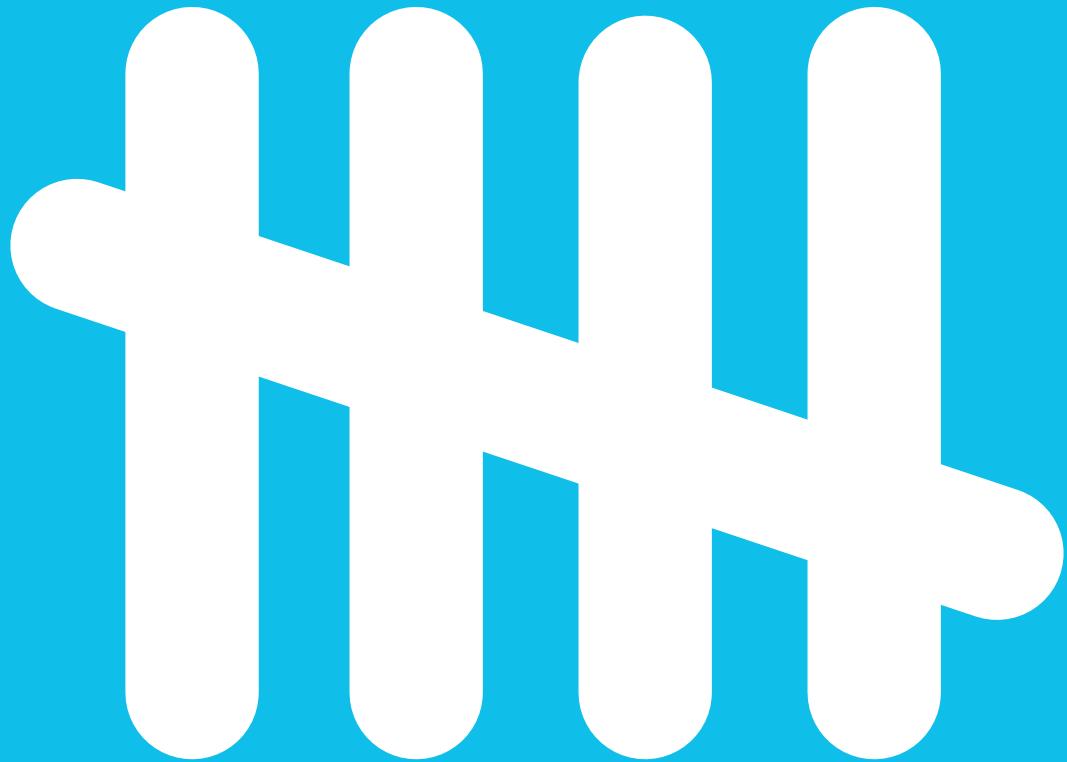
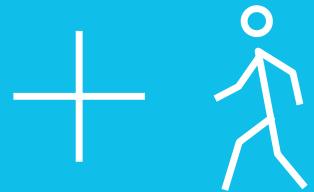


WHO GETS COUNTED COUNTS



2015 Los Angeles
Bike and Pedestrian Count



L.A. BIKE + AND PED COUNT

2015 WHO GETS COUNTED COUNTS

is presented by



FEHR PEERS



The Los Angeles County Bicycle Coalition is a membership-based, volunteer-driven nonprofit organization that works to make all communities in Los Angeles County into healthy, safe, and fun places to ride a bike. Through advocacy, education, and outreach, LACBC brings together the diverse bicycling community in a united mission to improve the bicycling environment and quality of life for the entire region. Since 2009, LACBC has been the primary organization conducting regular bicycle and pedestrian counts throughout the City and County of Los Angeles.

The Bike Data Clearinghouse at bikecounts.luskin.ucla.edu is the Southern California regional database for bicycle and pedestrian count data, populated by data added by local agencies and organizations. The site also provides a standard count methodology and form, and allows users to view, upload, and download bike count data. It is housed at the Lewis Center for Regional Policy Studies and the Institute of Transportation Studies at UCLA. Since its launch in 2013, users have added data representing about 3600 hours of counting, and nearly 600 new locations. The site also contains data from automated devices installed at about 30 locations throughout the region.

PARTNERS





Photos by L.A. Bike + Ped Count Volunteers

November 17, 2016

LACBC is excited to release results from the 2015 Los Angeles Bicycle and Pedestrian Count, presented by AARP. Since 2009, LACBC has organized biennial citywide counts to collect, analyze, and share reliable data with public and government agencies on walking and biking. In 2015, we went bigger than ever by adding 40 locations, requiring 647 volunteer shifts to count at 156 distinct locations. In total, our volunteers counted nearly 21,000 people biking and 140,000 people walking over six hours. We owe an incredible debt of gratitude to our volunteers and our partners, including Los Angeles Walks, the UCLA Lewis Center for Regional Policy Studies, and community organizations all across Los Angeles.

This report marks the 5-year anniversary of the 2010 Bicycle Plan, which has resulted in hundreds of miles of new bike lanes in neighborhoods throughout the City. Our counts are the primary data source for evaluating the effectiveness of these new bikeways and each of our previous reports have unequivocally shown that new bike lanes increase ridership. This year we saw something new, as bike lane installation has declined, so has ridership. This first-ever recorded decline in bike ridership should be a wake up call for the City of Los Angeles, and a call to action for advocates. Plans can only change behavior if they are actually implemented. We have come far in the last five years, but to continue the momentum there has to be a recommitment to delivering real projects on our streets.

This report also comes at a time of important policy shifts in the City of Los Angeles. Every year, over 200 people are killed on city streets in traffic crashes, about half of them while walking or biking. In 2015, Mayor Eric Garcetti signed Executive Directive 10, making Los Angeles a Vision Zero city and calling for all city departments to work together to end all traffic deaths by 2025. The City Council adopted this same policy goal to make safety the City's top transportation priority as part of Mobility Plan 2035. To achieve Vision Zero, LADOT is working to catalog all serious and fatal traffic crashes and deploy proven engineering solutions to prevent them. In this report, we analyzed collision data along corridors where bike lanes were installed and found that bike lanes are a key strategy for making streets safer--for people who bike and for all people using the roads.

Every Angeleno deserves to feel safe and comfortable biking and walking on our streets. We know from our counts and crash data that the most acute traffic safety problems are occurring in low-income communities and communities of color, where biking and walking are sometimes the only means of transportation. One of the most important findings of this report is that almost all of the most heavily used streets for walking and biking are streets that the City has identified as part of the High Injury Network, the 6% of streets that account for over 65% of fatal and serious crashes. The City has an obligation to make these streets safe for all who use them. Unsafe streets with high ridership like North Figueroa, Central Avenue, and Westwood Boulevard can only be fixed with safety improvements on those streets, no matter how much we might wish the problems away or prefer alternative routes.

