

CASE STUDY

BECOMING BIKE FRIENDLY LONG BEACH

Project Summary

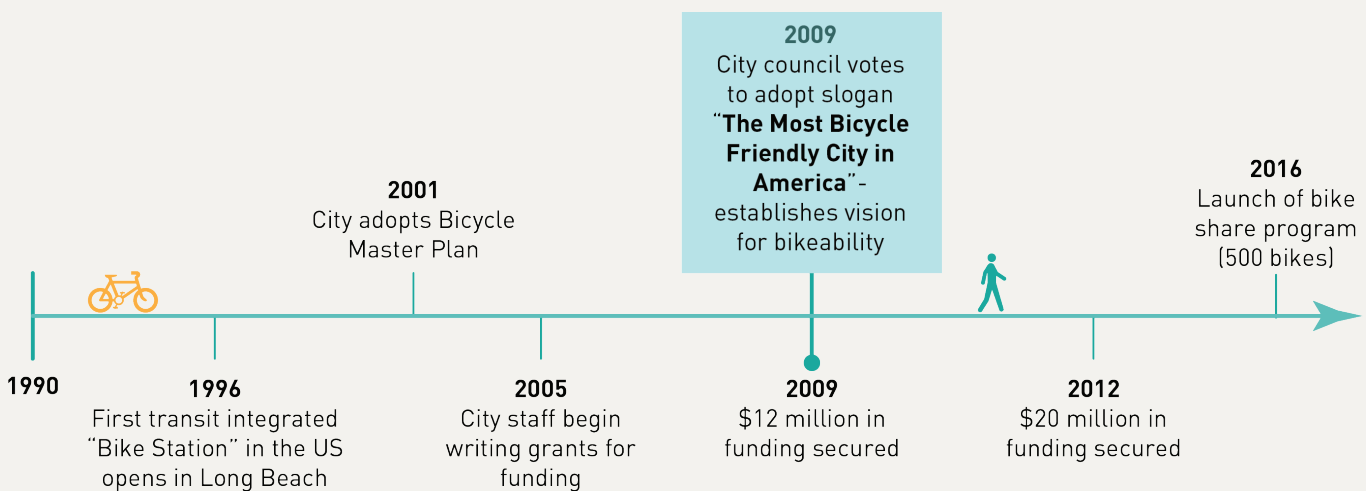
Over the past decade, the City of Long Beach has made significant progress promoting biking through diligent support for infrastructure investment. Determined elected officials on City Council, hard-working city staff, local champions and an ambitious goal of being America's most bike-friendly city, resulted in investment in bike infrastructure has increased bicycle use and safety in the city.

- Biking demographic has expanded
- Property values near bicycle infrastructure have increased
- Bike-related businesses within the city have expanded significantly
- More locals view biking as being good for local businesses

Key Outcomes

- 120 miles of bike infrastructure, including 40 miles of Class I (separated bike lanes) and 50 miles of Class II (painted bike lanes) bikeways
- As of 2015, more than 80 miles of streets (10% of total) are marked as bike lanes or routes
- 30% increase in citywide ridership between 2008 - 2014
- Biggest growth during commute hours; morning bike traffic up by 130% and afternoon by 91%
- Long Beach has gained a Silver Designation as a Bicycle-Friendly Community from the League of American Bicyclists

- In 2014, Long Beach was ranked third for number of bike infrastructure miles per square mile in the US from the Alliance for Biking and Walking
- According to AARP's [Bicycling and Walking in the US 2014 Benchmarking report](http://bit.ly/2a8e6IE) (<http://bit.ly/2a8e6IE>), "Long Beach (and Austin) had the greatest youth participation rates in 2012." Long Beach had nearly 37,000 youth education participants, or one participant per three youth in the city



2nd Street Sharrows (2009)

What: Green painted Sharrow lane

Why: Reinforces that bicyclists share the road; keeps riders out of the door zone; no room for a dedicated bike lane

Where: A half mile commercial corridor near downtown

Outcome:

- Increase in total number of bicyclists by 94%
- Incident rate remaining steady (about 5 collisions per year) despite high increase in bicycle usage

Downtown Cycle Track (2011)

What: Protected bicycle lane buffered by barriers, plants and parking lane; bike traffic lights at key intersections

Why: Keeps bicyclists safe by separating them from vehicle traffic; encourages more people to travel by bike

Where: 1.2 miles on-street in Downtown Long Beach

Outcome:

- 33% increase in bike riders
- 13% increase in pedestrian traffic
- 80% decrease in car-bike collisions
- 50% decrease in car-car collisions
- 12% decrease in traffic volume
- 10% decrease in traffic speed



2nd Street Sharrows help keep bicyclists out of the door-zone and encourages bikes and cars to safely share the street
(Source: Steer Davies Gleave)

WHY IT WORKED

POLITICAL WILL & BOLD VISION

Long Beach's rapidly expanding bike infrastructure has been the result of a push from Elected Officials and city staff. The City set itself a high standard in 2009 when it declared itself the nation's most bike friendly city. Developing a bold vision proves to be an effective driver in inciting action and sustaining support over time.

QUICK FACTS

What: Bicycle Infrastructure

Geography: Long Beach, CA

Goal: Make Long Beach "The most bicycle-friendly city in America."

Leaders: Long Beach City Council; Mayor's office; local advocates; LA Metro; Caltrans.

BICYCLE INFRASTRUCTURE MILES PER SQUARE MILE IN 2014

San Francisco

7.8 miles



Austin

4.6 miles



Long Beach

4.5 miles

