TO: TRAFFIC COMMISSION
FROM: CHRIS DASTÈ, DIRECTOR OF PUBLIC WORKS
DATE: MARCH 5, 2019

SUBJECT: DISCUSS THE CITY OF ROSEMEAD'S BICYCLE PLAN

SUMMARY
At the November 7, 2019 Traffic Commission Meeting, Chair Howard Masuda requested that the Traffic Commission discuss the City of Rosemead's Bicycle Plan. At the February 6, 2020 Traffic Commission Meeting, Public Works Director Chris Dastè distributed hard copies to the Traffic Commission so members can review and discuss at the March 5, 2020 Traffic Commission Meeting.

STAFF RECOMMENDATION
It is recommended that the Traffic Commission:

1. Discuss the Item; and

2. Provide direction to staff

Prepared By:

[Signature]

Chris Dastè,
Director of Public Works

Attachments:
1. April 24, 2012 Council Report
2. Approved Resolution No. 2012-24
3. Rosemead Bicycle Transportation Plan
4. Approved April 24, 2012 Minutes
Attachment 1
April 24, 2012 Council Report
TO: HONORABLE MAYOR AND CITY COUNCIL
FROM: JEFF ALLRED, CITY MANAGER
DATE: APRIL 24, 2012

SUBJECT: ROSEMEAD BICYCLE TRANSPORTATION PLAN

SUMMARY
In January 2012, the Traffic Commission began work on a Bicycle Transportation Plan and proposed improvement projects related to bicycle safety. The goals of the bicycle plan focus on improving bicycle connections and accessibility with neighboring communities/trails and increased bicycle safety. The Bicycle Transportation Plan was recommended for approval by the Traffic Commission on April 12, 2012 and was prepared according to standards set by California Department of Transportation (Caltrans) and Los Angeles County Metropolitan Transportation Authority (Metro). Upon Council approval of this plan the City will be eligible to pursue grant funding for bicycle projects. The plan is also a key component of the City’s efforts to reduce greenhouse gas emissions and encourage alternative forms of transportation in accordance with Assembly Bill 32.

Staff Recommendation
It is recommended that the City Council

1. Review and approve Resolution No. 2012-24, adopting the Rosemead Bicycle Transportation Plan; and

2. Authorize staff to submit the City’s Bicycle Transportation Plan to Metro and Caltrans, allowing the City to pursue grant opportunities to further bicycle improvement efforts.

ANALYSIS
As part of its annual planning process, the Traffic Commission developed a goal to provide safe and friendly pedestrian and bicycle transportation networks in the City. In addition, the City’s Strategic Plan includes an action item to promote increased community awareness and usage of bicycle trails. The development and adoption of a bicycle transportation plan will provide a general framework for addressing these goals. The plan includes an analysis of existing conditions and needs, plans for educational programs, and improvement projects.

The proposed Bicycle Transportation Plan (BTP) was prepared to comply with Caltrans requirements for Bicycle Transportation Plans under the Bicycle Transportation Account Item No. 5C.
(a funding account for local and regional agencies planning bicycle improvements). A critical element in developing this BTP included significant outreach to the community. Two public meetings were held to solicit public input for the BTP and a survey was posted on the City’s website to garner additional feedback from residents. The comments received from members of the public have been positive, with a general support for the City’s efforts to improve bicycle safety and regional connections.

Included in the BTP is a summary of existing conditions and programs available for bicyclists. A field survey was conducted, including counting bicycle riders on several City streets at various days, times, and locations. Survey information also included bicyclist characteristics, with the field observer noting each person’s gender and an approximation of their age range. Some of the observations made through this study included the following:

- Most riders observed were male and over 18 years of age.
- Most riders were observed traveling on major east-west thoroughfares.
- More than half of the bicyclists observed used the sidewalk for bicycle travel.
- Most riders did not wear bicycle helmets.

In addition to these field observations, a summary of bicycle collision data was gathered from the Sheriff’s Department over the past five years. This data is included in the BTP.

By completing the BTP, the City will be eligible to apply for State grant funding to implement a wide variety of bicycle projects. This could prove beneficial for several critical projects in the City – including the future development of recreational space and bike trails along the Southern California Edison transmission corridor. Grant funding could also be beneficial in the development of bicycle safety planning and outreach for the community.

**FINANCIAL REVIEW**
Funding for the completion of the BTP was included in the current Public Works operating budget. Implementation of BTP projects will be pursued based on available funding and grant opportunities.

**ENVIRONMENTAL REVIEW**
This Project does not require environmental review.

**PUBLIC NOTICE**
This agenda item has been noticed through the regular agenda notification process.
Prepared by:

Sean Sullivan
Management Analyst

Attachments:
1. Resolution No. 2012-24
2. Rosemead Bicycle Transportation Plan

Submitted by:

Chris Marcarello
Public Works Director
Attachment 2
Approved Resolution No. 2012-24
RESOLUTION NO. 2012-24

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ROSEMEAD, CALIFORNIA, ADOPTING THE ROSEMEAD BICYCLE TRANSPORTATION PLAN

WHEREAS, the City of Rosemead's General Plan provides for alternative modes of transportation and includes a planned bikeway network, and

WHEREAS, several cities in the San Gabriel Valley and the County of Los Angeles have adopted or are preparing to adopt bicycle planning documents; and

