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

CASE STUDY
BECOMING BIKE FRIENDLY LONG BEACH

2001
City adopts Bicycle Master Plan

2009
City council votes to adopt slogan “The Most Bicycle Friendly City in America” - establishes vision for bikeability

2005
City staff begin writing grants for funding

2009
$12 million in funding secured

2012
$20 million in funding secured

2016
Launch of bike share program (500 bikes)

1990
First transit integrated “Bike Station” in the US opens in Long Beach

1996

**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

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**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

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**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.

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**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.

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**BICYCLE INFRASTRUCTURE MILES PER SQUARE MILE IN 2014**

<table>
<thead>
<tr>
<th>City</th>
<th>Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>San Francisco</td>
<td>7.8 miles</td>
</tr>
<tr>
<td>Austin</td>
<td>4.6 miles</td>
</tr>
<tr>
<td>Long Beach</td>
<td>4.5 miles</td>
</tr>
</tbody>
</table>