

Appendix E. End of Trip Facilities



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End of trip facilities are essential components of a bicycle system. Support facilities, such as bicycle parking racks, and showers and lockers for employees, further improve safety and convenience for bicyclists.

Bicyclists need secure, well-located bicycle parking to support nearly all utilitarian and many recreational bicycle trips. Lack of parking can be a major obstacle to using a bicycle. A robust bicycle parking program is one of the most important strategies that jurisdictions can apply to enhance the bicycling environment. The program can improve the bicycling environment and increase the visibility of bicycling in a relatively short time. Public bicycle parking programs can also be coordinated with property owners of commercial buildings to supply parking for employees and visitors.

The bicycle parking recommendations in subsequent sections were developed based upon proximity to land uses that attract bicycle trips including transit hubs and activity centers. Bicycle parking has been recommended for implementation at the following locations in unincorporated communities within the County of Los Angeles:

- Public transit stations (Metro and MetroLink)
- Mixed-use commercial
- Recreation areas
- Elementary, middle, and high schools
- Colleges/universities
- Airports
- Commercial/office areas
- Civic/government buildings

It is recommended that more secure bicycle parking options, such as bicycle lockers, be provided at particularly high-activity locations such as transit stations. For guidance on bicycle parking design issues, installation standards and types of short and long-term bicycle parking, please refer to the Bicycle Parking section in **Appendix F: Design Guidelines**.

