



Agenda Item #:



# Staff Report

## City of Manhattan Beach

**TO:** Honorable Mayor Tell and Members of the City Council

**THROUGH:** David N. Carmany, City Manager

**FROM:** Richard Thompson, Director of Community Development  
Clay J. Curtin, Management Analyst *cc*

**DATE:** November 15, 2011

**SUBJECT:** Consideration of a Resolution Approving the South Bay Bicycle Master Plan

**RECOMMENDATION:**

Staff recommends the City Council adopt Resolution No. 6334, approving the South Bay Bicycle Master Plan.

**FISCAL IMPLICATION:**

There is no fiscal impact related to approving the South Bay Bicycle Master Plan as presented. The plan serves as a guiding document for future consideration of projects that would enhance the regional bicycle network. All future projects implemented in accordance with this plan would require City Council review and approval for feasibility and fiscal implications through the public hearing process.

**BACKGROUND:**

In March 2010, the Los Angeles County Department of Public Health (DPH) awarded the RENEW grant to the partnership of the South Bay Bicycle Coalition (SBBC) and the Los Angeles County Bicycle Coalition (LACBC) to develop the South Bay Bicycle Master Plan ("the plan"). The plan's purpose is to regionally connect the cities of Manhattan Beach, El Segundo, Hermosa Beach, Gardena, Lawndale, Redondo Beach, and Torrance via a bicycle network, which will improve the health, environment, and quality of life for the region. While Manhattan Beach and many of the other participating cities have existing bike plans, implementation of those bike plans has either not been prioritized or has not been coordinated with surrounding jurisdictions. The result has been an existing bike network that suffers from a lack of consistency and connectivity. The South Bay Bicycle Master Plan is focused on rectifying these challenges.

The RENEW grant funds one full-time staff position to coordinate and oversee the planning process, as well as the bike planning consultant, Alta Planning + Design ("Alta"). Alta has been an advisor for various bike plans including the City of Los Angeles Bike Plan and the County of Los Angeles Bike Plan, among many others in the region. The RENEW grant funding has made it possible for each of the seven participating cities to benefit from a first-class bike plan with no direct financial commitment required from the City.

The South Bay Bicycle Master Plan serves as the region's first multi-jurisdictional bike plan. As each participating city becomes eligible for additional infrastructure funding in the future, this plan will serve as a guiding document for increasing the City's bikeability.

The plan development has been a collaborative process with regular meetings consisting of city staff, elected officials, and community members. There have been two rounds of public workshops in each of the seven cities, which have been publicized and promoted through a wide variety of mediums. This final draft incorporates suggestions gathered from city staff and the community over three different revision periods. The primary objective has been a well-informed and fully vetted plan.

On August 25, 2011, in a joint meeting, the Manhattan Beach Planning Commission, Parks and Recreation Commission, and Parking and Public Improvement Commission held a Commissioners Workshop for the South Bay Bicycle Master Plan. At the workshop, the Commissions heard from a number of residents in support of the plan. The Commissioners felt that enhancing and expanding bicycling opportunities in Manhattan Beach and the South Bay, and providing a cohesive network, with connectivity between the Cities, were goals that they supported. They also indicated that they would like to see a more aggressive schedule for implementation of the plan if feasible. They acknowledged that the goals and policies of the plan were items to be considered if feasible and that more detailed study of each individual project would be required in the future, as the document before them was a conceptual Plan. The Commission indicated that the location of some of the routes identified in the plan could be challenging to implement, and those details would require further study. All three Commissions recommended the adoption of the plan.

#### **DISCUSSION:**

The Bicycle Master plan provides guidelines for improving the prioritization of bicycling and its supporting infrastructure beyond the current conditions in the South Bay. The policies proposed in the plan encourage the City to explore options that improve safety, convenience, and prominence of active transportation. Specifically, the plan proposes an expanded bikeway network and associated policies and programs involving the addition of 213.8 miles of new bikeways across the seven cities over 20 years. Of these 213.8 miles, 31 miles are in Manhattan Beach; a proposed increase of 27.8 miles over the current 3.2 miles. The plan provides a roadmap to which each participating city may refer when implementing bike facility improvements.

The plan is divided into regional policies, recommended programs that will aid in meeting those policies, and conceptual regionally-consistent signage improvements. The plan also includes City-specific chapters that outline existing conditions, baseline data, and proposed improvements for each participating city.

There are numerous available options for funding bikeways, including various local return sources, aligning implementation with the CIP and grants from the local, state, and federal level. Many cities implement a vast majority of their bike plans by utilizing outside grant funding sources. Adoption of a regional master plan will make it easier for the City to qualify for certain funding.



**CONCLUSION:**

Adoption of the plan indicates that the City Council is in support of the concept of a bicycle network to provide connectivity in the South Bay. The goals and policies within the plan will be evaluated and implemented by each City if feasible and appropriate. If approved, detailed projects will be submitted to the City Council by staff in the future after further study. Public hearings will be conducted for those projects before the City's Commissions and City Council prior to implementation through the CIP process.

**Attachments:**

- A. Resolution No. 6334 approving the South Bay Bicycle Master Plan and CEQA Exemption
- B. Staff report and Minutes of the Commissioners' Workshop held August 25, 2011 (Excluding Attachments)
- C. Public comment letters received on the South Bay Bicycle Master Plan
- D. South Bay Bicycle Master Plan- Final Draft August 2011  
<http://www.southbaybicyclecoalition.org/pass-the-plan-action-plan/south-bay-bicycle-master-plan-review-copy/>

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## RESOLUTION NO. 6334

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF  
MANHATTAN BEACH, CALIFORNIA, APPROVING THE SOUTH BAY  
BICYCLE MASTER PLAN

WHEREAS, the City of Manhattan Beach is a partner with Los Angeles County Bicycle Coalition ("LACBC") which was awarded a grant from the Los Angeles County Department of Public Health ("DPH") through the American Recovery and Reinvestment Act of 2009-funded Renewing Environments for Nutrition, Exercise and Wellness ("RENEW") Initiative for the development of the South Bay Bicycle Master Plan; and

WHEREAS, the City seeks to promote bicycling as a means to decrease childhood and adult obesity, and an accessible bikeway network connecting the South Bay cities to each other and to Greater Los Angeles County for the general benefit of all County residents; and

WHEREAS, on August 25, 2011, at a joint Commissioners' Workshop meeting, the Planning Commission, Parks and Recreation Commission, and Parking and Public Improvement Commission all recommended to the City Council the adoption of the South Bay Bicycle Master Plan, as drafted.

WHEREAS, the South Bay Bicycle Master Plan has been environmentally reviewed pursuant to the provisions of the California Environmental Quality Act (Public Resources Code Sections 21000, *et seq.* ("CEQA")) and the State CEQA Guidelines (California Code of Regulations, Title 14, Sections 15000, *et seq.*, the "State Guidelines" ) and the City has determined that the South Bay Bicycle Master Plan is exempt from CEQA pursuant to Section 15262 of the State Guidelines, which states, in part, that projects involving only feasibility or planning studies for possible future actions by an agency do not have a significant effect upon the environment because such projects consist of a planning study for possible future actions that are not yet approved, adopted or funded by the City. Furthermore, the proposed South Bay Bicycle Master Plan is also exempt from CEQA pursuant to Section 15304 (h) (which states in part that minor public or private alterations in the condition of land, water, and/or vegetation which do not involve removal of healthy, mature, scenic trees and which include the creation of bicycle lanes on existing rights-of-way) and Section 15301(c) (which allow the minor alterations of existing rights-of-way facilities such as streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities). This is supported by the fact that the proposed project consists of a planning study for possible future actions that are not yet approved, adopted or funded by the City and that a vast majority of the projects recommended by the South Bay Bicycle Master Plan are bikeways within existing rights-of-way facilities.

NOW, THEREFORE, THE COUNCIL OF THE CITY OF MANHATTN BEACH DOES  
HEREBY RESOLVE AS FOLLOWS:

Section 1. The above recitals are true and correct.

Section 2. The City hereby approves the South Bay Bicycle Master Plan, in the form it was presented at the November 15, 2011 City Council meeting.

Section 3. This resolution shall take effect immediately upon adoption.

Section 4. The City Clerk shall certify to the adoption of this resolution.

PASSED, APPROVED AND ADOPTED this 15<sup>th</sup> day of November, 2011.

Ayes:  
Noes:  
Absent:  
Abstain:

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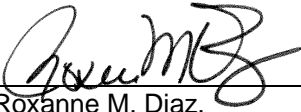
Nicholas W. Tell, Jr., Mayor  
City of Manhattan Beach, California

Attest:

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Liza Tamura, City Clerk

Approved as to Form:





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Roxanne M. Diaz,  
City Attorney

**CITY OF MANHATTAN BEACH  
DEPARTMENT OF COMMUNITY DEVELOPMENT**

**TO:** Planning Commission  
Parking and Public Improvements Commission  
Parks and Recreation Commission

**FROM:** Richard Thompson, Director of Community Development  
Richard Gill, Director of Parks and Recreation 

**BY:** Clay Curtin, Management Analyst 

**DATE:** August 25, 2011

**SUBJECT:** South Bay Bicycle Master Plan

**RECOMMENDATION:**

Staff recommends that the Commissioners discuss and provide comments to be shared with the City Council.

**BACKGROUND:**

In March 2010, the Los Angeles County Department of Public Health (DPH) awarded the RENEW grant to the partnership of the South Bay Bicycle Coalition (SBBC) and the Los Angeles County Bicycle Coalition (LACBC) to develop the South Bay Bicycle Master Plan (“the plan”). The plan’s purpose is to regionally connect the cities of Manhattan Beach, El Segundo, Hermosa Beach, Gardena, Lawndale, Redondo Beach, and Torrance via a bicycle network, which will improve the health, environment, and quality of life for the region. While Manhattan Beach and many of the other participating cities have existing bike plans, implementation of those bike plans has either not been prioritized or has not been coordinated with surrounding jurisdictions. The result has been an existing bike network that suffers from a lack of consistency and connectivity. The South Bay Bicycle Master Plan is focused on rectifying these challenges.

The RENEW grant funds one full-time staff position to coordinate and oversee the planning process, as well as the bike planning consultant, Alta Planning + Design (“Alta”). Alta has been an advisor for various bike plans including the City of Los Angeles Bike Plan and the County of Los Angeles Bike Plan, among many others in the region. The RENEW grant funding has made it possible for each of the seven participating cities to benefit from a first-class bike plan with no direct financial commitment required from the City.

The South Bay Bicycle Master Plan serves as the region’s first multi-jurisdictional bike plan. As each participating city becomes eligible for additional infrastructure funding in the future, this plan will serve as a guiding document for increasing the City’s bikeability.

The plan development has been a collaborative process with regular meetings consisting of city staff, elected officials, and community members. There have been two rounds of public workshops in each of the seven cities, which have been publicized and promoted through a wide variety of

mediums. This final draft incorporates suggestions gathered from city staff and the community over three different revision periods. The primary objective has been a well-informed and fully vetted plan.

**DISCUSSION:**

The Bicycle Master plan provides guidelines for improving the prioritization of bicycling and its supporting infrastructure beyond the current conditions in the South Bay. The policies proposed in the plan encourage the City to explore options that improve safety, convenience and prominence of active transportation. Specifically, the plan proposes an expanded bikeway network and associated policies and programs to which each participating city may refer when implementing bike facility improvements.

The plan is divided into regional policies, recommended programs that will aid in meeting those policies, and conceptual regionally-consistent signage improvements. The plan also includes City-specific chapters that outline existing conditions, baseline data and proposed improvements for each participating city. There are numerous available options for funding bikeways, including various local return sources, aligning implementation with the CIP and grants from the local, state and federal level. Many cities implement a vast majority of their bike plans by utilizing outside grant funding sources.

Attachment:

A. Manhattan Beach excerpt of the South Bay Bicycle Master Plan

**CITY OF MANHATTAN BEACH  
COMMISSIONERS WORKSHOP  
MINUTES OF REGULAR MEETING  
AUGUST 25, 2011**

A Commissioners Workshop of the Planning Commission, Parking and Public Improvements Commission, and Parks and Recreation Commission of the City of Manhattan Beach, California, was held on the 25th day of August, 2011, at the hour of 6:35 p.m., in the Police/Fire Conference Room, at 400/420 15<sup>th</sup> Street, in said City.

**A. CALL TO ORDER**

**B. ROLL CALL**

Present:                   **Planning Commission:** Paralusz, Andreani, Seville-Jones, Conaway, and Gross.  
                                  **Parking and Public Improvements Commission:** Stabile, Fournier, Vigon, Adami, and Silverman (Commissioner Adami arrived at 6:45 p.m.).  
                                  **Parks and Recreation Commission:** Rothans, Hersman, Murray, and Nicholson.

Absent:                    **Parks and Recreation Commission:** Cajka, Manna, Taylor.

Staff Present:           Richard Thompson, Director of Community Development  
                                  Richard Gill, Director of Parks and Recreation  
                                  Laurie Jester, Planning Manager  
                                  Clay Curtin, Management Analyst  
                                  Jack Rydell, Traffic Engineer  
                                  Andy Harrod, Traffic Lieutenant  
                                  Mark Mason, Traffic Sergeant  
                                  Ariana Kennedy, Management Analyst

**C. AUDIENCE PARTICIPATION**

Community Development Director Richard Thompson welcomed the Commissioners, audience, press, and outlined the meeting agenda. Director Thompson indicated he would moderate the meeting and the audience participation would follow the Bicycle Master Plan Presentation. Director Thompson explained the main purpose of the workshop was to collect input from the Commissioners and forward to City Council. The proposal will be presented to City Council at the November 15, 2011, meeting.

## D. GENERAL BUSINESS

### **08/25/11-1. Presentation by Marissa Christiansen, Los Angeles County Bicycle Coalition South Bay Initiative Director, on the South Bay Bike Master Plan, Followed by Discussion and Comments.**

Community Development Director Richard Thompson introduced Marissa Christiansen of the Los Angeles County Bicycle Coalition.

Marissa Christiansen gave a PowerPoint presentation on the South Bay Bike Master Plan (Master Plan) and explained the Master Plan commits the City Council to move towards a more bike friendly future.

Ms. Christiansen then introduced **Veronica Flores of Vitality Cities**. Ms. Flores focused on the need for synergy between the South Bay Master Plan and the Vitality Cities Initiative: a focus on livability, walkability, and bikeability. She encouraged the Commissioners to adopt the plan.

Director Thompson asked for questions from the Commissioners.

Commissioner Andreani asked if pedestrian traffic was a factor in the Master Plan or if the focus was solely on bicycle traffic.

Ms. Christiansen stated the focus was to get bikes off sidewalks; however, mixed mode bike paths would have both bicycle and pedestrian traffic.

Commissioner Paralusz asked how the Master Plan addresses streets without sidewalks, like many in the tree section.

Commissioner Andreani suggested it may be more feasible to design bike lanes that allow bikes and pedestrians to both share the roadway and streets without sidewalks.

Ms. Christiansen clarified that the bicycle lanes are the priority of the Master Plan, although, a buffer to separate cyclists and pedestrians could be implemented on larger roadways.

**Joe Galiani, of the South Bay Bicycle Coalition and Vitality Cities**, explained the Master Plan does not incorporate pedestrians but the Vitality Cities Initiative takes walkability into account.

Commissioner Adami asked Ms. Christiansen for clarification regarding the timeline and when the current grant funding expires.

Ms. Christiansen explained the grant funding ends in March 2012, and hopefully implementation of the Master Plan will begin in January 2012.

Commissioner Adami mentioned the City of Los Angeles recently passed a law protecting cyclists. He asked Ms. Christiansen if Manhattan Beach should pass a similar law.



Ms. Christiansen replied that the new law is very tough and suggested it is something to consider if Manhattan Beach has a similar history with hit and runs and accidents between drivers and cyclists.

Commissioner Paralusz asked for an explanation of the substance of the City of Los Angeles Ordinance.

Ms. Christiansen explained that if a driver tries to hit a cyclist or generally harasses them the cyclist may call the Police Department and have the harassment put on the driver's record.

Commissioner Silverman commented that the elimination of some parking (proposed in the Master Plan) could negatively impact some businesses.

Ms. Christiansen explained funding is the issue. Applying for grants and coordinating projects with street resurfacing is the most cost-effective route.

Director Thompson clarified that having the Master Plan in place would allow the City Council to build bicycle lanes when the funding is available.

Commissioner Nicholson asked if the Master Plan addresses the Greenline.

Ms. Christiansen acknowledged that the Greenline is addressed. It travels through Lawndale, Redondo Beach, Torrance, and there are a few parallel bike paths along 162<sup>nd</sup> Street and 170<sup>th</sup> Street and Grant Avenue down past the Galleria Mall. There are bike facilities that connect to each of those bike paths along the Greenline.

Commissioner Nicholson asked if El Segundo and the Greenline terminus in Redondo Beach were possibilities to link to bike routes in Manhattan Beach.

Ms. Christiansen explained that there is a facility that runs by the El Segundo station and around it. The Master Plan tried to connect to those stations.

Commissioner Conaway asked if there are any regional bike networks that connect to Malibu or downtown Los Angeles.

Ms. Christiansen explained that currently there is not a very well planned interconnected network of bike routes because each city has created their own bike plan. She mentioned the County of Los Angeles, the City of Los Angeles, and the City of Carson have just completed their own bike plans. Connecting to each of these plans will be easier because Alta Consultants has worked with each of the municipalities.

Commissioner Nicholson asked if there was any consideration for biking to a bus stop and placing a bike on the bus.

Ms. Christiansen explained that in the appendix that concept is identified and also addressed in the policy section and integration section.

Commissioner Adami asked if electrical bikes were taken into consideration while designing the Master Plan.

Ms. Christiansen explained that electric bikes are allowed on bike path but need to abide by the speed limit requirements.

Commissioner Adami shared that he believes electrical bikes will be in demand soon.

### **Audience Participation**

Director Thompson asked the audience to keep their comments to two to three minutes each.

**Kevin Post, Manhattan Beach Resident**, shared his experience traveling on the train with his bicycle; suggested the separate pedestrian and bike paths are safer (he cited Long Beach as an example); suggested the more sharrows in place the more motorists and cyclists are used to them and behave themselves making it safer for all. **Mr. Post** also commented on the bike kiosks in Paris.

**Joe Galliani, South Bay Bicycle Coalition Boardmember and Vitality City Bike/Walk Committee member**, shared his support of the Master Plan. **Mr. Galliani** commented that safer and better connected bike paths will encourage residents to bike rather than drive short trips which cuts carbon, green-house gases, and has many health benefits. He also invited everyone to attend an event to raise support for the Master Plan and Vitality Cities Walkability program on September 24 on 13<sup>th</sup> Street at Morningside Street.

**Jim Fasola, Hermosa Beach Resident**, suggested utilizing the green path as a bike path because riding down Ardmere or Valley is tough due to the frequency of stop signs. **Mr. Fasola** expressed his support for the Master Plan and encouraged the Commissioners to do the same.

