

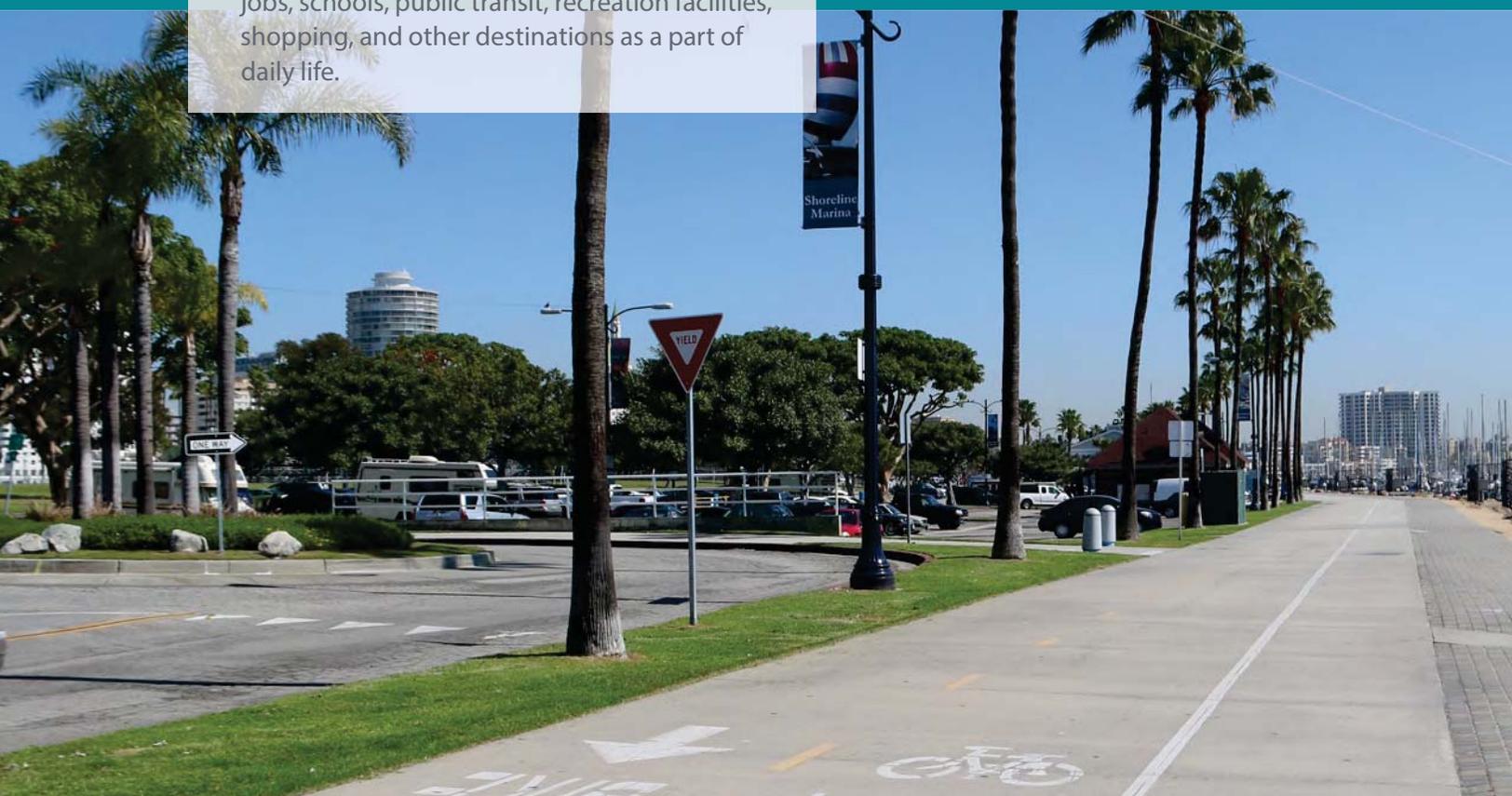


Vision:

Long Beach Bicycle Master Plan

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» Long Beach Bicycle Plan Master Plan Vision 3

Long Beach Bicycle Master Plan Vision

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This plan envisions a Long Beach **25 years into the future** where bicycling will be the easiest, most convenient way to run errands, get to work or school, or travel for recreation.

Let's imagine a typical day in the life of a North Long Beach resident in the year 2040.

