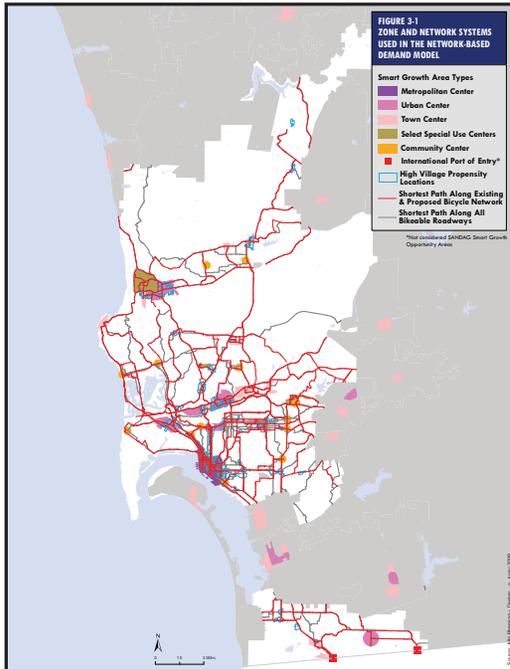
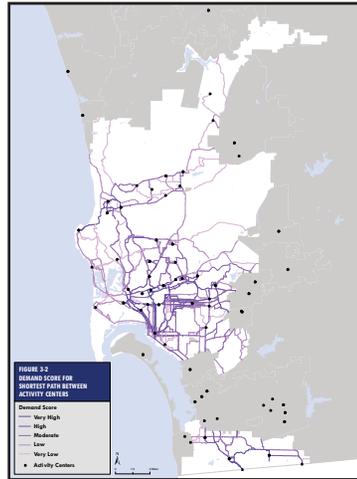


ANALYSIS OF BETWEEN-COMMUNITY BICYCLING DEMANDS

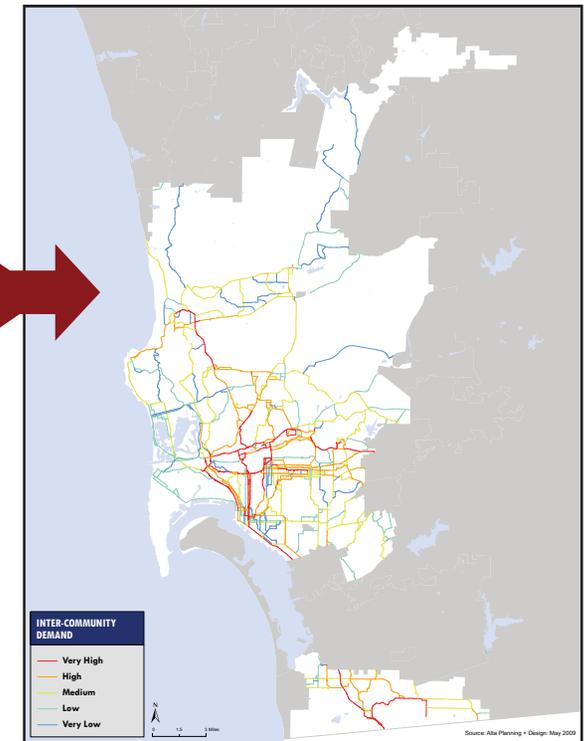
Region-Wide Activity Centers and the Shortest Connecting Paths



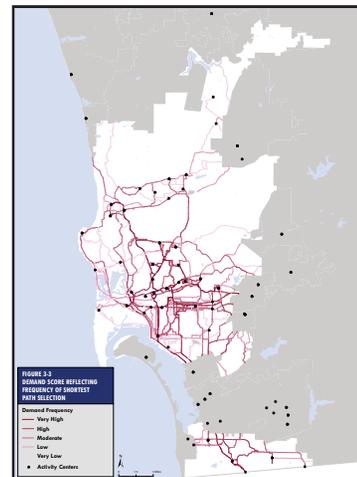
Partial Demand Score: Activity Center Intensity and Distance Factors



Final Between-Community Demand (Combined Partial Demand Scores)



Partial Demand Score: Activity Center Intensity, Distance Factors and Frequency of Path Selection



Activity Center Origin-Destination Pair Intensity Factor

Demand Scores Assigned to the Network System Based Upon Smart Growth Area Typologies & Other Activity Centers (TO / FROM Matrix)