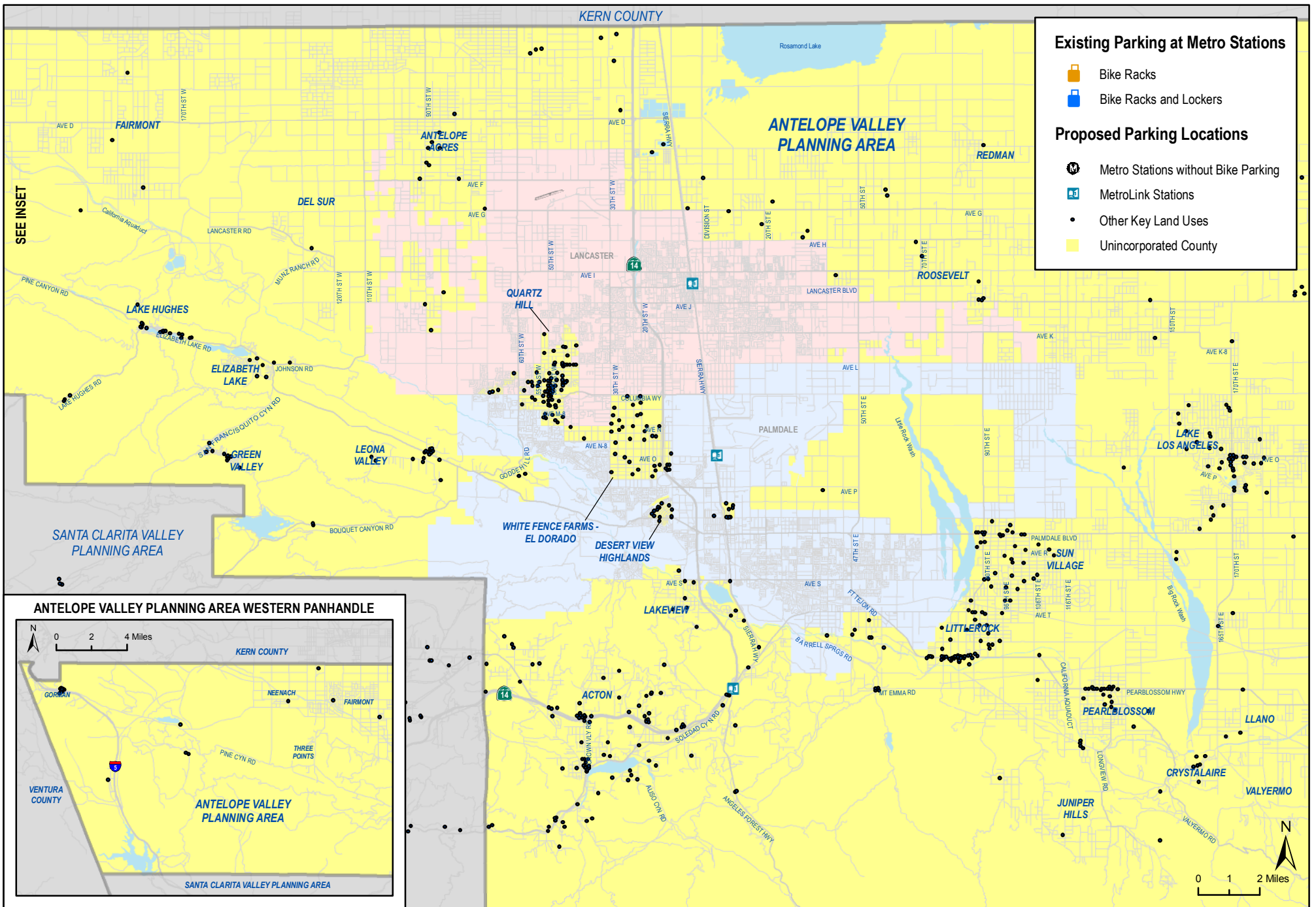


Figure E-1: Antelope Valley Planning Area Proposed Bicycle Parking

Los Angeles County Bicycle Master Plan

Source: Los Angeles Metro (2010); Alta Planning + Design (2010)
 Date: 11/2/2010

