

# Appendix D:

Detailed Survey and Outreach  
Results



## Appendix D. Detailed Survey and Outreach Results

Extensive community input was done through this Bicycle Master Plan process. This chapter presents a more detailed account of the outreach efforts as well as the input and results received throughout the process.

### Community Events

The Bicycle Master Plan team attended 15 community events to gather public input during the initial portions of the project and again following development of draft recommendations. This community outreach took the form of either a booth set up at an existing event or as a standalone pop-up outreach space. **Table D-1** shows the event locations:

**Table D-1: Outreach at Community Events**

#	Event Name	Date	Location	Council District
1	Beach Streets	3/19/16	Downtown LB	1
2	Cambodia Town Culture Festival	4/10/16	MacArthur Park	6
3	Citywide Open House	4/14/16	MacArthur Park	6
4	Green Prize Festival	4/30/16	Admiral Kidd Park	7
5	Long Beach Bike Festival	5/7/16	East Village	2
6	Bike to Work Day	5/19/16	The Promenade	2
7	Alamitos Bay Farmers Market	5/22/16	Alamitos Bay	3
8	Uptown Jazz Fest	6/11/16	Houghton Park	9
9	Municipal Band at Whaley Park	6/28/16	El Dorado Park	4
10	First Fridays at Bixby Knolls	7/1/16	Bixby Knolls	8
11	Municipal Band at El Dorado Park	7/8/16	El Dorado Park	5
12	Love Long Beach Festival	7/17/16	Granada Beach	3
13	Welcome Week for City College	8/19/16	Long Beach City College	5
14	Fruit and Veggie Party	8/27/16	MLK, Jr. Park	6
15	Activate Uptown	10/1/16	Houghton Park	9





## Focus Groups

The Bicycle Master Plan team held nine focus groups to gain input prior to the development of the planned update. **Table D-2** shows the target audience, date, and location of these meetings.

**Table D-2: Focus Group Meetings**

#	Group Theme	Date	Location
1	Teens	6/14/16	Uptown Bike Hub
2	Experienced Cyclists	6/29/16	Uptown Bike Hub
3	Women Cyclists	7/18/16	Expo Building
4	Senior Cyclists	7/26/16	Expo Building
5	“Have To” Cyclists	7/27/16	Building Healthy Communities
6	Advocate Organizations	7/28/16	Building Healthy Communities
7	Council of Business Associations	8/03/16	Elise’s Tea Room

**Input Received**

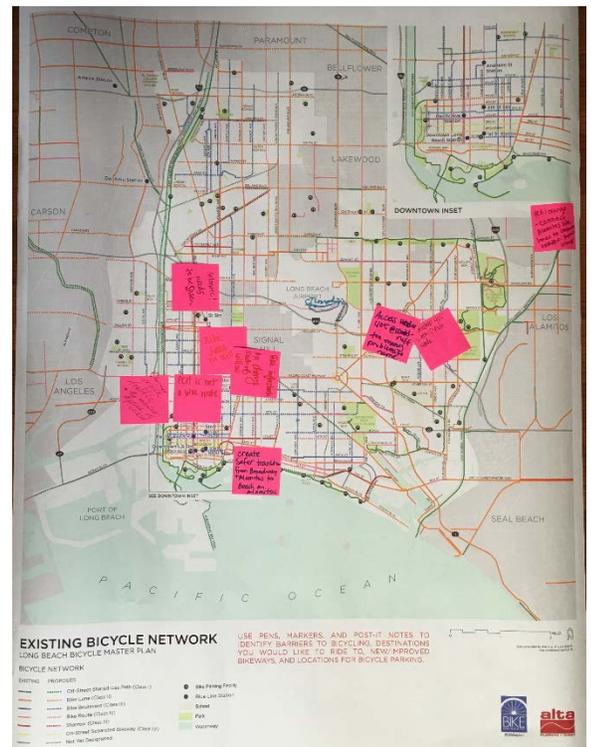
Most comments from all focus group participants fell within the following general categories:

- Improve bike safety on existing and unimproved corridors
- Improve transitions between existing bike facilities
- Improve freeway crossings for cyclists and pedestrians
- Improve access to the LA River Path and Beach Bike Path
- Improve bike access to key destinations
- Work with other cities to close gaps, extend bike facilities

There were also comments unique to each focus group.

**Focus Group: Women Cyclists**

- Improve bike safety on existing and unimproved corridors
  - Make Atlantic Avenue, 7<sup>th</sup> Street, and Pacific Coast Highway safer for bicyclists
  - Provide a barrier between cyclists and truck traffic on Pacific Coast Highway
  - Traffic calming on 2<sup>nd</sup> Street from Pacific Coast Highway to Belmont Shore
  - Safer bike facility on Bellflower Boulevard from Atherton Street to Anaheim Road
  - Safer bike access through tunnels on Spring Street and Lakewood Boulevard near the airport
- Improve transitions between existing bike facilities
  - Create safer transition from Broadway to Alamitos Avenue to the beach on Alamitos
  - Better connections between separated bike facilities on Broadway and 3<sup>rd</sup> Street east of Alamitos
  - Extend Alamitos Avenue bike lanes from Pacific Coast Highway/Orange Avenue north to connect to Orange Avenue/Wardlow Road
  - Wayfinding signage to guide transition from Bixby Road to Cover Street bike facilities



