



Agenda Item #: _____

Staff Report

City of Manhattan Beach

TO: Honorable Mayor Ward and Members of the City Council

THROUGH: Geoff Dolan, City Manager

FROM: Lindy Coe-Juell, Assistant to the City Manager

DATE: December 15, 2009

SUBJECT: Authorize the Mayor to Sign a Letter in Support of the South Bay Bicycle Coalition's Application for Grant Monies to Fund a Regional Bicycle Master Plan

RECOMMENDATION

Staff recommends that the City Council authorize the Mayor to sign a support letter for the South Bay Bicycle Coalition's (SBBC) application for a grant to fund a regional bicycle master plan.

FISCAL IMPACT

There is no fiscal impact associated with the immediate recommended action. We anticipate that some staff time will be required in working with the SBBC as the master plan is developed and that there will be some fiscal impact should the Council decide to implement local measures from the completed regional master plan. However, we have lead time to prepare for this potential expenditure as the SBBC estimates that the proposed master plan will be completed in the third or fourth quarter of 2011.

BACKGROUND

Members of the SBBC sent a request dated December 5th (see attachment A) to Mayor Portia Cohen and Mayor Pro Tem Mitch Ward asking for their support of a grant application to secure funds to develop a regional bicycle master plan. The Mayor and Mayor Pro Tem expressed interest in endorsing this application and asked that staff place this item on this agenda for full City Council consideration as the grant application is due on December 21st.

DISCUSSION

The SBBC is partnering with the LA County Bicycle Coalition to submit a grant application for money to fund the development of a South Bay Bicycle Master Plan. The LA County Bicycle Coalition is a membership supported advocacy organization, with 501c3 status, working to improve the bicycling environment and quality of life in Los Angeles County.

The SBBC is developing the subject application to submit to the County of Los Angeles Public Health Department, which is the agency responsible for administering federal monies from the American Recovery and Reinvestment Act (ARRA) of 2009 for a program called Renewing Environments for Nutrition, Exercise and Wellness in Los Angeles County, or RENEW LAC.

This program will fund approximately eight projects that address obesity prevention through increased access to physical activity at approximately \$125,000 per year for a two year period.

The SBBC intends to use the grant funds to hire professional staff to coordinate the effort including outreach to the community and City staff and to hire technical experts such as traffic engineers to analyze and recommend safe bicycle routes creating a South Bay network. The SBBC anticipates that they will have some funds remaining after the completion of the master plan to help cover costs associated with implementation measures such as signage. Attachment B is an overview summary of the grant application from the SBBC and provides further details.

The impetus for the SBBC's effort as described in the attached summary compliments several of the City Council's initiatives including reducing carbon emissions and considering more bike paths in the community. Specifically, the City Council adopted an item to consider a bike path along Valley/Ardmore as a 2009-2010 Work Plan item. It should also be noted that lending support to the SBBC's grant application does not commit the City to any specific course of action, that the City Council and staff will have the opportunity to provide input during the master plan development process and that the final decision to implement local pieces of the master plan will come back before the Council.

CONCLUSION

Staff recommends that the City Council authorize the Mayor to sign a letter of support for the SBBC's grant application. Should the City Council approve this action, staff will work with the SBBC to develop the support letter for the Mayor's signature.

ATTACHMENTS:

- A. SBBC Support Request Letter
- B. SBBC Master Plan Gran Overview

The Honorable Portia Cohen, Mayor and The Honorable Mitch Ward, Mayor Pro-tem
City of Manhattan Beach, CA

Dear Portia and Mitch:

As your appointees to and fellow members of the City of Manhattan Beach's Environmental Task Force, we are very excited to share with you news about a regional opportunity for Manhattan Beach to be a leader and municipal partner in the regional environmental movement. We are very proud to serve the City on the ETF and have offered our experience and talent because we know that through coalitions - good things happen.