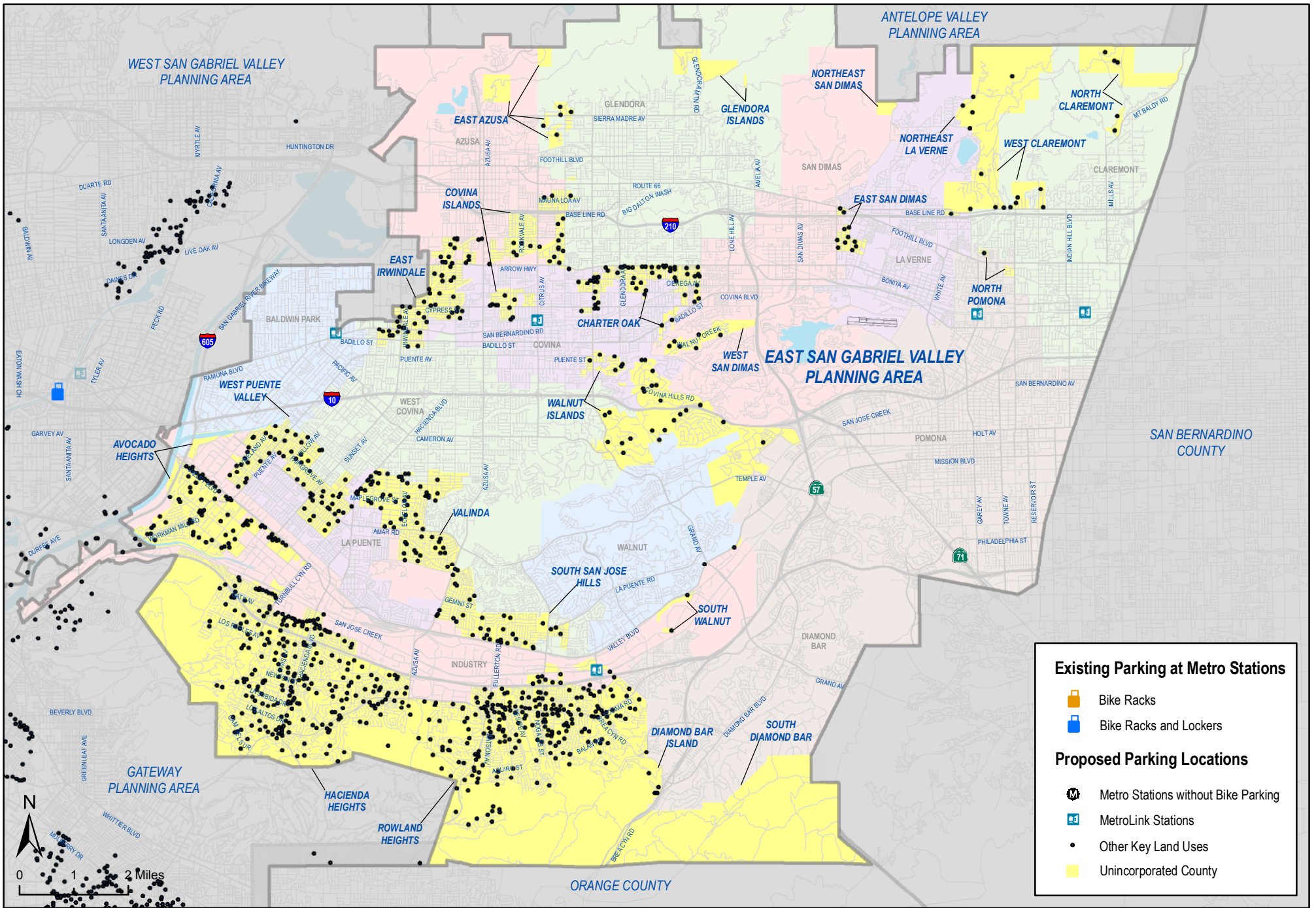


Figure E-2: East San Gabriel Valley Planning Area Proposed Bicycle Parking

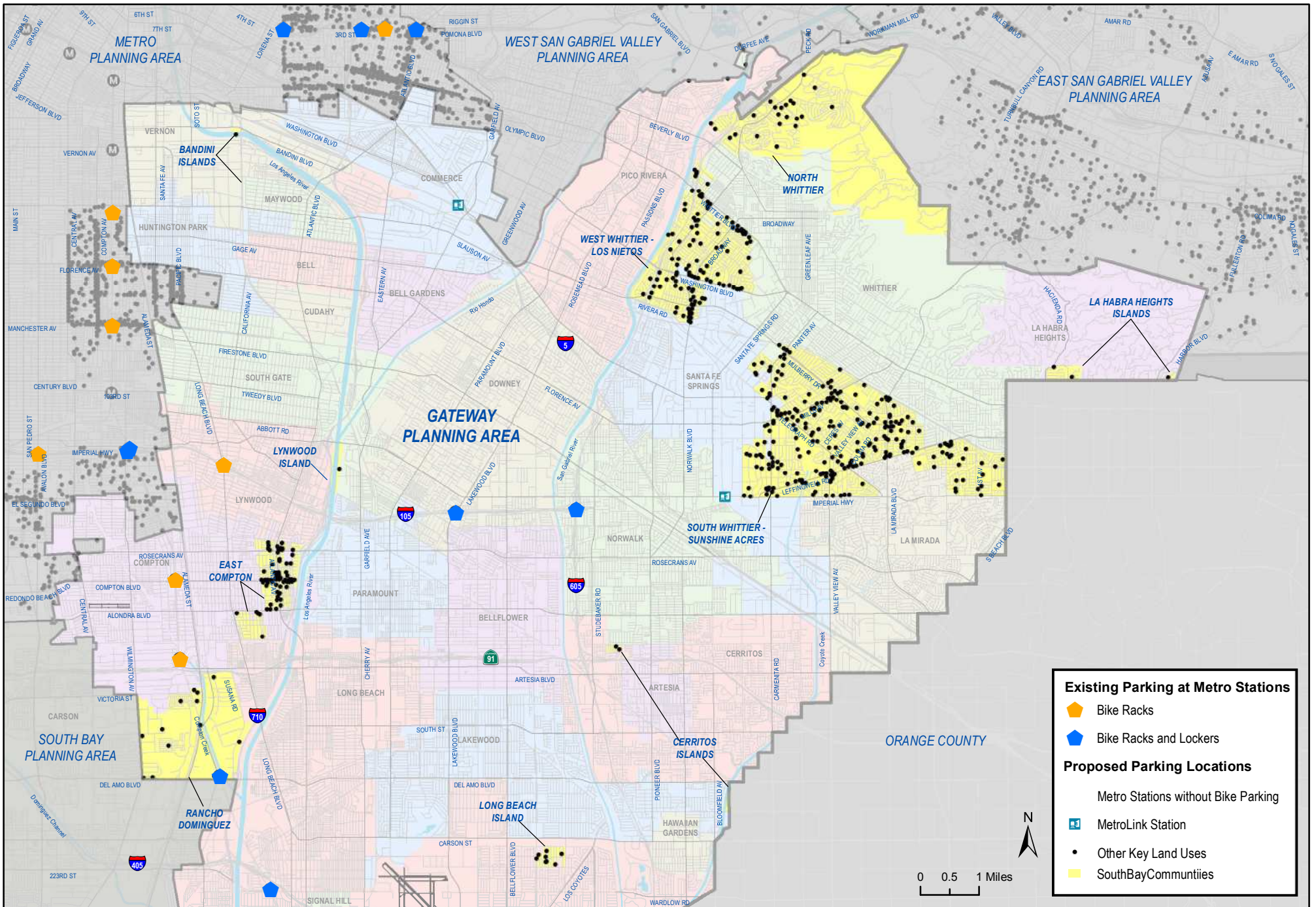


Figure E-3: Gateway Planning Proposed Bicycle Parking

Los Angeles County Bicycle Master Plan

