



# CORONADO, CA

TOTAL POPULATION

25,952

TOTAL AREA (sq. miles)

7.93

POPULATION DENSITY

3,273

# OF LOCAL BICYCLE FRIENDLY BUSINESSES 1

# OF LOCAL BICYCLE FRIENDLY UNIVERSITIES 1

## 10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Gold	Coronado
High Speed Roads with Bike Facilities	35%	100%
Total Bicycle Network Mileage to Total Road Network Mileage	80%	55%
Bicycle Education in Schools	GOOD	VERY GOOD
Share of Transportation Budget Spent on Bicycling	13%	3%
Bike Month and Bike to Work Events	VERY GOOD	AVERAGE
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS AT LEAST MONTHLY	MONTHLY OR MORE FREQUENTLY
Bicycle-Friendly Laws & Ordinances	GOOD	GOOD
Bike Plan is Current and is Being Implemented	YES	SOMEWHAT
Bike Program Staff to Population	1 PER 36K	1 PER 26K

## CATEGORY SCORES

<b>ENGINEERING</b> <i>Bicycle network and connectivity</i>	2.1/10
<b>EDUCATION</b> <i>Motorist awareness and bicycling skills</i>	3.4/10
<b>ENCOURAGEMENT</b> <i>Mainstreaming bicycling culture</i>	3.5/10
<b>ENFORCEMENT</b> <i>Promoting safety and protecting bicyclists' rights</i>	4.3/10
<b>EVALUATION &amp; PLANNING</b> <i>Setting targets and having a plan</i>	4.2/10

## KEY OUTCOMES

	Average Gold	Coronado
<b>RIDERSHIP</b> <i>Percentage of Commuters who bike</i>	5.2%	4.4%
<b>SAFETY MEASURES CRASHES</b> <i>Crashes per 10k bicycle commuters</i>	291	229
<b>SAFETY MEASURES FATALITIES</b> <i>Fatalities per 10k bicycle commuters</i>	2.6	0.0



## KEY STEPS TO GOLD



- » Adopt a Complete Streets policy and create implementation guidance. A Complete Streets policy should prompt the community to consider lane and/or road diets when repaving or otherwise doing major maintenance on roadways. Striping bicycle lanes as part of repaving operations can save 40% of the cost of adding a bicycle lane.
- » Continue to increase the amount of high quality bicycle parking throughout the community. Ensure that people arriving by bicycle have a secure and legal place to lock their bikes at popular destinations through the use of bike corrals, bike valets, and incentives or requirements for bike parking in buildings.
- » Develop a design manual that meets current NACTO

standards or adopt the NACTO Urban Bikeway Design Guide. This will make it easier for city staff to propose and implement bicycle facility designs that have been shown to improve conditions for people who bike in other cities throughout the United States.

- » Your reported bicycle network showed that there are many low-speed streets without bicycle facilities. Develop a network of bike boulevards/neighborhood greenways to take advantage of these low-speed streets to encourage and optimize bicycle travel on low-stress corridors. Diverters, wayfinding, chicanes, and other treatments can be effective at reducing vehicle speeds and promoting the bicycle-oriented nature of a bike boulevard.