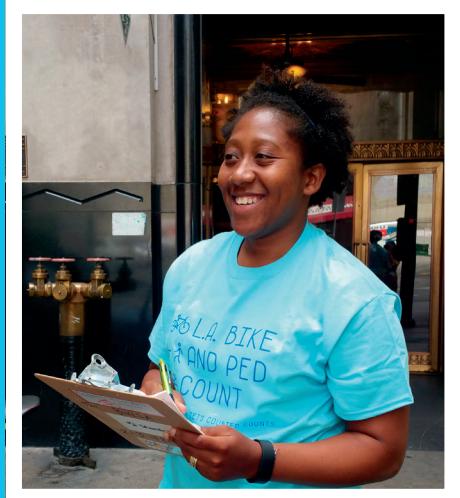
We are living in a time when data--in combination with authentic community engagement--can help us understand and solve many of the most challenging problems we face as a city. LACBC is working diligently with our public agencies and community partners to make all of our neighborhoods healthy, safe, and fun places to bike and walk.

Lastly, I want to thank all of our staff, partners, and volunteers who made the #LABikePedCount possible in 2015. We hope you find this useful and look forward to delivering you another report soon.

Sincerely,



**Tamika L. Butler, Esq.
Executive Director
Los Angeles County Bicycle Coalition**





P6. Photo by [From Top Left]

Jim Reed / NYBikeAccidentBlog.com

Richard Perry / The New York Times

Associated Press

LA Mayor's Office

Vision Zero Los Angeles

LA Department of Transportation

la2b.org

Sergio Ruiz/Flickr

buryinc.com

Vision Zero Los Angeles

<http://www.bikecleveland.org/>

GLOSSARY

Bike Lanes



Bike lanes are portions of the roadway designated by striping, signage, and pavement markings for the use of people biking. Bike lanes enable people to ride at their preferred speed without being interrupted by car traffic, and facilitate predictable behavior and movements between drivers and people who bike.

Bike Paths



Bike paths are roadways that are exclusively for bicycles. Paths are mostly shared by people walking and biking. But people are completely separated from automobiles on these paths. The L.A. River Bike and Pedestrian Path is an example.

Bike Share



Bike Share is an innovative transportation program, ideal for short distance trips, that provides users with a bicycle at any self-serve bike station that they must return to any other bike station located within the system's service area.

Great Streets



In 2013, Mayor Eric Garcetti launched the Great Streets Initiative to help reimagine neighborhood centers, one main street at a time. There are 15 Great Streets, one in every council district.

High Injury Network



The Los Angeles High Injury Network (HIN) uses data to identify the streets with a high concentration of severe injuries and deaths, with an emphasis on those involving people walking and bicycling.

2010 L.A. Bike Plan



The 2010 LA Bike Plan is the first comprehensive bicycle master plan for the city of Los Angeles. The plan designated a 1,680-mile bikeway system and new bike-friendly policies.

Mobility Plan 2035



Mobility Plan 2035 is the City of Los Angeles' first comprehensive update of its transportation policies since the 1990s, setting new priorities of safety, access, and reliability for all modes of transportation.

Protected Bike Lanes



Protected bike lanes are bike lanes that have physical separation from car traffic such as concrete curbs, parked cars, and planters. They provide a safe space that is exclusively for bicycles, and offer complete separation from cars, parking, and sidewalks.

Road Diet



A road diet is the narrowing of a roadway by reducing the number of lanes or lane width to reduce vehicle speeds. The most common road diets are conversions of four-lane roads into two travel lanes and a center turn lane. Extra spaces gained by a road diet may be used for bicycle lanes, sidewalks, and/or on-street parking.

Sharrows



Sharrows are road markings used to indicate a shared lane environment for bicycles and automobiles. Sharrows remind drivers that bicycles share the road, help people position themselves on a shared road, and sometimes offer directional and wayfinding guidance.

Vision Zero



Vision Zero is a worldwide movement, started in Sweden, to eliminate all traffic deaths. Vision Zero emphasizes that humans make mistakes, no loss of life is acceptable, and traffic deaths are preventable.

FINDINGS

1. Bike lanes have made streets safer, for people who bike and for all people using the roads.

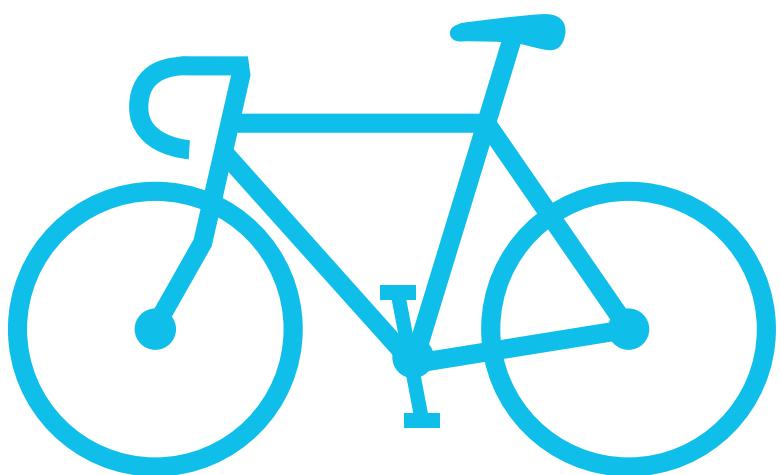
On the new bike lanes studied, ridership increased by 62% after installation. After accounting for increases in ridership, new bike lanes reduced bicycle crash risk by an average of 42%.

We looked at 8 of the 17 streets where bike lanes were installed between 2010 and 2015 with sufficient collisions and ridership data to draw conclusions about the effectiveness of the projects. Overall, the number of automobile collisions decreased, pedestrian collisions stayed relatively flat, and bicycle crash risk decreased, after accounting for increased ridership.

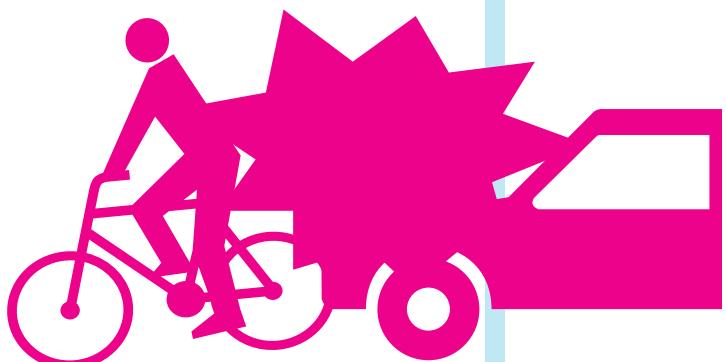
With several years of ridership and collision data now available on streets with new bike lanes, it is possible to calculate how changes to the streets have affected the crash risk for people riding on them. After a bike lane is installed, our data shows that more people start riding on that street. Sometimes when more people ride on a street, the total number of bike crashes also increases, while the percentage of crashes decreases. This gives a false impression that the new bike lane has made the street less safe, when in fact, the risk of crashing for each bike rider has actually decreased. Crash rates were calculated as a function of increased ridership.

These projects also benefited more than just the people riding bikes. Bike lanes that were installed by reducing the number of traffic lanes, known as road diets, reduced more collisions than bike lanes that were installed by just narrowing traffic lanes.

↑ 62%



On the new bike lanes studied, ridership increased by 62% after installation. After accounting for increases in ridership, new bike lanes reduced bicycle collisions by an average of 42%.