Over the past 2 months, over 80 volunteers have joined together to create a collaborative effort in our community to develop the South Bay Bicycle Coalition. The Coalition is seeking our city's support of a grant application that would fund a comprehensive regional South Bay Bicycle Master Plan. With the endorsement of our city's and other cities' community leaders, environmental organizations, and health advocates we are requesting your approval and support of our LA County grant proposal.

This plan directly and effectively addresses critical health, safety, transportation and environmental issues currently facing our South Bay cities - and it does so at an exceptionally low cost with little risk to participating cities. The conceptual plan would link the South Bay cities and create a progressive bike route network that provides a safe, healthy, and appealing transportation alternative.

This month, we have worked aggressively with the Mayors of Hermosa, Redondo, Lawndale, Torrance and other south bay communities who have signaled a strong interest to join us in taking a regional South Bay approach. Hermosa and Redondo City Councils are taking action to join the effort at their next meeting.

The grant application deadline is December 21, and the RFP was released on November 21st, so urgency of your support is critical to our success. We know that time constraints to hear an item on our City Council agenda is tight and we want our City to be in the leadership count when the grant application is submitted.

We realize the Council has adopted safe bicycle routes on its work plan, and today the opportunity has arisen to receive federal dollars for this worthwhile cause. One city alone cannot create a climate friendly bicycle transportation network for the South Bay, but by creating a regional plan for implementation we can move closer to Council's signed pledge under Mayor's Climate Protection Agreement. Seven months ago, on May 21st 2009, the full ETF voted to recommend that the City Council update its bicycle master plan. Now the opportunity and funds exist to do so. Manhattan Beach has a long history of environmental sensitivity and activism, as a community and as a city government. Please take this opportunity to help Manhattan Beach's environment, school children, workers, businesses, and families by securing a grant for a regional bicycle plan. We have attached an overview of the grant for more information

Todd Dipaola, Lillian Light, and Casey Beyer Manhattan Beach Environmental
Task Force South Bay Bicycle Coalition



South Bay Bicycle Coalition

OVERVIEW SOUTH BAY BICYCLE MASTER PLAN GRANT

Overview

The South Bay Bicycle Coalition (SBBC) is applying for a federal stimulus grant to fund creation of a Master Bicycle Plan for participating cities in the South Bay. By participating as a partner in this grant application, cities will receive a regional bicycle transportation plan with individual city-specific implementations. Given the geography and size of individual cities in the South Bay, a regional approach to creating a bicycle network is strategically and logistically the best solution to create viable and productive pathways to work, school, shopping and recreation.

Grant Information

- Two year, \$250,000 opportunity, with additional monies available for technical studies
- The grant is federal CDC funding from the American Recovery and Reinvestment Act of 2009
- Grant is administered and awarded through the Los Angeles County Department of Public Health
- RFP released Nov 19 with deadline of Dec 21, with awardees notified by Feb 27 2010
- Tight timeline rewards agile applicants

Application Period until Dec 21, 2009

- The SBBC is communicating with local governments and adding partner cities to the application
- SBBC intends to have the LA County Bicycle Coalition, a 501c3 with expertise helping the cities of Glendale and Culver City create master plans, and the South Bay Council of Government apply for the grant
- SBBC has secured funds to hire a professional grant writer to craft winning application

Grant Period Feb 2009-Feb 2011

- Hire staff and consultants with the grant monies to begin master plan process
- Conduct outreach events in each city
- Utilize professional staff such as traffic engineers to analyze and recommend safe routes to create a South Bay network
- Work with cities and their staff throughout the process to ensure final bike plan product is a document that Cities embrace
- City Councils will evaluate the master plan and individual decide to what degree they will implement the plan
- City Councils implementing the plan will receive grant funds to help implement

Why Bicycle Routes?