**Bob Kaplan, Vitality City Committee member**, shared his family would like to bike to Manhattan Beach but are worried about being hit by a car. **Mr. Kaplan** continued that safe venues for biking would be beneficial for businesses and restaurants throughout the beach cities and encouraged Commissioners to support the Master Plan.

**Todd Dipaola, South Bay Bicycle Coalition Boardmember**, explained the background of the Master Plan which has taken into account: problems with obesity, parking impacts, accident rates, the City's carbon footprint, and getting people out of their cars. The Bicycle Coalition looked at cities all over the world, applied for a grant, found seven cities to partner with, and hired Ms. Christiansen. **Mr. Dipaola** thanked the Commissioners for considering the Master Plan, expressed his hope that it does not take 20 years to implement and suggested it be a City-wide priority.

**Eileen Kadowaki, a member of the Vitality City Bike/Walk Committee,** urged the Commissioners to support the Master Plan.

**Julian Kats South Bay Bicycle Coalition Board member and Hermosa Beach Public Works Commissioner,** shared that four Hermosa Beach Commissioners created a bike plan a few years ago; the sharrows are the first implementation. **Mr. Kats** explained with all of the data collected in the Master Plan funding for additional projects will be more available and encouraged the Commissioners to embrace the Master Plan.

**Alex Thorner, No Address Provided,** suggested that with increased opportunities for bike sharing and adequate storage for personal use bicycles more cyclists will come and the Master Plan will be implemented. **Mr. Thorner** also asked if Ms. Christiansen had any innovative bike storage ideas.

Ms. Christiansen explained that Long Beach uses bike corrals that fit into one car parking space. Each car space can park 15 bikes and both Leadership Manhattan Beach and Leadership Hermosa Beach have installed new bike racks throughout each city.

**Jim Fasola** shared that every parking meter in Montreal has a metal ring that allows a bike to be locked to it.

**Joe Galliani** commented that the Master Plan has innovative storage ideas in the appendix.

Ms. Christiansen also explained that the Master Plan encourages owners of large businesses to provide showers, clothing lockers and bike parking.

### **Commissioner Participation**

Commissioner Nicholson suggested deleting passage 1.4.6 on page 26 that suggests decreasing the number of parking spaces where bike parking is provided.

Ms. Christiansen explained the multitude of policies in the Master Plan. Each policy will be evaluated and implemented by each City, if feasible and appropriate.

Commissioner Nicholson expressed concern that the Master Plan could eliminate parking spaces if implemented as proposed.

Commissioner Gross explained that the passage on page 26 regarding parking begins with the word “consider” and concludes with the word “feasible” meaning it is non-binding. Staff purposefully changed binding language to allow City Council to make the decision regarding each policy.

Commissioner Seville-Jones confirmed the policy is an aspirational goal; when there are more people on bikes there will be a decreased need for parking spaces.

Commissioner Paralusz commented that the Planning Commission would have to consider allowing new businesses to reduce the number of required parking if bicycle parking is provided. She explained that it would not be feasible for this item to go into effect until behavior has shifted (more cyclists, less drivers).

Ms. Christiansen suggested the policy be demand driven and explained that the City of Los Angeles utilizes the policy as a development incentive.

Commissioner Adami mentioned that the City of Los Angeles is incentivizing bike friendly developments in downtown. Commissioner Adami also asked why a bike path to Los Angeles International Airport (LAX) was not included in the Master Plan.

Ms. Christiansen acknowledged it is difficult to bike to LAX and did not recommend riding through the tunnel.

Commissioner Fournier stated that removing parking can become a contentious issue.

Director Thompson remarked that the policy requires more study, after the Master Plan is adopted.

Commissioner Rothans asked if the Bike Coalition consulted a municipal traffic engineer while drafting the Manhattan Beach bike paths, lanes, and routes.

Ms. Christiansen explained that the traffic engineer will be before construction. The Master Plan simply identified the locations, street width, and incorporated traffic volume study data.

Commissioner Conaway asked if the Master Plan presented is the final draft, or if there will be other opportunities to discuss the details of the Master Plan.

Commissioner Nicholson asked if the Commissioners will see the Master Plan again.

Director Thompson explained individual projects will come before commissions before implementation and he will continue to compile Commissioner comments in the coming weeks to include in the future Master Plan presentation to City Council on November 15, 2011.

Ms. Christiansen further clarified the Master Plan needs to be adopted by November in order to qualify for grants. She explained in order to keep eligibility for grants the Master Plan must be updated every five years. She asked that Commissioners focus on the broad picture.

Commissioner Andreani expressed her encouragement for a bike friendly community and shared her concern regarding the narrowing of streets. She suggested the City focus on recreational biking such as designing a safe route for families to get across Sepulveda to the bike path and encouraging bike riding to school before considering commuter biking.

Commissioner Vigon shared his enthusiasm for the Master Plan and commented that Manhattan Beach has a deficit of bike lanes and pedestrian friendly streets (those without sidewalks). Commissioner Vigon explained he drove the routes suggested in the Master Plan and noticed several miles do not have sidewalks. He emphasized the need to balance the needs of pedestrians and cyclists on those streets (he referred to Assembly Bill 1358, the Complete Streets Act) and suggested that a plan to reclaim encroachments over a 20 year period could solve the issue.

Commissioner Paralusz thanked everyone for attending the workshop and the Bicycle Coalition for the comprehensive Master Plan. She expressed her support for the Master Plan: from a health standpoint, bringing more commerce to Manhattan Beach, and increased property values. Commissioner Paralusz explained the devil is in the details; the next step will be how to implement the Master Plan in a realistic manner for Manhattan Beach. Commissioner Paralusz reiterated Commissioner Andreani's concerns regarding commuters, explained if Aviation Boulevard was more bike friendly she would commute on her bike, and thanked the Bicycle Coalition for their leadership.

Commissioner Seville-Jones commended the effort of the Bicycle Coalition, agreed with Commissioner Paralusz and expressed concern regarding the impact on the roadways. Commissioner Seville-Jones asked to what extent are we trading the benefits of the bike path with ability of cars to commute at a sensible rate. She also agreed with Commissioner Silverman's comments regarding parking impacts on businesses; expressed concern regarding the number of accidents in Manhattan Beach and pointed out that the Appendix highlighted public concerns with Valley/Ardmore and Highland.

Commissioner Murray thanked the Bicycle Coalition for the hard work, expressed her support of the Master Plan, and suggested that tonight the Commissioners embrace the Master Plan and address the details as we move forward and projects are implemented. Commissioner Murray commented that she is in the tourism industry and believes that a more bike friendly community would have a positive economic impact. Commissioner Murray supported the Master Plan but respected the concerns of other Commissioners.

Commissioner Gross commented that it was a privilege to be involved in the Master Plan and shared many, if not all, concerns that were expressed. Commissioner Gross explained the Master Plan is conceptual and defines the connecting points between the seven cities; everything with in Manhattan Beach is subject to change when City Council directs the Commissions to address each issue. Commissioner Gross suggested the Commissioners approve the Master Plan as is; recommended City Council approve and place the item on the Work Plan for next year and give staff and the Commissions a process where each issue is discussed in public before implementation.

Ms. Christiansen pointed out that chapter 2 in the Master Plan develops a 20-year Master Plan which gives City Council a frame work to come up with an implementation strategy that makes sense for the City.

Commissioner Adami explained the lack of bike lanes is embarrassing when he hosts out-of-town guests; recommended making the green belt bike friendly should be the first priority of City Council; and suggested bike awareness programs begin in the schools. Commissioner Adami also thanked the public for attending the workshop and expressed his support for the Master Plan.

Commissioner Stabile commented he was impressed by the street enhancement that can be achieved for minimum investment that was highlighted during Ms. Christiansen's presentation. Commissioner Stabile explained many of the improvements are achievable and have multiple benefits to the community.

Commissioner Stabile expressed his enthusiastic support for the Master Plan and explained the details and concerns can be and will be addressed on a case-by-case basis when dealing with specific projects.

Commissioner Conaway expressed his gratitude to the Bicycle Coalition and explained he does not feel the Master Plan is ambitious enough. Commissioner Conaway's concerns included: too few class one bike paths, no proposal for permanently closing some streets to all auto traffic. He encouraged the Commissioners to think big, adopt the plan, implement quickly, and use the Vista Street alley as an example of cyclists and pedestrians sharing the roadway. He explained his nine-year old daughter needs a safe way to get to school today.

Commissioner Nicholson shared he frequently rides his bike in fear of getting hit by a car and believes this is an opportunity to recalibrate bike transportation priorities and the City should engage the community in a serious conversation. Commissioner Nicholson expressed his pleasure with the Master Plan, applauded Ms. Christiansen and the Bicycle Coalition for their hard work.

### **Action**

A motion was MADE and SECONDED (Paralusz/Murray) to **APPROVE** the Bike Master Plan. Prior to the vote:

Commissioner Seville-Jones discussed the roads highlighted in the Master Plan; she objected to certain roads being included.

Director Thompson stated the details of the Master Plan will come back to City Council before it is implemented.

Commissioner Paralusz suggested that approving the Master Plan as a blueprint makes a loud statement to the community and City Council.

Commissioner Seville-Jones expressed concern that the Master Plan included Highland Avenue as a suggested bike route.

Commissioner Vigon explained that all routes are subject to change because the Master Plan is only conceptual.

Commissioner Gross commented that the Master Plan uses the concept of Highland Avenue, however, Ocean Avenue, Crest Drive, or another parallel street could be used.

Commissioner Nicholson acknowledged the details of the plan would get sorted out at the Commission level, perhaps with the Parking and Public Improvements Commission.

Commissioner Adami agreed the Master Plan is conceptual.

Commissioner Seville-Jones remarked that the Master Plan highlights specific streets as routes.

Ms. Christiansen mentioned that all routes are subject to a traffic engineers approval; each street has not been fully vetted and proposed routes would not be implemented if deemed infeasible during the study process.

Commissioner Seville-Jones restated she would not support bike lanes on Highland Avenue and further commented that it did not take a traffic engineer to see the street is too narrow to support high bicycle traffic.

Commissioner Stabile asked if anything at the meeting committed or bound anyone to do anything.

Director Thompson explained that by approving and recommending the Master Plan the Commissioners are stating their commitment to connectivity and a need for further study of the plan.

Commissioner Nicholson confirmed during the study process staff, commissioner, or Council may find that certain routes are not feasible.

Commissioner Adami clarified that for any capital project there is a Master Plan that outlines the ideas but is non-binding.

### **Action**

A motion was MADE and SECONDED to **APPROVE** (Paralusz/Murray) the Bike Master Plan with the understanding that the routes highlighted in the plan require further study before implementation. Hearing no objection, the motion was passed.

**E. COMMISSION ITEMS**

None.

**F. STAFF ITEMS**

None.

**G. ADJOURNMENT**

The meeting was adjourned at 8:24 p.m.

ARIANA V. KENNEDY

Recording Secretary

ATTEST:

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RICHARD THOMPSON

Community Development Director



**Clay Curtin**

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**From:** Max Dunitz <mhdunitz@gmail.com>  
**Sent:** Friday, August 19, 2011 6:25 PM  
**To:** List - Planning Commission; Richard Thompson; List - Parks and Recreation Commissioners; Nhung Madrid  
**Subject:** South Bay Bicycle Master Plan

Dear Commissioners,

I understand that you have an opportunity to review the South Bay Bicycle Master Plan at an upcoming meeting. I am writing to strongly urge you to support the approval of this plan in its entirety.

The plan addresses the safety, environmental and connectivity issues our city so greatly needs and reflects the community's desires. I also am aware that approval of this plan will open up the City to additional funding, which seems imperative in these trying times.

I am excited to see that Manhattan Beach has joined six other cities in this endeavor and am proud to be part of a community that is taking a necessary step forward. I hope that we can be an example to the other six communities by demonstrating enthusiasm and support for this unique and important effort!

Sincerely,  
Max Dunitz  
Manhattan Beach resident

## Clay Curtin

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**From:** Cory Hoffart <coryhoffart@gmail.com>  
**Sent:** Friday, August 19, 2011 8:44 PM  
**To:** List - Planning Commission; Richard Thompson; List - Parks and Recreation Commissioners; Nhung Madrid  
**Subject:** Bike Plan

Dear Commissioners,

I understand that you have an opportunity to review the South Bay Bicycle Master Plan at an upcoming meeting. I am writing to strongly urge you to support the approval of this plan in its entirety.

The plan addresses the safety, environmental and connectivity issues our city so greatly needs and reflects the community's desires. I also am aware that approval of this plan will open up the City to additional funding, which seems imperative in these trying times.

I am excited to see that Manhattan Beach has joined six other cities in this endeavor and am proud to be part of a community that is taking a necessary step forward. I hope that we can be an example to the other six communities by demonstrating enthusiasm and support for this unique and important effort!

Sincerely,

Cory Hoffart  
702 Manhattan Beach Blvd.

## Richard Thompson

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**From:** Gary McAulay <gary.mcaulay@gmail.com>  
**Sent:** Thursday, August 25, 2011 4:28 PM  
**To:** List - Planning Commission; Richard Thompson  
**Subject:** Planning Commissions

Hello Commissioners,

I just wanted to express a couple of thoughts regarding the proposed bike plan.

Bikes are cool. I like bikes. But, like virtually the entire population of Manhattan Beach, cars are my primary mode of transportation, so I hope we keep things in perspective, moving forward.

Driving is not that easy in town. Despite a population that has remained fairly steady, various social and cultural changes have increased traffic dramatically, while our roadways have and will remain virtually the same. We cannot build more.

But the old days of the family car (and don't forget that the roads were designed and built during that time period) are long gone. Probably in most working-age families, both parents now work. The majority of kids age 16 and up now have their own cars. There has been a huge increase in the number of gardeners, day care workers, construction workers, and maintenance workers that drive in, for the most part. Many businesses now employ workers that commute to work in Manhattan Beach, rather than local residents. I would guess that tourism is up. In short, our streets now handle far more traffic than was envisioned when they were laid out.

For the predictable future, this will not change. Currently, and despite a big push back in the 70's to convert to bicycle commuting, only .3% of Manhattan Beach residents commute via bicycle. That's point three percent. The optimistic projection is that this will double to point six percent.

I just want us to be realistic about what bikes are going to do. They won't end childhood obesity nor reverse global warming. Sure, every bit helps, but again – perspective.

There are some five major arteries that run North-South in town: Highland, Valley-Ardmore, Pacific, Sepulveda, Redondo, and Aviation. Only Highland, Sepulveda, and Aviation are through arteries. East-West is similarly restricted: Rosecrans, Marine, Manhattan Beach Blvd.

While I'm all in favor of promoting bicycling and making it "safer," I urge you not to do anything that is going to make driving in Manhattan Beach any more difficult. According to this study, we will all continue to rely heavily on automotive travel for some time to come. Sharing the roads is a fine idea, too. I'm sure you know that bikes are legal on every road in town.

But some idea will benefit far too few while making traffic far more difficult. The idea to narrow lanes on Aviation, a very major traffic artery, to accommodate a dedicated bike lane is not a good idea. (And I don't agree with the "calming" argument for traffic; we invented cars for speed and efficiency, not to move at bicycle speeds. Heavy traffic effectively slows things to a crawl already.) Keep traffic moving on Aviation, and not with white-knuckle narrow lanes.

Regarding "sharrows." Bicycle proponents blithely explain that they are "reminders" that bicycles are entitled to use a full lane. Under a number of circumstances this is true, although there are still a "ride single file" and "ride to the right" laws under certain circumstances as well. The problem with sharrows is that they are always accompanied by signage granting full use of a lane to bicycles- creating de facto bike lanes. In areas that were formerly two lane roads, the net effect is a single lane and a bike lane.

On streets like Highland, that are primarily one-lane, sharrows create big asphalt bike paths. I, for one, have already experience more than one occasion in which some happy couple rides their bikes side by side at 5-8 mph down Highland, confident in their entitlement to utilize the entire lane. It is particularly a problem on Highland, which is divided by a double yellow line. That means, legally, and despite what people actually do, "no passing."

That's not acceptable on Highland. The street is a critical traffic route and turning it into a bike path makes no sense at all.

I wish I could go over the 38-page (+tables and appendices) in more detail, but these are my primary concerns. And please, don't fall into the trap that just because it won't cost anything, or there are grant and funding sources so the City doesn't have to pay, that it is automatically a good thing. "Free" does not equal "good."

Please, don't make traffic any worse for the sake of a few recreational opportunities and the ideal of "getting out of our cars."

## Clay Curtin

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**From:** Dean Francois <savethestrand@yahoo.com>  
**Sent:** Wednesday, August 24, 2011 2:06 AM  
**To:** ljester@city.mb.info; ccurtin@city.mb.info  
**Subject:** Bicycle Masterplan - Joint Commission Meeting 8/25  
**Attachments:** bike\_path\_map\_printed.pdf; path\_details.doc; yacht club way07.PDF; Los\_Angeles\_County\_Bicycle\_Master\_Plan\_-\_Appendices -F20 class1.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

SUBJ: Bicycle Masterplan - Joint Commission Meeting 8/25

Please have this email forwarded to the Commissioners, distributed at their August meeting, and received and filed for consideration on this agenda item.

Dear Commissioners:

I represent thousands of residents that want more bike paths in the south bay. We are people from all the Beach Cities, and a substantial number come from Manhattan Beach. We all want something safer for cyclists to be able to move around in the south bay. Under separate email, I am sending a petition with approximately 500 people many of whom are Manhattan Beach residents. We are concerned that your agenda only includes your own city's section. The neighboring cities are important and you need to look at the complete regional masterplan. Therefore we are bringing up an important issue that is at the Hermosa/Redondo border and we need your input.

We want a bike masterplan to succeed and support it as long as the masterplan is changed as a minimum to remove any designation of a class 1 bike path on one side of the street on Harbor Drive. This is the most important part of this masterplan. There are only a few recommendations for any class 1 paths and this is an important feature of this plan. And this is important for the citizens of Manhattan Beach that use the strand and/or want to head south through the harbor and continue on the beach in Redondo and Torrance. The intersections are problematic. Can you image the dangers and confusing signals for cyclists? This is what we want you to be aware of. And the Redondo Beach Public Works commission is not even scheduled to review this masterplan.

I have served 2 full terms of 8 years as a Redondo Beach Public Works Commissioner. I have designed, developed and funded many bike ways including the North Redondo bike path.

### **SUMMARY OF OUR RECOMENDATIONS TO THE MASTERPLAN**

**Harbor Drive, RB - Remove the 2 way bike path** on one side of the street and instead improve and **remodel the bike lanes** (see the map attached, and key summary which is the path that we have been seeking).

**Add the design guidelines for bike paths** that was in the county masterplan (developed also by Alta Design) but is not in this one as it explains how paths are to be implemented (attached). This is important for the complete plan and adds no confusion about where class 1 paths should be built. It is good enough for the county, it is good enough for us.

Provide a detail **summary of all of the comments** that were received during the 1<sup>st</sup> round and/or prior to the release of the draft plan, AND those received after release of the draft plan. This is only fair for you to see in order to make a recommendation on this plan. It is required if you were doing an EIR and if this masterplan is to be used by cities as an exemption from an EIR for projects it would be required to do so according to state law.