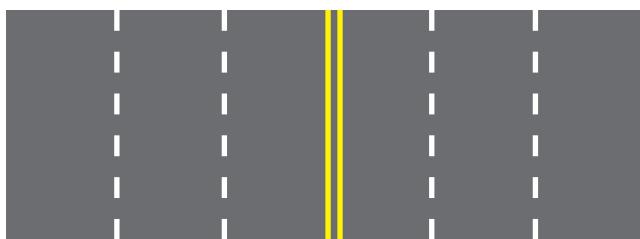
↓ 20%



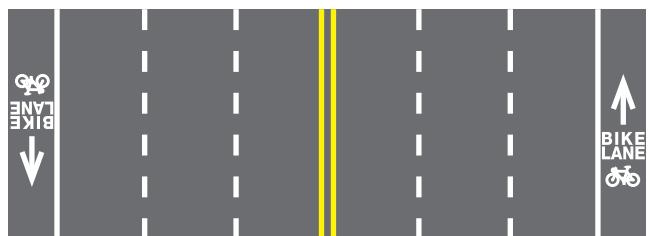
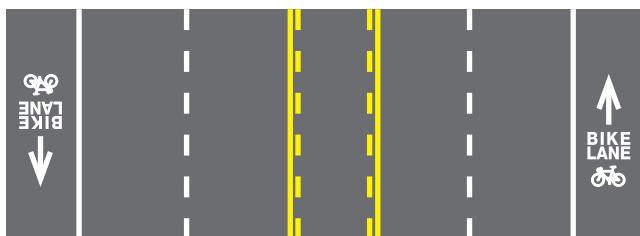
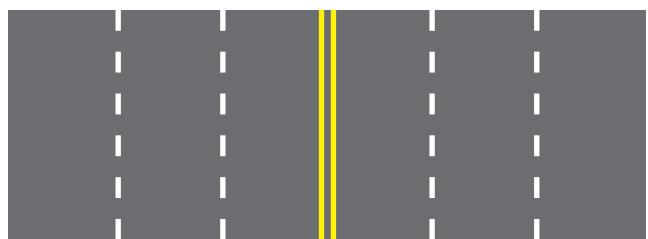
↓ 42%

Adding bike lanes by instituting a road diet has more safety benefits and results in a higher ridership increase than adding bike lanes without reducing the number of travel lanes.

ROAD DIET



NARROWING LANE WIDTHS





Bike Lanes

Streets without
Bike Lanes

- Wrong way riding
- Sidewalk riding
- Riding on the street with traffic flow

***People ride more safely
on streets designed for them.***

On streets without bicycle facilities, half of people ride on the sidewalk, indicating that many people feel unsafe riding in the street with traffic. When streets have bike lanes, approximately one-quarter of people ride on the sidewalk.

Case Studies: Road Diets Create Safer Streets for Everyone

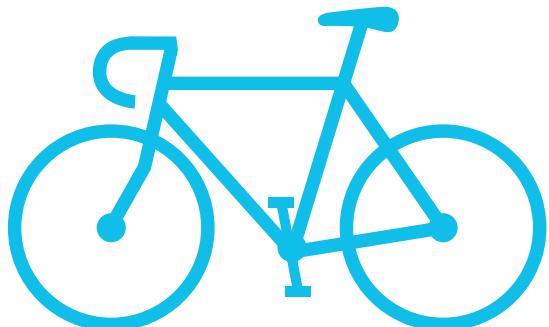
Data from two road diet projects, Colorado Boulevard and 7th Street, illustrate these safety benefits. In both cases, the improvements are new, with relatively small sample sizes for the time period after installation. Therefore, these results should be treated as preliminary until additional data are available for a more robust analysis.

Case Study 1. Colorado Blvd – Eagle Rock

Colorado Boulevard, a major thoroughfare and commercial center in Eagle Rock, once had three travel lanes on both sides. In October 2013, 2.4 miles of the street were restriped into two travel lanes in each direction with buffered bike lanes. New crosswalks with flashing beacons were also installed.

After the road diet, bicycle ridership on Colorado Boulevard increased by 26%, while bicycle crash risk decreased by 87%. The number of car collisions decreased by 19%, while pedestrian collisions remained constant. Colorado Blvd became safer not only for people biking, but also for people driving. Businesses along the street are now easier to access and local residents can bike more safely around the neighborhood.

↑ 26%



↓ 87%



↓ 19%



BEFORE



Photo by Google Streetview

One travel lane was removed on each side, 2.4 miles of buffered bike lanes were added on both sides, and additional crossings and flashing beacons were added in Oct 2013.