	Metro Centers ¹	Urban Centers ²	Town Centers ³	Large Employment Centers ⁴	Community Centers ⁵
Metro Center	6	6	5	4	3
Urban Centers	6	5	4	3	2
Town Centers	5	4	3	2	1
Large Employment Centers	4	3	2	1	1
Community Centers	3	2	1	1	1

Source: Alta Planning + Design, April 2009

Distance Factor

Distance Decay Equations

Length of Shortest Path	Equation
between 0 and 5 Miles	$x / 5$
between 5 and 10 Miles	$1 + [x - 5 / 5] \times 2$
between 10 and 40 Miles	$3 + [x - 10 / 30] \times 3$

Source: Alta Planning + Design, March 2009

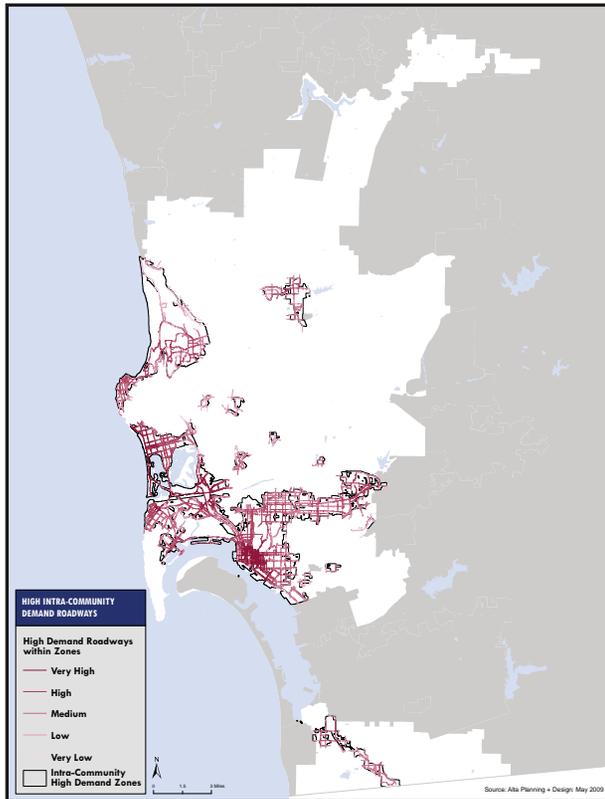
Notes:

1. The San Ysidro Port of Entry is given the same demand score as a Metro Center.
2. SDSU and UCSD are given the same demand scores as Urban Centers.
3. The Otay Mesa Port of Entry and Mesa College were given the same demand scores as Town Centers.
4. Large employment centers not included as High-Propensity Villages nor as SGOAs were included in this analysis.
5. The existing SGOA type, Community Center, was included in this analysis (no proposed Community Centers were included).

IDENTIFICATION OF FINAL BICYCLE DEMANDS

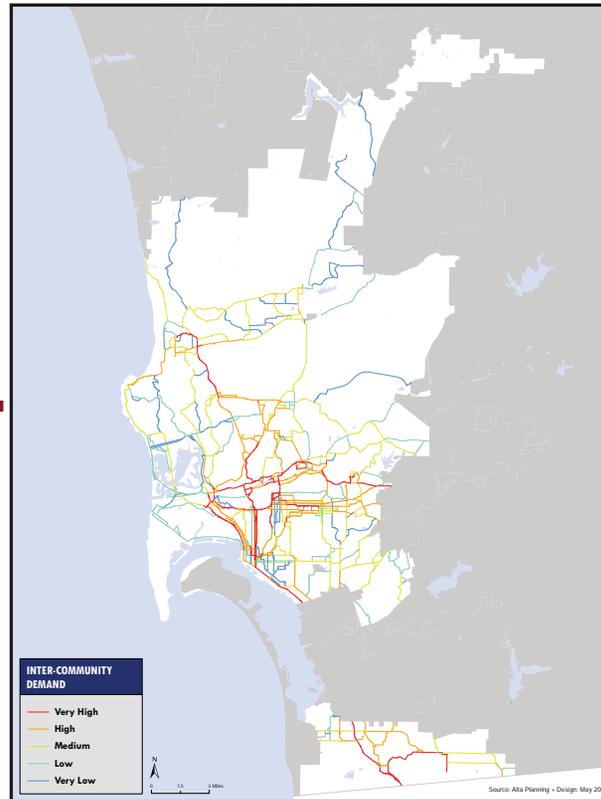
Results:

Bicycle Demands
Within Communities



+

Bicycling Demands
Between Communities



=

Combined Demand

