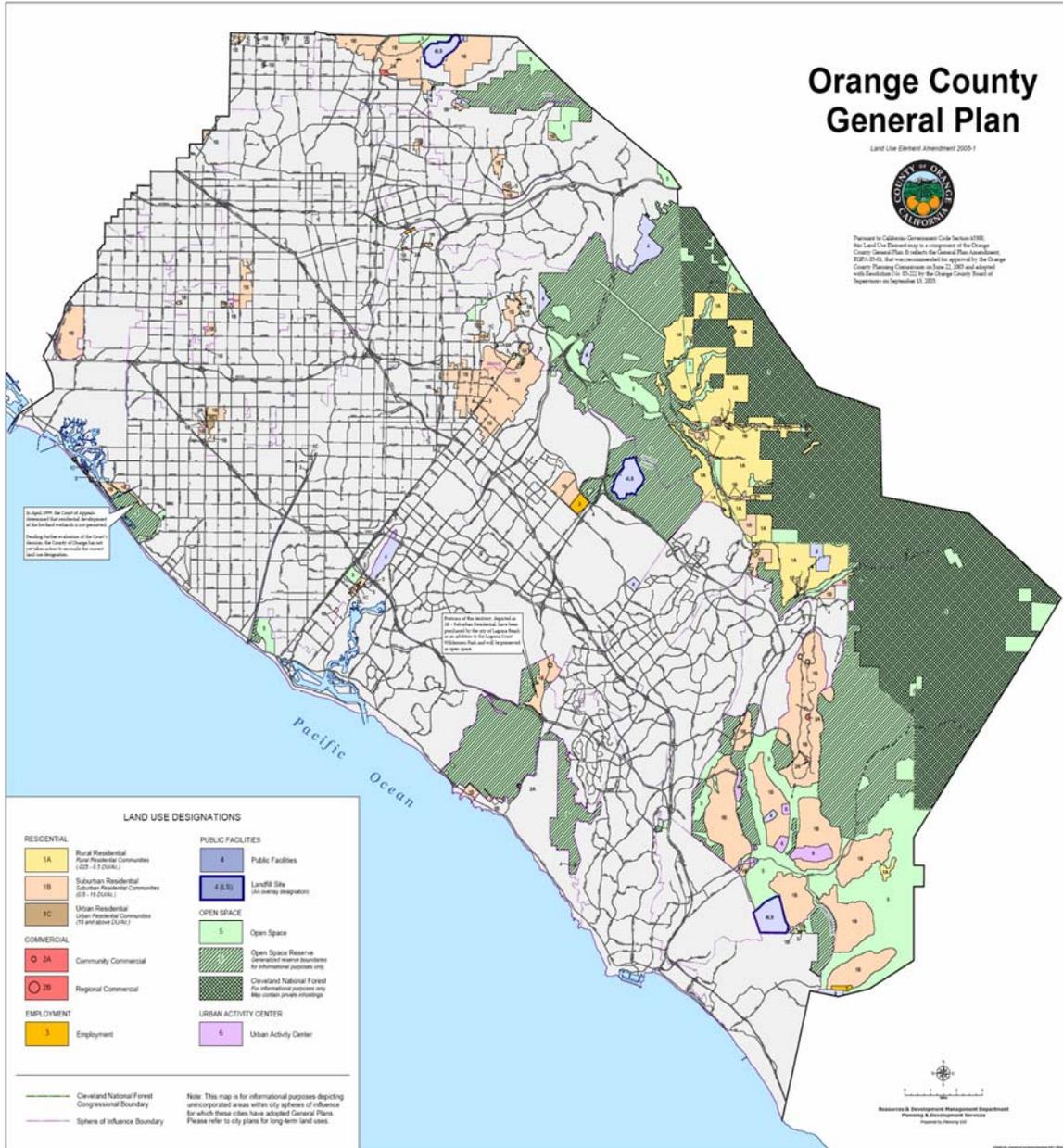
Street/Path	From	To	Class	Mileage
Aliso Woods Canyon Path	Laguna Beach City Limit	Laguna Niguel City Limit	Class I	3.59
Black Star Canyon	End of Black Star Canyon Rd.	Silverado Canyon Rd.	Class I	3.12
BNSF RR	Yorba Linda City Limit	Riverside County Limit	Class I	0.56
Brea Blvd. and Brea Canyon Rd.	Brea City Limit	Los Angeles County Limit	Class I	1.52
Eastern Transportation Corridor Path 2	Santiago Canyon Rd.	Peters Canyon Rd.	Class I	4.49
Eastern Transportation Corridor Path 1	Irvine Park Rd.	Hwy. 241	Class I	3.27
Esplanade Ave.	Fairhaven Ave.	Tustin City Limit	Class I	1.57
Foothill Corridor Path	Ortega Hwy.	Nieblas Rd.	Class I	5.63
Northwood Ave.	Berry St. Path	Canyon Country Rd.	Class I	1.14
Ortega / La Pata Spur	San Juan Capistrano	Ortega Ave.	Class I	0.85
Path 2	Brea City Limit	Brea City Limit	Class I	0.23
Portola Pkwy.	Hwy 241	Lake Forest city Limit	Class I	1.22
San Joaquin Corridor Path	Irvine City Limit	Laguna Beach City Limit	Class I	2.44
San Joaquin Hills Path	Irvine City Limit	Laguna Beach City Limit	Class I	1.20
Santiago Canyon Rd.	Orange City Limit	Live Oak Canyon Rd.	Class I	10.73
Santiago Creek Path (segments between Orange and Villa Park)	Orange City Limit	Villa Park City Limit	Class I	0.93
Silverado Canyon Rd.	Santiago Canyon Rd.	Black Star Canyon	Class I	0.18
Tonner Canyon Rd.	Brea Blvd.	Los Angeles County Limit	Class I	2.58
Tonner Canyon Rd. Spur	Tonner Canyon Rd.	Brea City Limit	Class I	0.92
Trabuco Canyon Rd. Path	Rancho Santa Margarita City Limit	Main Divide Rd.	Class I	8.91
Trabuco Canyon Rd. Path 2	Mission Viejo City Limit	Rancho Santa Margarita City Limit	Class I	4.19
UP RR	Brookhurst St.	Gilbert St.	Class I	0.50
Valencia Ave.	Lambert Rd.	Brea City Limit	Class I	0.24
Windy Ridge Path	Orange City Limit	East of Windy Ridge Rd.	Class I	1.59
Coast Hwy.	El Moro Canyon	Laguna Beach City Limit	Class II	0.74
Crawford Rd.	Chapman Ave.	Newport Ave.	Class II	1.12
Cristianitos Rd.	Ortega Hwy.	Wilson Camp Rd.	Class II	1.13
Edinger Ave.	Fountain Valley City Limit	Santa Ana City Limit	Class II	0.07
Esperanza Rd.	Richard Nixon Pkwy.	Yorba Linda City Limit	Class II	0.52
Fairhaven Ave.	Yorba St.	Hewes St.	Class II	1.25
Fairlynn Blvd.	Oakvale Dr.	Esperanza Rd.	Class II	0.25
Foothill Corridor Road	San Clemente City Limit	Cristianitos Rd.	Class II	0.62
Glassell St.	Anaheim City Limit	Orange City Limit	Class II	0.11
Hewes Segment 1	Bond Ave.	El Carmen Ave.	Class II	0.13
Hewes Segment 2	Spring St.	Pearl Ave.	Class II	0.19
Kellogg Dr.	Yorba Linda City Limit	Shadowhill Dr.	Class II	0.35
Avenida La Pata	Ortega Hwy.	San Clemente City Limit	Class II	3.19
Laguna Canyon Path 1	Irvine City Limit	Laguna Beach City Limit	Class II	1.32
Lambert Rd.	Brea City Limit	Valencia Ave.	Class II	0.44