## **PETITION**

We have collected approx. 500 signatures on 26 pages from those that do not want to see a bike path next to Harbor Drive and want it removed from the masterplan. In addition to that when the bike path and harbor was considered for improvement in 2000-2003 we collected over 1000 signatures from those that did not want a bike path on Harbor Drive.

## **FURTHER DETAILS ON THE MAJOR PROBLEMS WITH THE PROPOSED BIKE PATH ON HARBOR DRIVE IN KING HARBOR**

**Safety** - This proposal is clearly more dangerous than the existing condition and will increase city's liability. We do not want to see injuries or death as a result of this improvement. The safety record is pretty good here. It is mostly an inconvenience problem right now. Which can be improved by revamping the existing bike lanes, not taking them away.

We are concerned about the significant **costly** realignment of Harbor Drive and delays from **complicated** new signals at intersections. The masterplan locates a 2 way class 1 bike path on one side of the street. I know from my experience, the traffic signals required will be costly. We need to be honest and forthright about what this will cost and the safety implications of this proposal that has not been adequately thought through.. Please note that the costs estimates do not include signal and infrastructure costs related to changes in signals. Do not accept a response that we have to wait for consultants. They will eat up much of that money just to tell you that it will cost that much more for those signals alone....not to mention the long delays.

We have been seeking a solution to the conflict of bicycle traffic on harbor drive for years and attempting to get a class 1 bike path through the harbor. (see attachment our proposal through King Harbor) With that understanding, it therefore would be best to keep the lanes, not have the masterplan place a path next to the street so we can plan for better options through the Harbor in the future.

This 2-way bike path on one side is a **dangerous** suggestion. Both cyclists and drivers are not accustomed to having cyclists move in the opposite direction on one side of the street. Can you just imagine the impacts on the intersection of Beryl/Portofino Way alone? In order to accomplish this a complicated costly signal would be needed. It would mean cyclists would have a long red light while cars turn every which way and then cars would have a long red light while cyclists are turning each way. And the extra costs for police enforcement means deferring police from other important safety and crime issues. This would all result in **cyclists being discouraged** from even using a bicycle in this area. Instead those Torrance residents wishing to cycle to King Harbor may just get in their cars, clutter up Torrance streets and drive there.

The CA **state highway design manual** chapter 1000 and AAHSTO Guidelines for Development of Bike Facilities recommends against development of bike paths adjacent to roads (see the attached with their reasons). It has never been done in southern California, and I have never seen one anywhere with 3 intersections in a half mile. We in the South Bay do not need to be the first test case to see people injured and face danger.

All of this can be eliminated if a path is placed **away from the street** in the harbor crossing streets such as portofino way away from the intersection or just keeping the lanes as they are. Please understand the safer crossing of the bike path away from the intersection.

I know that some have suggested that they have seen bike paths next to streets but followup comes back to a different situation. Just to be clear about this. We have **3 intersections within a half mile**. Each one is a 4 way intersection or a T intersection but the path is on the wrong side of the T and therefore has almost the same consequences as 4-way intersections. You may see some for longer distances without intersections such as at Capistrano Beach. That one ends at the first intersection. You may see them along a beach street that has no cross streets going to the beach OR having only T intersections with the bike path on the flat part of the T (not the opposite which is here in king harbor). That means little or no cross traffic.

Lets be clear this will certainly be more dangerous than the existing condition, and from a safety point, we do not have a surplus of accidents right now. And **this is not NYC or Europe** where you have many cyclists and fewer motorists per ca pita and it is 24/7. Don't take other statements that the engineers will figure it out later or we have new technology. I know how it will work and it will be accident prone.

And just imagine for a moment a **cyclist heading down the hill on beryl/portofino** way westbound and making a turn on harbor drive. That cyclist would have to cross busy traffic heading 2 different directions on harbor drive with cars possibly turning each way in order to get to the bike path. And he-she would have to negotiate other cyclists in the bike path as well or perhaps faster cyclists that may be in the traffic lane anyway to avoid the whole mess.

We all want this to work. The only way it will work is to remove this part from the masterplan. To keep it in will mean lacking of public support, complicated implementations and will negatively affect the integrity of the whole process. It will deter us from having a 1<sup>st</sup> class path in our harbor kike we see in Santa Barbara or Long Beach. Those are fine. Lets do it here!

Please for the good of all Manhattan Beach residents, approve this masterplan without the bike path on Harbor Drive. Call me if you have any questions.


Attachments:

- CA Highway Traffic Manual Recommends against bike path next to streets
- Approved plan for bike path at Yacht Club Way and parking lot(yachtclubway07)

Our Proposed Bike Plan in King Harbor  
Key to proposed Map (path details)

**Dean Francois**

Friends of the South Bay Bicycle Path  
**www.SaveTheStrand.info**  
tele: **1-310-318-3326**  
cell: **1-310-938-2191**

<b>Class I Bikeways Along Roadways</b>	
<b>Discussion</b>	
<p>Concerns about Class I bikeways directly adjacent to roadways (e.g., with minimal or no separation) are:</p> <ul style="list-style-type: none"> <li>▪ Half of bicycle traffic may ride against the flow of vehicle traffic, contrary to the rules of the road.</li> <li>▪ When the path ends, cyclists riding against traffic tend to continue to travel on the wrong side of the street, as do cyclists who are accessing the facility. Wrong-way bicycle travel is a major cause of crashes.</li> <li>▪ At intersections, motorists crossing the facility often do not notice bicyclists approaching from certain directions, especially where sight distances are poor.</li> <li>▪ Bicyclists are required to stop or yield at cross-streets and driveways, unless otherwise posted.</li> <li>▪ Stopped vehicles on a cross-street or driveway may block the facility.</li> <li>▪ Because of the proximity of vehicle traffic to opposing bicycle traffic, barriers are often necessary to separate motorists from cyclists. These barriers serve as obstructions, complicate facility maintenance and waste available right-of-way.</li> <li>▪ Class I bikeways directly adjacent to high-volume roadways diminish users' experience by placing them in an uncomfortable environment.</li> </ul>	 <p style="text-align: center;"><i>Class I bikeways directly adjacent to roadways can be challenging for users at roadway intersections.</i></p>
<b>Design Considerations</b>	
<ul style="list-style-type: none"> <li>▪ 5' minimum buffer should separate the facility from the edge of the roadway, or a physical barrier should be installed.</li> </ul> <p>Class I bikeways may be considered along roadways under the following conditions:</p> <ul style="list-style-type: none"> <li>▪ The facility will generally be separated from all motor vehicle traffic.</li> <li>▪ Bicycle and pedestrian use is anticipated to be high.</li> <li>▪ To provide continuity with an existing off-street facility through a roadway corridor.</li> <li>▪ The bikeway can be terminated at each end onto streets or trails with good bicycle and pedestrian facilities.</li> <li>▪ There is adequate access to local cross-streets and other facilities along the route.</li> <li>▪ Any needed grade separation structures do not add substantial out-of-direction travel.</li> </ul> <p>The total cost of providing the proposed path is proportionate to the need, compared to the cost of providing on-street facilities.</p>	
<b>Guidance</b>	
<ul style="list-style-type: none"> <li>▪ Both the California <i>Highway Design Manual</i> Chapter 1000, and the AASHTO <i>Guide for the Development of Bicycle Facilities</i> recommend against the development of multi-use paths directly adjacent to roadways.</li> </ul>	



## **Phase II-small leaseholder developments 2013-2016 (red dotted line)**

As new development proposals are made, the developer should accommodate a path within the leasehold. At least an 8 foot setback between the edge of the building and the parked cars should be made to accommodate a path when one is built if the developer does not build one. The path would go through the parking lot in the northern part of port royal marina. This would result in a few rows of parking next to the water for greater boater access and other rows of parking towards harbor drive. The implementation of shared parking according to the guiding principals will result in minimal cross-traffic. With the subsequent development of the larger path in Phase I a path will soon exist in the southern half.

## **Phase III-City of Redondo beach 2013-14 (green dash with 1 dot)**

This phase is located on public land and would be the city's contribution. It has 2 sections-one on the old oil well land-and the other in the city parking lot. The path in the oil well portion would be on the west side of the land connecting phase I and II. This would greatly increase the land value and make it more attractive for development. The path is on the edge of port royal marina and will not interfere with the parking lot of the boaters. It would cross Portofino way at a separate location away from harbor drive. The other portion is at the Hermosa Beach border. In 2008, the public works commission recommended a plan to fix the corner of Herondo st (190th st,) and harbor drive and yacht club way routing it through the parking lot. The 1 million dollars was reallocated during budget problems and the plan is on hold. This should be completed in the near future.

## **Phase IV-King Harbor Marina/Seal Lab/AES 2014-2017 (purple dash line)**

This route would flow from the city parking lot and straddle the edge of either the KHM or the Sea Lab/AES leasehold. It would continue through the existing public right of way that exists between KHM and the boat yard, then progress on the side of harbor Drive and wind in front of the Spectrum, crossing Marina Way and entering the parking lot of the Bluewater Grill.

## SUMMARY

[www.savethestrand.info](http://www.savethestrand.info)

The bike path for king harbor is on the current **Redondo Beach Bicycle Master Plan**. Master plans do not specify an exact route and do not provide any funding for bike paths. The path is part of our circulation element. While we had funding for the city's portion of the path in the parking lot at Yacht Club Way, that funding was lost. The path in King Harbor will only happen with a partnership of public funding and a contribution from developers as new projects come to the harbor. The harbor guiding principles were developed to incorporate this into policy when new development is proposed in the harbor.

## HARBOR GUIDING PRINCIPLES (March 14, 2006)

The principles (adopted by the harbor commission and the city council) “**require development to be designed to encourage pedestrian activity and accommodate safe bike paths**”. This was a compromise between those that wanted language to place it next to the water and those that wanted it on the street. The intent is that developers will use the bike path as part of their enhanced public space requirement in the zoning for new development.

## RECOMMENDED ROUTE – KEY TO MAP

The zoning code was made to only place new buildings with a required setback of 12 feet from the edge of the water. It could be considered dangerous to place a bike path on an esplanade with pedestrian access in just a 12 foot setback by any new development. We are strongly against one next to harbor drive. When one cannot be located by the water, we support one routed in front of restaurants, hotels and businesses so that the path is located between the buildings and the parking lots. It will encourage people to use bicycles to frequent the businesses. This will reduce the potential conflicts between bikes and cars incorporating shared parking which is an element of the harbor specific plan and guiding principles. An important safety element to the path is that it crosses the 3 main intersections away from harbor drive with a separate crossing (yacht club way, marina, and Portofino way). This is much safer than a crossing at the same intersection with harbor drive and much safer than a path located next to harbor drive. That idea would be dangerous and if it were implemented it would need more than an 8 foot space from leaseholder land anyway. Developers need to know that to mitigate the traffic the path is needed and the city must approve future CUP's for development with the path in their plans. If conditions are not made in the CUP then it would mean costly construction at a later date.





## Phase I-Redondo Beach Marina/Decron Properties 2013-14 (black dash w 2 dots)

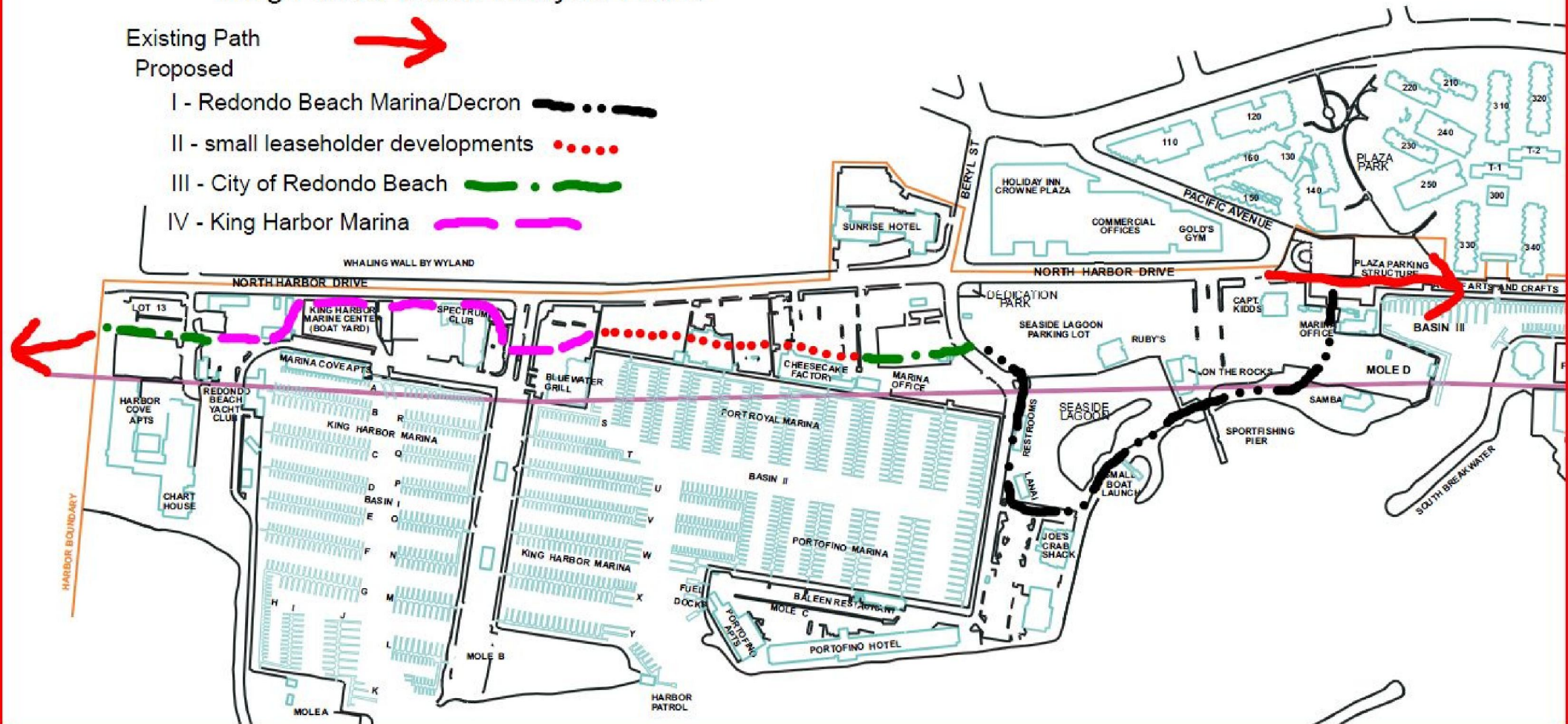
This part of the Harbor will see a bike path in the near future. Since adoption of the guiding principles, several draft proposals from Redondo Beach Marina developers have been circulated and have included a bike path in their mix. With Phase II and part of III the city's portion we should soon have a path through the southern half of the harbor.

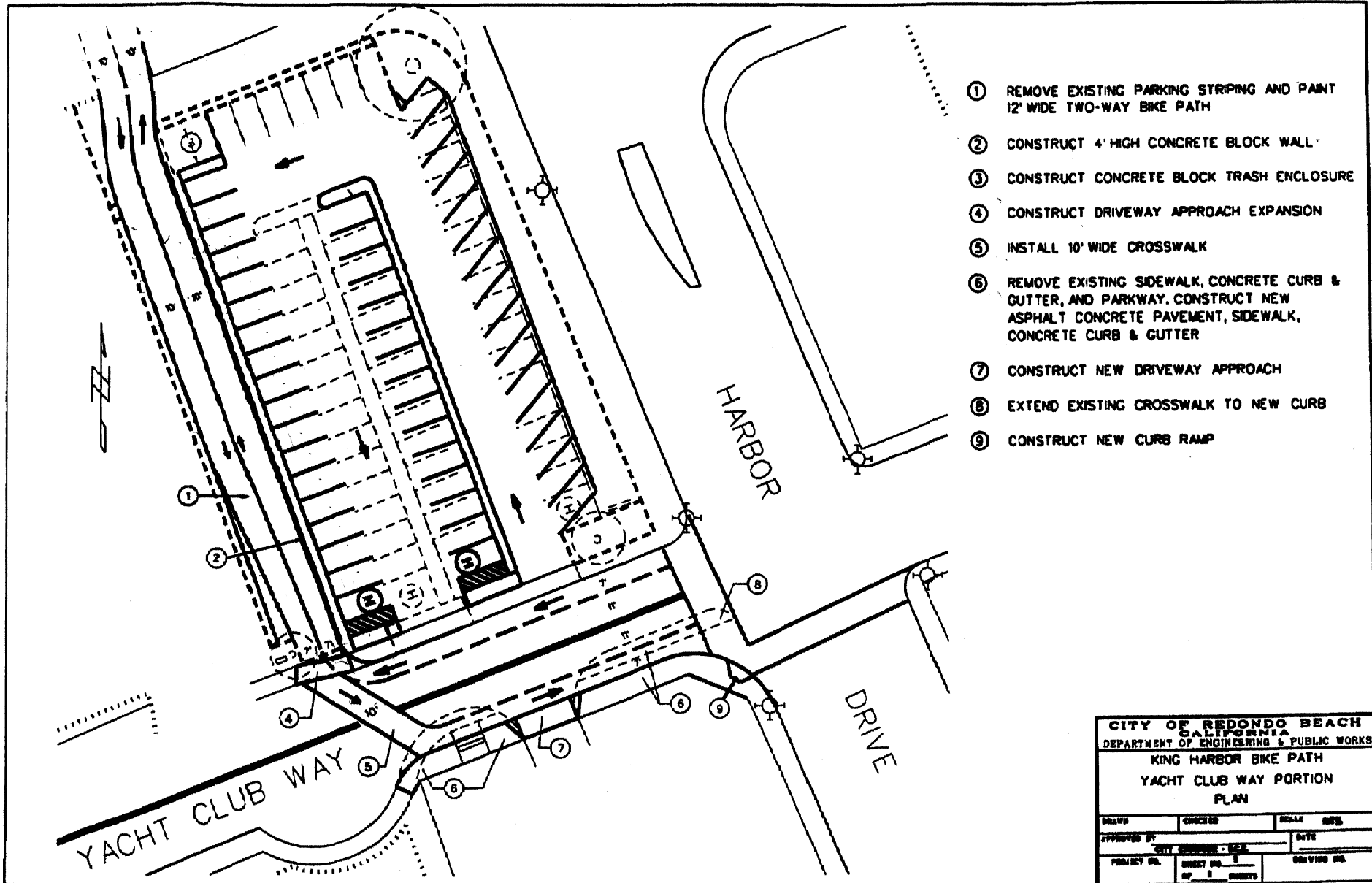
## King Harbor Class I Bicycle Paths

Existing Path  
Proposed



- I - Redondo Beach Marina/Decron 
- II - small leaseholder developments 
- III - City of Redondo Beach 
- IV - King Harbor Marina 





YachtClubWayparkinglot.dgn 9/18/2007 5:25:58 PM

CITY OF REDONDO BEACH CALIFORNIA		
DEPARTMENT OF ENGINEERING & PUBLIC WORKS		
KING HARBOR BIKE PATH		
YACHT CLUB WAY PORTION		
PLAN		
DRAWN	CHECKED	SCALE 1/8" = 1'-0"
APPROVED BY	DATE	
CITY ENGINEER - SEAL		
PROJECT NO.	SHEET NO. 1	DRAWING NO.
	OF 1 SHEETS	

## Clay Curtin

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**From:** Dean Francois <savethestrand@yahoo.com>  
**Sent:** Wednesday, August 24, 2011 2:33 AM  
**To:** Laurie B. Jester; Clay Curtin  
**Subject:** Petition-No Masterplan w Harbor Dr. Bike Path (2 more pages)  
**Attachments:** 9-a-2.pdf; 9-a-3.pdf

Petition-No Masterplan w Harbor Dr. Bike Path (2 more pages)

Please have this email and the 25 pages of approx. 500 signatures forwarded to the Commissioners, distributed at their August meeting, and received and filed for consideration on this agenda item.