After finishing breakfast, you snap on the helmet of your 11 year old child, then she joins several nearby classmates in the local "bicycle train" for a three mile ride to Harte Elementary School. The group rides along the quiet Myrtle Avenue Bicycle Boulevard, with traffic circles designed to allow bicycle riders and slow-moving, cautious drivers to share the street and keep neighborhoods safe and connected. The students then turn onto the Orange Avenue parking-protected bikeway and soon arrive at school, where there is abundant bicycle parking for the roughly 50% of students who arrive on bicycle. Much like your grandparents' generation, nearly all children now walk or ride a bicycle to school. Rather than sit in school drop-off lines, this extra time allows parents like yourself to enjoy an extra cup of coffee at home and wait for your recently ordered, locally-sourced household goods to be delivered via "bicycle freight" – i.e., cargo bikes.



After saying goodbye to your daughter, you hop on your own bicycle and ride the flat 7-mile trip to Downtown Long Beach, where you work at a state-of-the-art facility that designs electric-assist bicycles. You travel south, opting for the more leisurely and quaint Daisy Bicycle Boulevard, so you can marvel at the 120-year-old homes of Willmore on your way. Once Downtown, you park your bicycle in a fully-secure parking facility, where just a scan of your fingerprint and a passcode can retrieve your bicycle later.



A mid-day lunch meeting in Rose Park allows you the opportunity to enjoy a short 2-mile ride using the public bike share system. You travel along Broadway's curb-separated bikeways – the first built in Southern California way back in 2011! You chuckle to yourself thinking that these bikeways were once considered "novel", and you wonder how there was ever a time when cities built bicycle lanes that placed riders between parked cars and moving traffic.



At the end of the work day, you decide to bring your bicycle aboard the Metro Blue Line so you can catch up on your social media updates while on the 15-minute stress free ride to Artesia Station. Riding east from the station in the fully separated bikeway along Artesia Boulevard, you enjoy the colors of the sunset reflecting off of the newly revitalized Los Angeles River before returning home.



Back in 2017, your future bicycle-friendly lifestyle is already becoming a reality in Long Beach. According to the Alliance for Biking and Walking's 2016 Benchmarking Report, Long Beach had the 18th highest rate of commuting by bicycle of all large U.S. cities – and this high ranking does not include the thousands of bicycle trips made for pleasure or daily errands in our city each day. And the City's commitment to make bicycling a safer and more enjoyable way to get around will continue to attract more people to join you on the bikeways!



The Long Beach City Council has committed to making Long Beach the most bike-friendly city in the United States, and the City has installed over 78 miles of bikeways since the previous Bicycle Master Plan was adopted in 2001 to reach the current 141 miles of bikeways. This updated Bicycle Master Plan reinforces this commitment and provides a clear path forward to increase bicycle ridership by residents and visitors of all ages and abilities. The City aims to see 10 percent of all trips made by bicycle in 10 years, 20 percent in 20 years, and 30 percent in 30 years. This 30 percent bike mode share is part of a larger goal to have fewer than 50 percent of trips made by solo drivers by 2040.

What would 30 percent of all trips by bicycle look like – and, perhaps, more importantly: what would it take to achieve this vision? This Bicycle Master Plan lays out over 200 miles of bikeways designed to provide safety and comfort for people of all ages and abilities. These projects are referred to as ‘8-to-80’

bikeways – meaning that the bicycle facility is designed so that anyone between the ages of 8 and 80 years old can ride bicycles easily and comfortably. These re-envisioned streets will connect seamlessly, providing high quality connections for the bicycling public from Hamilton to Belmont Shore and Carson Park to The Pike – and everywhere in between.

Long Beach’s nearly-perfect weather, mostly flat terrain, and growing bike network make it an ideal city for bicycling. In 25 years, with a complete network of 8-to-80 bikeways, residents will easily consider bicycling the most attractive mode of transportation. The effort of driving and parking a car will seem antiquated as more and more people discover how convenient and enjoyable it is to run errands by bike – and with facilities designed to support people of all ages, families can turn these daily tasks into healthy and fun activities, spending quality family time on two wheels while taking in the fresh ocean breeze.

As Parks Commissioner of Bogota, Colombia, Gil Peñalosa realized that if public agencies were to create cities where people can be healthy and active, they must begin by building streets that are safe for people of all ages. “We have to stop building cities as if everyone is 30 years-old and athletic,” he stated in 2012. He believed the 6.7 million people living in Bogota deserved safe, convenient, and connected bikeways to allow people of all abilities to have the opportunity to choose to bicycle. Out of this broad idea, he coined the term ‘8 to 80’ -- creating a litmus test for determining if a bikeway or public space is safe enough as long as you would feel comfortable letting your 8-year-old child or 80-year-old grandparent use it. This is the guiding principal for Long Beach’s ‘8 to 80’ bikeway network -- which will guide design principles that will allow nearly all residents and visitors to feel safe bicycling throughout the city.