- Improve freeway crossings for cyclists and pedestrians
  - Improve crossing I-710 and LA River on Pacific Coast Highway, Anaheim Road, Willow Street, and Wardlow Road
  - Improve safety on Palo Verde Avenue when crossing I-405 South off-ramps
  - Improve safety on Woodruff Avenue when crossing freeway ramps under I-405
- Improve access to LA River Path
  - Improve access or improve wayfinding to access to LA River from Pacific Coast Highway
  - Improve 6<sup>th</sup> Street access from LA River
  - Add connections to LA River Bike Path at all streets
- Improve bike access to key destinations (El Dorado Park paths)
  - Unlock access to El Dorado Park paths at all times
  - Provide multiple bike entrances into El Dorado Park
- Work with other cities to close gaps, extend bike facilities
  - Signal Hill: bike connections on Orange Avenue and Willow Street

### Unique types of improvements from Women Focus Group

- Improve traffic signalization for cyclists
  - Add a bike lane and traffic signal on Wardlow Road west of I-710
  - Traffic signal too short at 8<sup>th</sup> Street and Long Beach Boulevard
  - Traffic signal at Livingston Drive should be timed for bicycles
- General lack of friendly bike facilities in North Long Beach, Westside, Central Long Beach

### Focus Group: Advocacy Organizations

- Improve bike safety on existing and unimproved corridors
  - Truck traffic diversion on Pacific Coast Highway
  - Road diet on Pacific Coast Highway from west city limit to south city limit
  - Road diet on Willow Street from CA-103 Freeway to I-405 east of Lakewood Boulevard (through Signal Hill)
- Improve freeway crossings for cyclists and pedestrians
  - Safety improvements on Artesia Boulevard for cyclists and pedestrians crossing over I-710
  - Elevated bike lanes around I-405 ramps
  - Construct pedestrian/bike bridge on Hill Street to connect Daisy Avenue Bicycle Boulevard to Cabrillo High School
- Improve access to LA River Path and Beach Bike Path
  - Improve wayfinding signage to the Beach Bike Path



- Improved wayfinding signage to the LA River Path
- Safety improvements to LA River Path and access points
- Work with other cities to close gaps, extend bike facilities
  - Signal Hill: Bike connection on Willow Street
  - Lakewood: Bike connections on Carson Street, Cherry Avenue, and Lakewood Boulevard

### **Unique types of improvements from Advocacy Focus Group**

- New pedestrian and bicycle greenways
  - Complete CA-103 Freeway transition to bike & pedestrian greenway
  - Rails to Trails along Union Pacific Railroad from CA-103 Freeway to northern city limit
  - Add on Southern California Edison right-of-way along CA-103 Freeway
  - Add along Greenleaf Boulevard from western city limit to eastern city limit
  - Path along Los Cerritos Channel from Carson Street to Spring Street
- Specified Bicycle Boulevards
  - New Bicycle Boulevard on 10<sup>th</sup> Street from Daisy Avenue to Recreation Park
  - New Bicycle Boulevard on 8<sup>th</sup> Street from PE right-of-way bike path to Daisy Avenue Bicycle Boulevard
  - Extend 6<sup>th</sup> Street Bicycle Boulevard west to Junipero Avenue
  - New Bicycle Boulevard on Charlemagne Avenue from Del Amo Boulevard to Carson Street
- Secure bike parking
  - At Long Beach Airport
  - At CSULB
- Affordable housing for first and last mile along Metro Blue Line stations in Central Long Beach

### **Focus Group: Experienced Bicyclists**

- Improve bike safety on existing and unimproved corridors
  - Install Class I or IV on Willow Street between Studebaker Road and San Gabriel River Bike Path
  - Convert Class II to Class I on Pacific Coast Highway into Seal Beach
- Improve freeway crossings for cyclists and pedestrians
  - Improve I-710 crossings on Anaheim Road, Pacific Coast Highway, Willow Street, and Wardlow Road
- Improve bike access to key destinations
  - Long Beach Convention Center
  - CSULB
  - Long Beach Airport

### **Unique types of improvements from Experienced Cyclist Focus Group**

- Create a BMX Bike Park at Willow Springs Park
- Create Bike Hubs at the following parks
  - Admiral Kidd Park
  - Bixby Park
  - El Dorado Park

- MacArthur Park
- Heartwell Park

**Focus Group: “Have To” Cyclists**

- Improve freeway crossings for cyclists and pedestrians
  - Improve crossings on all I-710/LA River crossings
  - Install lights under all bridges cyclists and pedestrians must use to cross I-710/LA River
- Improve bike safety on existing and unimproved corridors
  - Improve Pacific Coast Highway crossing to Seal Beach



**Unique types of improvements from “Have To” Cyclist Focus Group**

- More police on the LA River path

**Focus Groups: Teen Cyclists**

- Improve bike safety on existing and unimproved corridors
  - Repaint existing bike lanes
  - Improve bike lane on 7th Street between Orange Avenue and Myrtle Avenue; location between two car lanes feels unsafe



**Unique types of improvements from Teen Focus Group**

- Install protected Intersections
  - Atlantic Avenue/Artesia Boulevard
  - Atlantic Avenue/South Street
  - Cherry Street/South Street
  - Long Beach Boulevard/San Antonio Drive
  - Long Beach Boulevard/Anaheim Street
  - Cherry Street/7<sup>th</sup> Street

