



ORANGE COUNTY, CA

TOTAL POPULATION
3,175,692

POPULATION DENSITY
3349

TOTAL AREA (sq. miles)
948.07

OF LOCAL BICYCLE FRIENDLY BUSINESSES **4**

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **1**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Orange County
High Speed Roads with Bike Facilities	35%	53%
Total on- and off-road Bicycle Network Mileage to Total Road Network Mileage	48%	10%
Bicycle Education in Schools	GOOD	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	11%	UNKNOWN
Bike Month and Bike to Work Events	GOOD	EXCELLENT
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS QUARTERLY
Bicycle-Friendly Laws & Ordinances	GOOD	ACCEPTABLE
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 78K	1 PER 228K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	5.44 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	4.18 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	6.40 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	4.72 /10

KEY OUTCOMES

	Average Silver	Orange County
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.7%	0.65%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	537	896.48
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	6.3	14.14



KEY STEPS TO SILVER



- » 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. Ensure that your community follows a bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume.
- » Continue to expand the bike network and increase connectivity through the use of different types of bicycle facilities appropriate for the speed and volume of motor vehicle traffic on each road. On roads where automobile speeds regularly exceed 30 mph, provide protected bicycle

infrastructure such as protected bike lanes/cycle tracks, buffered bike lanes or parallel 10ft wide shared-use paths (in low density areas). In slower speed areas such as quiet neighborhood streets, develop a system of bicycle boulevards that create an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels. In addition to identifying gaps and adding new facilities to connect and expand the bicycle network, also focus on upgrading existing facilities, such as by converting bike lanes into protected bike lanes and roads with sharrows into dedicated bicycle boulevards. Diverters, wayfinding, chicanes, and other treatments can be effective at reducing vehicle speeds and promoting the bicycle-oriented nature of a bike boulevard.

KEY STEPS CONTINUED ON PAGE 2...



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Spring 2021

KEY STEPS TO **SILVER** CONTINUED

- » Continue to expand bicycle safety education to be a routine part of education for students of all ages, and ensure that schools and the surrounding neighborhoods are particularly safe and convenient for biking and walking. Work with the OCDE, individual schools and school districts, local bicycle groups, and interested parents to create Safe Routes to School programming for all K-12 schools in the County, including on-bike learning opportunities for elementary school students.
- » Consider hosting another League Cycling Instructor (LCI) seminar to further increase the number of local LCIs in Orange County. Having several active instructors throughout the area will enable the County and all local municipalities 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.
- » 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.
- » Establish and adopt specific measurable goals to better benchmark and track the success of the Active Transportation Plan.
- » Consider launching a county-wide bike share system that is open to the public. 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.

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: <https://bikeleague.org/reports>
- » Bicycle Friendly Business Program: <https://bikeleague.org/business>
- » National Bike Month: <https://bikeleague.org/bikemonth>