Source: Los Angeles Metro (2010); Alta Planning + Design (2010)
Date: 10/05/11

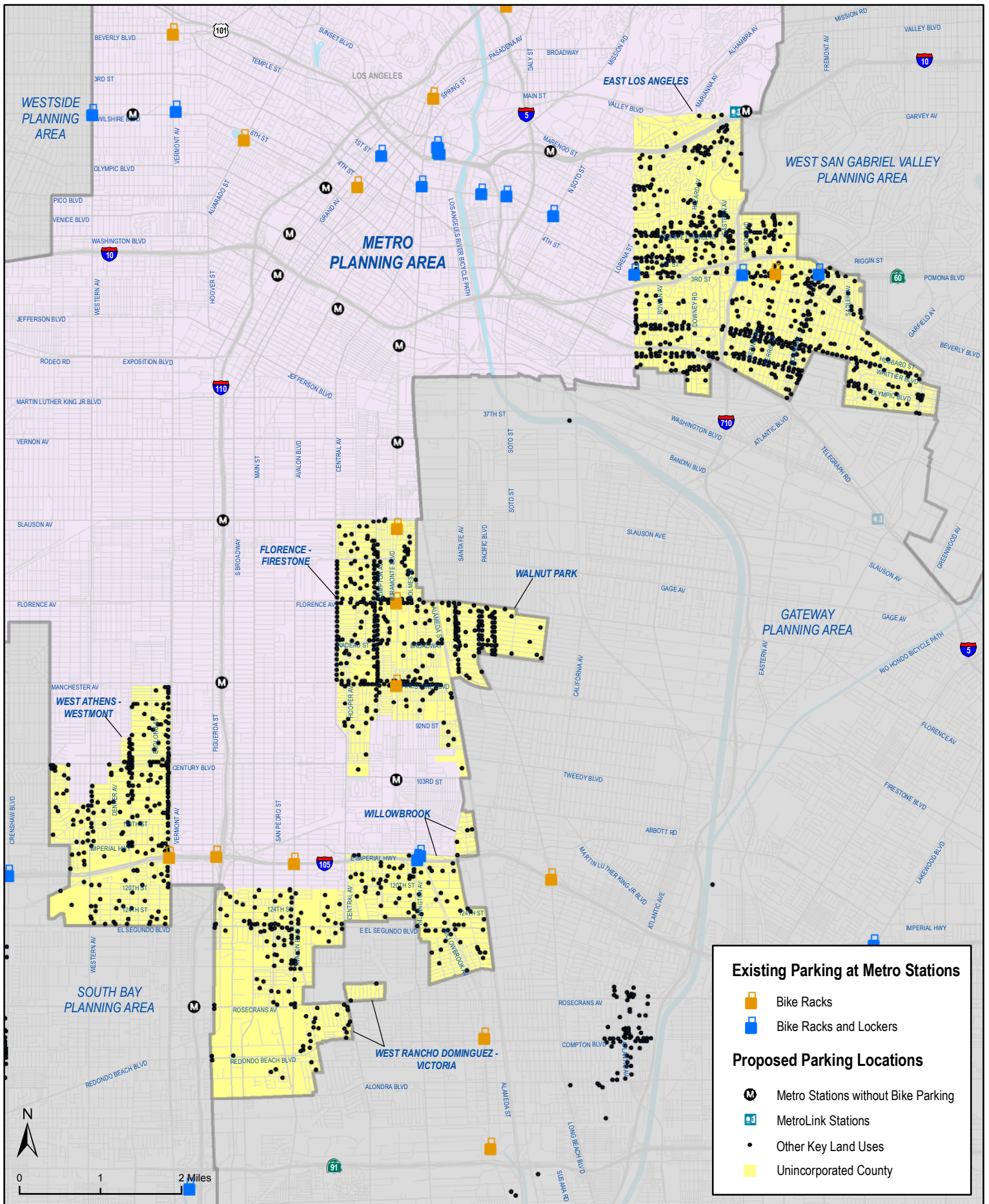


Figure E-4: Metro Planning Area Proposed Bicycle Parking

Los Angeles County Bicycle Master Plan

Source: Los Angeles Metro (2010); Alta Planning + Design (2010)