WHEREAS, the Rosemead Bicycle Transportation Plan has been prepared based upon and is consistent with the Rosemead General Plan and in accordance with Streets and Highways Code 891.2; and

WHEREAS, the Rosemead Bicycle Transportation Plan addresses not only transportation and circulation elements of the Rosemead General Plan, but also the City's environmental policies and goals of reducing the City's greenhouse gas emissions, as set forth in California Assembly Bill 32; and

WHEREAS, the Rosemead Traffic Commission has developed goals and policies for bicycle planning and has reviewed and approved the Rosemead Bicycle Transportation Plan, and

WHEREAS, the State of California Department of Transportation (Caltrans) provides funding grants for bicycle projects to local agencies that have adopted bicycle planning documents prepared in accordance with Streets and Highways Code Section 891.2 and are willing to provide a ten percent funding match; and

WHEREAS, the Rosemead Bicycle Transportation Plan, after approval, must be submitted to the Los Angeles County Metropolitan Transportation Authority, the regional transportation planning authority, for approval; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF ROSEMEAD, DOES HEREBY RESOLVE, FIND, DETERMINE, AND ORDER AS FOLLOWS:

Section 1. That the City Council approve and adopt the Rosemead Bicycle Transportation Plan as approved by the Rosemead Traffic Commission.

Section 2. That the City Clerk of the City of Rosemead shall arrange for the submittal of a copy of the Rosemead Bicycle Transportation Plan, as approved, to the Los Angeles County Metropolitan Transportation Authority for approval.

Section 3. That the Public Works Department seek funding and assistance from Caltrans, and other agencies, to implement the projects and activities included in this Bicycle Improvement Plan.
STATE OF CALIFORNIA  )
COUNTY OF LOS ANGELES    )     SS.
CITY OF ROSEMEAD     )

I, Gloria Mollada, City Clerk of the City of Rosemead, do hereby certify that the foregoing Resolution No. 2012-24 being:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ROSEMEAD, CALIFORNIA, ADOPTING THE ROSEMEAD BICYCLE TRANSPORTATION PLAN

was duly and regularly approved and adopted by the Rosemead City Council on the 24th of April, 2012, by the following vote to wit:

Yes:    Alarcon, Armenta, Clark, Low, Ly
No:     None
Abstain:None
Absent: None

Gloria Mollada
City Clerk
Attachment 3
Rosemead Bicycle Transportation Plan
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<td>I-2 Edison Easement Study</td>
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BICYCLE TRANSPORTATION PLAN
CITY OF ROSEBURG, OR

APRIL 24, 2012 (Final Draft)
CITY OF ROSEMEAD
Bicycle Transportation Plan

City of Rosemead, Public Works Department
Rosemead City Hall, 8838 East Valley Boulevard
Rosemead, CA 91770
Phone: 626/569-2100

Prepared By:
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Final Draft, April 24, 2012
Acknowledgements

Rosemead City Council
Mayor Sandra Armenta
Mayor Pro Tem Polly Low
Council Member Bill Alarcon
Council Member Margaret Clark
Council Member Steven Ly

Rosemead Traffic Commission

Ms. Jean Hall, Chair
Mr. Joseph Wong, Vice Chair
Mr. Howard Masuda
Mr. Ed Quintanilla
Ms. Joanne Russell
# BICYCLE TRANSPORTATION PLAN

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1. INTRODUCTION AND PURPOSE

1.1 PURPOSE

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

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

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

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

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

The City of Rosemead is located in the West San Gabriel Valley of Los Angeles County. Interstate 10 spits the northern and southern portions of Rosemead. The City’s 2010 Census population was 53,764. The City’s population growth rate is stable, having grown by less than one (1) percent since the year 2000. A high
percentage (80%) of the City’s population over five years old, speaks a language other than English at home. The City is 5.16 square miles in size with a population density of 10,415 persons per square miles. It is considered a high density city when compared with cities in the State of California.

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

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

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

City of Rosemead

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

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

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

1.2 GOALS, OBJECTIVES AND POLICIES

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

![Rio Hondo Bike Path](source: Wikipedia Commons, freely licensed)

Figure 1-1
Goal I: Increase Bicycle Use throughout the City

Objective 1: Bicycle Network
Create a comprehensive bicycle infrastructure network that includes innovative solutions.

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

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

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

Goal II: Improve Multi-Modal Transportation Integration

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

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

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

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

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

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

Policies:
  a. Develop a bicycle awareness program to promote bicycling as a viable mode of transportation.
  b. Promote an encouragement program in schools, at community events and at recreational programs as well as
Goal IV: Develop a Viable Implementation Plan

1.3 COMMUNITY INVOLVEMENT AND SUPPORT

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

2.1 STATE AND REGIONAL

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

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

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

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
(Metro)

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

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

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

2.2 CITY OF ROSEMEAD

CITY OF ROSEMEAD GENERAL PLAN

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

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

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

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

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

Circulation Element:

Goal 2: Development of infrastructure and service to support alternatives modes of travel.
CITY OF ROSEMEAD BICYCLE IMPROVEMENT PLAN

MAP 2-2
EL MONTE TRANSIT HUB
**BICYCLE TRANSPORTATION PLAN**

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

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

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

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

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

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

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

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

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

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

At this time, none of these bikeways has been installed. However, all have been
The Circulation Element suggests that bicycle lanes should be placed on low-volume roadways that traverse the City. A study would be needed to examine whether arterials or continuous, but lower-volume, collector roadways would be appropriate for the provision of bicycle facilities. The Element calls for further study to determine if parking or travel lanes can be removed or adjusted to provide for bicycle facilities, or if future roadway widening and improvements can be included.

