



Bicycle Master Plan Goals, Strategies, and Policies

Mobilizing

5

This chapter outlines the overarching goals, action statements, and action items Long Beach will take in order to achieve its vision of becoming the most bicycle-friendly city.



5



Bicycle Master Plan Goals, Strategies, & Policies

Mobilizing

| | |
|---------------------------------------|----|
| » Overview | 51 |
| » Goals, Strategies, & Policies | 52 |



Overview

The goals of the updated City of Long Beach Bicycle Master Plan reflect the priorities expressed by the community throughout the public outreach phase of this Plan. Discussions with various City Departments, best practices across the nation, and input from community stakeholders have shaped the proposed strategies and policies intended to help the City achieve these goals.

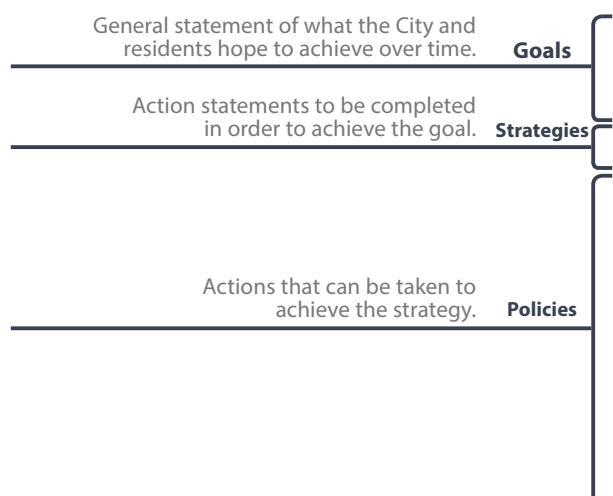
All of the following goals, strategies, and policies support the larger citywide directive to eliminate traffic-related fatalities by the year 2026 (“Vision Zero”). They are also in conformance with the City’s “Complete Streets” policy, which instructs staff to consider the needs of all modes of travel when developing any transportation facility. The

goals, strategies, and policies are designed to guide the work of City staff and elected officials, partner agencies, and private developers to improve the livability of communities, economic vitality citywide, and safety of residents throughout Long Beach. The hope is to make it easier for households to drive less and possibly give up one or more personal vehicles.

The Bicycle Master Plan’s strategies and policies in this section are organized under the following goals:

- » Design bicycle facilities that are accessible and comfortable for people of all ages and abilities
- » Increase awareness and support of bicycling through programs and social equity
- » Identify, develop, and maintain a complete and convenient bicycle network

How to Read the Goals, Strategies, & Policies: Example



GOAL 1

Design bicycle facilities that are accessible and comfortable for people of all ages and abilities.

Strategy 1: Develop a Comprehensive Bikeway Network

| | | | |
|--|---|--|--|
| <p>1.1</p> | <p>1.2</p> | <p>1.3</p> | |
| Expand, improve, and connect the bikeway system to provide a viable transportation option for all levels of bicycling abilities. | Use innovative bicycle facility designs and standards on bicycle projects such as the NACTO Urban Bikeway Design Guide. | Implement a citywide speed limit of 15 miles per hour in school zones. | Upgrade the bridges, intersections, freeway ramps, tunnels, and any other obstacles that impede safe and convenient bicycle passage. |

GOAL 1

Design bicycle facilities that are accessible and comfortable for people of all ages and abilities.

Strategy 1: Develop a Comprehensive Bikeway Network

| | | | |
|---|--|--|---|
|  <p>1.1</p> |  <p>1.2</p> |  <p>1.3</p> |  <p>1.4</p> |
| <p>Expand, improve, and connect the bikeway system to provide a viable transportation option for all levels of bicycling abilities.</p> | <p>Use innovative bicycle facility designs and standards on bicycle projects such as the NACTO Urban Bikeway Design Guide.</p> | <p>Implement a citywide speed limit of 15 miles per hour in school zones.</p> | <p>Upgrade the bridges, intersections, freeway ramps, tunnels, and any other obstacles that impede safe and convenient bicycle passage.</p> |

Strategy 2: Implement Citywide Bicycle Support Facilities

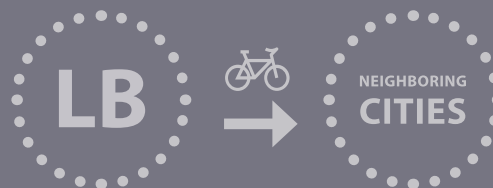
| | | | |
|---|---|---|---|
|  <p>2.1</p> |  <p>2.2</p> |  <p>2.3</p> |  <p>2.4</p> |
| <p>Develop and implement citywide bicycle rack and location standards.</p> | <p>Continue to expand citywide bike parking supply including short-term and long-term facilities for commercial and residential land uses and public rights-of-way.</p> | <p>Ensure the provision of convenient and secure end of trip facilities (showers and changing rooms) at key destinations.</p> | <p>Work with Long Beach Unified School District to ensure quality bike racks are installed at all Long Beach schools.</p> |

Strategy 3: Develop a Multimodal Transportation Network that Provides for Local and Regional Mobility to Meet the Challenges of Climate Change.



3.1

Maximize bicycle amenities at transit stops and stations to meet demand.



3.2






Work with neighboring jurisdictions to connect facilities and provide seamless travel between cities.



GOAL 2

Increase awareness and support of bicycling through programs and social equity.