- A proven, low-cost method to fight childhood obesity and produce healthier residents. Provides, both quality of life improvements and decrease in long-term medical expenses
- 100% carbon-free bicycle use vastly reduces greenhouse gas emissions on a per capita basis. Helps cities and state meet emission reduction targets. Cuts dangerous tailpipe pollution at the local level where it impacts South Bay residents most significantly
- Provides a safe route to school
- Public safety improvement, fewer accidents and deaths from citizens doing something green and healthy
- Helps to create a more livable community through increased interaction with other individuals and neighborhoods
- Fewer parking spaces needed
- Decrease in street wear and tear from reduction of motorized vehicle traffic
- Proactive response to projected population increase in South Bay - Decrease in need to street widen or provide additional traffic lanes and infrastructure

New Bicycle Traffic Device- Sharrows

- Sharrows will be closely examined as a component in the South Bay Master Plan
- Sharrows stand for "Share the Road Arrows."
- They allow cities to create immediate bike routes on streets without removing any parking or driving lanes.
- Sharrows are inexpensive to implement, requiring only paint with optional additional signage.
- They are "bicycle use" road markings that do not actually change the roadway, instead they use simple signage to clearly communicate bike riding rights from CA state law and proper riding habits.

Studies demonstrate that sharrows increase safety by making drivers more aware of cyclists and more likely to make room for them. Studies also demonstrate that sharrows make cyclists more likely to obey the rules of the road and ride predictably in the correct direction and safest placement in the lane

Recently implemented in Hermosa's Bicycle Master Plan can be seen below at the Hermosa Pier.



Bicycle Accident Statistics

In one of the local beach cities, from 2004 to 2008, at least 66 cyclists were involved in accidents. This surprisingly high accident rate is probably understated as it only reflects the number of incidents reported to the police. Even more sobering and significant is the fact that from 2005 to 2008, 4 people were killed riding their bikes in just one of the South Bay cities where we have data. A key factor is that bicycle accidents are more common when there is no identifying street signage to alert drivers and protect the bike rider and motorized traffic.

Selected South Bay City Demographics

El Segundo

As of 2007, El Segundo's population is 16,526 people. Since 2000, it has had a population growth of 3.07 percent.

Gardena

As of the census of 2000, there were 57,746 people, 20,324 households, and 14,023 families residing in the city. The population density was 3,830.9/km² (9,921.3/mi²).

Hawthorne

As of the census of 2000, there were 84,112 people, 28,536 households, and 19,775 families residing in the city. The population density was 5,359.0/km² (13,879.4/mi²). There were 29,629 housing units at an average density of 1,887.8/km² (4,889.1/mi²).

Hermosa Beach

As of the census of 2000, there were 18,566 people, 9,476 households, and 3,553 families residing in the city. The population density was 5,012.8/km² (12,982.4/mi²).

Inglewood

Inglewood's population of 129,900 in 2006 was relatively youthful, with a median age of 31, compared to 36 in the nation as a whole.

Lawndale

As of the census of 2000, there were 31,711 people, 9,555 households, and 7,022 families residing in the city. The population density was 6,183.7/km² (16,036.7/mi²). There were 9,869 housing units at an average density of 1,924.5/km² (4,990.9/mi²).

Lomita

As of the census of 2000, there were 20,046 people, 8,015 households, and 5,033 families residing in the city. The population density was 4,073.6/km² (10,572.7/mi²). There were 8,295 housing units at an average density of 1,685.6/km² (4,375.0/mi²).

Manhattan Beach

As of the census of 2000, there were 33,854 people, 14,474 households, and 8,394 families residing in the city. The population density was 3,325.8/km² (8,606.7/mi²).

Redondo Beach

As of the census of 2000, there were 63,261 people, 28,566 households, and 15,254 families residing in the city. The population density was 3,889.4/km² (10,065.4/mi²). There were 29,543 housing units at an average density of 1,816.3/km² (4,700.6/mi²).

Torrance

As of the census of 2000, there were 137,946 people, 54,542 households, and 36,270 families residing in the city. The population density was 2,593.1/km² (6,715.7/mi²). There were 55,967 housing units at an average density of 1,052.0/km² (2,724.7/mi²).