CITY OF ROSEMEAD MUNICIPAL CODE

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

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

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

ROSEMEAD TRANSPORTATION DEMAND MANAGEMENT PROGRAM (TDM)

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

2.3 NEIGHBORING JURISDICTIONS

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

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

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

COUNTRY OF LOS ANGELES UNINCORPORATED COMMUNITIES

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

City of Rosemead

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

MAP 2-7

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

CITY OF SOUTH EL MONTE

The City of South El Monte has a Bicycle Transportation Plan and Map (see Map 2-8) that focuses on bicycle routes in the center of the City. No routes are shown that connect with the City of Rosemead to the west. Conversations with the City's Public Works department indicate that cooperation with Rosemead can be worked out to extend a bikeway across Garvey Avenue between the two cities, particularly a bikeway that connects to the existing Rio Hondo Bike Path.
The City of Monterey Park has an older bicycle plan map (see Map 2-9) that shows no existing or planned bikeway that extends east into the City of Rosemead. No updated information was found.

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

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

2.4 OTHER TRANSPORTATION, AIR QUALITY, AND ENERGY PLANS

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

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

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS, REGIONAL TRANSPORTATION PLAN

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

LOS ANGELES COUNTY CONGESTIONAL MANAGEMENT PROGRAM

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

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

COMPLETE STREETS

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

ASSEMBLY BILL 32

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

SENATE BILL 375

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

2.5 BICYCLE COMMUTING INCENTIVE PROGRAMS

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

3.1 LAND USE AND CIRCULATION

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

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

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

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

Parks, schools, religious centers, green space, community facilities, and other public facilities are found distributed across the City, north and south. A high concentration of public facilities is found centered around City Hall, on Valley Boulevard, including the public library and a community center. Large employers such as Southern California Edison, one of the largest employers in southern California, are located at the southern end of the City. The Wal-Mart shopping center, another large employer, is located in the southern portion, just south of
Table 3-1
ROSEMEAD’S LARGEST EMPLOYERS

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

Source: 2009 City of Rosemead Comprehensive Annual Report

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

**Future Residential/Commercial Planned Mixed Use:**

*Valley Boulevard and Muscatel Avenue*

*Garvey Avenue and Earl Avenue*
MAP 3-1
ROSEMED ZONING, EXISTING LAND USES
Rosemead’s future land uses show that the southern portion of the City will become more densely populated and house a larger number of employment generating land uses. Future land uses show high intensity commercial uses limited to the southern portion. In contrast, the northern portion of the City will likely remain similar to existing conditions.

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

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

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

The following Table 3-2, lists the major roadways in Rosemead and their classifications today and into the future.
Table 3-2
GENERAL PLAN CIRCULATION ELEMENT:
MAJOR AND MINOR ARTERIALS

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

Source: City of Rosemead General Plan, 2010
3.2 EXISTING BICYCLE USERS

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

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

Table 3-3
COMMUTING CHARACTERISTICS
2008 to 2010 American Community Survey, U.S. Census Bureau

<table>
<thead>
<tr>
<th>Means of Transportation to Work</th>
<th>City of Rosemead</th>
<th>Los Angeles County</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Male</td>
<td>Female</td>
</tr>
<tr>
<td>Car, Truck, or Van</td>
<td>89.4%</td>
<td>84.8%</td>
</tr>
<tr>
<td>Public Transportation</td>
<td>5.2%</td>
<td>6.1%</td>
</tr>
<tr>
<td>Walked</td>
<td>1.0%</td>
<td>1.1%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>1.4%</td>
<td>0.7%</td>
</tr>
<tr>
<td>Taxicab, motorcycle, or other</td>
<td>1.6%</td>
<td>1.1%</td>
</tr>
<tr>
<td>Worked at home</td>
<td>1.3%</td>
<td>6.2%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>100%</td>
<td>100%</td>
</tr>
</tbody>
</table>

Source: US Census (Workers 16 years and over)
BICYCLE TRANSPORTATION PLAN

City of Rosemead

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

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

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

*holiday


April 24, 2012 (Final Draft)      Existing Conditions and Needs Analysis, Page 3-6
BICYCLE TRANSPORTATION PLAN

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

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

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

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

3.3 EXISTING BIKEWAYS, BICYCLE PARKING, AND BICYCLE FACILITIES

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

EXISTING BIKEWAYS

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

Figure 3-1
BIKEWAY CLASSIFICATION SYSTEM

CLASS I - Bike Path
- Paved, separated from roadway
- No motor vehicles allowed

CLASS II - Bike Lane
- Striped, One-Way
- One-street

CLASS III - Bike Route
- Shared use
- Optional Sign and pavement stenciling
The Rio Hondo Bike Path is a designated Class I bikeway, and extends from the City of Long Beach in the south to the City of Azusa in the north.