**Focus Group: Senior Cyclists**

- Improve bike safety on existing and unimproved corridors
  - Improve bike lanes on Pacific Coast Highway to Seal Beach
  - Improve bike safety around Pacific Coast Highway traffic circle
- Improve bike access to key destinations
  - LBCC
  - CSULB
  - Long Beach Airport
  - Improve lighting and path to Terrace Theater and Long Beach Convention Center

- Improve access from Belmont Shore to Lowell Elementary, Rogers Middle School, Wilson High School, CSULB, and Marina Vista Park
- Improve connection from 6<sup>th</sup> Street Bike Boulevard to Studebaker Road, San Gabriel River Bike Path, and El Dorado Park
- Work with other cities to close gaps, extend bike facilities
  - Signal Hill: bike connections on Orange Ave.
  - Lakewood/Bellflower: Bike facility on Lakewood Boulevard. north
  - Orange County: Improve safety of connections on Pacific Coast Highway to Seal Beach, Surfside, Bolsa Chica, and beyond

### **Focus Group: California State University Long Beach**

- Improve freeway crossings for cyclists and pedestrians
  - Improve Willow Street crossing at 405 on/off ramps
- Improve access to SGR River Path
  - On 7<sup>th</sup> Street
- Improve bike access to Key Destinations (CSULB)
  - Improve connections citywide to improve access to CSULB (maps provided)
- Work with other cities to close gaps, extend bike facilities
  - Work with Lakewood and Signal Hill to close gaps and connect bike routes to LB bike routes

### **Unique types of improvements from CSULB Focus Group**

- Infrastructure repairs for safer bike facilities
  - Loynes Drive on either side of Pacific Coast Highway needs resurfacing
  - K-rail needed on 7<sup>th</sup> Street from San Gabriel River to campus entrance
  - Right turn off of 7<sup>th</sup> Street at campus entrance is too narrow, resulting in multiple collisions
  - Intersection at 2<sup>nd</sup> Street and Studebaker Road gets flooded
  - Stop sign on Bixby Village Road is hidden by trees causing cars to drive through without stopping
  - Curb cut needed on sidewalk at Atherton Street and Merriam Way to allow bikes to use wide sidewalk in front of Pyramid

## **Community Survey**

A survey was administered online and in person in four different languages (English, Spanish, Khmer, and Tagalog). The full survey instrument in each language is shown below. The Long Beach Bike Master Plan survey garnered 469 responses.

Using various online outreach strategies, 87 responses were collected online -- and an additional 382 were collected at the community gathering places and events across the city.



### Input Received

In order to identify the needs and interests of the survey respondents, we have identified populations and characteristics that can help draw out priorities for both the creation and the implementation of the Long Beach Bicycle Master Plan.

Respondents were asked to identify key traits about themselves, including gender, age, and if they were a student or a parent of a student. Of all 469 respondents, 410 included a response to their gender, with 203 (43 percent) identifying as female and 207 (44 percent) as male. Rather than ask for age, we asked if individuals were under the age of 18 or over the age of 65. Thirty-six respondents (eight percent) were under 18 years old, and 25 (five percent) were over 65. One hundred sixteen (25 percent) identified as a student, and 60 (13 percent) identified as a parent of a student in a Long Beach school.

Respondents were also asked for their primary mode of transportation. Of the 457 who answered this question, 260 (57 percent) used a car; 113 (25 percent) used a combination of bicycle and train or car; and 51 (11 percent) used a bicycle. Respondents were also asked if they identify as a 'Confident' or 'Inexperienced' bicyclist. Two hundred fifty-five (54 percent) identified as 'Confident', and only 41 (nine percent) identified as 'inexperienced.'

When asked what destinations people ride to, we found that women tended to ride to less destinations than men in all categories and overall. **Figure D-1** shows the most pronounced in commute trips (Work and School), and less pronounced in recreational trips (beach, recreation/parks) by gender.

