



ENCINITAS, CA

TOTAL POPULATION
62,780

POPULATION DENSITY
3290

TOTAL AREA (sq. miles)
20.16

OF LOCAL BICYCLE FRIENDLY BUSINESSES **0**

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **0**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Encinitas
High Speed Roads with Bike Facilities	35%	26%
Total on- and off-road Bicycle Network Mileage to Total Road Network Mileage	48%	13%
Bicycle Education in Schools	GOOD	EXCELLENT
Share of Transportation Budget Spent on Bicycling	11%	8%
Bike Month and Bike to Work Events	GOOD	EXCELLENT
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	GOOD	EXCELLENT
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 78K	1 PER 7.85K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	3.8 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	5.7 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	5.4 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	5.0 /10

KEY OUTCOMES

	Average Silver	Encinitas
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.7%	1.09%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	537	649
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	6.3	5.9



KEY STEPS TO SILVER



» 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 35 mph, it is recommended to 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.

» 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. Introducing low stress bikeway facilities such as bicycle boulevards, and lowering vehicle speeds through traffic calming treatments are important engineering components for addressing roadway safety.

» Adopt or formalize a local 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. 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.

KEY STEPS CONTINUED ON PAGE 2...



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KEY STEPS TO SILVER CONTINUED

- » Develop a design manual that meets current NACTO standards or adopt the NACTO Urban Bikeway Design Guide or the FHWA's Small Town and Rural Multimodal Network 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.
- » Increase the amount of high quality bicycle parking throughout the community, and work to upgrade the quality of existing bike parking. Develop community-wide Bicycle Parking Standards to ensure that APBP-compliant bicycle parking is available in areas near popular destinations, transit stops, and urban activity centers. (See apbp.org/bicycle-parking-solutions)
- » Improve bicycle safety education for students of all ages by incorporating on-bicycle education before high school. Additionally, providing bicycles in schools ensures that all students can learn to safely ride a bicycle regardless of the availability of a bicycle in their household.
- » Encourage local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the Bicycle Friendly Business program.
- » 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 changes in your community's road or bicycle network.

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>
- » About the BFC Application Process: <https://bikeleague.org/content/about-bfc-application-process>
- » The Five E's: <https://bikeleague.org/5-es>
- » Tips for Current and Aspiring BFCs: <https://bikeleague.org/BFC-tips>
- » 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>