A Class II bikeway, Bike Lane, includes striping on both sides of the existing roadway that separates a bicycle travel lane from a vehicle travel lane. Installing a Class II, Bike Lane, will require adequate roadway width depending on the existence of on-street parking. Class II, Bike Lane, is sometimes painted green to clearly differentiate the lane for bikes only.
A Class III bikeway, Bike Route, is referred to as a shared roadway. With posted "Bike Route" signs, the drivers of vehicular traffic are made aware of the potential existence of bicyclists riding along the right side of the roadway. Typically the green street sign marks the beginning and end of the route. "Chevron" roadway markings paired with a graphic of a bicycle are typically also included showing the general path of travel for bicycle riders.

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

Class III, Bike Route, City of San Gabriel
BICYCLE TRANSPORTATION PLAN

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

Bicycle Boulevard in the City of Berkeley, California

EXISTING BICYCLE PARKING

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

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

High security bicycle lockers, El Monte Transit Center
EXISTING FACILITIES

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

3.4 EXISTING PUBLIC TRANSPORTATION

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

METRO

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

EL MONTE TRANSIT CENTER

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

ROSEMEAD EXPLORER AND COMMUTER CONNECTION

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

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

"Rosemead Explorer" shuttle transit bus
4. SAFETY AND EDUCATION

4.1 LAW ENFORCEMENT AND THE CALIFORNIA VEHICLE CODE

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

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

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

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

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

4.2 BICYCLE COLLISIONS AND ACCIDENTS

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

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

<table>
<thead>
<tr>
<th>Year</th>
<th>No. of Collisions</th>
<th>Injuries</th>
<th>Fatalities</th>
</tr>
</thead>
<tbody>
<tr>
<td>2007</td>
<td>23</td>
<td>22</td>
<td>0</td>
</tr>
<tr>
<td>2008</td>
<td>20</td>
<td>19</td>
<td>0</td>
</tr>
<tr>
<td>2009</td>
<td>14</td>
<td>13</td>
<td>0</td>
</tr>
<tr>
<td>2010</td>
<td>23</td>
<td>21</td>
<td>0</td>
</tr>
<tr>
<td>2011</td>
<td>26</td>
<td>26</td>
<td>0</td>
</tr>
<tr>
<td>TOTAL (Avg)</td>
<td>106 (21)</td>
<td>101 (20)</td>
<td>0 (0)</td>
</tr>
</tbody>
</table>
It is likely that more collision than what is reflected in the data occurred as smaller collisions with no injuries may go unreported. Therefore, this data is expected to reflect the worst types of bicycle collisions. There does not appear to be a trend of increasing or decreasing collisions over the past five years; however, an ongoing monitoring of bicycle collision data is essential to aid in bicycle planning in Rosemead.

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

<table>
<thead>
<tr>
<th>Time of Day</th>
<th>No. of Collisions</th>
</tr>
</thead>
<tbody>
<tr>
<td>6:00 am</td>
<td>0</td>
</tr>
<tr>
<td>7:00 am</td>
<td>4</td>
</tr>
<tr>
<td>8:00 am</td>
<td>7</td>
</tr>
<tr>
<td>9:00 am</td>
<td>3</td>
</tr>
<tr>
<td>10:00 am</td>
<td>6</td>
</tr>
<tr>
<td>11:00 am</td>
<td>4</td>
</tr>
<tr>
<td>12:00 pm</td>
<td>5</td>
</tr>
<tr>
<td>1:00 pm</td>
<td>6</td>
</tr>
<tr>
<td>2:00 pm</td>
<td>11</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>46</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Time of Day</th>
<th>No. of Collisions</th>
</tr>
</thead>
<tbody>
<tr>
<td>3:00 pm</td>
<td>5</td>
</tr>
<tr>
<td>4:00 pm</td>
<td>10</td>
</tr>
<tr>
<td>5:00 pm</td>
<td>16</td>
</tr>
<tr>
<td>6:00 pm</td>
<td>17</td>
</tr>
<tr>
<td>7:00 pm</td>
<td>5</td>
</tr>
<tr>
<td>8:00 pm</td>
<td>1</td>
</tr>
<tr>
<td>9:00 pm</td>
<td>3</td>
</tr>
<tr>
<td>10:00 pm</td>
<td>2</td>
</tr>
<tr>
<td>11:00 pm</td>
<td>1</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>60</strong></td>
</tr>
</tbody>
</table>

Table 4-3 below shows the number of bicycle collisions by type of collision. The largest number of collisions occurred when the bicyclist was riding on the wrong
side of the road. Of the 42 collisions due to rider on the wrong side of the road, 37 involved one (1) injury each, three involved two (2) injuries each, and two involved no (0) injuries.

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

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

Table 4-4 shows that of the 106 bicycle collisions in Rosemead, 26 were at an intersection along Garvey Avenue. The high number of collisions at or near Garvey Avenue is likely due to its high use as a bikeway for east-west travel south of Interstate 10. Other problem intersections and locations include intersections along Valley Boulevard where 15 collisions occurred, 13 collisions occurred at an intersection along Mission Drive, 11 collisions occurred at the intersection with Del Mar Avenue, 10 collisions occurred at the intersection with Rosemead Boulevard, and 9 collisions occurred at the intersection with San Gabriel Boulevard. A number of collisions were found to occur at various other intersections in the City. All locations are approximate.
When tabulating the number of collisions per mile, Garvey Avenue had the highest with 11.8 collisions per mile, followed closely by Mission Drive, Valley Boulevard, and Del Mar Avenue.