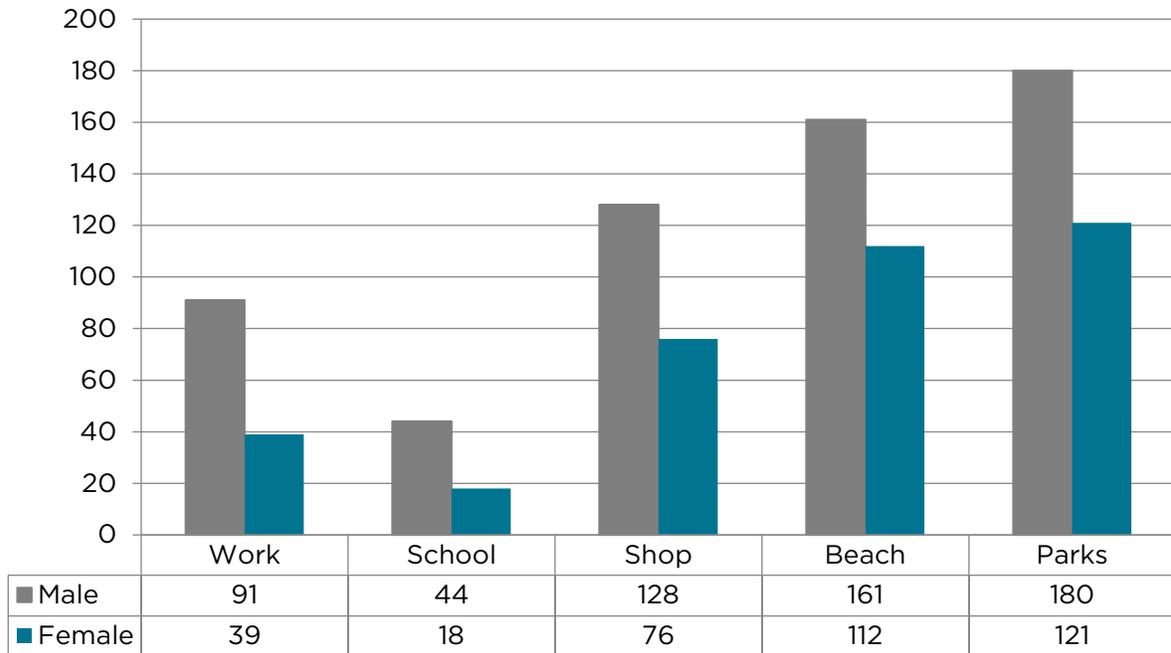


Figure D-1: Cycling destination by gender

When destinations are considered in relation to the bicycling experience, there is a disparity between people who identify as ‘Inexperienced bicyclists’ and ‘Confident bicyclists.’

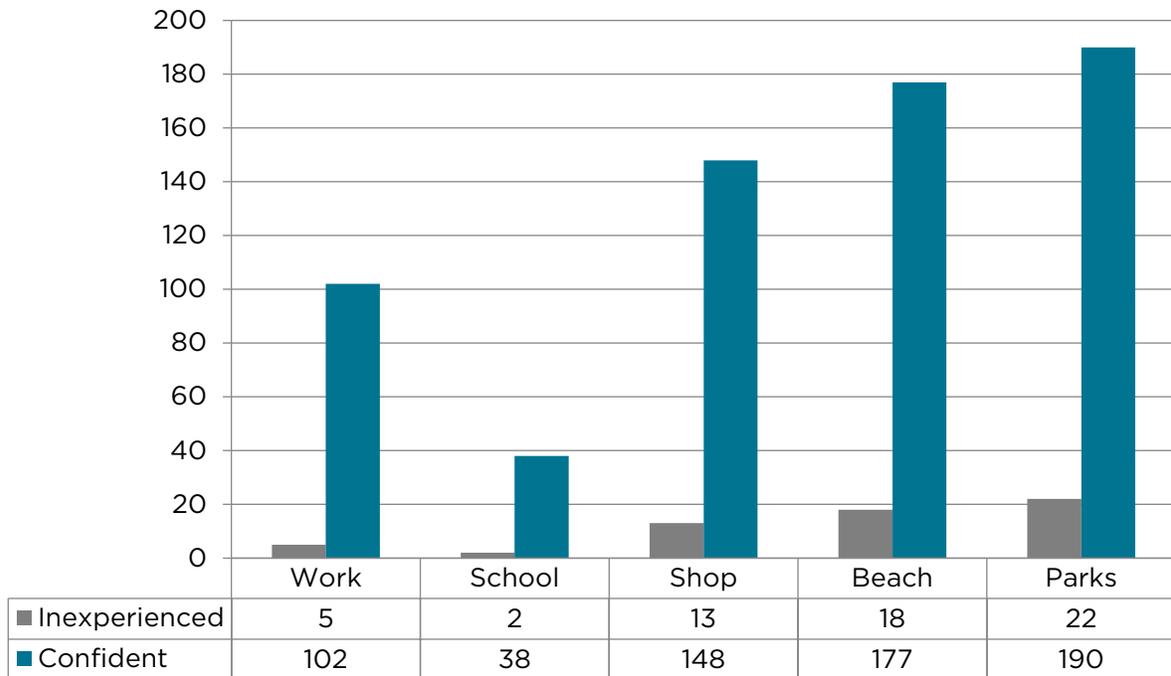


Figure D-2: Cycling destination by experience

Respondents were also asked “Do you feel safe riding a bicycle in traffic in Long Beach?” The majority of responses 250 (55 percent) said ‘sometimes.’ When compared by gender, it is clear that women are less likely to feel safe compared to men.