COLORADO BOULEVARD

AFTER

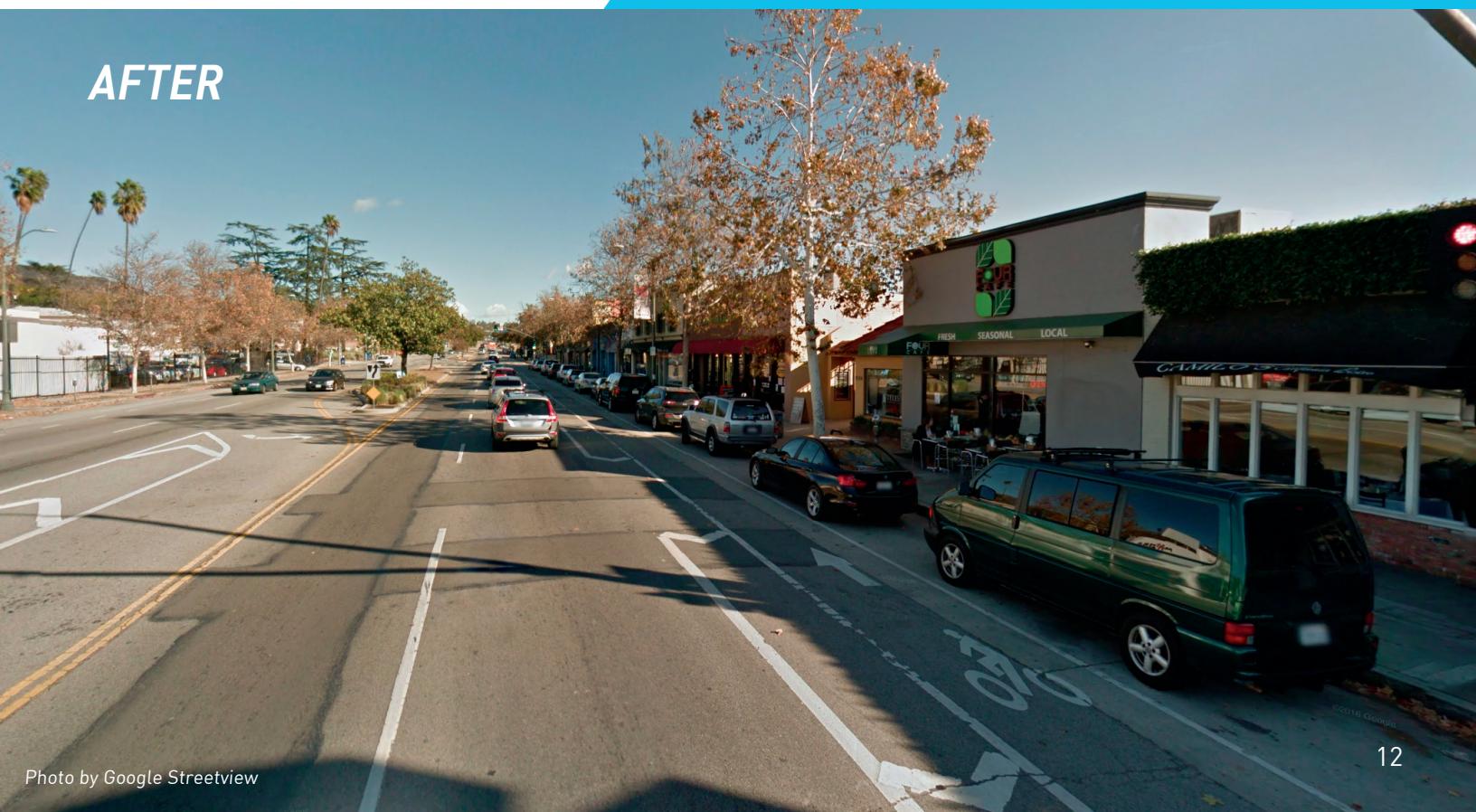


Photo by Google Streetview

BEFORE

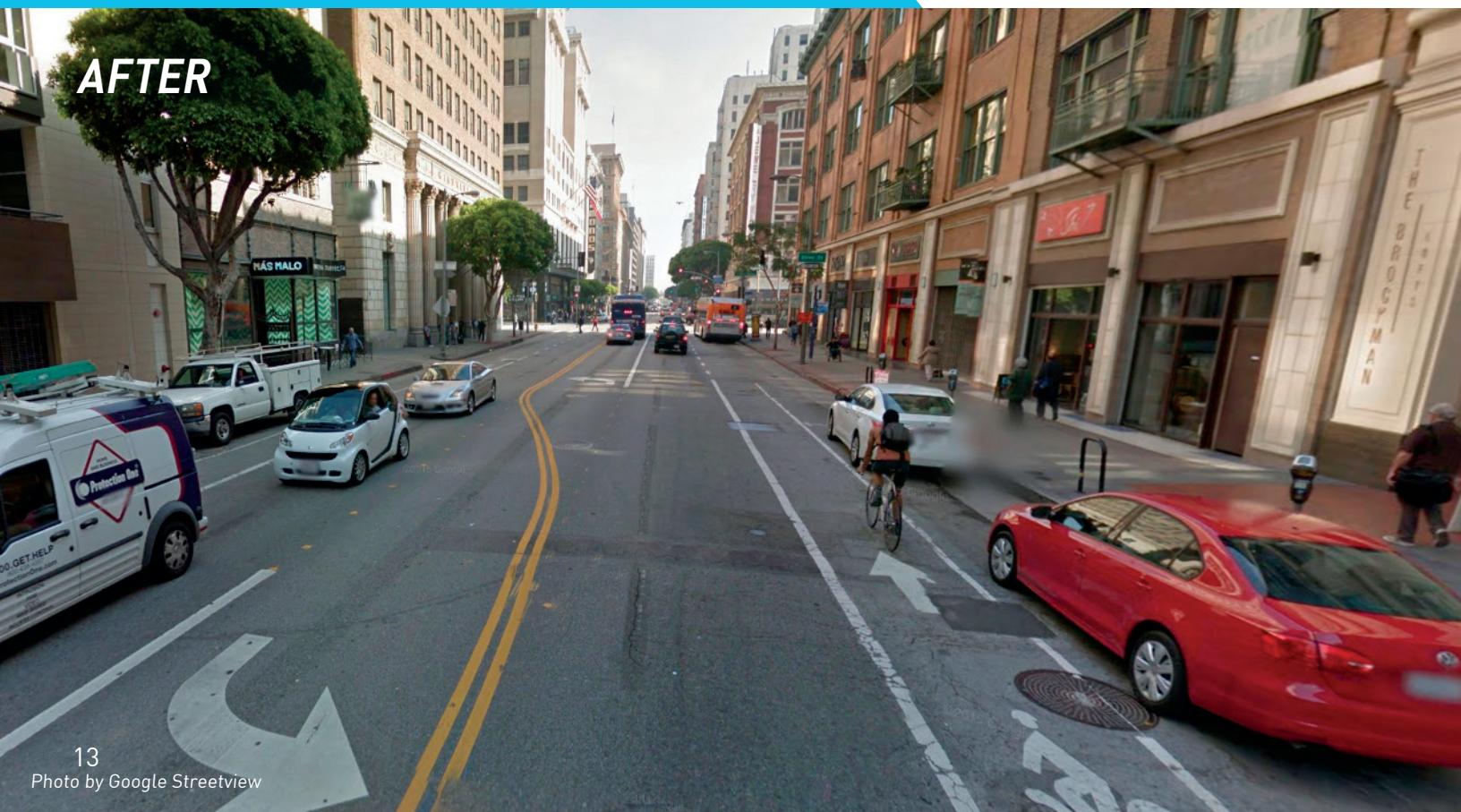


Photo by Google Streetview

7TH STREET DTLA-KOREATOWN

One travel lane was removed on each side and 2.2 miles of bike lanes were first added in October 2011. In August 2013, 0.6 more miles of bike lanes were added to 7th St. in Downtown Los Angeles.

AFTER



Case Study 2. 7th Street - Koreatown to Downtown LA

The bike lanes on 7th Street, west of downtown Los Angeles, were installed as one of the Bicycle Plan's first projects. This corridor stretches from Downtown through MacArthur Park to Koreatown, providing convenient east-west connections in the central city area. The first phase between Catalina Avenue and Figueroa Street was installed in 2011. The extension from Figueroa Street to Main Street was installed in October 2013. The project implemented a standard road diet, in which two lanes in each direction were converted into one lane in each direction, plus a center turn lane and bike lanes.

After the road diet, 7th Street showed a significant increase in ridership from 44 people biking per hour to 68 people biking per hour (53% increase), while the bicycle crash risk decreased by 5%. During this same time period, all other types of collisions decreased. The intersection of Figueroa and 7th Streets is the second busiest intersection of all pedestrian count locations in the City of Los Angeles, with approximately 1,000 people per hour walking in the morning and 1,900 in the afternoon. After the road diet, the number of pedestrian-auto collisions decreased by 16% and auto-auto collisions decreased by 30%.

↑53%



↓5%



↓30%



↓16%



2. As bike lane installation has slowed, new ridership has decreased.

In previous years, LACBC has documented a direct correlation between new facilities and increasing ridership. In 2015, riders continued to gravitate towards bike lanes, however the count shows an overall 9% year-over-year decline in same location ridership from 2013 to 2015. This trend was not consistent over different facility types and commute periods. Ridership stayed about the same on streets with bike lanes, and decreased the most on streets with no bike facilities. In particular, 17 new bike lanes installed between 2010 to 2015 showed a 52% increase in ridership.

Travel patterns vary from day-to-day, week-to-week, and year-to-year. Factors like weather, holidays, and school schedules all contribute to natural variability that may not be accurately represented by one-day counts. Other data on bicycle travel show continued increase in ridership. For example, the American Communities Survey has shown a consistent, upward trend in bicycle commuting from 10,664 daily bike commuters (0.62% of all commuters) in 2006 to 24,334 bike commuters (1.30% of all commuters) in 2014.

Bike paths



83
per
hour

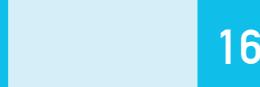
Bike lanes



Bike routes



Non-bikeways



People prefer to ride on bike paths and in bike lanes compared to other streets.