These citizens have reviewed the masterplan recommendation of a bike path on harbor drive and want it removed from the masterplan and instead want the existing bike lanes kept and improved.

***Dean Francois***

Friends of the South Bay Bicycle Path

[www.SaveTheStrand.info](http://www.SaveTheStrand.info)

tele: **1-310-318-3326**

cell: **1-310-938-2191**

AT THE "FRIENDS OF THE SOUTH BAY BICYCLE PATH" AND THE EFFORTS TO EXTEND /  
 DUGH REDONDO'S KING HARBOR AWAY FROM THE STREET (AS SHOWN ON MAP). NEV  
 IENT IN THE HARBOR (SUCH AS THE CONSTRUCTION PERMIT OF THE 45-ROOM SHADE  
 BOR DR.) SHOULD ACCOMMODATE A BIKE PATH ON THAT PROPERTY AND NOT NEXT  
 HE BICYCLE MASTERPLAN SHOULD REMOVE THE PROPOSED 2-WAY BIKE PATH WITH  
 ON THE WEST SIDE OF HARBOR DR.

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WE SUPPORT THE "FRIENDS OF THE SOUTH BAY BICYCLE PATH" AND THEIR EFFORTS TO EXTEND A BIKE PATH THRU REDONDO'S KING HARBOR THAT IS AS CLOSE AS POSSIBLE TO THE WATER, AND NOT NEXT TO HARBOR DRIVE AS IN THE LEASEHOLDER'S PROPOSED WELCOME PARK PLAN.

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WE SUPPORT THE "FRIENDS OF THE SOUTH BAYBIKE PATH" AND THEIR EFFORTS TO EXTEND A BIKE PATH THRU REDONDO'S KING HARBOR THAT IS AS CLOSE AS POSSIBLE TO THE WATER, AND NOT NEXT TO HARBOR DRIVE AS IN THE LEASEHOLDER'S PROPOSED WELCOME PARK PLAN.

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WE SUPPORT THE "FRIENDS OF THE SOUTH BAY BICYCLE PATH" AND THEIR EFFORTS TO GET A BIKE PATH IN REDONDO'S KING HARBOR THAT IS AS CLOSE AS POSSIBLE TO THE WATER AND NOT NEXT TO HARBOR DRIVE AS IN THE LEASEHOLDER'S PROPOSED WELCOME PARK PLAN.

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WE SUPPORT THE "FRIENDS OF THE SOUTH BAY BICYCLE PATH" AND THEIR EFFORTS TO GET A BIKE PATH IN REDONDO'S KING HARBOR THAT IS AS CLOSE AS POSSIBLE TO THE WATER, AND NOT NEXT TO HARBOR DRIVE AS IN THE LEASEHOLDER'S PROPOSED WELCOME PARK PLAN.

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3 WE SUPPORT THE "FRIENDS OF THE SOUTH BAY BICYCLE PATH" AND THEIR EFFORTS TO GET A BIKE PATH IN REDONDO'S KING HARBOR THAT IS AS CLOSE AS POSSIBLE TO THE WATER, AND NOT NEXT TO HARBOR DRIVE AS IN THE LEASEHOLDER'S PROPOSED WELCOME PARK PLAN.

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WE SUPPORT THE "FRIENDS OF THE SOUTH BAY BICYCLE PATH" AND THE EFFORTS TO EXTEND A BIKE PATH THROUGH REDONDO'S KING HARBOR AWAY FROM THE STREET (AS SHOWN ON MAP). WE SUPPORT A REVISION TO THE BICYCLE MASTERPLAN THAT KEEPS OR IMPROVES BIKE LANES AND REMOVES THE PROPOSED 2-WAY BIKE PATH ON ONE SIDE OF HARBOR DRIVE. NEW DEVELOPMENT IN THE HARBOR SHOULD ACCOMMODATE A BIKE PATH.

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WE SUPPORT THE "FRIENDS OF THE SOUTH BAY BICYCLE PATH" AND THE EFFORTS TO EXTEND A BIKE PATH THROUGH REDONDO'S KING HARBOR AWAY FROM THE STREET (AS SHOWN ON MAP). NEW DEVELOPMENT IN THE HARBOR (SUCH AS THE CONSTRUCTION PERMIT OF THE 45-ROOM SHADE HOTEL AT 655 N. HARBOR DR.) SHOULD ACCOMMODATE A BIKE PATH ON THAT PROPERTY AND NOT NEXT TO THE STREET. THE BICYCLE MASTERPLAN SHOULD REMOVE THE PROPOSED 2-WAY BIKE PATH WITH CEMENT BARRIERS ON THE WEST SIDE OF HARBOR DR.

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WE SUPPORT THE "FRIENDS OF THE SOUTH BAY BICYCLE PATH" AND THE EFFORTS TO EXTEND A BIKE PATH THROUGH REDONDO'S KING HARBOR AWAY FROM THE STREET (AS SHOWN ON MAP). NEW DEVELOPMENT IN THE HARBOR (SUCH AS THE CONSTRUCTION PERMIT OF THE 45-ROOM SHADE HOTEL AT 655 N. HARBOR DR.) SHOULD ACCOMMODATE A BIKE PATH ON THAT PROPERTY AND NOT NEXT TO THE STREET. THE BICYCLE MASTERPLAN SHOULD REMOVE THE PROPOSED 2-WAY BIKE PATH WITH CEMENT BARRIERS ON THE WEST SIDE OF HARBOR DR.

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WE SUPPORT THE "FRIENDS OF THE SOUTH BAY BICYCLE PATH" AND THE EFFORTS TO DEVELOP MORE BIKE PATHS THRU MARINA DEL REY & REDONDO'S KING HARBOR AWAY FROM THE STREET. WE WANT ALL DEVELOPMENT PROJECTS IN THE 2 HARBORS TO ACCOMMODATE BIKE PATHS. WE WANT THE BICYCLE MASTERPLANS TO ADD RECOMMENDED BIKE PATHS THRU THE HARBOR INSTEAD OF BIKEWAYS NEXT TO THE STREET, AND WE DO NOT SUPPORT 2-WAY BIKE PATHS NEXT TO THE STREET. (4/2011)

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WE SUPPORT THE "FRIENDS OF THE SOUTH BAY BICYCLE PATH" AND THE EFFORTS TO EXTEND A BIKE PATH THROUGH REDONDO'S KING HARBOR AWAY FROM THE STREET (AS SHOWN ON THE MAP). WE DO NOT SUPPORT A 2-WAY BIKE PATH ON ONE SIDE OF HARBOR DRIVE. NEW DEVELOPMENT IN THE HARBOR SHOULD ACCOMMODATE A BIKE PATH. (4/2011)

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1-10-01

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ALREADY REPLY  
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V.8

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# The South Bay Bicycle Master Plan

*Draft Final Plan - August 2011*



## South Bay Bicycle Master Plan: Draft Final Plan

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## Foreword

The South Bay Bicycle Master Plan is the result of an innovative partnership between long-standing bike advocacy non-profit Los Angeles County Bicycle Coalition (LACBC) and local grass-roots bike advocates the South Bay Bicycle Coalition (SBBC). The two groups came together with the common goal of improving the safety and convenience of bicycling in Los Angeles County, and specifically in the South Bay Region.

In December of 2009, the South Bay Bicycle Coalition approached a number of South Bay cities (defined as those cities encompassed by the South Bay Cities Council of Governments) to ask for their support and involvement in a multi-city bicycle master planning process. Seven of the cities responded favorably and within the specified time frame for grant eligibility. Those seven responsive cities are the cities that are represented in this master plan. The participating cities include: El Segundo, Gardena, Hermosa Beach, Lawndale, Manhattan Beach, Redondo Beach, and Torrance. This plan seeks to provide improved and increased connectivity across these seven cities. All seven City Councils have adopted supportive resolutions and have dedicated in-kind staff time to assist with plan review and data gathering.

Funding for this master planning process is made possible through the Department of Health and Human Services through the Los Angeles County Department of Public Health's Renew Environments for Nutrition, Exercise and Wellness in Los Angeles County (RENEW-LAC) initiative. RENEW-LAC is made possible by funds from the Center for Disease Control and Prevention – Communities Putting Prevention to Work Initiative. RENEW seeks to implement policy, systems and environmental change to improve nutrition, increase physical activity and reduce obesity, especially in disadvantaged communities. Engaging communities in active transportation through pedestrian and bicycle-friendly policies is one objective of the RENEW initiative.



The Los Angeles County Bicycle Coalition and the South Bay Bicycle Coalition are partnering to improve bicycling in the South Bay.

Photo Source: Kelly Morphy/WALC Institute for Vitality City

## Executive Summary

The South Bay Bicycle Master Plan is intended to guide the development and maintenance of a comprehensive bicycle network and set of programs and policies throughout the cities of El Segundo, Gardena, Hermosa Beach, Lawndale, Manhattan Beach, Redondo Beach, and Torrance for the next 20 years. As the first-ever multi-jurisdictional bike plan, it has a unique focus on cross-city consistency and connectivity that is often lacking in singular city bike plans. Upon plan adoption, each participating city will be eligible for grant funding sources which they are not currently receiving.

Implementation of this plan is meant to promote and increase bicycle ridership for all levels of ability across the South Bay. The South Bay has an existing base of recreational and enthusiast bicyclists; this plan's primary objective is to increase the number of those bicyclists, as well as create a larger base of utilitarian bicyclists, including bicycle commuters, through safe, accessible and consistent bicycle infrastructure, and the policies and programs that support it.

As discussed in Chapter One, there are numerous benefits that a bicycle master plan provides to both community members and the cities that implement it, including improved community health and quality of life, increased property values, decreased bicycle collisions and improved air quality mitigation, among others.

For a condensed review of the plan, please see the following sections:

- **Chapter Two: Goals, Objectives, and Policies** are meant to compliment the proposed network and are focused upon the six Es of a successful bike plan: evaluation and planning, engineering, education, enforcement, encouragement, and equity
- **Chapters Three through Nine: Individual City Chapters** include a discussion of a given city's existing bikeways, a high-level needs analysis, and the proposed bicycle facility improvements; the verbiage presented in each of these chapters is very similar to one another; as such it is recommended that the reader focuses on the city chapter of their preference



Implementation of this plan is meant to promote and increase bicycle ridership for all levels of ability across the South Bay.

- **Chapter Ten: Recommended Programs** expands upon a few of the ideas presented through policy and provides the cities with further toolbox strategies to address the “six E’s” of a successful bike plan
- **Chapter Eleven: Wayfinding and Signage** presents the regional wayfinding plan for the participating cities to inform bicyclists how to navigate through the network
- **Chapter Twelve: Funding** identifies potential funding sources that the cities could apply for to implement the proposed network presented in this Plan

As previously stated, this plan has a 20-year implementation time line. Adoption of this plan is the first of many steps that will need to be taken prior to implementation of any given proposed facility. Prior to facility implementation, each city will need to have their traffic engineering staff review the proposed facility and design the appropriate treatments. The majority of these facilities will be exempt from environmental review, although some may be subject to the California Environmental Quality Act (CEQA), as well as further public hearings and Council approval.

This Executive Summary contains a glossary of terms; the existing regional bike network; proposed regional and city-specific bikeway network maps; and a city-by-city breakdown of proposed bikeway mileage.

The following table discusses terms that are presented in this plan.

Word	Definition
Assembly Bill 1358	California Assembly Bill 1358, also known as the Complete Streets Act of 2008, amended the California Government Code §65302 to require that all major revisions to a city or county’s Circulation Element include provisions for the accommodation of all roadway users including bicyclists and pedestrians. Accommodations include bikeways, sidewalks, crosswalks, and curb extensions.. See section 2.2.2.1 of this plan for more information.
Mobility Coordinator	A part- or full-time employee dedicated to the implementation of alternative transportation, which can include bicycle program administration. As related to bicycles, a mobility coordinator tracks, coordinates and oversees implementation of bike facilities, programs, grant applications and data collection.
Bicycle Facility	A street or off-road path designed for bicycle travel
Bike Path	A completely separated, paved right-of-way designated for the exclusive use of bicycles and pedestrians
Bike Lane	A restricted right-of-way striped on a street and designated for the exclusive use of bicycles, with crossflows by pedestrians and motorists permitted

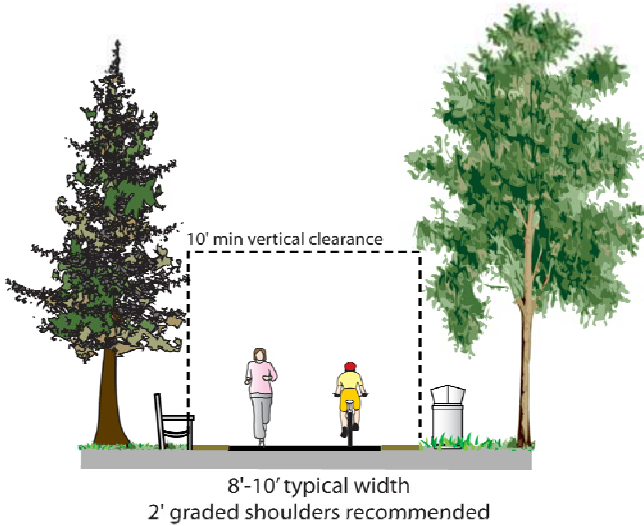
Word	Definition
Bike Route	An on-street right-of-way designated by signs or pavement markings to be shared between bicyclists and motorists
Bicycle Transportation Account (BTA)	An annual program of the State of California providing state funds for city and county projects that improve safety and convenience for bicycle commuters. To establish eligibility for these funds, local agencies must have a Bicycle Transportation Plan that complies with Caltrans requirements in CA Streets and Highways Code Section 891.2. This plan complies with BTA requirements.
Class I, II, and III Bikeways	State of California definitions for Bicycle Paths, Bicycle Lanes, and Bicycle Routes, respectively, in the California Streets and Highways Code Section 890.4. For additional detail see Section 1.3 of this plan.
Complete Streets	Complete streets refers to the principle that all transportation improvements should address the safety, access, and mobility of all travelers, including motorists, bicyclists, pedestrians, transit riders, and the disabled. Caltrans Deputy Directive 64 formally states that Caltrans views all transportation improvements as opportunities to improve conditions for all users, and adopts such a policy for all planning, programming, design, construction, operations, and maintenance activities and products on the State Highway System.
Bike Friendly Street	Local roads that have been enhanced with treatments that prioritize bicycle travel. These treatments include wayfinding signage, pavement markings and traffic calming
Bike Station	Modeled after the secure indoor bicycle parking facilities provided by the private firm BikeStation, these are locations that provide bicycle storage and other amenities such as showers and bicycle repair stations. They are often located near transit stations.
Bike Valet	The provision of monitored bicycle parking, typically at a large event
Sharrows	Pavement markings denoting the safe and legal riding position for bicyclists. The name "sharrows" derives from "shared-use arrows." Among other things, sharrows clarify bicyclists' right to occupy the center of a travel lane, and encourage bicyclists to ride away from parked cars, so that they are not in danger of being struck by opening doors.

The following graphics describe the proposed bicycle facility types presented in this Plan: Class I Bike Paths, Class II Bike Lanes, Class III Bike Routes, and Bicycle Friendly Streets.



## Class I Bike Paths

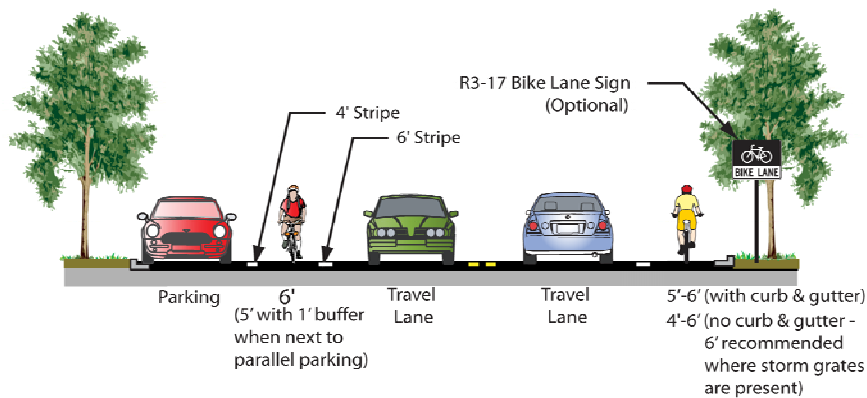
Provide completely separated right-of-way for exclusive use by bicycles and pedestrians with cross-flow minimized.



R5-3: No Motor Vehicles sign  
R9-7: Shared-Use Path Restriction sign

## Class II Bike Lanes

Provide striped lane for one-way bike travel on a street or highway



R3-17: Bike Lane sign  
Placed at periodic intervals along bicycle lanes

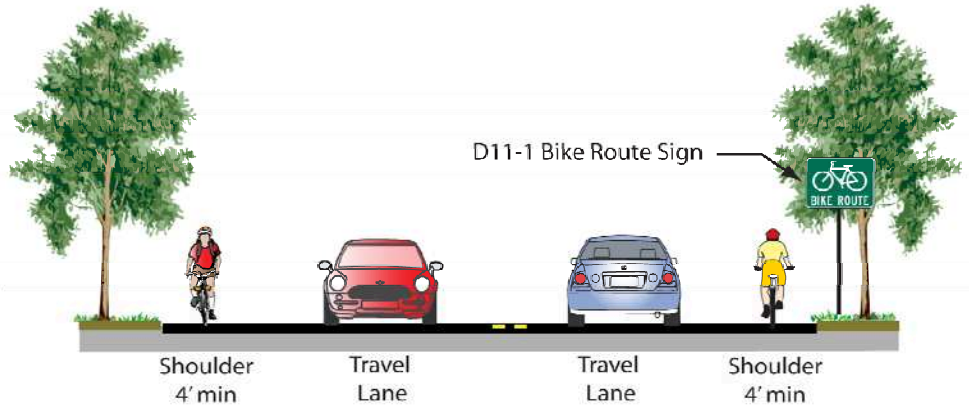


## Class III Bike Routes

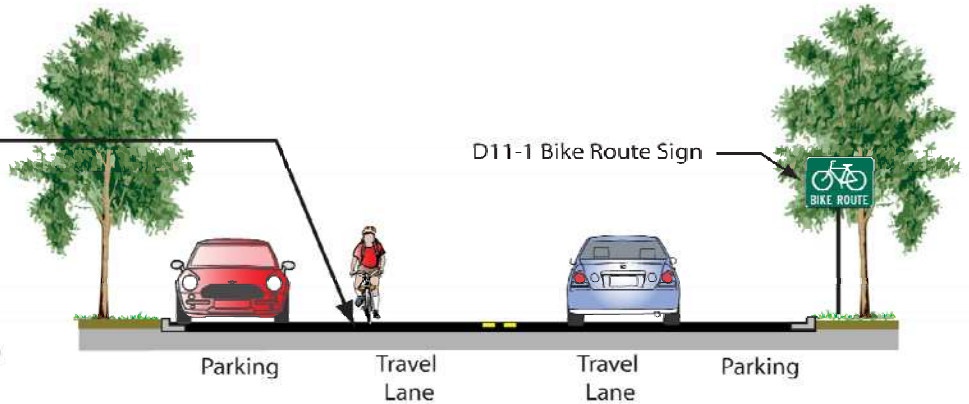
Provide for shared-use with motor vehicles, typically on lower volume roadways.