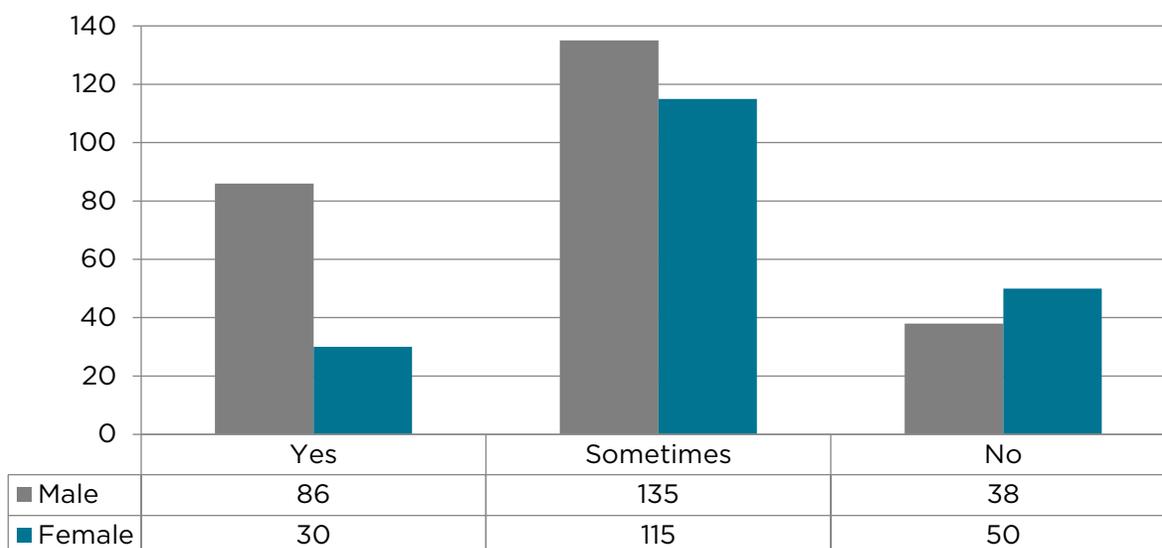


Figure D-3: Perceptions of safety, by gender

Respondents were also asked “Have you attended a bike education program or group ride within the past 12 months?” Ninety-six (21 percent) people responded in the affirmative. Of the 96 who responded yes, 59 (62 percent) were male and 65 (68 percent) identified as a ‘Confident Bicyclist.’ In retrospect, this question should have been phrased more clearly. Since this did not specify what type of group ride, it is likely the more experienced sport/recreation riders considered any team or training ride as a ‘group ride’ - which may not have included any safety trainings.

The survey also asked why people felt motivated to ride a bicycle (shown in **Table D-3**). Respondents were encouraged to select all that apply, and some chose all answers. Of all the motivations, the largest difference between genders was for ‘save money’ - with fewer women selecting this option.

**Table D-3: Motivation for Riding a Bicycle, by Gender**

	Exercise	Recreation	Commute	Environment	Save Money	Convenience	Do Not Ride
Male	215	202	102	125	95	124	16
Female	146	138	47	71	49	71	17
<b>Total</b>	<b>361</b>	<b>340</b>	<b>149</b>	<b>196</b>	<b>144</b>	<b>195</b>	<b>33</b>

The survey also asked respondents about reasons they do not bicycle more often. Women and men had a roughly similar perspective on reasons why they do not ride more - with the only notable difference being that a higher proportion of women stated that they do not know how to properly ride with traffic compared to men.

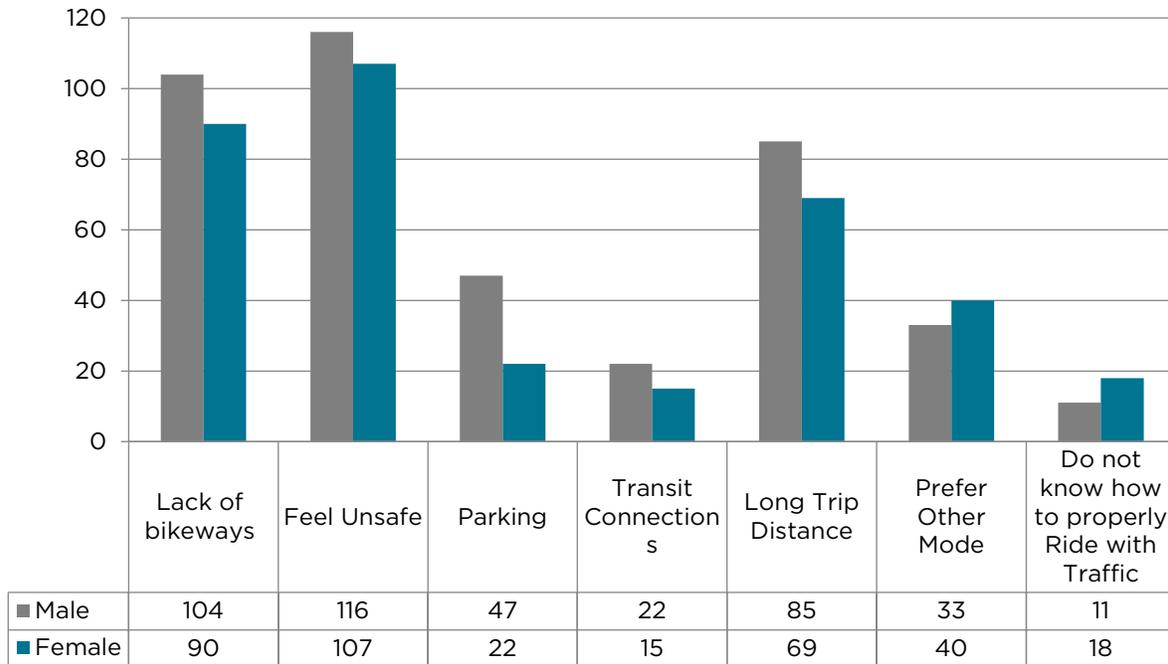


Figure D-4: Reasons for not bicycling, by gender

People who identified as ‘Inexperienced Bicyclists’ had a similar distribution of reasons why they do not ride compared to the overall respondents.