In the last two years, bike lane installation has decreased significantly from a high of 101 miles in fiscal year 2013 to only 11 miles in fiscal year 2015. As a result, few bike lanes were added along count locations between the 2013 and 2015 counts, both of which occurred in September. Not only were fewer bike lanes installed in recent years, but many of these new lanes have been installations where bike lanes could be included in other road resurfacing or safety projects, rather than installations along high priority corridors identified in the Bicycle Plan. Of the initial 183 miles of bike lanes prioritized by objective criteria in the 5-year Bicycle Plan Implementation Strategy, only 45

miles (25%) have been installed. As a result, the bike network in Los Angeles remains fragmented with large gaps in bike lanes along most riders' trips. This lack of connectivity continues to be the greatest barrier reported by many people who bike, or would like to bike. That there was little change in citywide ridership during a period of relatively little bike lane expansion implies a continued, direct relationship between new bike lanes and increasing ridership.

Only 25% of high priority bike lanes identified in the Bicycle Plan have been installed since 2010.

3: The most popular streets for walking and biking are also the most dangerous.

Mayor Garcetti's Vision Zero Initiative aims to eliminate all traffic deaths in the City of Los Angeles by 2025, with an interim 20% reduction by 2017. The Los Angeles Department of Transportation has mapped the most dangerous 6% of streets in the city, which account for 65% of all fatal traffic collisions. People walking and biking are at a disproportionate risk of dying in traffic crashes, accounting for 49% of deaths, despite being involved in only 14% of crashes. Achieving Vision Zero requires improvements to those locations where people are the most at risk of dying in a crash.

It is no coincidence that fatal crashes are most likely to occur in places with high rates of people walking and biking. All of the top 30 count locations for people walking are located on the High Injury Network, along with 24 of the top 30 locations for people biking. These top 30 locations accounted for 65% of all people walking who were counted and 55% of all people biking who were counted. All of these locations are located in high-density neighborhoods, near major destinations, or in low-income

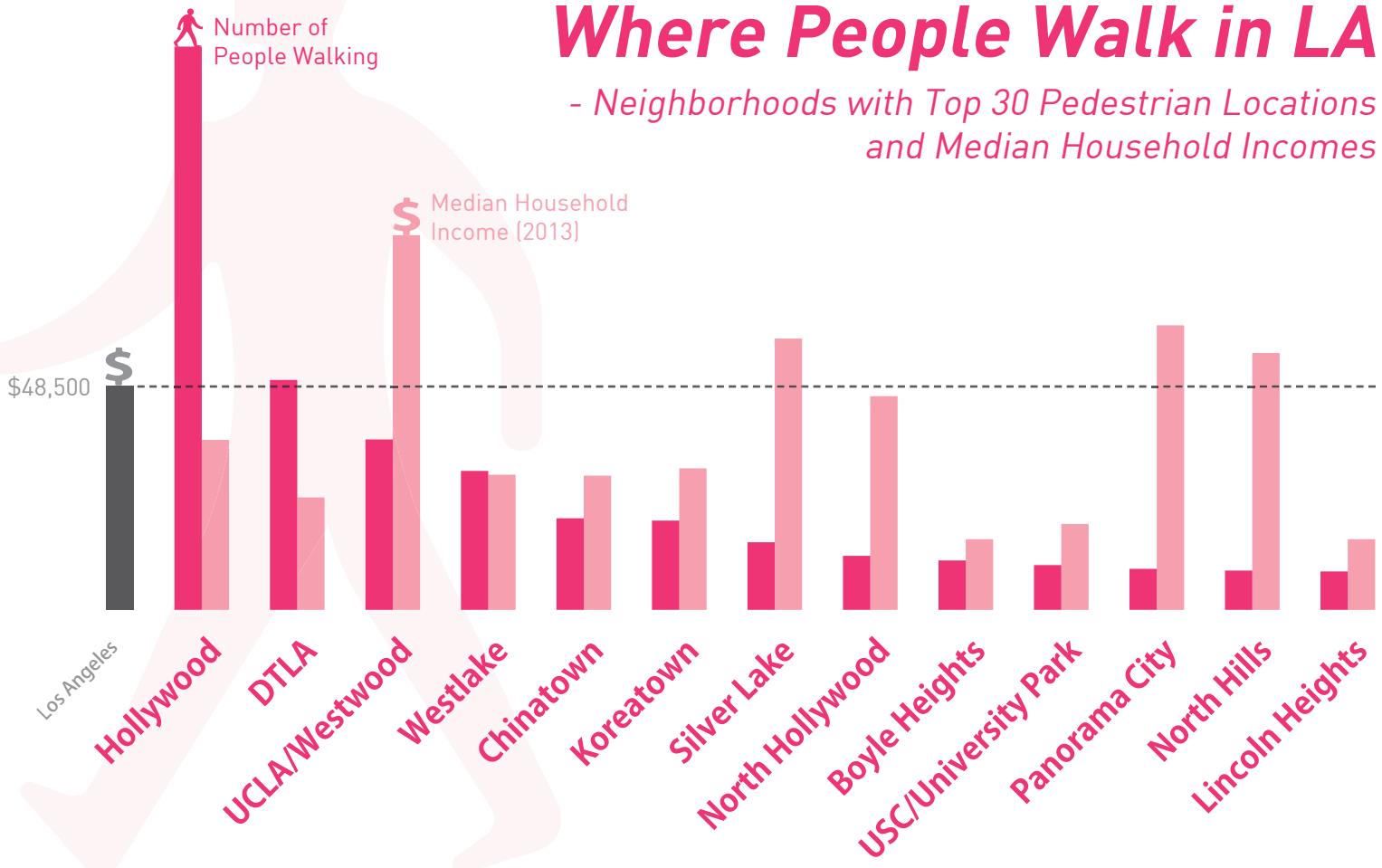
communities and communities of color. Over 20,000 people walking were counted at Hollywood and Highland alone. Other locations near UCLA and USC ranked high for both biking and walking. Almost all of the top 30 locations were in neighborhoods with median household incomes below the rest of the city.

People walk and bike to access important neighborhood destinations like local businesses, services, transit stations, schools, and parks, many of which are located on the High Injury Network. Making it safe to walk and bike and more convenient requires making infrastructure improvements on the streets where people are walking and biking.