Street/Path	From	To	Class	Mileage
Live Oak Canyon	El Toro Rd.	Trabuco Canyon Rd.	Class II	3.25
Newport Blvd.	Marcy Dr.	Orange City Limit	Class II	1.55
Oda Nursery	Ortega Hwy.	Foothill Corridor Path	Class II	0.23
Ortega Hwy.	San Clemente City Limit	Riverside County Limit	Class II	14.54
Pacific Coast Hwy.	Warner Ave.	Huntington Beach City Limit	Class II	0.31
Prospect Ave.	Fairhaven Ave.	El Camino Ln.	Class II	0.93
Rancho Santiago Blvd.	Avenida Palmar	Pearl Ave.	Class II	0.25
Red Hill Ave.	Melvin Way	Irvine Blvd.	Class II	0.16
Richard M Nixon Pkwy.	Esperanza Rd.	Yorba Linda City Limit	Class II	0.25
Santa Ana Ave.	Mesa Dr.	Costa Mesa City Limit	Class II	0.39
Soquel Canyon Rd. Segment 1	Brea City Limit	Brea City Limit	Class II	1.04
Soquel Canyon Rd. Segment 2	Brea City Limit	Riverside County Limit	Class II	0.98
Spring St.	Orange City Limit	Earlham St.	Class II	0.00
Trabuco Canyon Rd.	Live Oak Canyon Rd.	Antonio Pkwy.	Class II	1.41
Tustin Ave.	Santa Ana City Limit	Santa Ana City Limit	Class II	0.12
University Dr.	Santa Ana Ave.	Irvine Ave.	Class II	0.24
Wilson Camp Rd.	San Clemente City Limit	Cristianitos Rd.	Class II	1.30
Yorba Linda Blvd.	Kilt Ave.	Placentia City Limit	Class II	0.18
Crown Valley Pkwy.	Mission Viejo City Limit	Antonio Pkwy.	Class III	1.49
Dodge Ave.	Esplanade Ave.	Hewes St.	Class III	0.32
La Colina Dr.	Newport Ave.	Ranchwood Rd.	Class III	1.13
Laguna Canyon Path 2	Laguna Canyon Path 1	Laguna Woods City Limit	Class III	0.45
Mountain View Ave.	Kello Dr.	Sunmist Dr.	Class III	0.15
Newport Inlet Path	Coast Hwy.	Newport Beach City Limit	Class III	0.78
Santa Clara Ave.	Prospect Ave.	Esplanade Ave.	Class III	0.52
			TOTAL	105 miles