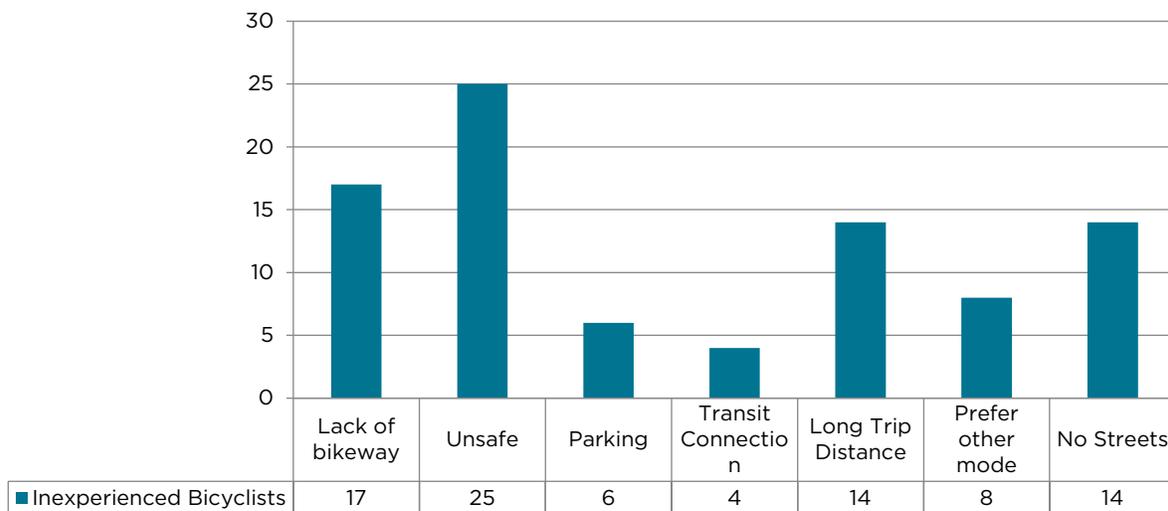


Figure D-5: “Inexperienced bicyclists” on why they do not ride more often

For a last look at why people do not ride more often, we selected the groups of people who primarily drive for transportation with those who primarily bicycle. Since many more respondents drive rather than bicycle as their primary mode, we compared the proportions of respondents to this question, rather than total numbers. Unsurprisingly, those who do primarily drive are less concerned about bike parking and transit connections – but it is worth noting that those who drive have a higher feeling unsafe compared to those who bike.

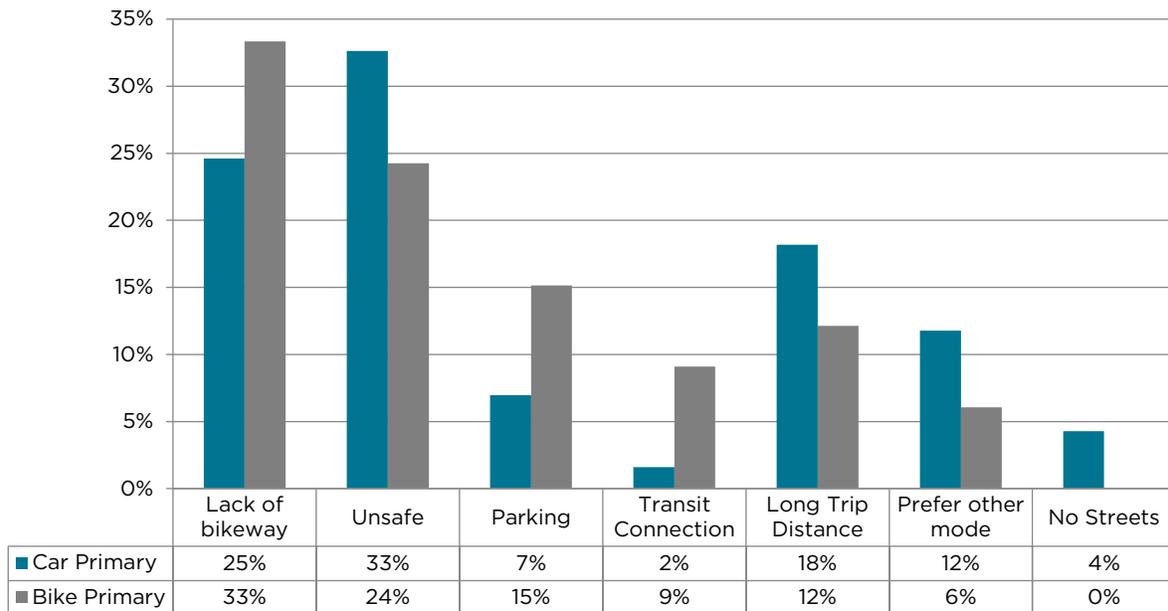


Figure D-6: Reasons for not bicycling more, by primary mode

The final content question of the survey asked people which types of bicycle facilities they would like to see more of in Long Beach. Only 34 of the 469 did not select any features, and six selected the option of ‘none.’ This means that a total of 40 (nine percent) of respondents who did not indicate they want any additional bike infrastructure – with the remaining 91 percent of respondents requesting at least one type of facility.

Respondents showed high interest in a diversity of facilities, with a clear preference for physical separation and visibility – and a disinterest in shared-lane markings. Of the 469 respondents, the most popular facility type was separated bikeways, with 57 percent of respondents indicating they would like to see more in Long Beach.