***Every year,
over 200 people die on the
street in the City of Los
Angeles while traveling.
The most dangerous 6% of
streets account for 65% of
all fatal crashes.***

Where People Walk in LA

- Neighborhoods with Top 30 Pedestrian Locations and Median Household Incomes



Where People Bike in LA

- Neighborhoods with Top 30 Bicycle Locations and Median Household Incomes



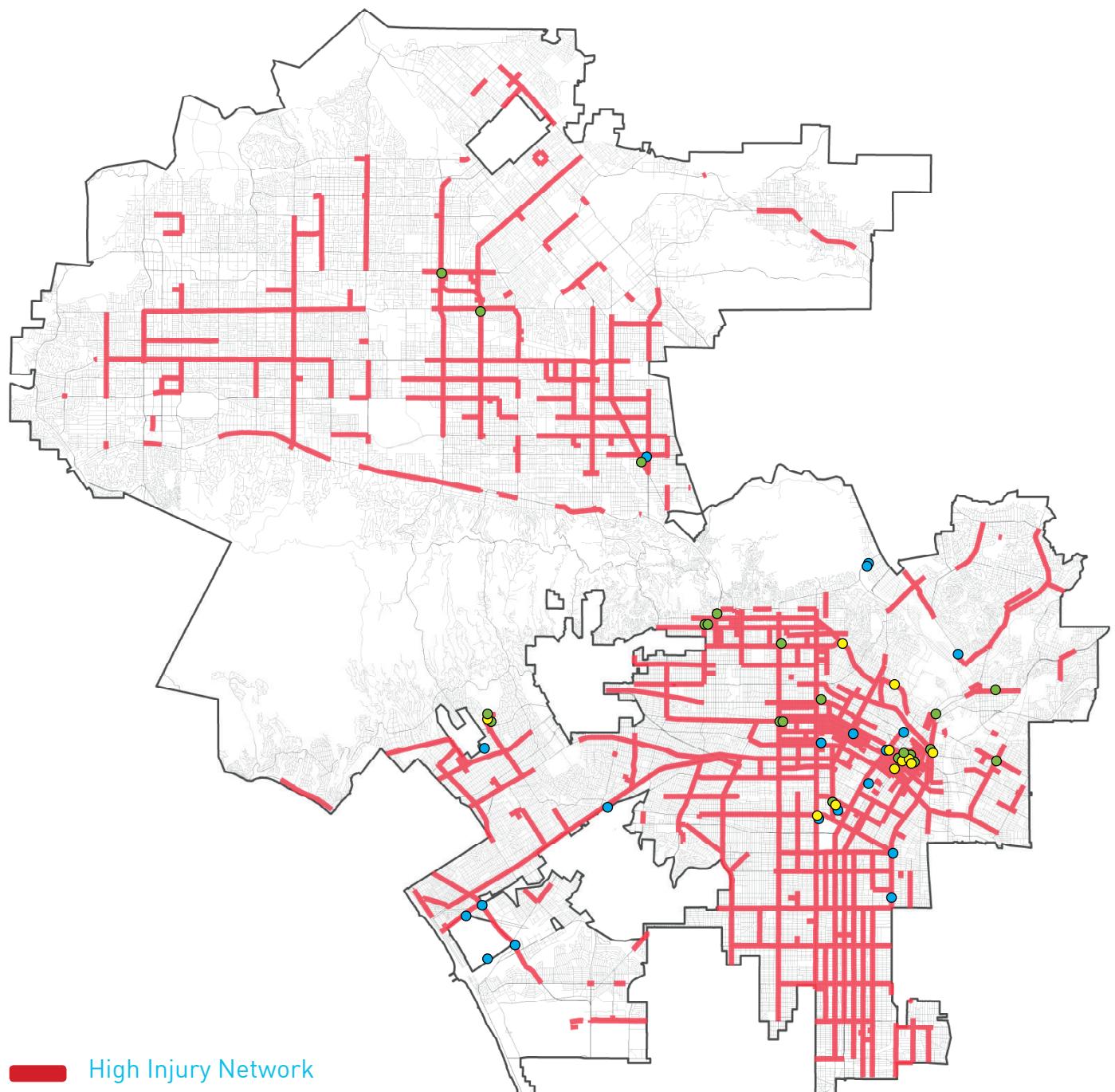


LOS ANGELES | 2015-2025

TRAFFIC DEATH FREE BY 2025

VISION ZERO





■ High Injury Network

● Top 30 People Biking Counted

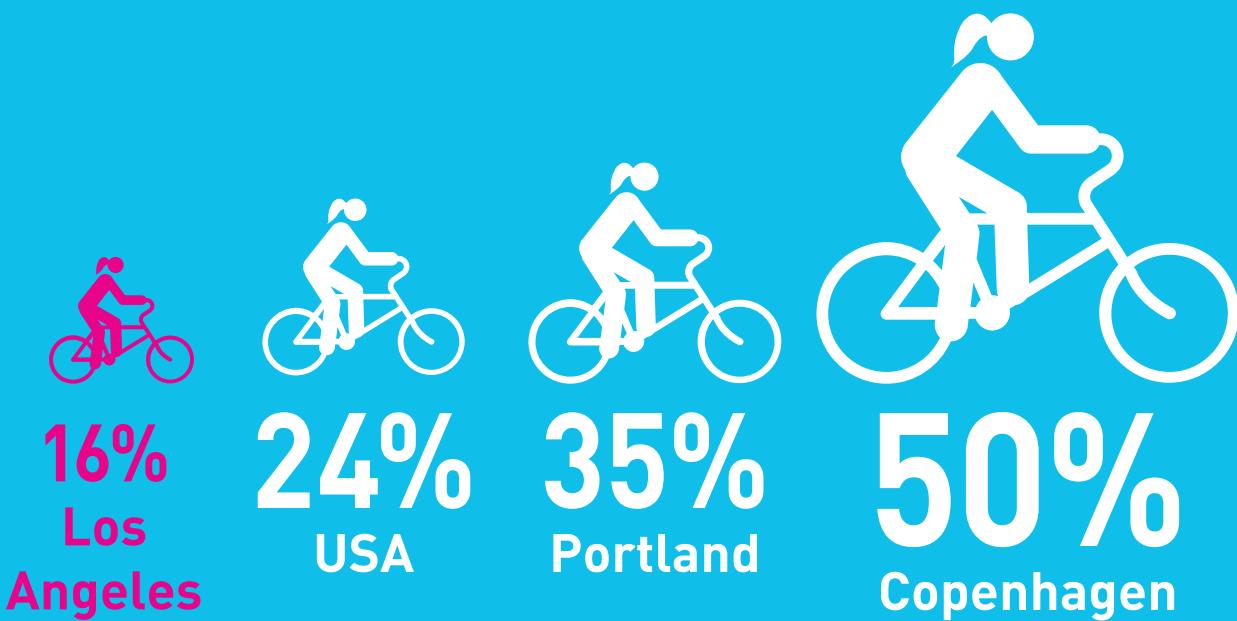
● Top 30 People Walking Counted

● Top 30 People Walking & Biking Counted

4: Women prefer riding on streets that are safe and comfortable for biking.



According to the 2009 National Household Travel Survey, 24% of bicycle trips were made by women in the United States. In Los Angeles, women make up just 16% of cyclists overall, but the gender disparity is lowest on streets with quality bikeways and highest on streets with no bicycling infrastructure. Cities with safer streets for bicycling, in general, tend to have smaller gender disparities in bicycling, such as Portland, Oregon (35%), and Copenhagen, Denmark (50%).





111 RECOMMENDATIONS



1. Prioritize low-income communities and communities of color.

In 2010, the City identified its highest priority bike lanes for the next five years, but only installed a quarter of these priority projects. The projects that are located in low-income communities and communities of color, where people are most likely to already ride, were the most likely to be deferred. This is consistent with the historical and continual lack of investment in low-income communities and communities of color by government agencies who often leave these communities as afterthoughts of their planning practices. This neglect often results in critical gaps in the existing bike lane network.