Unincorporated Orange County Proposed Bikeway Cost Estimates

Facility	Miles	Unit Cost (per mile)	Total
Class I	61.6	\$1,500,000	\$92,400,000
Class II	38.56	\$280,000	\$10,796,800
Class III	4.84	\$21,000	\$101,640
		Total	\$103,298,440

Map 3.35 Unincorporated County Land Use



3.36. Caltrans

Caltrans has completed draft plans for the following state routes: 1, 39, 72, 74, 90, and 142. State Route (SR) 1, locally known as Pacific Coast Highway, is an official state bicycle route with Class II and Class III bicycle facilities and is well used* by cyclists for commuter and recreational trips.

State Routes 39, 72, 74, and 142 have no designated bicycle facilities but are sometimes used by cyclists on weekends. These routes are opportune areas for bicycle facilities because they are located in close proximity to other bicycle facilities, recreational areas, neighborhoods, and job centers.

State Route 90 has a Class I bike path adjacent to it that exists between Yorba Linda Boulevard and Orangethorpe Avenue.

Existing bikeways on the state routes are reported in this section as well as in the existing conditions sections of jurisdictions that contain the state routes.

State Existing Bicycle Routes (Caltrans)

Street	From	To	Class	Mileage
SR 90 (adjacent to)	Orangethorpe Ave.	Yorba Linda Blvd.	Class I	2.31
SR 1	Copper Lantern	Blue Lantern	Class II	0.90
SR 1	Reef Point Dr.	Seward Rd.	Class II	0.18
SR 1	Avocado Ave.	Dover Dr.	Class II	2.02
SR 1	SR-55 Off Ramp	61st St.	Class II	1.12
SR 1	Mid-block between Huntington St. and 1st St.	7th Street	Class II	0.50
SR 1	Superior Ave.	Orange St.	Class II	0.90
SR 1	Anderson St.	Seal Beach Blvd.	Class II	1.63
SR 1	Main St.	LA/OC boundary	Class II	0.53
SR 1	Nordina St.	Beach Blvd.	Class III	2.19
SR 1	Orange St.	Newland St.	Class III	2.00
			TOTAL	14.28 Miles
* Mileage not provided by Caltrans				