 Date: 11/2/2010

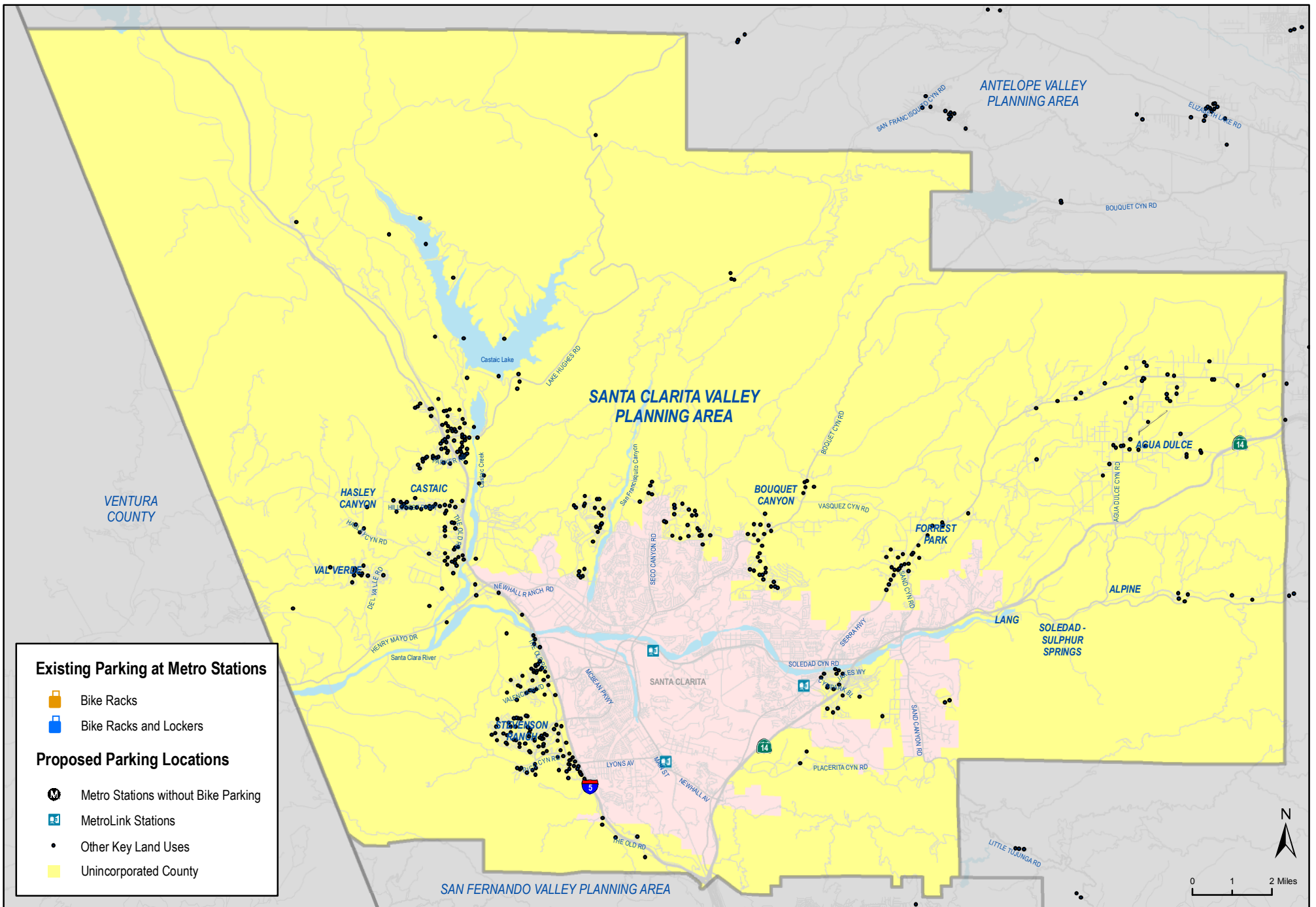


Figure E-6: Santa Clarita Valley Planning Area Proposed Bicycle Parking

Los Angeles County Bicycle Master Plan

Source: Los Angeles Metro (2010); Alta Planning + Design (2010)