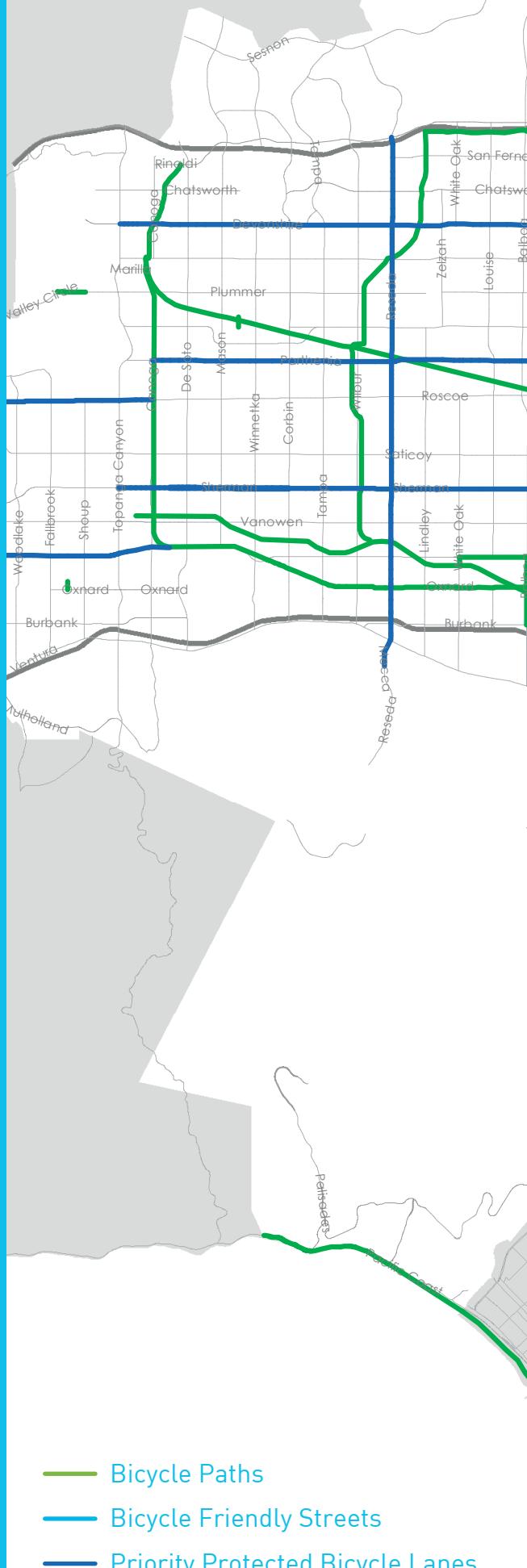
Bike lane installation was primarily guided by opportunity, with the government identifying which projects could be installed most cheaply and with the least amount of opposition. While this tactic of lane installation has its benefits, Los Angeles' bike network remains fragmented with significant gaps on exactly the streets that are most dangerous to ride.

Vision Zero is an opportunity to recommit to prioritizing low-income communities and communities of color that have historically been neglected by street safety projects. As projects are designed along the High Injury Network, it is important to take a corridor approach to meeting community mobility needs and to consider bike lanes as a proven collision-reduction strategy for all types of crashes.

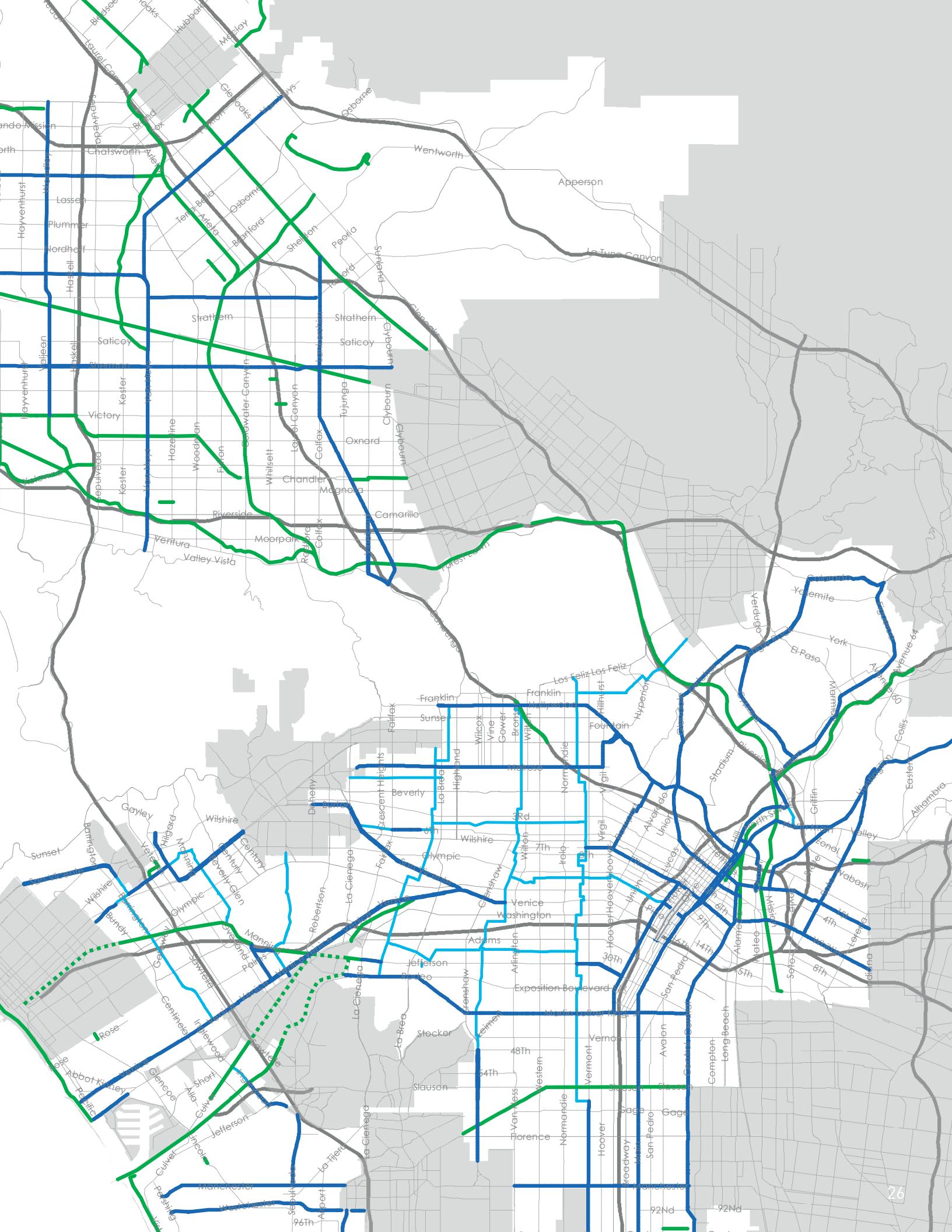
As data takes a greater role in driving where and what kind of safety improvements are made, it is critical to directly engage communities to understand how they relate to the streets in their own neighborhoods. Community members have local knowledge about where crashes might be underreported or can better ground truth data with other personal safety concerns and environmental factors that might impact a project's success.