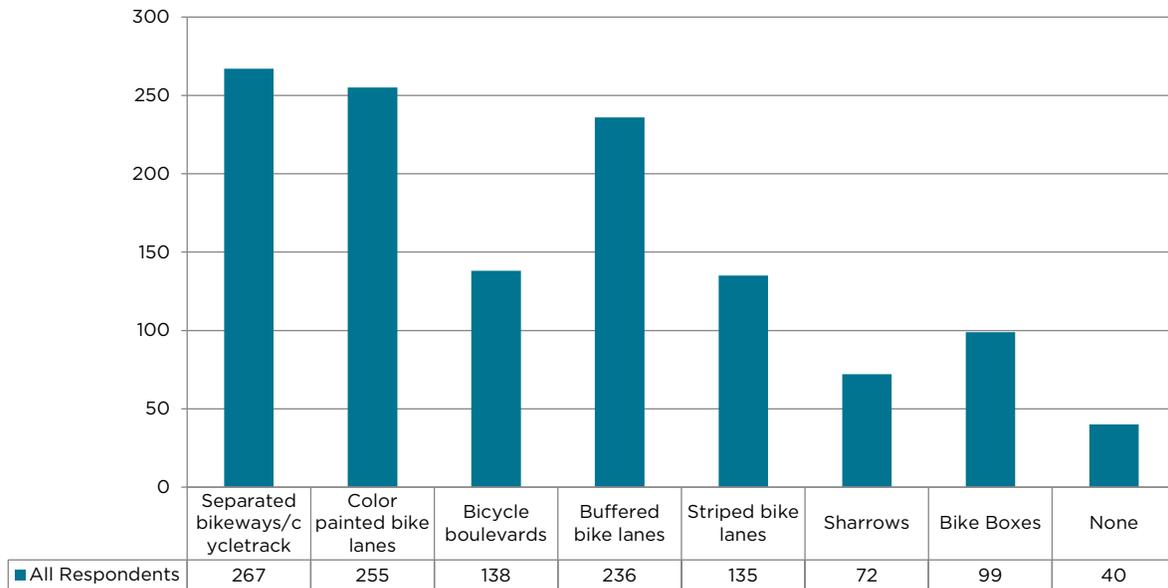


Figure D-7: Facility preference

A cross-tabulation of people’s primary mode (driving, biking) helps further inform the desired types of bike facilities in Long Beach. Again, we compared the proportions of respondents to this question, rather than total numbers by primary mode of transportation. Of the 260 respondents who stated they primarily drive, only 21 (eight percent) chose to not recommend any bike facilities. More than half of those who primarily drive recommended separated bikeways, color painted bike lanes, and buffered bike lanes. Drivers clearly preferred designating space for bike riders to facilities that share the same space with bike riders, like Bicycle Boulevards and sharrows.

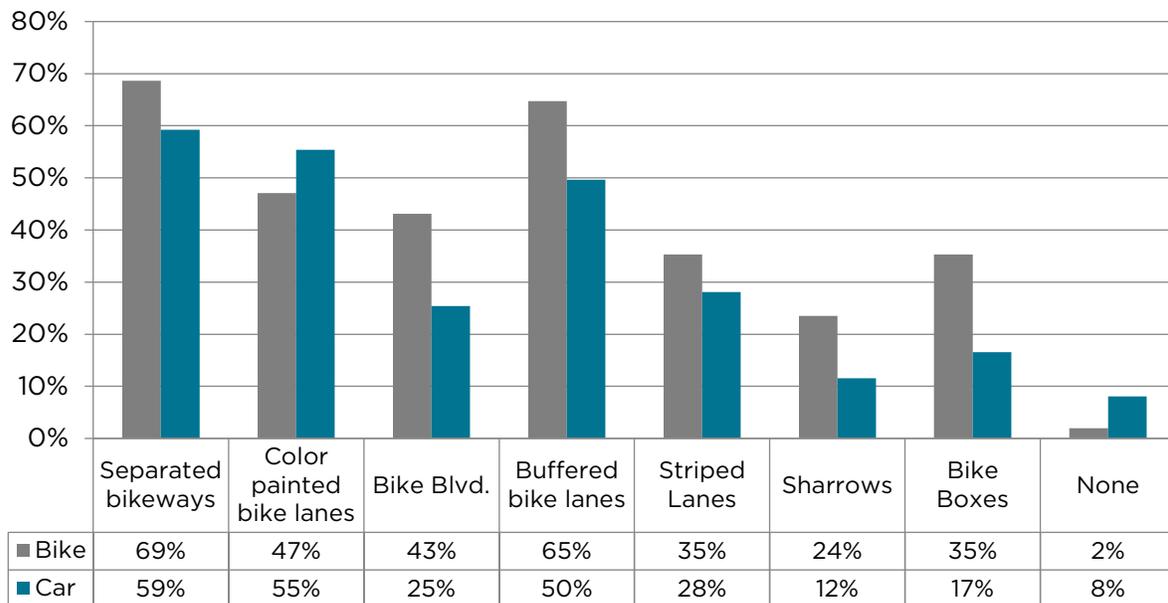


Figure D-8: Favored bicycle facilities, by primary transportation mode

### By Zip Code

Of the 469 responses, 226 (48 percent) of those included a Long Beach zip code. Of the remaining respondents, most lived in areas near Long Beach, though 67 responses did not include any zip code. **Table D-4** shows the breakdown of respondents by zip code.