 Date: 11/2/2010

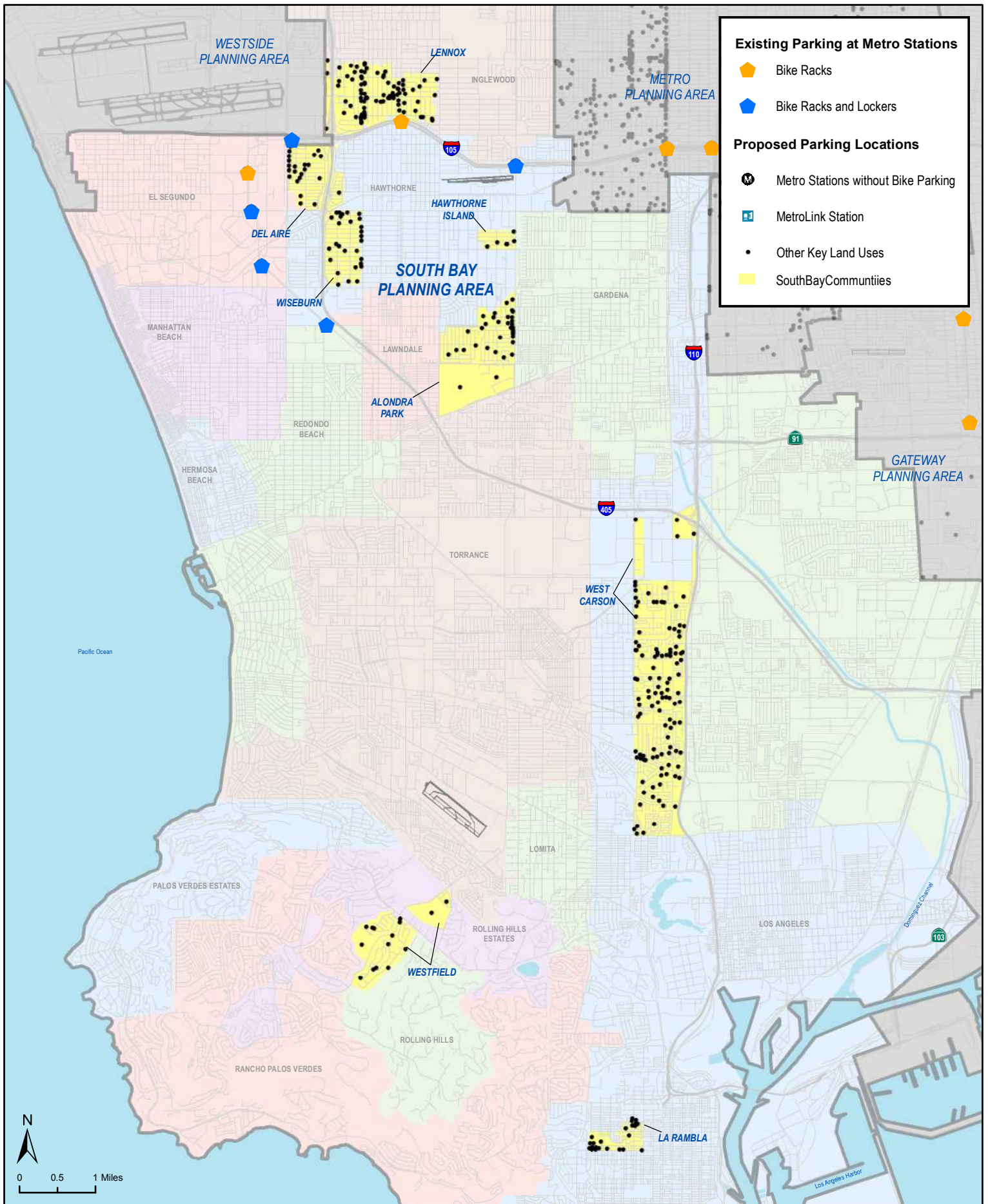


Figure E-8: South Bay Planning Area Proposed Bicycle Parking

Los Angeles County Bicycle Master Plan

Source: Los Angeles Metro (2010); Alta Planning + Design (2010)