2. Resume commitment to bike lane installation.

Cities across the country have discovered that bike lanes reduce traffic deaths and serious injuries and increase the number of people biking. These findings hold true in Los Angeles. Bike lanes have been and will continue to be an important part of the City's efforts to improve transportation options and increase safety for all who use city streets. Recently, Los Angeles has slowed down its implementation of new bike lanes and projects have encountered increasing political opposition in some parts of the city. This report reveals that this opposition has come at a real cost to the City's goals to improve traffic safety on high crash corridors. To get back on track, the City must recommit to installing more miles of bike infrastructure each year.



- Bicycle Paths
- Bicycle Friendly Streets
- Priority Protected Bicycle Lanes







3. Increase quality of bike lanes to diversify ridership.

Bike lane design has improved markedly in the past several years. Recent innovations in protected bike lanes provide much greater safety and comfort levels for new riders. Making on-street bike lanes that provide the same comfort level as off-street bike paths will greatly increase the number of riders who are currently deterred by safety concerns, including women and children. More advanced street designs can better accommodate everyone who uses a street by providing additional features like bus stop improvements, curb extensions, high visibility crosswalks, and protected turn signals. Many of these improvements can be installed quickly with temporary materials and gradually made permanent as funding becomes available over time.

While new infrastructure should, wherever possible, be designed for riders of all ages and abilities, this report confirms that regular painted bike lanes have significant safety benefits and should continue to be used where more advanced designs are not feasible in the short term.

~~III~~ CONCLUSION

Streets are the city's largest public spaces and must increasingly serve multiple purposes. Mobility Plan 2035 establishes a new framework for street design in Los Angeles that puts safety first and provides for a balanced network of complete streets that meet everyone's mobility needs. The innovative policies included in Mobility Plan 2035, and reflected in exciting new initiatives like Vision Zero, Great Streets, and Bike Share, will only benefit communities if they are actually implemented, and implemented at scale.

The findings and recommendations in this report reveal that installing bike lanes is part of an effective strategy for creating safe streets. Bike infrastructure is not a universal cure for the challenges facing our communities, but they can help provide safe public spaces, improve mobility for residents with limited transportation options, and reduce traffic deaths in the neighborhoods most neglected by effective community engagement and equitable planning practices. Yet, bike infrastructure and data will not get at the root causes (e.g., institutional racism) of the issues facing many communities that often result in lack of planning and exclusion of voices that lack power and privilege in the planning process. Thoughtful prioritization and good design mean nothing without effective, culturally competent, linguistically appropriate, and authentic community engagement. Only then will public agencies be able to accomplish successful implementation.

CREATING STREETS



Photo by LACBC

At the Los Angeles County Bicycle Coalition we want to go beyond data, bike counts, and creating more infrastructure. For streets to truly be safe, all users must be able to realize the fundamental right to move freely about their streets and feel true ownership of their public spaces. Rather than providing all of the solutions, this report should be the beginning of a conversation in your offices, organizations, and agencies about how to equitably change the landscape and streetscape of Los Angeles to build a city we all want to live in with our friends and family. We know that as an organization we have a long way to go in fighting inequity and realizing this vision for our city. We know that more resources need to be invested, that partnerships need to be explored, and that underrepresented communities like older adults, people with disabilities, people lacking stable housing, women, LGBTQ individuals, and people of color need to feel reflected and represented through our work. We hope that this report is just the beginning of a conversation and that you join us as we continue our work towards making all communities in Los Angeles County into healthy, safe, and fun places to ride a bike--for all people.

FOR EVERYONE

~~III~~ METHODOLOGY

Accurate and consistent data is essential to inform decisions on policies and projects. LACBC has conducted four citywide bicycle and pedestrian counts, in 2009, 2011, 2013, and 2015. These recurring counts provide the most reliable longitudinal data about the number of people biking and walking in Los Angeles. Screenline counts are conducted by volunteers in 3 two-hour shifts in September. On a weekday, counts are conducted from 7:00 A.M. to 9:00 A.M. and from 4:00 P.M. to 6:00 P.M. to capture travel patterns during rush hour. Weekend counts are conducted on Saturday during the middle of the day from 11:00 A.M. to 1 P.M. Information collected includes the number of people biking and walking and which direction they are going, in addition to characteristics like perceived gender, helmet use, riding with or against traffic, riding on the sidewalk, and special needs.

This count methodology is standardized across all jurisdictions that follow the Southern California Association of Governments count manual. The City of Los Angeles is currently exploring the use of automated counters that would collect year-round data in many of the same locations as LACBC's manual counts. Eventually the collection of bicycle and pedestrian data will become as institutionalized as the City's other traffic data collection.

For collision-ridership analysis, we looked at all 17 newly-installed bike lanes for which we have bicycle counts before and after installation. Using state crash data, we found auto, pedestrian, and bicycle involved crashes along those routes before

and after installation during the period when we conducted counts. The overall ridership increase was calculated from these 17 bike lanes. For detailed analysis, we only included corridors that have 10 or more crashes to measure meaningful changes. On the eight studied bike lanes, we calculated the rate of crashes per bicyclist before installation and after in order to factor in ridership increase. If bike lanes were installed on the same street but in different timeframes, they were considered separate projects. The results were presented as the percentage change of the before and after rates of crashes per year.

As more data on the number of collisions, for people walking and biking, are collected in new bicycle infrastructure, more accurate and deeper analysis on the performance of these streets will become possible. LACBC hopes that the City continues to collect data on current count sites and utilizes the data to measure benefits and shortcomings of infrastructure improvements.

Streets used for crash-ridership analysis

Bike Lanes with Road Diet

- 1st St (2.6 miles built in between 2011-2013)
- 7th St (2.8 miles built in 2011 and 2013)
- Colorado Blvd (2.4 miles built in 2013)
- York Blvd (1.3 miles built in 2010)

Bike Lanes with Lane-width Narrowing

- Eagle Rock Blvd (1.2 miles built in 2013)
- Figueroa St (1.2 miles built in 2013)
- Van Nuys Blvd (1.5 miles built in 2012)
- York Blvd (0.9 miles built in 2012)

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- USA: the 2009 National Household Travel Survey, <http://nhts.ornl.gov>
- Copenhagen: <http://www.cycling-embassy.dk/facts-about-cycling-in-denmark/statistics/>
- Portland: <http://www.portlandoregon.gov/transportation/article/407660>

Icons downloaded from The Noun Project, www.thenounproject.com

~~THE~~ THE TEAM

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For inquiries about the report, please email count@la-bike.org.



People on Bikes - L to R

(Not on sidewalk) TOTAL

No Helmet: **|||||** TOTAL

Other: **|||||** TOTAL

People walking - L to R

(Not on sidewalk) TOTAL

No Helmet: **|||||** TOTAL

Other: **|||||** TOTAL

Wheelchair/Special Needs

Make additional marks to count other characteristic

Wheelchair/Special Needs **|||** TOTAL

Skateboard/Scooter/Skate **|||** TOTAL

Other: **|||** TOTAL

Other: **|||** TOTAL

Other: **|||** TOTAL

Other: **|||** TOTAL

People walking - L to R

(Not on sidewalk) TOTAL

No Helmet: **|||||** TOTAL

Other: **|||||** TOTAL

Wheelchair/Special Needs

Make additional marks to count other characteristic

Wheelchair/Special Needs **|||** TOTAL

Skateboard/Scooter/Skate **|||** TOTAL

Other: **|||** TOTAL

Other: **|||** TOTAL

Other: **|||** TOTAL

Other: **|||** TOTAL