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

*locations are approximate

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

### 4.3 SAFETY EDUCATIONAL PROGRAMS

The City of Rosemead and the County Sheriff’s Department do not have any bicycle related safety or educational programs or printed materials for either or both bicyclists and motorists. There are a number of non-profit, community and membership groups organized around bicycling that provide educational and promotional information to its members or the general public. The "Bicycle
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Coalition" has chapters at the State and at local levels, including San Gabriel Valley. The "Share the Road" is a national campaign targeted at motorists. Federal agencies such as the National Transportation Safety Board (NTSB) and the Department of Transportation (DOT), Federal Highway Administration (FHWA), provides safety guidelines. The California Department of Transportation (Caltrans) also provides safety guidelines.

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

"Bicyclists:

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

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

Source: California Driver Handbook - Sharing the Road, Department of Motor Vehicles.
5. PROJECTS, IMPLEMENTATION, AND FINANCING

5.1 PROJECT PRIORITY AND PHASING

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

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

- Safety
- Linkages
- Encouragement

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

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

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

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

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

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

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

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

5.3 PROJECTS AND PRIORITY

Table 5-1 is a list that represents the recommended priority projects in order of importance.
# Table 5-1
## PROJECT PRIORITY LIST

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

PHASE I PROJECTS (YEARS 1, 2 & 3)

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

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

I-3. Directional Signage and Access Improvements to the Rio Hondo Bike Path. Installation of attractive and colorful directional signage identifying the entry points to the existing Rio Hondo Bike Path would encourage more ridership. Currently, signage is difficult to see and entry points are confusing given high traffic volumes on Rosemead Boulevard and Garvey Avenue. Bridge obstructions make locating the Bike Path difficult. Additional signage with directional arrows can be installed at various locations in Rosemead alerting visitors and residents to the Bike Path.
I-4. Bicycle Racks and Lockers at City Facilities. Attractive lockers would provide Rosemead residents and visitors with a safe parking option while visiting the many destinations and points of interest associated with City facilities, such as City Hall, the County Public Library, and community center along Valley Boulevard. Other facilities may include the community center on Garvey Avenue and City parks. Secure, designated bicycle parking areas would also encourage non-riders to consider the option of bicycling to City Hall and other public locations.

![Image of Rosemead City Hall Plaza fronting Valley Boulevard]

I-5. Bikeway Design and Construction, Major Thoroughfares. Pending further engineering studies, Class II or Class III bikeways could be installed along Rosemead’s popular routes such as Garvey Avenue, Valley Boulevard, Rosemead Boulevard, Del Mar Avenue, San Gabriel Boulevard, Walnut Grove Avenue, and others. Bikeways may include a combination of Class II linking with Class III routes. Bikeway projects will consider safety, feasibility, access to key destinations, and linkages with existing and planned bikeway routes. Design standards could be developed for improvements. These will include standardizing stencils and colors for bicycle route signage, pavement markings for bicycle lanes, directional signage and an identification of specific routes, etc, based on Caltrans Standard Manuals, AASHTO (American Association of State Highway and Transportation Officials) design Policies, MUTCD (Manual on Uniform Traffic Control Devices) standards and policies, and other guidelines as applicable.
I-6 Business Partnership Program for Bicycle Parking. The City of Rosemead working in partnership with Rosemead business and the Rosemead Chamber of Commerce can develop a bicycle parking program where the City and business can design bicycle parking racks, determining style and colors, and can designate appropriate locations that serve bicycle commuters and businesses.

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

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

II-2 Bicycle Leisure Event Sponsored by the City. The City could sponsor a community-wide “bicycle fun” day such as temporarily closing off certain streets for pleasure family bicycling.
II-3 Ongoing Bicycle Counts, Study and Analysis. The City should develop an ongoing study to analyze the trends in bicycling throughout the City. Field survey and bicycle counts could include direction of travel, helmet use, sidewalk versus roadway use. A monitoring program can be developed to determine the effectiveness of ongoing bicycle improvements and ways to measure increased bicycle ridership.

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

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

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

II-7. Bicycle Parking Racks at Key “Rosemead Explorer” Stops. Bicycle parking racks or secure parking facilities such as bike lockers could be installed at various locations in the northern and southern parts of the City. Map 3-1, Proposed Rosemead Bikeways and Bicycle Facilities, shows the approximate location of proposed bicycle parking facilities. Three parking locations are proposed north of Interstate 10 and three are proposed south of Interstate 10.