Date: 10/05/11

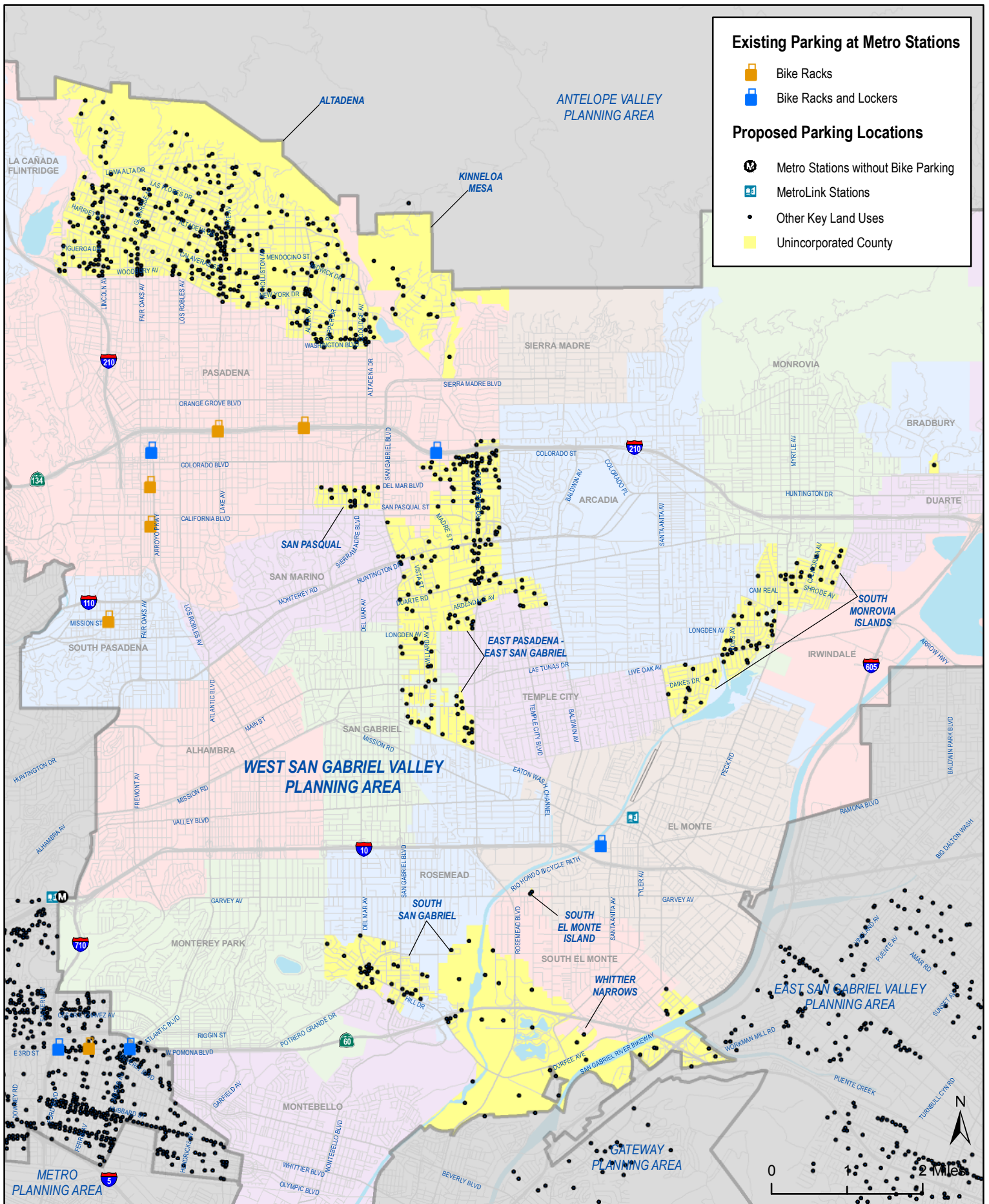


Figure E-9: West San Gabriel Valley Planning Proposed Bicycle Parking

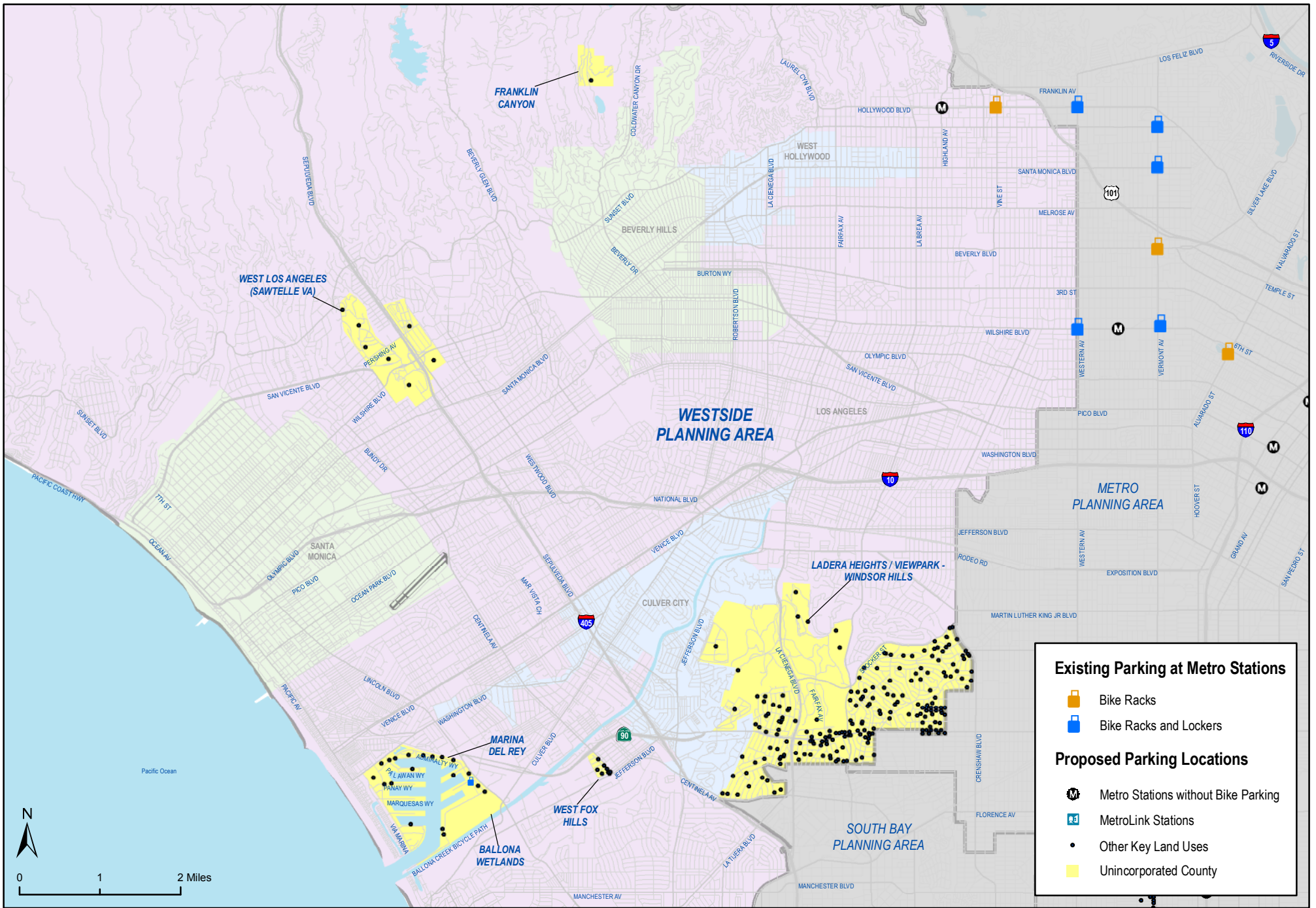


Figure E-10: Westside Planning Area Proposed Bicycle Parking

Los Angeles County Bicycle Master Plan

Source: Los Angeles Metro (2010); Alta Planning + Design (2010)
 Date: 11/2/2010

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