D11-1  
 Bike Route sign

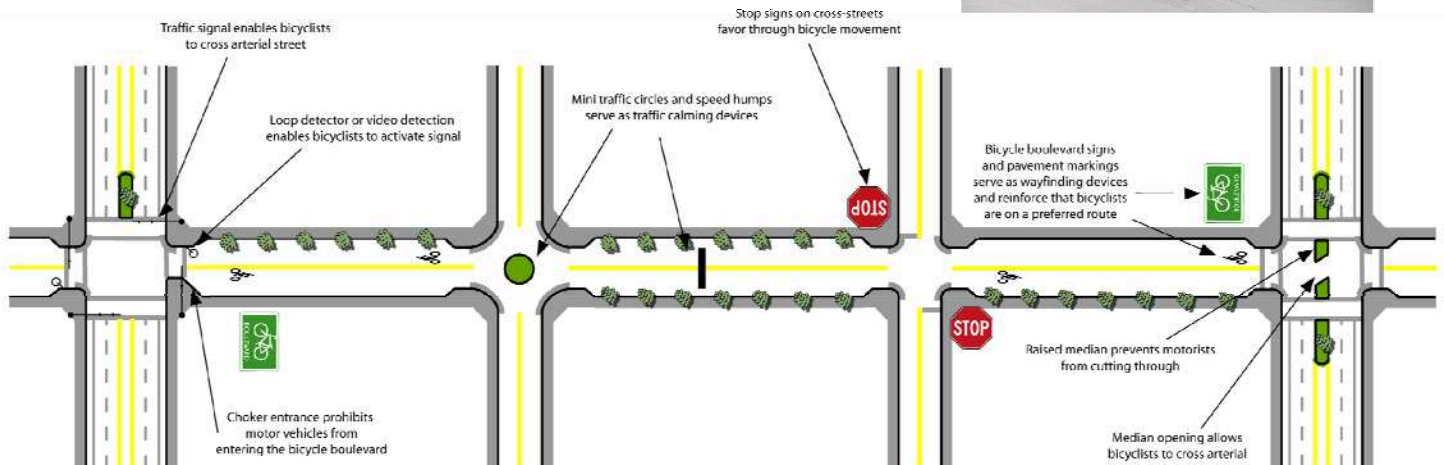


Recommended  
 Shared Lane Marking  
 11' (min) center to curb



## Bike Friendly Streets

Local roads or residential streets that have been enhanced with traffic calming and other treatments to prioritize children, pedestrians, neighborhood traffic, and bicycles



Executive Summary

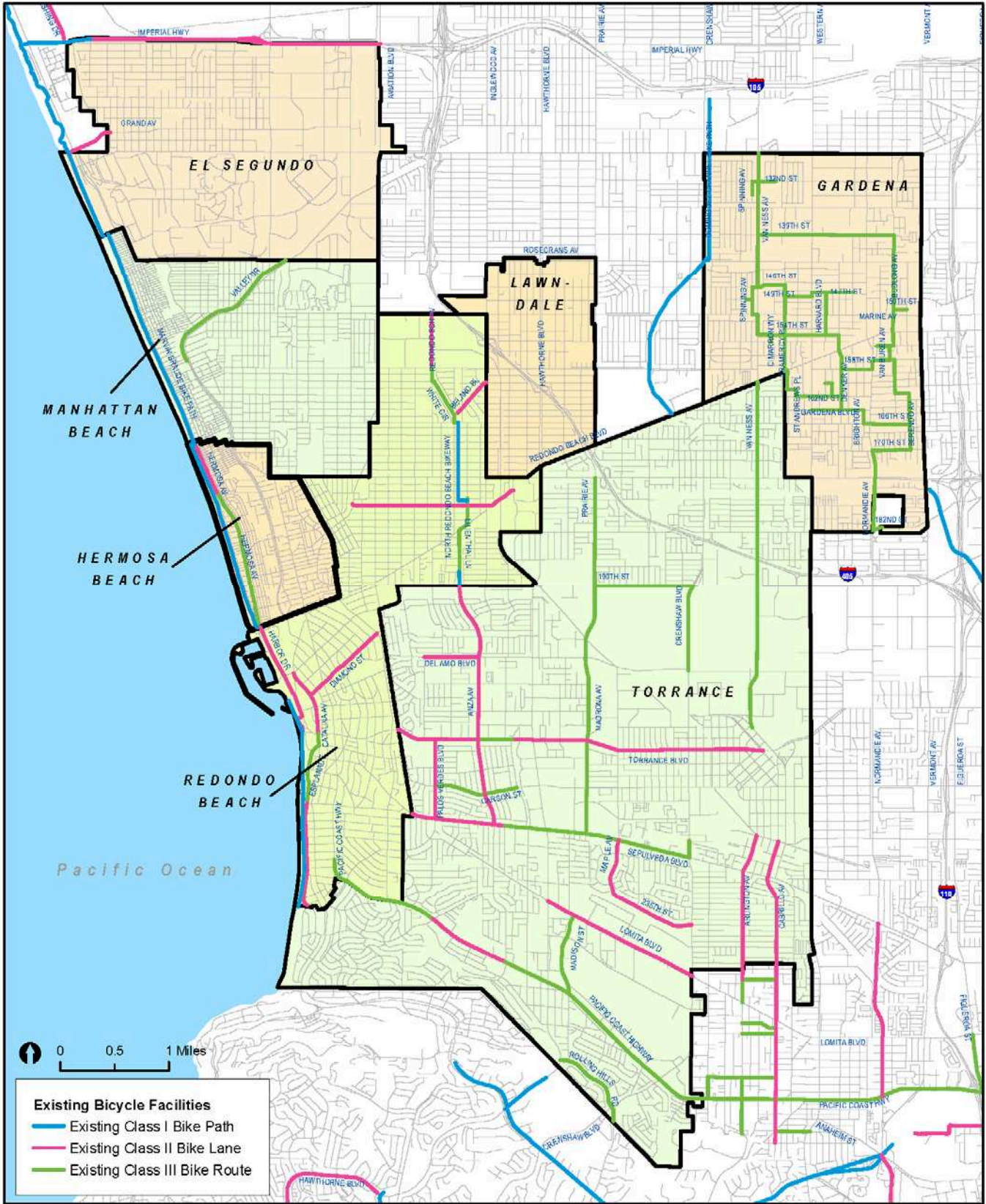
The table below displays the mileage of existing and proposed bicycle facilities in each city by facility type. There are 73.2 existing miles of bikeways in the South Bay region. This Plan proposed an additional 213.8 miles of bicycle facilities. Following the table are maps presenting the existing and proposed bikeways in the seven participating cities.

City	Existing Mileage	Proposed Mileage
<b>El Segundo</b>		
Class I Bike Path	1.0	1.2
Class II Bike Lane	2.8	8.7
Class III Bike Route	2.0	5.0
Bicycle Friendly Street	0.0	6.4
<b>TOTAL</b>	<b>5.8</b>	<b>21.3</b>
<b>Gardena</b>		
Class I Bike Path	1.1	0.2
Class II Bike Lane	1.9	10.4
Class III Bike Route	12.7	3.9
Bicycle Friendly Street	0.0	16.8
<b>TOTAL</b>	<b>15.7</b>	<b>31.3</b>
<b>Hermosa Beach</b>		
Class I Bike Path	1.8	0.0
Class II Bike Lane	0.5	0.9
Class III Bike Route	2.8	4.7
Bicycle Friendly Street	0.0	3.8
<b>TOTAL</b>	<b>5.1</b>	<b>9.4</b>
<b>Lawndale</b>		
Class I Bike Path	0.0	0.4
Class II Bike Lane	0.0	9.7
Class III Bike Route	0.0	0.4
Bicycle Friendly Street	0.0	9.2
<b>TOTAL</b>	<b>0.0</b>	<b>19.7</b>

Los Angeles County Bicycle Coalition and South Bay Bicycle Coalition  
South Bay Bicycle Master Plan - Draft

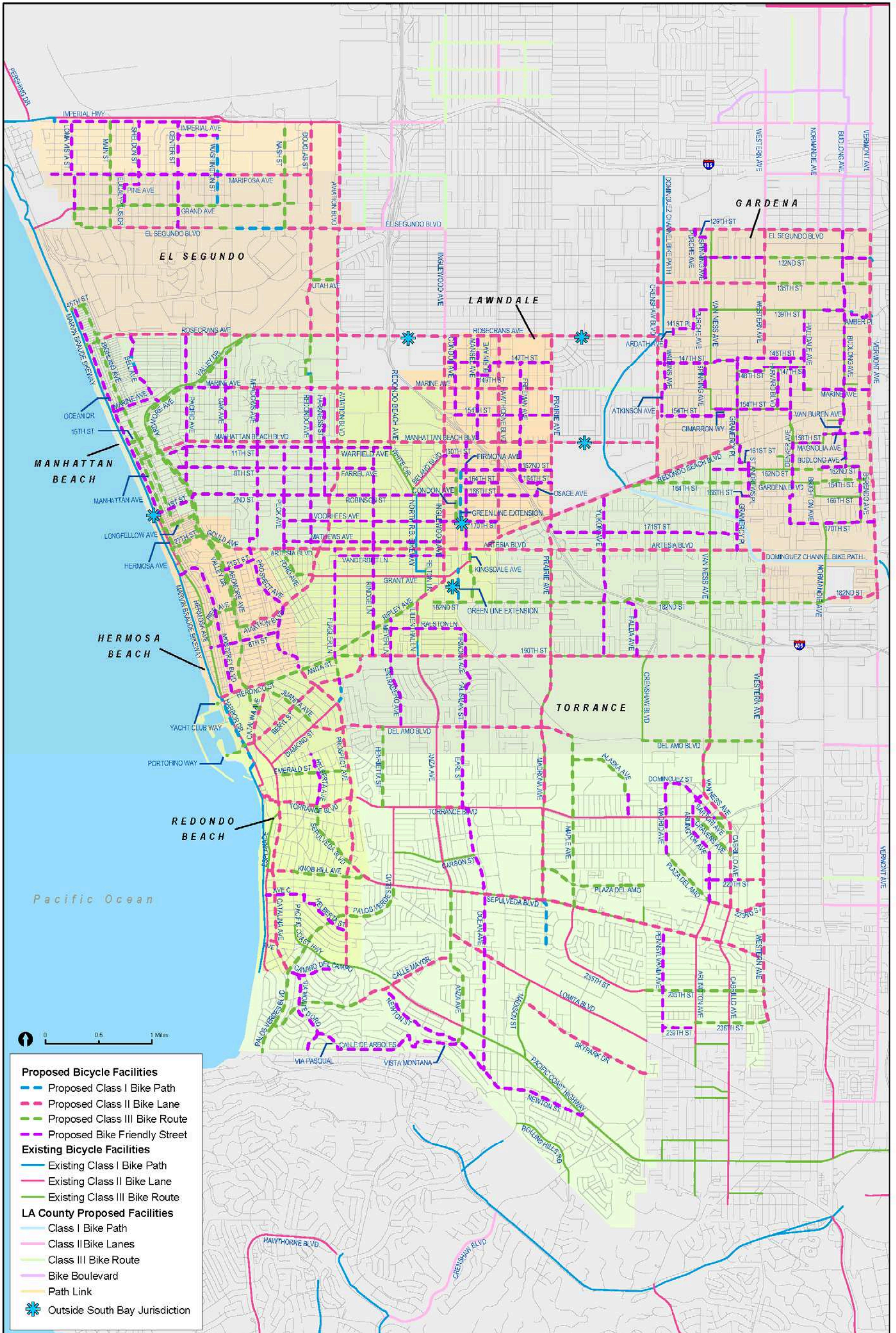
City	Existing Mileage	Proposed Mileage
Manhattan Beach		
Class I Bike Path	2.1	0.2
Class II Bike Lane	0.0	7.0
Class III Bike Route	1.1	7.1
Bicycle Friendly Street	0.0	16.7
<b>TOTAL</b>	<b>3.2</b>	<b>31.0</b>
Redondo Beach		
Class I Bike Path	3.5	0.8
Class II Bike Lane	5.9	18.9
Class III Bike Route	4.7	7.5
Bicycle Friendly Street	0.0	10.9
<b>TOTAL</b>	<b>14.1</b>	<b>38.1</b>
Torrance		
Class I Bike Path	0.0	0.5
Class II Bike Lane	14.3	28.0
Class III Bike Route	15.0	16.2
Bicycle Friendly Street	0.0	18.3
<b>TOTAL</b>	<b>29.3</b>	<b>63.0</b>
<b>TOTAL</b>	<b>73.2</b>	<b>213.8</b>





Existing Bicycle Facilities in the South Bay region

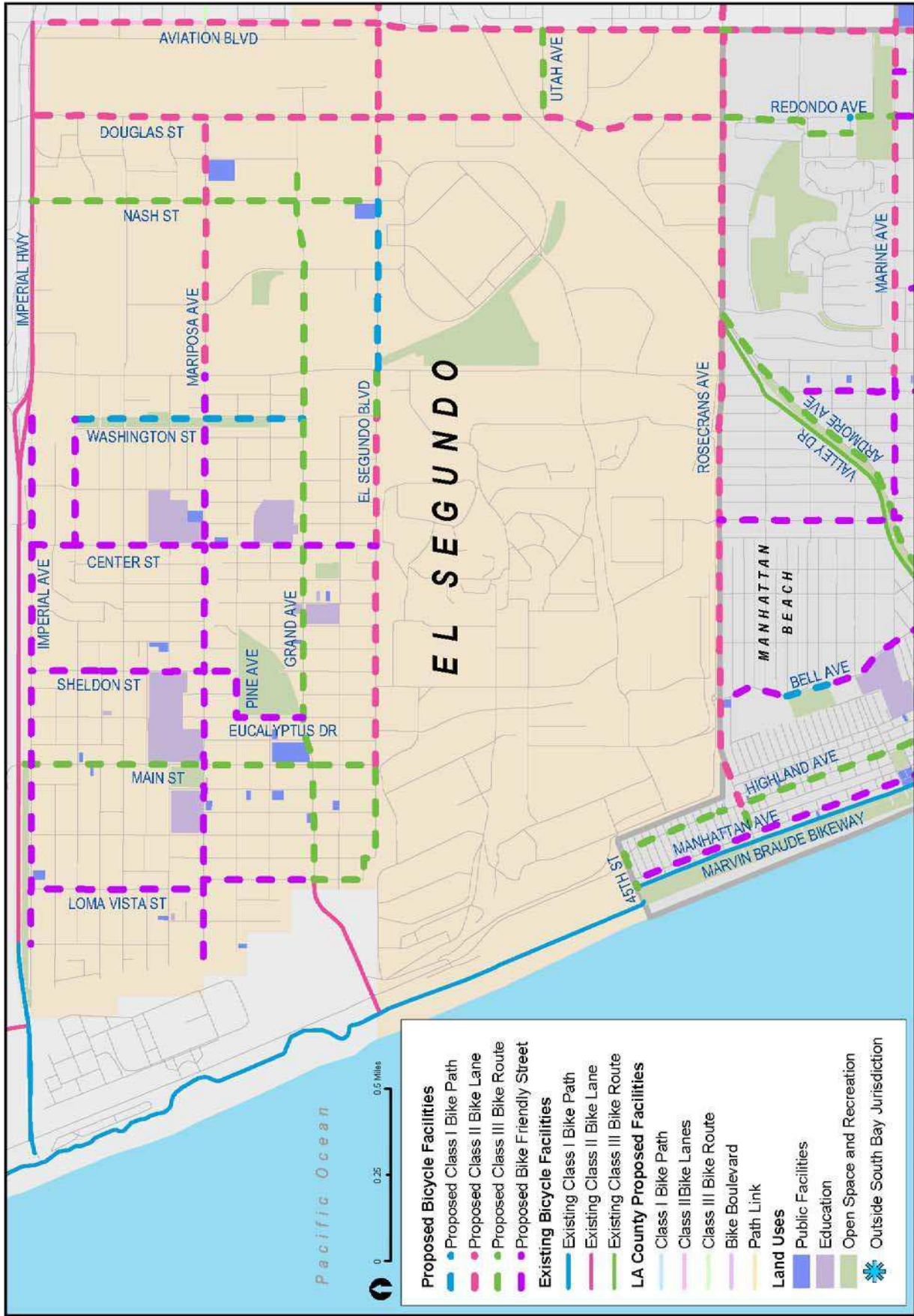




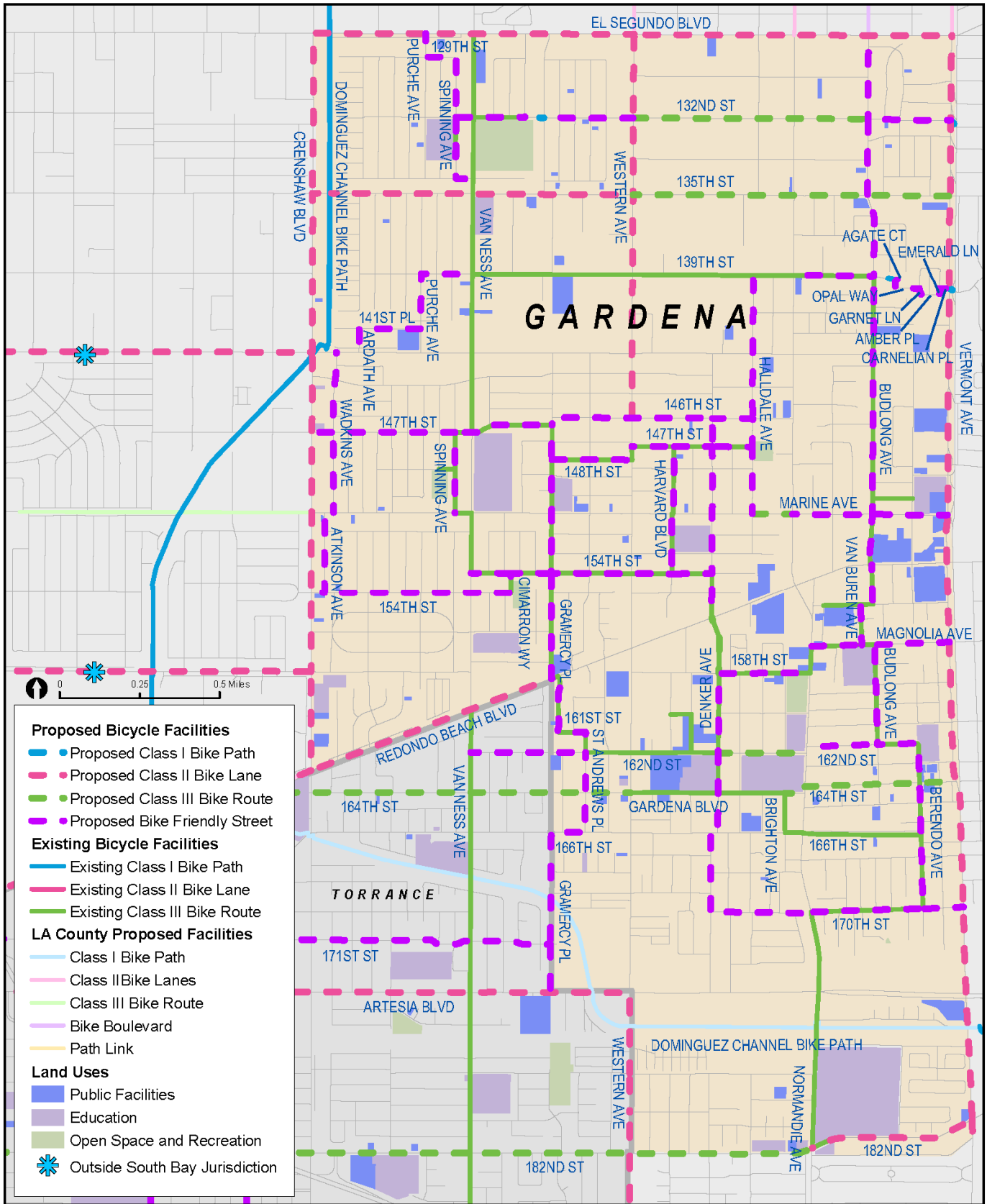
Proposed Bicycle Facilities in the South Bay region