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

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

5.4 PAST EXPENDITURES AND FUTURE FINANCING

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

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

<table>
<thead>
<tr>
<th>Project Type</th>
<th>Approx. No. of Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Class I</td>
<td>3</td>
</tr>
<tr>
<td>Class II</td>
<td>17</td>
</tr>
<tr>
<td>Class III</td>
<td>8</td>
</tr>
<tr>
<td>Bicycle Parking</td>
<td>n/a</td>
</tr>
<tr>
<td>Signage/Identity</td>
<td>n/a</td>
</tr>
<tr>
<td>Planning &amp; Design</td>
<td>n/a</td>
</tr>
<tr>
<td>Bicycle Improvement</td>
<td>n/a</td>
</tr>
<tr>
<td>Education &amp; Safety</td>
<td>n/a</td>
</tr>
</tbody>
</table>

Table 5-2
FUTURE FINANCING CONSIDERATIONS

April 24, 2012 (Final Draft)  Chap 5 – Projects, Implementation, and Financing, Page 5-9
The costs for bikeways include planning, design and construction. Construction includes construction management, contracting, inspection, signage, striping, traffic control, and stenciling. Detailed project cost estimates can be developed along with project details and engineering design work.
## Bicycle Transportation Plan Checklist

**BTP TITLE:** City of Rosemead Bicycle Transportation Plan  
**LOCAL AGENCY:** City of Rosemead  
**ADOPTED Y □ N □ DATE:**  
**TRANSPORTATION PLANNING AGENCY:** Los Angeles County Metropolitan Transportation Authority  
**APPROVED Y □ N □ DATE:**  
**BFU REVIEW:** APPROVED  
**DISAPPROVED DATE:**

<table>
<thead>
<tr>
<th>Yes</th>
<th>No</th>
<th>Requirement</th>
<th>Pages</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>(a) The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan.</td>
<td>3-5 &amp; 5-9</td>
<td>see attached for comment</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(b) A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers.</td>
<td>2-2 &amp; 3-2</td>
<td>see attached for comment and map references</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(c) A map and description of existing and proposed bikeways.</td>
<td>3-8 &amp; 5-3</td>
<td>see attached for comment and map references</td>
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<td>(d) A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.</td>
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<td>(e) A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.</td>
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<td>(f) A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking facilities.</td>
<td>3-8 &amp; 5-3</td>
<td>see attached for comment and map references</td>
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<td>(g) A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.</td>
<td>4-1</td>
<td>see attached for comment</td>
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<td>(h) A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support.</td>
<td>1-6</td>
<td>see attached for comment</td>
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<td>(i) A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting.</td>
<td>2-1</td>
<td>see attached for comment</td>
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<td>(j) A description of the projects proposed in the plan and a listing of their priorities for implementation.</td>
<td>5-3</td>
<td>see attached for comment</td>
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<td>(k) A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.</td>
<td>5-9</td>
<td>see attached for comment</td>
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APPENDIX A
CALTRANS - BICYCLE TRANSPORTATION PLAN CHECKLIST
REQUIRED CODE SECTIONS AND PLAN REFERENCES

CODE SECTION
(with Plan references):

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(g) A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.
The description of bicycle safety and education programs is included as Chapter 4, Safety and Education. The Los Angeles County Sheriff's Department is responsible for enforcing the Vehicle Code in Rosemead. At this time the Department does not have any safety or education programs related to bicycling. Additionally, the City of Rosemead does not have any such programs. Bicycle collision data is provided and analyzed but no monitoring programs have been developed to measure the effect of certain measures on accidents involving bicyclists. The Bicycle Improvement Plan includes programs aimed at bicycle safety.

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

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

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

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

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

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

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

The description of past expenditures for bicycle facilities along with a projection of estimated costs and financial needs for projects included in the Plan is contained in Chapter 5, Projects, Implementation, and Financing, Section 5-4, Past Expenditures and Future Financing.
Attachment 4
Approved April 24, 2012 Minutes
Minutes of the
Joint City Council,
and
Housing Development Corporation
Meeting
September 11, 2012

The regular joint meeting of the Rosemead Housing Development Corporation and City Council was called to order by Mayor Armenta at 7:10 p.m. in the Rosemead City Council Chamber located at 8838 East Valley Boulevard, Rosemead, California.

PLEDGE OF ALLEGIANCE: Director/Council Member Alarcon

INVOCATION: Director/Council Member Ly

PRESENT: President/Mayor Armenta, Vice-President/Mayor Pro Tem Low, Directors/Council Members Alarcon, and Ly

ABSENT: Director/Council Member Clark

STAFF PRESENT: City Manager Allred, City Attorney Richman, Assistant City Manager Hawkesworth, Community Development Director Ramirez, Director of Parks and Recreation Montgomery-Scott, Public Works Director Marcarello, and City Clerk Molleda.

1. PUBLIC COMMENTS FROM THE AUDIENCE

Lanny Aplanalp – commented that as a Veteran he felt the need to come in and speak in regards to flag etiquette. He stated he has noticed flags around the City that are left out in the rain and in the dark. Mr. Aplanalp stressed that American Flags should not be left in the dark after sundown, unless the flag has some sort of lighting. He suggested that the City raise awareness on flag etiquette to citizens and replace any tattered flags.

Mayor Armenta agreed with Mr. Aplanalp suggestion and requested that staff replace any tattered flags.

Breann Tang Gaddi – requested permission to use the “Miss” title, as a contestant for the California Statewide pageant in the Miss Teen California pageant in 2013.

City Manager Allred suggested that Ms. Gaddi meet with him to discuss her request.

Jack Jackson – submitted an article on the spread of marine typhus from animals and spoke about animal control fees. He also submitted an article indicating that City of Los Angeles would pay its residents, five dollars per animal turned in.

Mayor Armenta explained that the City of Los Angeles receives more funding than the City of Rosemead and that animal control fees are in conjunction with the Los Angeles County fees.
Council Member Ly clarified to Mr. Jackson that the article states that a 501(c) non-profit organization was offering to spay and neuter animals at a low cost and not City of Los Angeles.

