ANALYSIS OF WITHIN-COMMUNITY BICYCLING DEMANDS

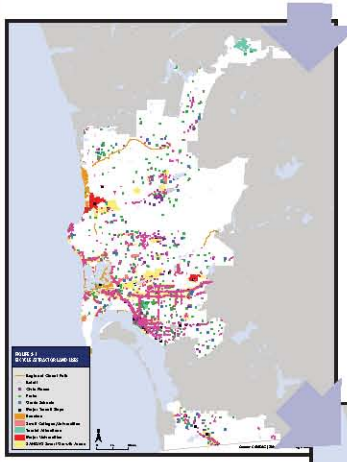
Attractors
(Land Use Intensities)

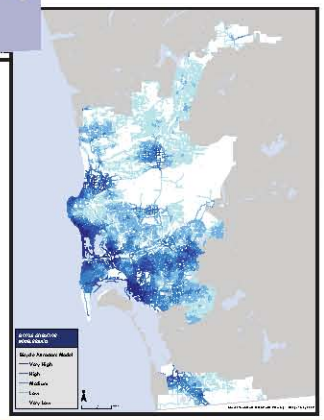
Bicycle Attractor Input Variables

Bicycling Attractors	Points	Weights	Score
Major Universities (SDSU and UCSD)	4	1	4
Beaches & Coastal Parks	4		4
Tourist Attractions	4		4
Transit (> 1,000 passengers per day)	4		4
Non Coastal Parks & Recreation	3		3
Community Colleges	3		3
Smart Growth Opportunity Areas	2		2
Retail Facilities*	1		1
High, Middle, & Elementary Schools	1		1
Neighborhood Civic Facilities	1		1
Weighting Values Based on Distance to Attractor			
Within ½ mile	1.50	1	1.50
Between ½ and 1 mile	1.00		1.00
Between 1 and 1½ mile	0.75		0.75
Between 1½ and 2 miles	0.50		0.50
Between 2 and 3 miles	0.25		0.25

Source: Alta Planning + Design, April 20, 2009

Note:
*Only a single distance-based ranking was applied to Retail Facilities. The area outside of one-quarter mile of retail uses was not included as potential bicycle trip-attracting locations.



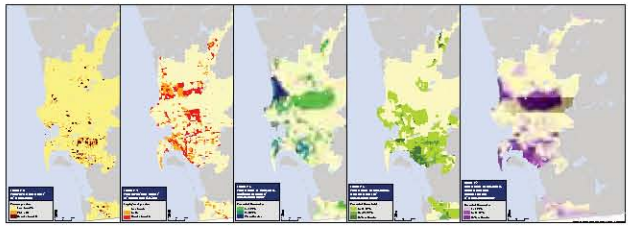


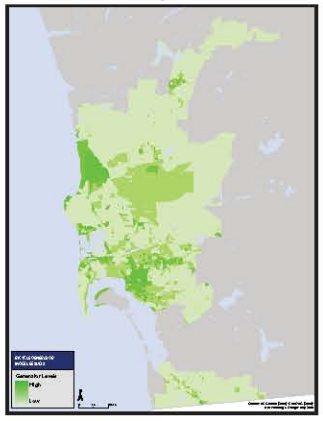
Generators
(Population & Employment Densities)

Bicycle Generator Input Variables

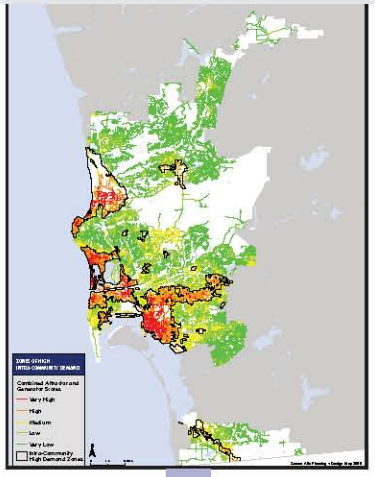
Bicycling Generators	Points	Weights	Score
Population Density (persons per census block)			
> 40	3	2	6
25 - 40	2		4
< 25	1		2
Employment Density (employees per traffic analysis zone)			
> 15	3	2	6
5 - 15	2		4
< 5	1		2
Zero-Vehicle Households (percent of households by census block group)			
≥ 25	3	2	6
15 - 24.99	2		4
5 - 14.99	1		2
Bicycling Commuters (percent of commuters by census block group)			
≥ 4	3	2	6
2 - 3.99	2		4
1 - 1.99	1		2
Walk and Transit Commuters(percent of commuters by census block group)			
≥ 25	3	2	6
15 - 24.99	2		4
5 - 14.99	1		2

Source: Alta Planning + Design, April 20, 2009

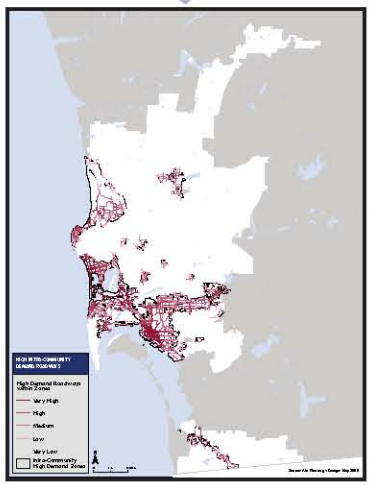




Highest Attractors + Generators = Within-Community Demand Zones



Circulation Element Roadways in High Demand Zones



CITY OF SAN DIEGO BICYCLE MASTER PLAN UPDATE