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Proposed Bicycle Facilities in El Segundo

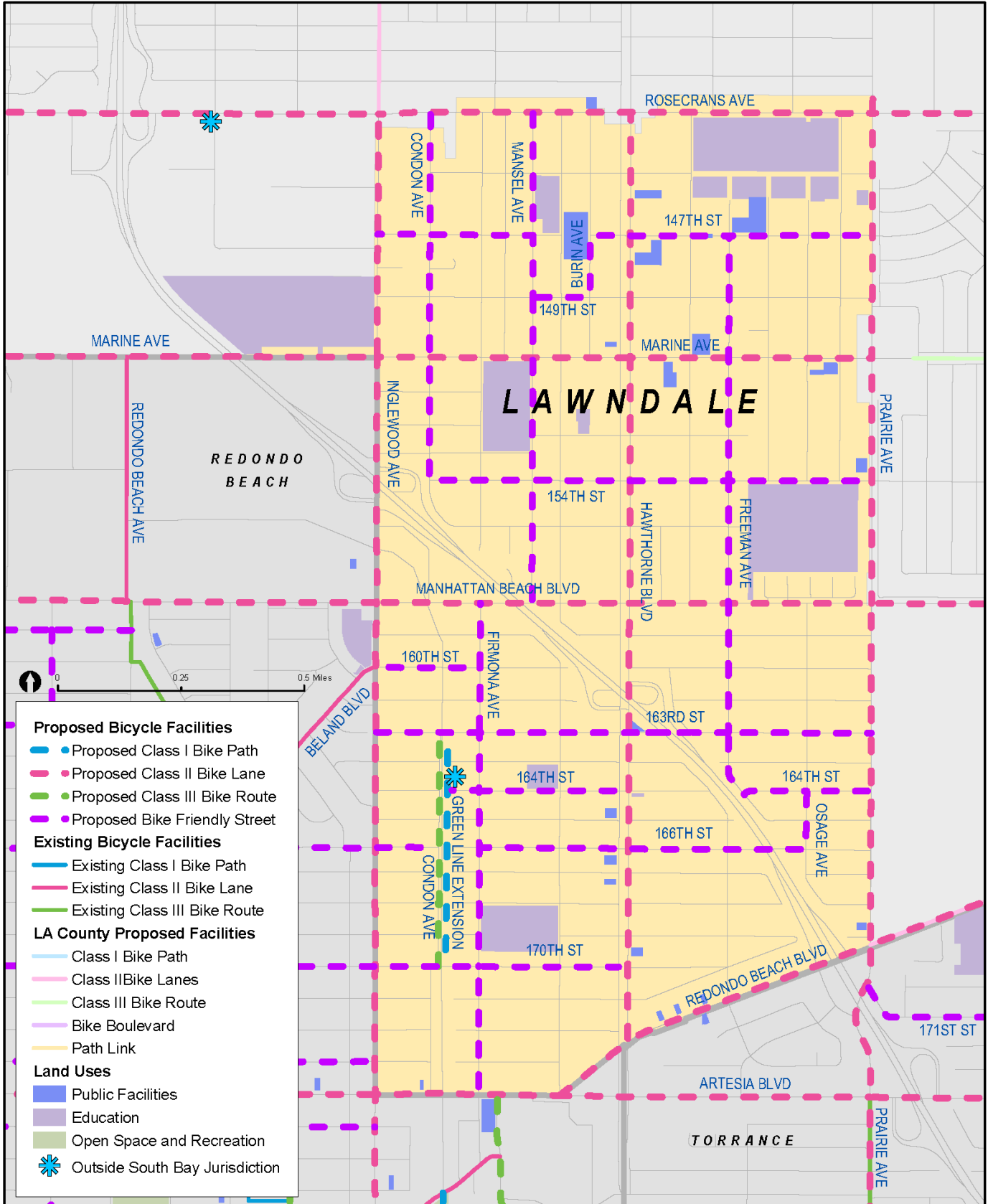


Proposed Bicycle Facilities in Gardena

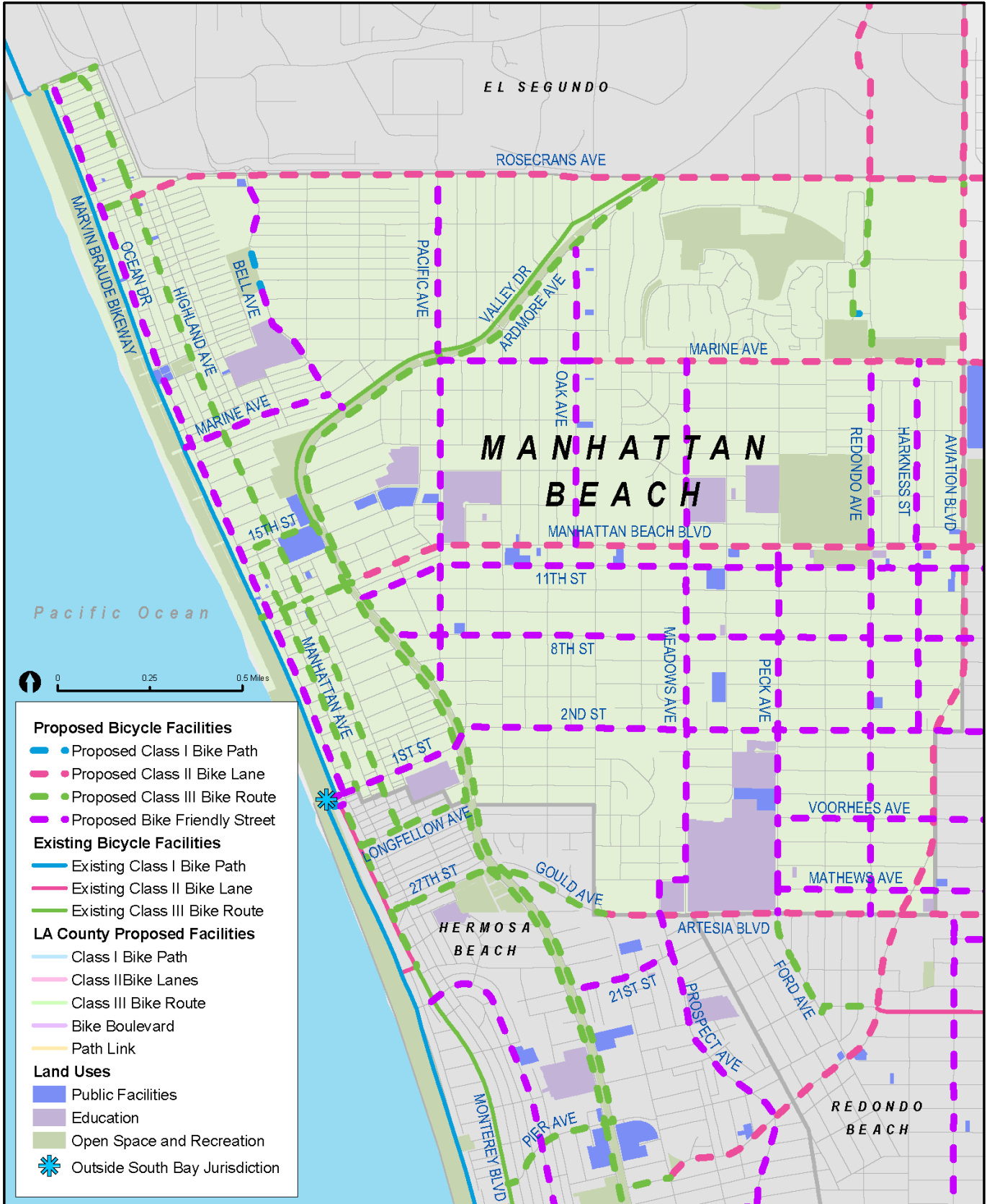




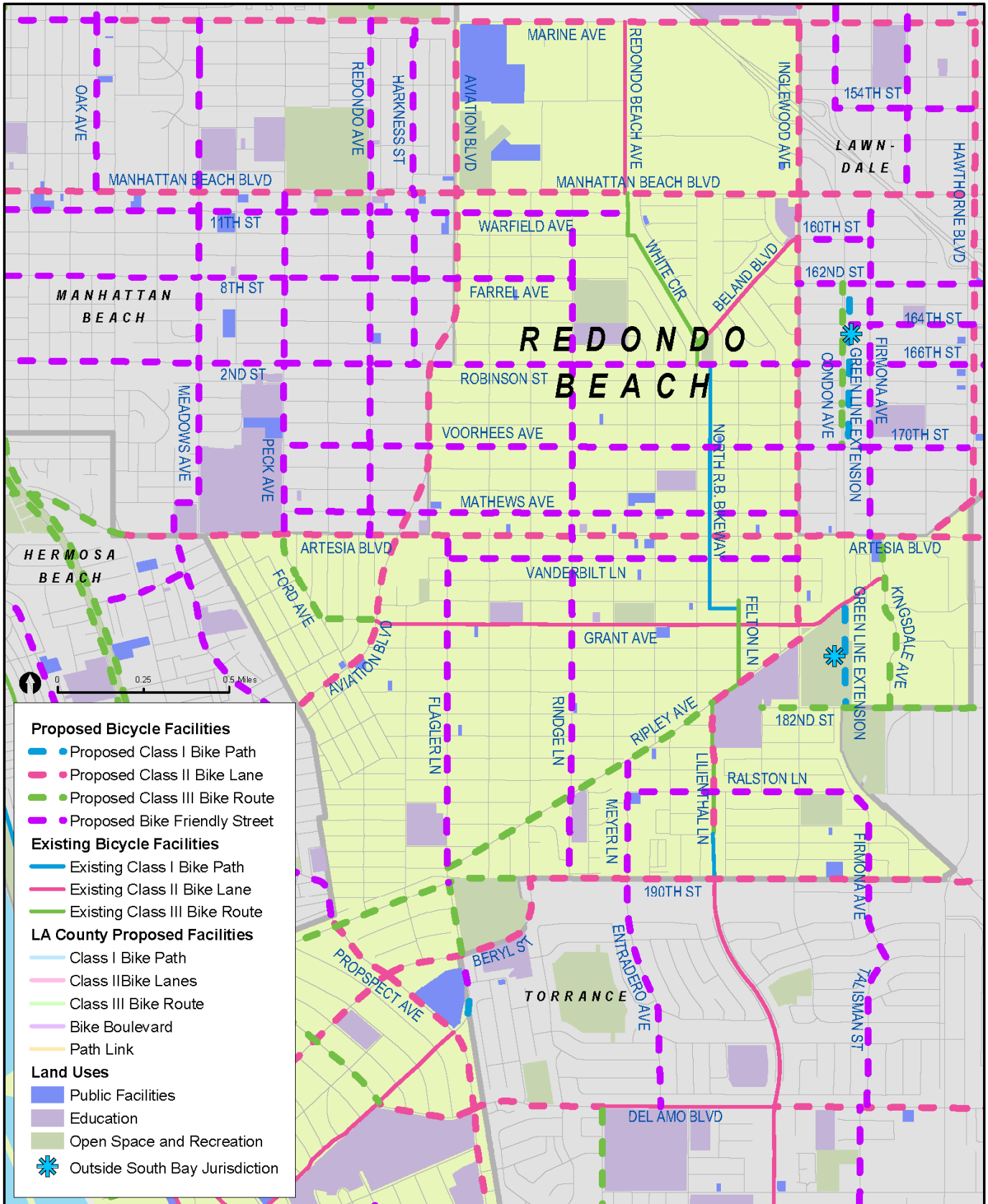
Proposed Bicycle Facilities in Hermosa Beach



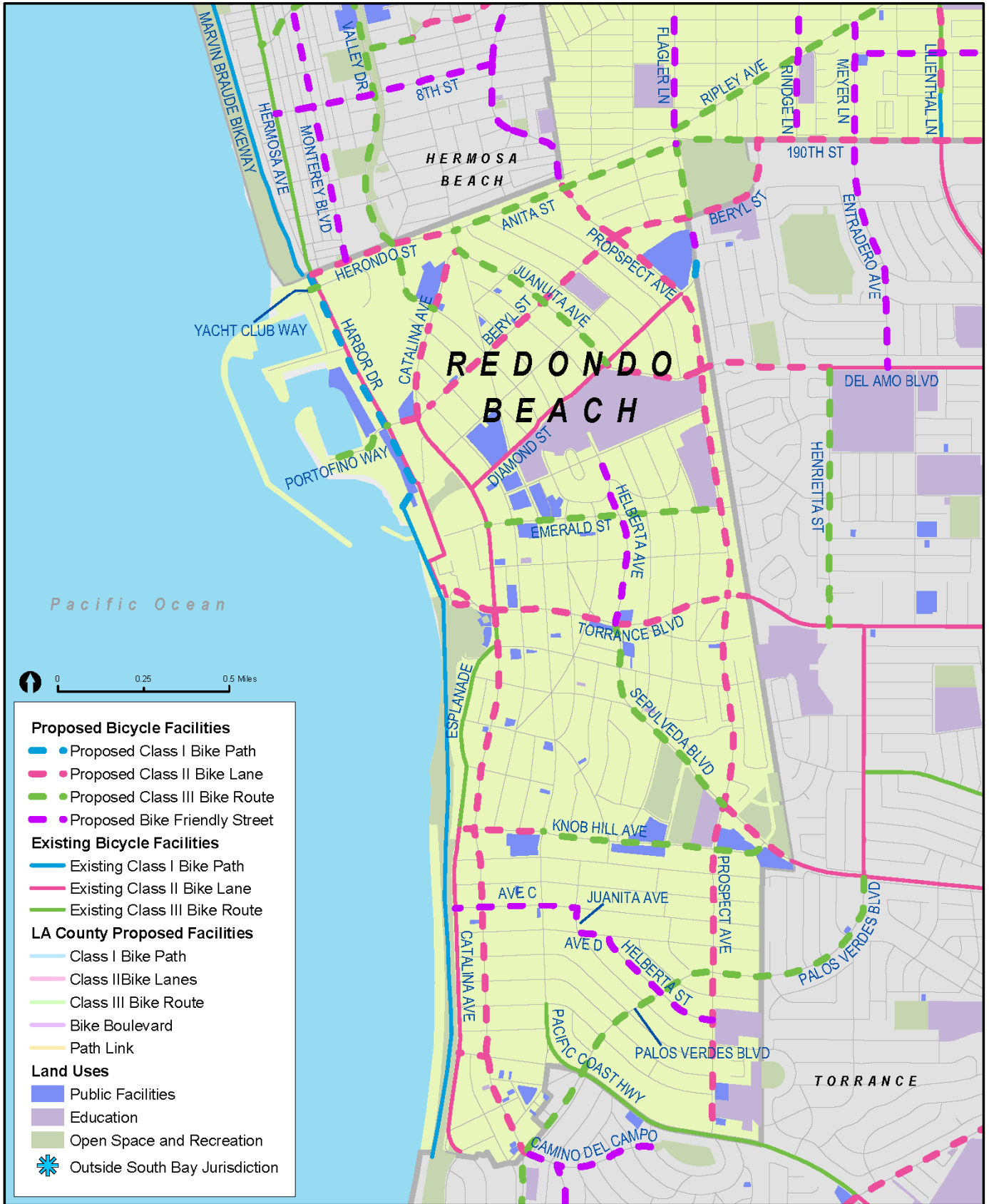
Proposed Bicycle Facilities in Lawndale



Proposed Bicycle Facilities in Manhattan Beach

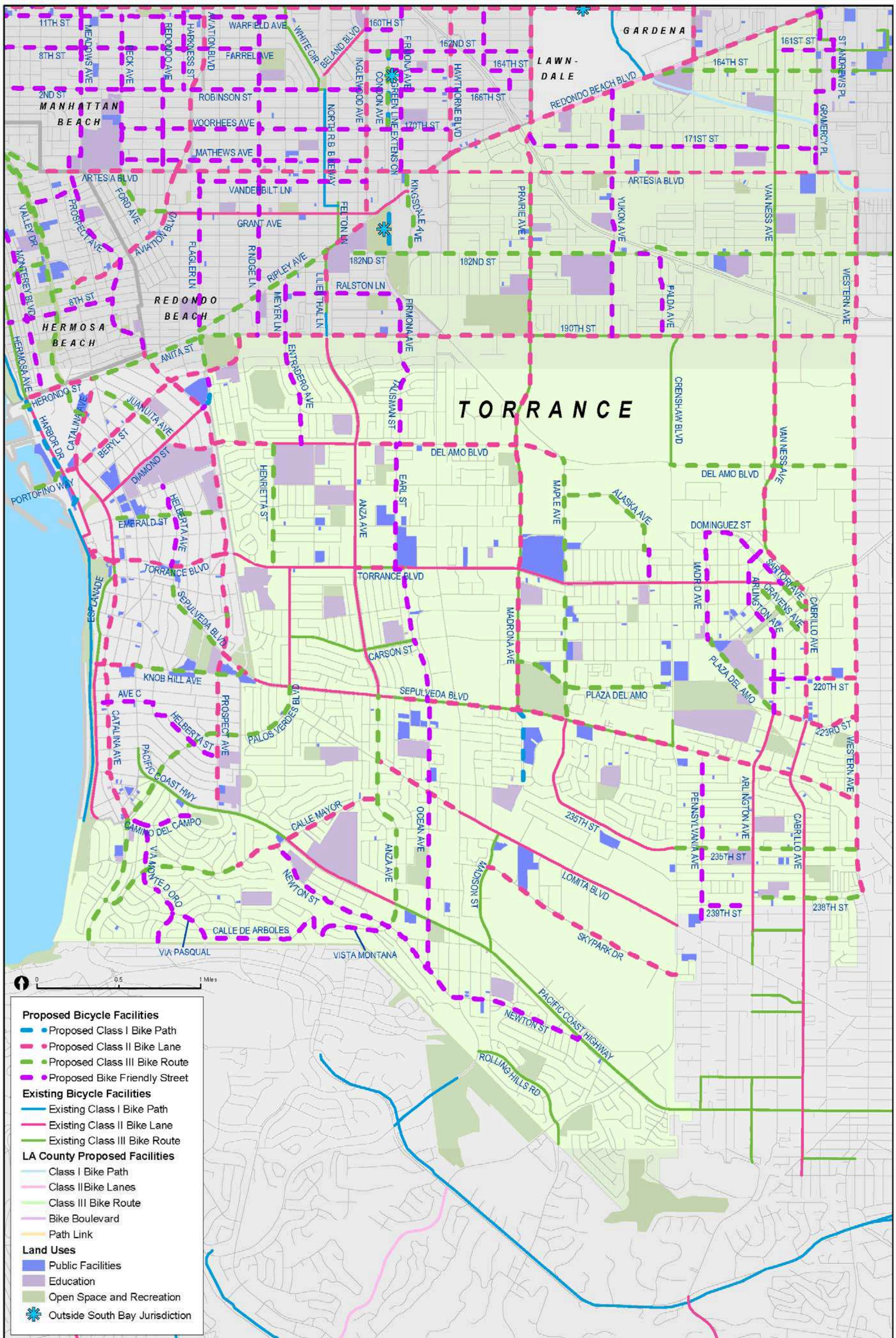


Proposed Bicycle Facilities in North Redondo Beach



Proposed Bicycle Facilities in South Redondo Beach





Proposed Bicycle Facilities in Torrance



## Chapter 2

# Goals, Objectives, and Policy Actions

## 2 Goals, Objectives, and Policy Actions

The vision of the South Bay Bicycle Master Plan is to create a bicycle-oriented South Bay region in which bicycling is a safe, convenient, attractive, and viable transportation option for all levels of bicycling abilities. This chapter outlines the goals, objectives, and policies that support this vision and will serve as guidelines in the development of a bicycle-friendly South Bay. These policies provide the framework and accountability for plan implementation. This chapter also includes the goals, objectives, and policy actions' relationship with regional existing plans and policies as mandated by State law. The relationship to existing City-specific plans and policies is located in each City's chapter.