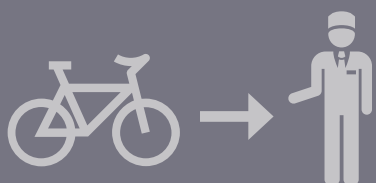
Strategy 4: Increase Awareness of Bicycle Safety Practices

| | | | | |
|---|--|---|--|---|
|  <p>4.1</p> |  <p>4.2</p> |  <p>4.3</p> |  <p>4.4</p> |  <p>4.5</p> |
| <p>Continue and expand existing bicycle-related programs citywide and at Long Beach schools.</p> | <p>Support and encourage third-party bicycle education classes and bicycle repair workshops for adults and students.</p> | <p>Develop public relations campaigns to educate cyclists on safe riding techniques including nighttime riding requirements, lane placement, helmet usage, and other legal and safety topics.</p> | <p>Work with Long Beach Police Department to ensure officers are trained on safe bicycling practices and are up-to-date on bicycle-related laws.</p> | <p>Develop a Bicycle Ambassador program and encourage the Bicycle Ambassador to attend public events, including health fairs and community bike rodeos, to broaden awareness of bicycling and provide safety information.</p> |

Strategy 5: Strive for Social Equity

| | | | |
|--|---|---|---|
| <p>25% ↓ DISADVANTAGED COMMUNITIES</p> <p>5.1</p> |  <p>5.2</p> |  <p>5.3</p> |  <p>5.4</p> |
| <p>Hold at least 25 percent of the offered adult bicycle education classes and bicycle repair workshops in identified disadvantaged communities.</p> | <p>Update the Long Beach Municipal Code to conform to California Vehicle Code by removing the prohibition of 'Riding in a Group'.</p> | <p>Prioritize the implementation of projects in historically underserved communities, areas with high pollution rates, and along corridors with relatively high fatality and injury rate.</p> | <p>Proactively reach out to underserved communities through a variety of traditional (e.g., internet and community association meetings) and non-traditional (e.g., outreach via PTAs and the school district, farmers' markets, and sidewalk workshops) public participation techniques to ensure inclusivity.</p> |

Strategy 6: Promote Bicycle Riding as a Fun and Easy Way to Travel



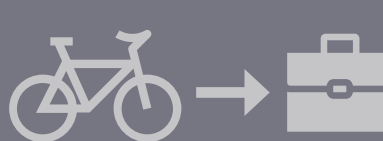
6.1

Provide valet bicycle parking at large public events.



6.2

Support organized rides or cycling events.



6.3

Promote bicycling to work for residents and City employees through events such as Bike to Work Day/Month.



6.4

Provide and distribute physical and electronic copies of the Citywide Bikeway Map with help from local partners and stakeholders.



6.5

Continue to maintain the www.BikeLongBeach.org website to provide bicyclists with current information about future improvements, events, network maps, route information and suggestions, maintenance, and other relevant information.



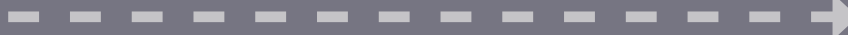
6.6

Develop an online tool for riders to report hazards, potholes, and other bicycle-related issues for the City to address. Ensure these requests are addressed in a timely manner.

GOAL 3

Identify, develop, and maintain a complete and convenient bicycle network

Strategy 7: Identify and Pursue all Potential Funding Sources for Bicycle Enhancements Funding



7.1

Actively pursue innovative and diverse funding mechanisms (as identified in Chapter 6) to implement this Bicycle Master Plan.

Strategy 8: Enhance Standard Operating Practices for Bicycle Facility Maintenance



8.1

Implement on-street bicycle facilities proposed in this Plan when completing road rehabilitation and reconstruction projects, following the Complete Streets Checklist.



8.2

Design and maintain all streets so that they incorporate Complete Street standards (see Appendix A for Bicycle Facility Design Guidelines).



8.3

Adopt an accelerated pavement maintenance schedule for all designated existing and planned bikeways.



8.4

Apply pavement stenciling to indicate detection areas at all traffic signals.



8.5

Identify opportunities to remove travel lanes from roads where there is excess capacity in order to provide new or improved bicycle facilities.



8.6

Provide bicycle detour routes and signs during roadway construction.

Strategy 9: Conduct Ongoing Planning and Evaluation for Bicycle Facilities

| | | | | | |
|---|---|--|---|--|--|
|  <p>9.1</p> |  <p>9.2</p> |  <p>9.3</p> |  <p>9.4</p> |  <p>9.5</p> | |
| <p>Where feasible, conduct before-and-after studies prior to implementing a bicycle project in order to measure the efficacy of the facility.</p> | <p>Whenever LOS studies are required, include measures that account for bicyclists and pedestrians as part of the overall throughput of the corridor.</p> | <p>Encourage local community input in the planning and implementation of bikeways and other bicycle-related improvements by holding public meetings and workshops within the neighborhood where the project will be implemented.</p> | <p>Require City Council public hearing and approval for the proposed removal of an existing or designated bicycle lane or path.</p> | <p>Include bicycle parking, Long Beach Bike Share, and other bicycle incentives as Transportation Demand Management (TDM) measures to reduce work-related vehicle trips.</p> | |
|  <p>9.6</p> |  <p>9.7</p> |  <p>9.8</p> |  <p>9.9</p> |  <p>9.10</p> |  <p>9.11</p> |
| <p>Monitor and participate in regional, state, and federal bicycle facility policy, design planning and development.</p> | <p>Measure reductions in greenhouse gas emissions that may result from a decrease in vehicular use as bicycle use increases.</p> | <p>Coordinate planning and implementation efforts of policies, programs, and infrastructure to facilitate bicycle travel for all user groups.</p> | <p>Work with the Long Beach Police Department to improve the reporting and analysis of bicycle collisions.</p> | <p>Continue to expand the City's Annual Bicycle Count Program.</p> | <p>Regularly monitor implementation of the Plan, and review and update the recommended bike facilities every five years.</p> |