Patricia Trujillo - shared an article published in the Rosemead Reader newspaper on crime in the San Gabriel Valley. Mrs. Trujillo, expressed concern on the high statistics of crime in Rosemead.

Mayor Armenta stated that the Rosemead Reader newspaper has published inaccurate information, such as the State of the City Address by the Mayor. She added that the City’s crime statistics are lower than published by the newspaper and Chief of Police Murakami, along with his team, is working hard to combat crime in Rosemead.

Council Member Ly stated that crimes in Rosemead have decreased in the past five years. The newspaper only lists crimes which were not a good indicator of crime in Rosemead.

Chief of Police L.T. Tim Murakami stated that crime in Rosemead has decreased and explained that the article has an unfair crime comparison because of the size and population of other cities. Mr. Murakami reiterated that the City of Rosemead is a safe city and monthly crimes reports shows that crime has dropped.

City Manager Alred stated that an article in the San Gabriel Valley Tribune indicated that Rosemead’s crime has decreased forty percent in the last four years. He reiterated that increased crimes on grand theft auto were being addressed by Chief of Police Murakami.

Janice Wiggins White – invited Council and the public to a fund raiser event for the Savannah Memorial Pioneer Cemetery.

City Manager Alred stated that the Savannah Cemetery Association and the City entered into a memorandum of understanding to work together. The City is providing easy-ups and tables for their fund raising event.

2. PRESENTATIONS

- 2nd Annual Mission Crosstown Classic (Golden Spike Trophy) – San Gabriel High School and Rosemead High School Football Teams

City Manager Alred showcased the Golden Spike Trophy which will be awarded to the winning high school football team on September 24th.

Council Member Ly explained that the Annual Mission Crosstown Classic started because both schools are off Mission Drive and near the rail roads, which was the inspiration of the Railroad Gold Spike Trophy.

Elizabeth Martinez - representative of Consolidated Disposal Services presented certificates of appreciation and $1,000 donation to San Gabriel High School and Rosemead High School.

Rosemead High School Principal and Football Coach thanked Council and Consolidated Disposal for their donation and support.

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San Gabriel High School Coach Lisa thanked the City Council.

**Mayor Armenta** – thanked Council Member Ly for coordinating the Annual Mission Cross Town Classic between the two schools and finding ways to contribute to their programs.

- **San Gabriel Valley Consortium on Homelessness**

**Scott Chamberlain** – presented a PowerPoint presentation on responding to homelessness on a regional level and strategic goals to end homelessness.

**City Manager Allred** stated that the City provides Community Development Block Grant funding to programs like Family Promise that also assist with homeless issues.

**Mr. Chamberlain** – replied that Pastor Shell, of Lutheran Church of Monterey Park, is on the Board of Directors of the San Gabriel Valley Consortium, as well as, Family Promise Board, and assists homeless by providing counseling and support.

**Council Member Low** inquired on the statistics of homelessness and homeless that are mentally ill.

**Mr. Chamberlin** – replied that by providing housing first, it’s easier to treat the mental illness and their medication compliance.

**Mayor Armenta** commented that that there will be more homeless people with untreated mental illness because of facilities closing.

**City Manager Allred** stated that the Asian Pacific Family Center receives funding from the State and County that also provide assistance to the homeless.

3. **PUBLIC HEARING**

A. **Zone Change 12-01 and Conditional Use Permit 12-01 7850 Garvey Avenue and 2743 Strathmore Avenue**

Selina Luong has submitted a Zone Change and Conditional Use Permit application requesting to operate an automotive sales business located at 7850 Garvey Avenue (Parcel "1") in the C-3 (Medium Commercial) zone and 2743 Strathmore Avenue (Parcel "2") in the P (Parking) zone. Approval of the Conditional Use Permit would allow onsite storage of vehicles for sale on Parcel "1". Since an automotive sale lot is permitted in the C-3 zone, upon the approval of a Conditional Use Permit, a Zone Change has also been requested. Zone Change 12-01 would amend the zoning map by reclassifying Parcel "2" from P to C-3.

This item was presented to the Planning Commission for consideration on August 20, 2012. At the conclusion of the hearing, the Planning Commission added two (2) additional conditions of approval and adopted Resolution No. 12-14, recommending that the City Council adopt Resolution No. 2012-50 and Ordinance No. 923.
Recommendation: That the City Council:

1. Conduct the noticed public hearing and receive public comment.

2. Approve Resolution No. 2012-50, entitled:

   A RESOLUTION OF THE ROSEMEAD CITY COUNCIL OF THE CITY OF ROSEMEAD APPROVING CONDITIONAL USE PERMIT 12-01 FOR THE OPERATION OF AUTOMOTIVE SALES BUSINESS LOCATED AT 7850 GARVEY AVENUE AND 2743 STRATHMORE AVENUE (APN: 5284-038-001 AND 002)

3. Instruct the City Attorney to introduce and read by title only, Ordinance No. 923, and waive further reading of said ordinance.

