



IRVINE, CA

TOTAL POPULATION

281,707

POPULATION DENSITY

4268

TOTAL AREA (sq. miles)

66

OF LOCAL BICYCLE FRIENDLY BUSINESSES **2**

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **1**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Gold	Irvine
High Speed Roads with Bike Facilities	35%	39%
Total on- and off-road Bicycle Network Mileage to Total Road Network Mileage	76%	28%
Bicycle Education in Schools	GOOD	AVERAGE
Share of Transportation Budget Spent on Bicycling	14%	9%
Bike Month and Bike to Work Events	VERY GOOD	ACCEPTABLE
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS AT LEAST MONTHLY	NONE
Bicycle-Friendly Laws & Ordinances	GOOD	VERY GOOD
Bike Plan is Current and is Being Implemented	YES	SOMEWHAT
Bike Program Staff to Population	1 PER 33K	1 PER 140K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	4.19 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	3.73 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	2.88 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	4.12 /10

KEY OUTCOMES

	Average Gold	Irvine
RIDERSHIP <i>Percentage of Commuters who bike</i>	5.1%	1.51%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	287	329.93
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	2.2	2.04



KEY STEPS TO GOLD



» Continue to expand and improve Irvine's low-stress on-road bike network and ensure that your community maximizes safety and comfort for bicyclists of all ages and abilities by following a bicycle facility selection criteria and design guidelines that increase separation and protection of bicyclists based on levels of motor vehicle speed and volume. Identify gaps and add new facilities that complete and expand the bicycle network, and work to upgrade existing bike lanes into protected bike lanes by adding physical barriers that improve safety and accessibility for all ages and abilities.

» Adopt a Complete Streets policy and create implementation guidance. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users, regardless of age, ability, or mode of transportation.

» Your application indicated that the majority of roads in Irvine have a posted speed limit above 25 mph. Consider whether neighborhood greenways optimized for biking should have lower speed limits. If traffic studies show actual speeds are higher than the posted limits on some roads, use traffic calming measures to ensure that people do not exceed the posted speed.

» Increase the amount of high quality bicycle parking throughout the community. Conduct a bike parking study or audit to determine current conditions of bike parking, both in terms of quality and quantity. Develop community-wide Bicycle Parking Standards to ensure that APBP-compliant bicycle parking is available in areas near transit and urban activity centers. (See www.apbp.org/bicycle-parking-solutions)

» Consider making end-of-trip facilities available to bike

KEY STEPS CONTINUED ON PAGE 2...



IRVINE, CA

Spring 2021

KEY STEPS TO GOLD CONTINUED

commuters in your community, such as publicly accessible bicycle repair stations and air pumps. Invest in a centrally-located Bicycle Station or Hub that provides secured parking, and changing room, lockers, and/or showers for bicycle commuters.

- » Consider launching a public bike share system. Bike sharing is a convenient, cost effective, and healthy way of encouraging locals and visitors to make short trips by bike, make bicycling more accessible to all, and to bridge the 'last mile' between public transit and destinations.
- » Improve bicycle safety education for students of all ages by incorporating on-bike bicycle education and by expanding the program to all K-12 schools. Providing bicycles in schools for on-bike education ensures that all students can learn to safely ride a bicycle regardless of the availability of a bicycle in their household.
- » Host a League Cycling Instructor (LCI) seminar to increase the number of local LCIs in your community. Having several active instructors in the area will enable you to expand cycling education for youth and adults, recruit more knowledgeable cycling ambassadors, deliver Bicycle Friendly Driver education to motorists, and have experts available to assist in encouragement programs. Visit bikeleague.org/ridesmart for more information.
- » Develop a community-wide trip reduction ordinance/program, commuter incentive program, and a Guaranteed Ride Home program to encourage and support bike commuters in Irvine.
- » Encourage more local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the Bicycle Friendly Business program.
- » Improve Bike Month activities by creating a Bike to Work Day event, Bike to School Day event, and/or a Mayor's Ride.
- » Increase the amount of staff time spent on improving conditions for people who bike and walk, either by creating a new

dedicated position or expanding the responsibilities of current staff. Ensure that this position is well supported with training and professional development opportunities to stay up-to-speed on the latest best practices and safety guidelines for bicycle planning, outreach, and infrastructure.

- » Create an official Bicycle & Pedestrian Advisory Committee (BPAC) to create a systematic method for ongoing citizen input into the development of important policies, plans, and projects. Ensure that the members of the committee reflect the diversity and ability levels of cyclists in your community.
- » Begin the process of creating a new Bicycle Master Plan or updating your 2011 Bike Plan. Regularly updating your bicycle plan is key to improving conditions for bicycling, adhering to evolving best practices and national standards, and institutionalizing processes for continual evaluation and improvement. Ensure the new plan includes specific and measurable goals and performance measures to track progress, and is supported by a dedicated budget for implementation.
- » Adopt a comprehensive road safety plan or a Vision Zero policy to identify specific strategies to reduce traffic crashes and deaths for all road users, including bicyclists and pedestrians. Road diets, lane diets, and traffic calming treatments are important engineering components for addressing safety.
- » Adopt a target level of bicycle use (percent of trips) to be achieved within a specific timeframe, and ensure data collection necessary to monitor progress. Continue to develop a bicycle count program that utilizes several methods of data collection including automated bicycle counters to provide long-term data on bicycle use at fixed points and mobile counters to provide periodic or before/after data related to a changes in your community's road or bicycle network. Observational counts and surveys can supplement automated data in order to collect demographic information and examine social equity goals.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » League of American Bicyclists: <https://www.bikeleague.org>
- » Guide to the BFC Report Card: https://bikeleague.org/sites/default/files/Guide_to_the_Bicycle_Friendly_Community_Report_Card.pdf
- » Resources for Building a Bicycle Friendly Community: https://bikeleague.org/BFC_Resources
- » Building Blocks of a Bicycle Friendly Community: <https://bikeleague.org/content/building-blocks-bicycle-friendly-communities>
- » The Five E's: <https://bikeleague.org/5-es>
- » Smart Cycling Program: <https://bikeleague.org/ridesmart>
- » Advocacy Reports and Resources: <http://bikeleague.org/reports>