**Table D-4: Respondents by Zip Code**

Long Beach Zip Code	Number of Responses
90712	6
90755	5
90801	2
90802	43
90803	35
90804	28
90805	30
90806	16
90807	43
90810	18
<b>Total</b>	<b>226</b>

Of the respondents who provided a Long Beach zip code, 120 used a car as their primary mode of travel. The next highest mode was ‘Combination’ which included using a bicycle in combination with a car or bus. Twenty-three residents used a bicycle as their primary mode of transportation.

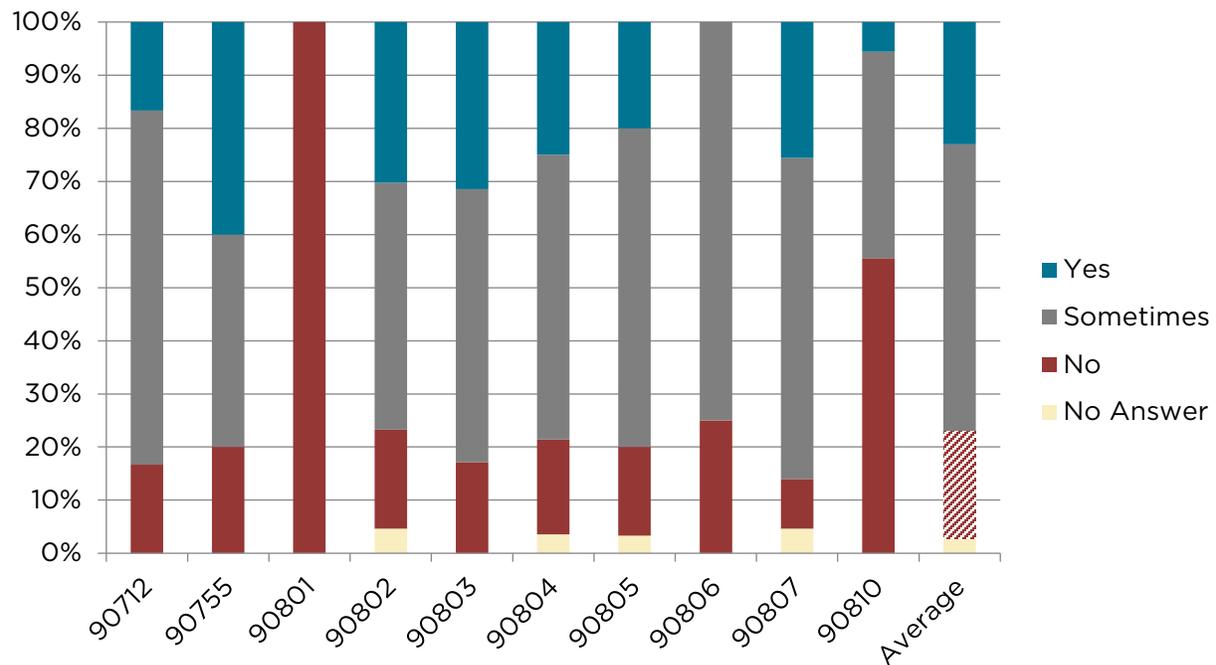
**Table D-5: Primary Mode by Long Beach Zip Code**

	No Answer	Bicycle	Bus	Car	Combination	Foot	Motorcycle	Total
90712	1	1	0	3	1	0	0	6
90755	0	0	0	4	1	0	0	5
90801	0	0	1	1	0	0	0	2
90802	2	5	0	20	15	1	0	43
90803	1	5	0	17	10	1	1	35
90804	1	5	0	11	10	0	1	28
90805	1	4	4	13	8	0	0	30
90806	1	1	0	10	3	1	0	16
90807	1	2	0	30	9	0	1	43
90810	1	0	3	11	3	0	0	18
<b>Total</b>	<b>9</b>	<b>23</b>	<b>8</b>	<b>120</b>	<b>60</b>	<b>3</b>	<b>3</b>	<b>226</b>

A review of the question of “Do you feel safe riding a bicycle in traffic in Long Beach?” by zip code can help inform the implementation process, by looking at areas where people feel unsafe.

**Table D-6: Perception of Safety, by Zip Code**

Zip Code	No Answer	No	Sometimes	Yes
90712	0	1	4	1
90755	0	1	2	2
90801	0	2	0	0
90802	2	8	20	13
90803	0	6	18	11
90804	1	5	15	7
90805	1	5	18	6
90806	0	4	12	0
90807	2	4	26	11
90810	0	10	7	1
Average	6	46	122	52



*Figure D-9: Perceptions of safety, by zip code*

Respondents who lived closer to bike paths along the LA River and Beach were more likely to access these facilities than those who live farther away. This data shows that people who live in zip codes with more connected routes that allow easier access to these paths are more likely to use these paths.

**Table D-7: Use of Beach or River Paths, by Zip Code**

	Used Beach or River Paths in past six months?		Total
	No	Yes	
90712	2	3	5
90755	4	1	5
90801	1	1	2
90802	8	34	42
90803	6	28	34
90804	5	20	25
90805	13	16	29
90806	9	7	16
90807	13	29	42
90810	12	6	18
<b>Total</b>	<b>73</b>	<b>145</b>	<b>218</b>