### 2.1 South Bay Goals, Objectives, and Policies

In order to ensure a thorough and successful planning process, it is important to establish a set of goals, objectives, and policies that will serve as the basis for the recommendations in this Plan. The goals, objectives, and policies in this Plan are derived from information gathered over the course of the planning process, including community input from public workshops, as well as a review of bicycle master plans from other cities.

Goals are broad statements that express general public priorities. Goals are formulated based on the identification of key issues, opportunities, and problems that affect the bikeway system and were formed by public input.

Objectives are more specific than goals and are usually attainable through strategic planning and implementation activities. Implementation of an objective contributes to the fulfillment of a goal.

Policies are rules and courses of action used to ensure plan implementation. Policies often accomplish a number of objectives. Policies are generally carried out by the City. In the case that a particular group or individual is identified, the City will ensure those groups or individuals are in place to carry forward their responsibility or will find other means to implement the relevant policies.



The vision of the South Bay Bicycle Master Plan is to create a bicycle-oriented South Bay region in which bicycling is a safe, convenient, attractive, and viable transportation option for all levels of bicycling abilities.



The following tables outline the goals, objectives, and policies of the South Bay Bicycle Master Plan. Each policy has an implementation time frame assigned to it ranging from immediate (2012), to the first 0-5 years (2012-2017), 5-10 years (2017-2022), or ongoing throughout the length of the 20-year plan starting in 2012 (2012-2032).

<b>Goal 1.0: Create a Bicycle-Friendly South Bay</b>	
<p>Create a bicycle-friendly environment throughout the South Bay region for <b>all types</b> of bicycle riders and all trip purposes in accordance with the 6 Es (Equity, Education, Encouragement, Enforcement, Engineering, Evaluation) as a means of improving regional health, increased road safety, reduced carbon emissions and an overall increase in bike ridership.</p>	
<b>Objective 1.1</b>	<p><b><u>Connectivity through an Expanded Bikeway Network</u></b></p> <p>Expand the existing bicycle network to provide a comprehensive, regional network of Class I, Class II, and Class III facilities that increases connectivity between homes, jobs, public transit, schools and recreational resources for a variety of road users in the South Bay.</p>
<b>Policy Actions</b>	<p><b>1.1.1</b> Develop a 20-year implementation strategy for the South Bay Bicycle Master Plan that will begin to implement the policies and facilities herein. Schedule: 2012</p> <p><b>1.1.2</b> Develop an extensive bikeway network through the use of standard and appropriate innovative treatments as provided in the Manual on Uniform Traffic Control Devices or the National Association of City Transportation Officials and other such guidelines and standards, with available funding. Schedule: 2012-2032</p> <p><b>1.1.3</b> Establish Bicycle Friendly Streets to encourage bicycling on streets with low traffic volumes (existing ADT under 7,000 and 3,000 ADT after implementation) and slow speeds (25 mph or under). Appropriate streets will be determined by staff review. Schedule: 2012 - 2032</p> <p><b>1.1.4</b> Review and encourage implementation of policies and facilities proposed in the South Bay Bicycle Master Plan whenever planning new bicycle facilities or Capital Improvement Projects that may be related to bicycle improvements. Schedule: 2012-2032</p> <p><b>1.1.5</b> Incorporate the proposed policies, facilities and programs from the South Bay Bicycle Master Plan in whole or by reference into the City's Circulation Element upon future General Plan updates. Schedule: 0 – 5 years</p> <p><b>1.1.6</b> Coordinate with adjoining jurisdictions on bicycle planning and implementation activities on east-west corridors to link inland cities to coastal resources and on north-south corridors to link the region to neighboring communities. Schedule: 2012-2032</p>
<b>Objective 1.2</b>	<p><b><u>Consistent Design and Engineering for Bicycles</u></b></p> <p>Promote safe and equitable bicycle access on all roadways by integrating bicycle travel considerations into all roadway planning, design, construction and maintenance, as well as incorporation of Complete Street standards into all Capital improvements, in accordance with AB 1358.</p>

<b>Policy Actions</b>	<p><b>1.2.1</b> Evaluate and encourage reallocation of roadway rights-of-way where appropriate to accommodate bicycling and bicycle facilities. Schedule: 2012-2032</p> <p><b>1.2.2</b> Consider adopting Complete Streets policies that are incorporated into all Capital Improvements and generally align with the policy elements defined by the National Complete Streets Coalition (see Appendix N for policy language from the Complete Streets Act of 2008 and complete streets policies from the National Complete Streets Coalition ). Schedule:</p> <p><b>1.2.3</b> Prioritize opportunities that improve walkability and bikeability by utilizing Complete Streets standards for all Capital Improvement Projects. Schedule: 2012-2032</p> <p><b>1.2.4</b> Consider removal of on-street parking to accommodate striped bike lanes, to the extent feasible. Schedule: 2012-2032</p> <p><b>1.2.5</b> Ensure that existing on-street bicycle routes, bicycle lanes, and off-street bicycle paths are appropriately signed, marked, and/or traffic-calmed. Schedule: 0-5 years</p> <p><b>1.2.6</b> Promote consistent signage that directs bicyclists to neighborhood destinations and increases the visibility of the regional bicycle network and is consistent with the signage plan herein. Schedule: 2012-2032</p> <p><b>1.2.7</b> Provide amenities and enhancements, such as traffic calming treatments, streetscape improvements, bicycle parking and wayfinding signage along City bikeways that increase their utility and convenience for all bicyclists. Schedule: 2012-2032</p> <p><b>1.2.8</b> Explore the use of the “sharrow” markings on all existing and proposed Class III facilities, as feasible and in accordance with the most current edition of the Manual on Uniform Traffic Control Devices. Schedule: 0-5 years</p> <p><b>1.2.9</b> Coordinate bicycle facility improvements or upgrades with the City’s resurfacing schedule. Schedule: 2012-2032</p> <p><b>1.2.10</b> Explore opportunities to include bicycle detection as part of all traffic signal improvements in conformance with the current edition of the California Manual on Uniform Traffic Control Devices, to the extent feasible.</p>
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	<p>Schedule: 2012-2032</p> <p><b>1.2.11</b> Considering adopting an updated streets and highways manual that includes comprehensive Complete Streets standards. Schedule: 0-5 years</p> <p><b>1.2.12</b> Begin to utilize new signage, markings and facility designs as new and innovative treatments become adopted standards at the State and Federal levels. Schedule: 2012-2032</p> <p><b>1.2.13</b> Consider instituting a pilot program that will test new facility types aimed at improving bicycle safety and convenience before they are adopted standards. Schedule: 2012-2032</p>
<b>Objective 1.3</b>	<b>Increased Mobility through Bicycle-Transit Integration</b> Further improve access to major employment and activity centers and encourage multi-modal travel for longer trip distance by supporting bicycle-transit integration.
<b>Policy Actions</b>	<p><b>1.3.1</b> Support the development of bicycle facilities that provide access to regional and local public transit services. Schedule: 2012-2032</p> <p><b>1.3.2</b> Coordinate with transit providers to ensure bicycles can be accommodated on all forms of transit vehicles in the immediate future and that adequate space is devoted to their storage on board whenever possible. Schedule: 2012-2032</p> <p><b>1.3.3</b> Coordinate with transit agencies to install and maintain convenient and secure short-term and long-term bike parking facilities – racks, on-demand bike lockers, in-station bike storage, and staffed or automated bicycle parking facilities – at transit stops, stations, and terminals. Schedule: 5-10 years</p> <p><b>1.3.4</b> Provide current and relevant information to bicyclists regarding bike parking opportunities and bicycle access located at transit stations through a variety of formats, such as on City websites and regional bike maps. Schedule: 0-5 years</p>
<b>Objective 1.4</b>	<b>Provide Convenient and Consistent Bicycle Parking Facilities</b> Encourage the use of bicycles for everyday transportation by ensuring the provision of convenient and secure bicycle parking and support facilities region-wide and promote facilities to the public.
<b>Policy Actions</b>	<p><b>1.4.1</b> Establish bicycle parking standards for City-owned bicycle parking facilities that address the location, design and capacity that should be provided by all City bicycle parking facilities. Schedule: 0-5 years</p> <p><b>1.4.2</b> Install and support high-quality, bicycle parking within the public right-of-way and on public property, especially in high demand locations, such as near commercial centers,</p>

	<p>employment centers, schools, colleges and parks. Schedule: 5-10 years</p> <p><b>1.4.3</b> Consider providing bicycle parking (sheltered where feasible and appropriate) at all new and existing City-owned facilities, public parking lots and recreational facilities that will support an appropriate ratio of the estimated employees and daily visitors of that location. Schedule: 2012-2032</p> <p><b>1.4.4</b> Consider adopting bicycle parking ordinances or modifying existing sections of the municipal code to require bicycle-parking in new large commercial or multi-family developments. Cities with existing bike parking ordinances or Municipal Code sections exempted. Schedule: 0-5 years</p> <p><b>1.4.5</b> To the extent feasible, consider conditions of approval or appropriate incentives for new commercial developments and employment to provide showers and clothing lockers along with secure bike parking in areas where employment density warrants. Schedule: 2012-2032</p> <p><b>1.4.6</b> Consider amending the Municipal Code to decrease the number of required automobile parking spaces in commercial buildings where bicycle parking is provided, as feasible and appropriate. Schedule: 0-5 years</p> <p><b>1.4.7</b> Require secure bike parking at large or heavily attended events or destinations, by providing permanent bicycle parking facilities at event locations or requiring use of temporary portable facilities, such as bike valets. Schedule: 0-5 years</p> <p><b>1.4.8</b> Work with Metro, local transit agencies and adjacent property owners to provide bicycle parking in proximity to bus stops and other transit facilities. Schedule: 2012-2032</p>
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<b>Goal 2.0: Create a Safer Bicycling Environment in the South Bay</b>	
<p>Create a safe bicycling environment in the South Bay through comprehensive education of all road users, enforcement efforts focused on cycling safety and reduced cycling conflicts, and consistent maintenance of a variety of bikeways.</p>	
<b>Objective 2.1</b>	<p><b><u>Increase Bicycle Education and Awareness for All Road Users</u></b>                      Increase education of bicycle safety through programs and trainings of the general public and City employees.</p>
<b>Policy Actions</b>	<p><b>2.1.1</b> Partner with local bike advocacy groups, bicycle related businesses, or other such organizations to provide bicycle-safety curricula to the general public and targeted populations, including diverse age, income, and ethnic groups.                      Schedule: 0-5 years</p> <p><b>2.1.2</b> Provide multi-lingual bicycle safety information in languages that are widely used throughout the South Bay region.                      Schedule: 2012-2032</p> <p><b>2.1.3</b> Work with local bike advocacy groups and schools to develop and provide bicycle-safety curricula for use in elementary, middle, and high schools.                      Schedule: 2012-2032</p> <p><b>2.1.4</b> Support continuous bicycle education to City staff that are involved in the design or other such decisions that affect roadways; such as traffic engineers, planners, public works engineers, and parks and recreation staff.                      Schedule: 2012-2032</p> <p><b>2.1.5</b> Support programs and public service announcements that educate motorists, bicyclists, and the general public about bicycle operation, bicyclists' rights and responsibilities, and safe road-sharing behavior via city's website, local newspapers, and other such publications.                      Schedule: 2012-2032</p> <p><b>2.1.6</b> Provide increased bicycle safety education to law enforcement that focuses on safe cycling, relevant traffic laws, and safe sharing of the roadway.                      Schedule: 2012-2032</p>
<b>Objective 2.2</b>	<p><b><u>Enforcement for Improved Cycling Safety</u></b>                      Increase enforcement activities that enhance safety of bicyclists on bike paths and roadways.</p>
<b>Policy Actions</b>	<p><b>2.2.1</b> As appropriate and feasible, increase enforcement of unsafe bicyclist and motorist behaviors and laws that reduce bicycle/motor vehicle collisions and conflicts, and bike lane obstruction.                      Schedule: 2012-2032</p>

	<p><b>2.2.2</b> Explore opportunities to increase motorist awareness of possibility of the presence of bicyclists, specifically at locations with a high incidence of bicycle collisions. Schedule: 2012-2032</p> <p><b>2.2.3</b> To the extent feasible, consider utilizing bicycle-mounted patrol officers to promote bicycling awareness, prominence and law enforcement accessibility. Schedule: 2012-2032</p> <p><b>2.2.4</b> Develop or promote existing mechanisms for reporting behaviors that endanger cyclists. Schedule: 2012-2032</p>
<p><b>Objective 2.3</b></p>	<p><b>Maintenance for Safe and Consistent Bikeability</b> Maintain bikeways that are clear of debris and provide safe riding conditions.</p>
<p><b>Policy Actions</b></p>	<p><b>2.3.1</b> Coordinate with Public Works Department regarding existing routine maintenance schedules for bikeway sweeping, litter removal, landscaping, re-striping, signage, and signal actuation devices to provide increased priority to bike facilities. Schedule: 2012-2032</p> <p><b>2.3.2</b> Prioritize roadways with existing or proposed bike facilities in the City's street resurfacing plan, as necessary or appropriate. Schedule: 2012-2032</p> <p><b>2.3.3</b> Plan for bicyclist safety during construction and maintenance activities, including prominent signage and public announcements regarding construction and improvements that may affect bicycle travel. Schedule: 2012-2032</p> <p><b>2.3.4</b> Establish a maintenance reporting program to receive and respond to issues that impact bicyclist safety, such as potholes and street sweeping. Schedule: 2012-2032</p>

<b>Goal 3.0: Ensure an Enduring Cycling Culture</b>	
Develop infrastructure and a City-wide culture that respects and accommodates all users of the road, leading to a more balanced transportation system and measurable increases in bike ridership.	
<b>Objective 3.1</b>	<p><b>Partner with Local Bike Advocacy Groups</b></p> <p>Foster community support for bicycling by raising public awareness about bicycling and supporting programs that encourage more people to bicycle.</p>
<b>Policy Actions</b>	<p><b>3.1.1</b> Partner with local bike advocacy groups to publicize updated bike maps, safety tips, bike events, classes and commuting advice. Schedule: 0-5 years</p> <p><b>3.1.2</b> Provide information to local bike groups, such as the South Bay Bicycle Coalition, to assist in promoting bicycling at public events, such as Bike to Work Day/Month and various City events. Schedule: 0-5 years</p> <p><b>3.1.3</b> Upon meeting eligibility requirements, apply for designation of “Bicycle Friendly Community” through the League of American Bicyclists. Schedule: 0-5 years</p> <p><b>3.1.4</b> Pending funding availability, expand bicycle promotion and incentive programs for City employees to serve as a model program for other South Bay employers. Schedule: 0-5 years</p>
<b>Objective 3.2</b>	<p><b>Continuous Evaluation of Implementation and Performance</b></p> <p>Establish accountability mechanisms that will ensure the plan’s success through continuous monitoring of the implementation progress of Bicycle Master Plan policies, programs, and projects.</p>
<b>Policy Actions</b>	<p><b>3.2.1</b> Designate a Mobility Coordinator within the City or assist the South Bay Cities Council of Governments (SBCCOG) in establishing a regional position to coordinate and oversee implementation of bike facilities, programs, grant applications and data collection, and provide regular updates to SBCCOG’s Livable Communities Working Group and City Councils regarding plan implementation and progress. Schedule: 2012</p> <p><b>3.2.2</b> Mobility Coordinator or designated city staff will track city and/or region-wide benefits of plan implementation and trends in bicycle commuting through the use of Census data, travel surveys, and volunteer-led bicycle counts. Schedule: 2012-2032</p> <p><b>3.2.3</b> Mobility Coordinator or designated city staff will also regularly monitor bicycle safety and seek a continuous reduction in bicycle-related collisions on a per capita basis over the next twenty years.</p>