   A ORDINANCE OF THE ROSEMEAD CITY COUNCIL OF THE CITY OF ROSEMEAD CALIFORNIA, APPROVING ZONE CHANGE 12-01 CHANGING THE ZONING CLASSIFICATION OF 2743 STRATHMORE AVENUE FROM P (PARKING) T C-3 (MEDIUM COMMERCIAL), LOCATED 2743 STRATHMORE AVENUE (APN:5284-038-002)

Assistant Planner Lily Trinh reviewed the staff report.

Mayor Armenta opened the public hearing at 8:01 p.m. There being no comments, Mayor Armenta closed the public hearing at 8:01 p.m.

Council Member Ly asked if the zone change was in line with the Garvey Avenue Vision Plan. He also asked what other businesses can develop in a medium commercial 3 zone.

Assistant Planner Trinh replied yes and other permitted uses in a medium commercial 3 zone could be shopping centers, retail, office, markets and restaurants.

Council Member Ly expressed concern regarding changing only one parcel; he felt it would not be good policy to do so. He reiterated that part of the plan to beautify Garvey Avenue is to attract more commercial opportunities.

Mayor Armenta inquired about availability of sufficient parking spaces.

Assistant Planner Trinh replied that there is enough parking in the parcels.

Vice-President/Council Member Polly Low made a motion, seconded by Director/Council Member William Alarcon to approved Resolution No. 2012-50 and introduced Ordinance No. 923. Vote resulted in:

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Yes: Alarcon, Armenta, Low, Ly
No: None
Abstain: None
Absent: Clark

The minutes of April 24, 2012 were deferred to a future meeting.

4. CONSENT CALENDAR

A. Minutes

April 24, 2012 – Regular Meeting
May 22, 2012 – Regular Meeting

B. Claims and Demands

- Resolution No. 2012 – 08

Recommendation: to approve Resolution No. 2012 – 08 entitled:

A RESOLUTION OF THE ROSEMEAD HOUSING DEVELOPMENT CORPORATION OF THE CITY OF ROSEMEAD ALLOWING CERTAIN CLAIMS AND DEMANDS IN THE SUM OF $750 NUMBERED 1550

- Resolution No. 2012 – 49

Recommendation: to approve Resolution No. 2012 – 49 entitled:

A RESOLUTION OF THE ROSEMEAD CITY COUNCIL OF THE CITY OF ROSEMEAD ALLOWING CERTAIN CLAIMS AND DEMANDS IN THE SUM OF $767,737.71 NUMBERED 78274 THROUGH 78433 INCLUSIVELY

- Resolution No. 2012 – 52

Recommendation: to approve Resolution No. 2012 – 52 entitled:

A RESOLUTION OF THE ROSEMEAD CITY COUNCIL OF THE CITY OF ROSEMEAD ALLOWING CERTAIN CLAIMS AND DEMANDS IN THE SUM OF $615,221.70 NUMBERED 78434 THROUGH 78620 INCLUSIVELY
Mayor Pro Tem Polly Low made a motion, seconded by Council Member Steven Ly to approved Consent Calendar items, with the exception of April 24, 2012 minutes. Vote resulted in:

Yes: Alarcon, Armenta, Low, Ly
No: None
Abstain: None
Absent: Clark

5. MATTERS FROM CITY MANAGER & STAFF - None

6. MATTERS FROM MAYOR & CITY COUNCIL

Council Member Ly reported he attended the League of California Cities conference in San Diego and had attended a discussion regarding how to bring good quality economic development into the City without the help of Redevelopment; also, he had the opportunity to meet with other council members from different cities and discuss how they are dealing with this issue. He also stated on a different matter that he had received a letter from a resident trying to form a home base business; he felt that currently the city was not being business friendly because we did not have a home base businesses procedure in place. He urged staff to bring this back for Council's review as soon as possible. Mr. Ly also stated that an article in the L.A. Times had been printed stating that the City of Rosemead demanded English only signs on businesses; he clarified that this was untrue, as well as, unconstitutional. He asked that this item also be brought back for Council discussion, along with the discussion on "substitute motion over a substitute motion ruling". Lastly, he requested that any city flags that are tattered get replaced.

Mayor Armenta reported she attended the League of California Cities conference in San Diego and a discussion on filming in cities. She explained that cities have the option to waive fees in exchange for a portion of royalties; if cities decided to waive the fees in exchange for royalties then companies would be more inclined to film in your city because most of the companies do not have the money upfront; however, they will after the movie is released. Ms. Armenta also took the time to introduce Chamber of Commerce's new Director, Helen Hua, and asked if the Chamber can make sure that all Military Flags are not tattered or torn.

Council Member Ly requested that staff look into the Military Flag Program contract that was executed by the Rosemead Development Commission and Chamber of Commerce.

7. ADJOURNMENT

The meeting was adjourned at 8:16 p.m. The next regular City Council meeting is scheduled to take place on September 25, 2012 at 7:00 p.m.

Sandra Armenta
Mayor

ATTEST:

Gloria Molleda, City Clerk

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STATE OF CALIFORNIA  )
COUNTY OF LOS ANGELES  )   SS.
CITY OF ROSEMEAD  )

I, Gloria Molleda, City Clerk for the City of Rosemead, do hereby certify that the meeting minutes from September 11, 2012, was duly and regularly approved and adopted by the Rosemead City Council on the 26th of February 2013, by the following vote to wit:

Yes: Alarcon, Armenta, Clark, Low, Ly,
No: None
Abstain: None
Absent: None

Gloria Molleda
City Clerk