	<p>Schedule: 2012-2032</p> <p><b>3.2.4</b> Mobility Coordinator or designated City staff will ensure that Bicycle Master Plan programs and projects are implemented in an equitable manner, both geographically and socioeconomically. Schedule: 2012-2032</p> <p><b>3.2.5</b> Designate a council liaison to serve on a regional Bicycle Advisory Committee (BAC) comprised of community members and council members from each City that will meet regularly and will monitor the progress of bikeway implementation for each City. Schedule: 2012-2032</p> <p><b>3.2.6</b> To ensure continued eligibility for additional funding, update the City’s section of the South Bay Bicycle Master Plan every five (5) years. Schedule: 2012-2032</p> <p><b>3.2.7</b> Amend the Municipal Code to require a public hearing with the appropriate Traffic, Public Works, Planning, or other such Commission for the removal of any existing bikeway. Cities with such existing policy are exempted. Schedule: 0-5 years</p> <p><b>3.2.8</b> Coordinate with SBCCOG to integrate the electric local use vehicle program with proposed bike facilities and programs, as appropriate and as government code and guidelines allow. Schedule: 2012-2032</p>
<p><b>Objective 3.3</b></p>	<p><b>Consistently Apply for Available Funding Sources</b> Ensure implementation of bikeways in the South Bay is prompt and continuous by consistently applying to the numerous local, state and federal funding sources available for which the City is eligible.</p>
<p><b>Policy Actions</b></p>	<p><b>3.3.1</b> To the extent feasible, consistently pursue diverse sources of funding and support efforts to maintain or increase federal, state and local funding for the implementation of the South Bay Bicycle Master Plan programs and infrastructures. Funding sources that may be applied for annually or bi-annually as well as apportioned funds that may be partially dedicated to bicycle projects, include the following:</p> <ul style="list-style-type: none"> <li>A. Metro Call for Projects (bi-annual)</li> <li>B. State Safe Routes to School Funding (annual)</li> <li>C. Office of Traffic Safety Grants (annual)</li> <li>D. Caltrans Highway Safety Improvement Program (annual)</li> <li>E. Federal Safe Routes to School Funding (annual)</li> <li>F. Prop A Funds (annual)</li> <li>G. Coastal Conservancy Funds (annual)</li> <li>H. Federal Lanes Highway Funds (annual)</li> </ul>

	<p>I. Caltrans Bicycle Transportation Account (annual) J. Caltrans Community Based Transportation Planning Grant (annual) K. Prop C Transportation Demand Management Funds (annual) Schedule: 2012-2032</p> <p><b>3.3.2</b> Reference the prioritized project list provided in this plan when determining how to prioritize funding applications and City budget allocations for bikeways and support facilities. Schedule: 2012-2032</p> <p><b>3.3.3</b> Mobility Coordinator or designated City staff should coordinate bicycle improvement funding applications among all involved cities to increase probability of receiving grant funding. Schedule: 2012-2032</p> <p><b>3.3.4</b> Mobility Coordinator or designated City staff will develop a regular report to City Council that will include a summary of funds applied for, funding applications due in the short term, and an overview of implementation progress. Schedule: 2012-2032</p> <p><b>3.3.5</b> Consider a bicycle improvements line item in the City's Capital Improvements Program (CIP). Schedule: 2012-2032</p> <p><b>3.3.6</b> Consider allocating a proportional percentage of the City's local return Measure R funds specifically to active transportation infrastructure, such as bicycle and pedestrian facilities. Schedule: 0-5 years</p>
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## 2.2 Relevant Regional Existing Plans and Policies

The South Bay Bicycle Master Plan is an opportunity to coordinate with neighboring communities' efforts to plan and build bicycle infrastructure. A number of different jurisdictions border the project area, including the City of Los Angeles, unincorporated areas of the County of Los Angeles, and other incorporated cities. This section discusses the relationship between the South Bay Bicycle Master Plan and existing plans in neighboring communities.

### 2.2.1 Local and Regional Plans

There are six incorporated cities that lie adjacent to at least one participating city in the South Bay Bicycle Master Plan. These cities include:

- City of Hawthorne
- City of Inglewood
- City of Lomita
- City of Los Angeles
- City of Palos Verdes Estates
- City of Rolling Hills Estates

The City of Los Angeles is the only adjacent community with a Bicycle Master Plan, which is discussed in the following section.

#### 2.2.1.1 City of Los Angeles Bicycle Plan (2010)

The City of Los Angeles Bicycle Plan proposes 1,680 miles of bicycle facilities to promote bicycling as a viable transportation alternative. Of the proposed facilities, there are several that link to the participating cities of El Segundo, Gardena, and Torrance. The City of Los Angeles' proposed bikeways adjacent to the participating South Bay cities are shown in Figure 2-1.

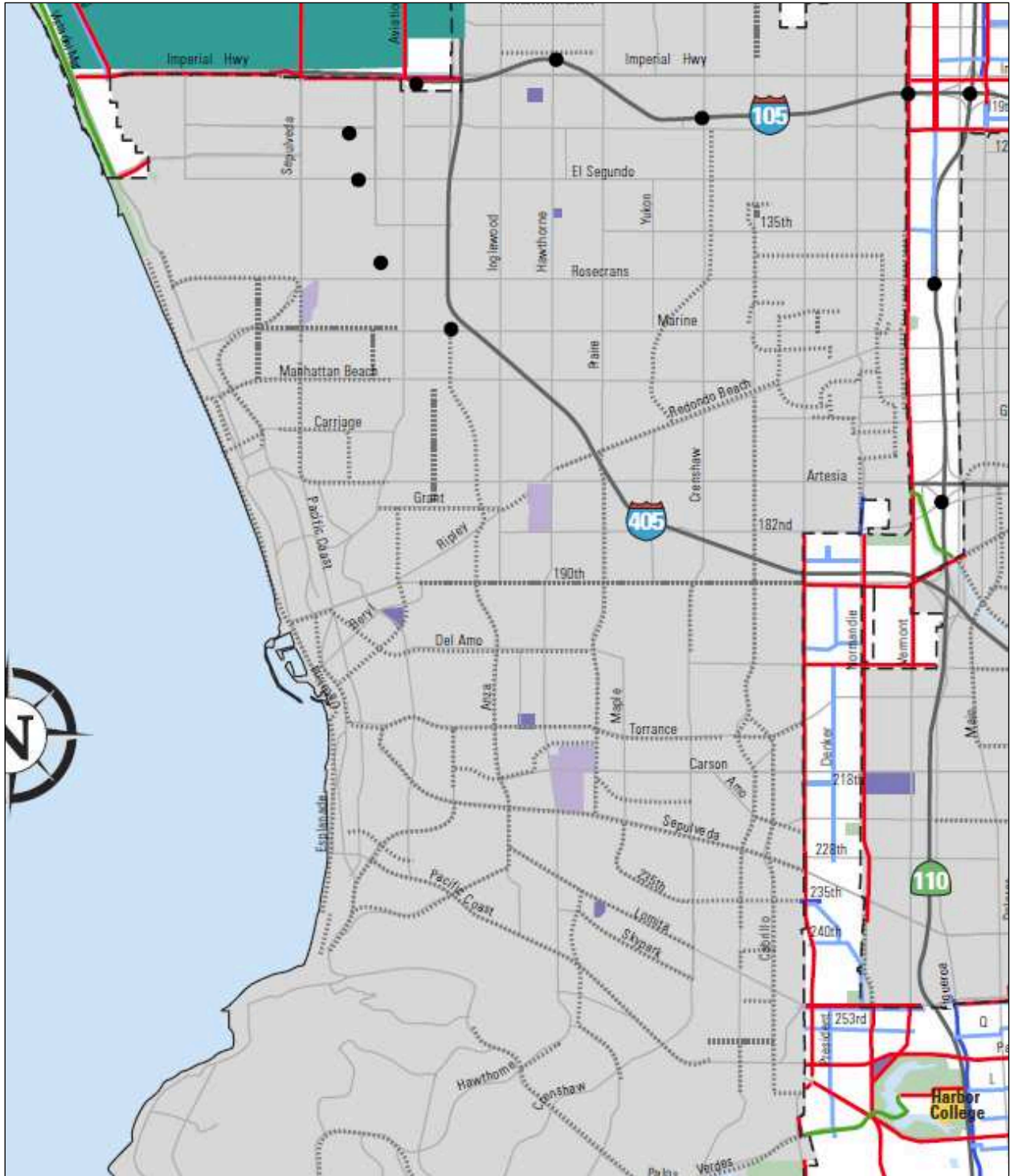
#### 2.2.1.2 Metro Bicycle Transportation Strategic Plan

As the Regional Transportation Planning Agency for Los Angeles County, the Los Angeles County Metropolitan Transportation Authority (Metro) is the primary local funding source for transportation projects, including bicycle and pedestrian projects. The Bicycle Transportation Strategic Plan (BTSP) developed by Metro provides an inventory of existing and planned facilities within Los Angeles County. This inventory assisted in identifying routes that may eventually provide trans-jurisdictional continuity



The South Bay Bicycle Master Plan is an opportunity to coordinate with neighboring communities' efforts to plan and build bicycle infrastructure.

Figure 2-1: City of Los Angeles Proposed Bicycle Facilities



for bicyclists. Secondly, the BTSP outlines a strategy for prioritizing regional bikeway projects. The BTSP outlines a regional strategy to fund projects that improve bicycle access to transit or close gaps in the regional bikeway network. Upon adoption of the South Bay Bicycle Master Plan, the participating cities will have the opportunity to apply for funding through Metro to implement their proposed bikeways.

### 2.2.1.3 County of Los Angeles Bicycle Master Plan (BMP)

The County of Los Angeles Bicycle Master Plan guides the development and maintenance of a comprehensive bicycle network and programs within the unincorporated communities of the County of Los Angeles. The implementation of the Los Angeles County BMP will start in 2012 after California Environmental Quality Act (CEQA) review has been completed. Several proposed bikeways in the County provide potential connection opportunities to the participating South Bay cities of El Segundo, Lawndale, Gardena, and Torrance. These bikeways are shown in the yellow sections in Figure 2-2. The participating cities in the South Bay Bicycle Master Plan are outlined in black.

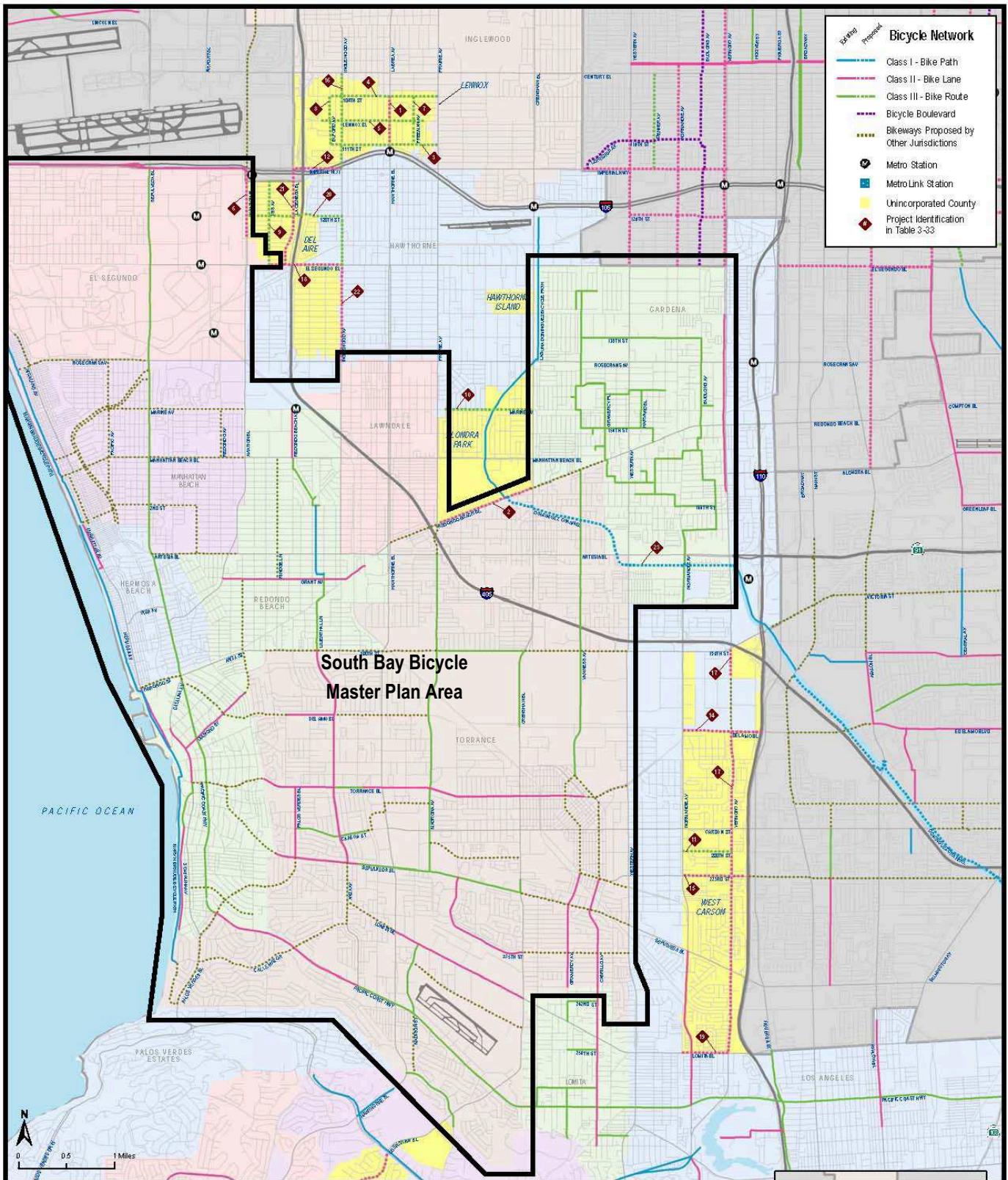
Appendix A-2 shows the existing bikeways in the County of Los Angeles that provide potential connection opportunities to the participating cities. The Marvin Braude Bikeway is a prominent facility that is maintained by the County of Los Angeles and runs through five of the participating cities: El Segundo, Manhattan Beach, Hermosa Beach, Redondo Beach, and Torrance. It extends for 21 miles parallel to the Pacific coastline, passing through the City of Santa Monica into the City of Los Angeles at its northernmost portion. Many bicyclists and pedestrians of all ages use the path, both for utilitarian and recreational purposes. As a consequence of its popularity, the path is often congested. Some areas have adopted measures to prevent conflicts between users; for example, when the path is crowded with pedestrians in Hermosa Beach, flashing lights and signs direct bicyclists to dismount and walk their bikes.



The Marvin Braude Bikeway is a prominent facility that is maintained by the County of Los Angeles and runs through five of the participating cities: El Segundo, Manhattan Beach, Hermosa Beach, Redondo Beach, and Torrance.



Figure 2-2: County of Los Angeles Proposed Bicycle Facilities



#### 2.2.1.4 Southern California Association of Governments Regional Transportation Plan (2008)

This plan presents the transportation objectives through the year 2035 for the areas under the jurisdiction of the Southern California Association of Governments (SCAG), which includes the South Bay. The RTP aims to integrate bicycling and other non-motorized transportation with transit to extend the commuting range of bicyclists in Southern California, where the average commute length is approximately 19.2 miles.

Bicycle and pedestrian improvements are addressed as they relate to larger street maintenance and construction projects, and are recommended in general plan updates. SCAG's Compass Blueprint Program serves as a resource for local municipalities looking to enhance non-motorized transportation infrastructure under the principles of mobility, livability, prosperity and sustainability.

The RTP allocates over \$1.8 billion for non-motorized transportation. Specific objectives regarding the future of bicycle transportation in the region and that apply to the South Bay Bicycle Plan include:

- Decrease bicyclist and pedestrian fatalities and injuries in the state to 25% below 2000 levels
- Increase accommodation and planning for bicyclists and pedestrians: The needs of non-motorized travel (including pedestrian, bicyclists and persons with disabilities) need to be fully considered for all transportation planning projects
- Increase bicycle and pedestrian use in the SCAG Region as an alternative to utilitarian vehicle trips: Create and maintain an atmosphere conducive to non-motorized transportation, including well-maintained bicycle and pedestrian facilities, easy access to transit facilities, and increasing safety and security. While pedestrian sidewalks are fairly well established in most areas, it is estimated that there are only 3,218 miles of dedicated bicycle facilities in the region, with an additional 3,170 miles planned
- Increase non-motorized transportation data: To make non-motorized modes an integral part of the region's intermodal transportation planning process and system, reliable data for planning are needed. Non-motorized transportation data needs include, but are not limited to, comprehensive user statistics; user demographics; bicycle



The SCAG RTP aims to integrate bicycling and other non-motorized transportation with transit to extend the commuting range of bicyclists in Southern California.



travel patterns/corridors; accident mapping; bikeway system characteristics; and sub-regional improvement projects and funding needs

- Bicyclists and pedestrians should always be included in general plan updates. SCAG also encourages the development of local Non-Motorized Plans. Also, Non-Motorized Plans that have been created or updated within the previous five years are eligible for bicycle transportation account (BTA) funds. SCAG can assist in the development of these plans through the Compass Blueprint Program
- Develop a Regional Non-Motorized Plan: SCAG will work with all counties and their cities to coordinate and integrate all Non-Motorized Plans from counties and jurisdictions in the SCAG Region in a collaborative process, including interested stakeholders

## 2.2.2 State of California

The State of California has recently passed several policies that affect bicycle planning in the South Bay, which are discussed in the following section.

### 2.2.2.1 AB 1358 - Complete Streets Act of 2008

California Assembly Bill (AB) 1358, also known as the Complete Streets Act of 2008, amended the California Government Code §65302 to require that all major revisions to a city or county's Circulation Element include provisions for the accommodation of all roadway users including bicyclists and pedestrians. Accommodations include bikeways, sidewalks, crosswalks, and curb extensions. The Government Code §65302 reads:

(2)(A) Commencing January 1, 2011, upon any substantive revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.

(B) For purposes of this paragraph, "users of streets, roads, and highways" means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.



The Complete Streets Act of 2008 amended the California Government Code to require that all major revisions to a city or county's Circulation Element include provisions for the accommodation of all roadway users including bicyclists and pedestrians.



### 2.2.2.2 Deputy Directive 64

The California Department of Transportation (Caltrans) adopted two policies in recent years relevant to bicycle planning initiatives such as this Bicycle Master Plan, namely, Deputy Directive 64 (DD-64-R1) and Traffic Operations Policy Directive 09-06.

Similar to AB 1358, Deputy Directive 64 (DD-64-R1) sets forth that Caltrans addresses the “safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding.”

### 2.2.2.3 Traffic Operations Policy Directive 09-06

In a more specific application of complete streets goals, Traffic Operations Policy Directive 09-06 presents bicycle detection requirements. For example, 09-06 requires that new and modified signal detectors provide bicyclist detection if they are to remain in operation. Further, the Policy Directive states that new and modified bicycle path approaches to signalized intersections must provide bicycle detection or a bicyclist pushbutton if detection is required.

### 2.2.2.4 SB 375 – Sustainable Communities

Senate Bill (SB) 375 serves to complement Assembly Bill (AB) 32: The Global Warming Solutions Act of 2006 and encourages local governments to reduce emissions through improved planning. Under SB 375, the California Air Resources Board (CARB) must establish targets for 2020 and 2035 for each region covered by one of the State’s 18 metropolitan planning organizations (MPOs). Each of California’s MPOs must prepare a “Sustainable Communities Strategy (SCS)” that demonstrates how the region will meet its greenhouse gas (GHG) reduction target through integrated land use, housing and transportation planning. The Southern California Association of Governments (SCAG) is preparing the SCS for the County of Los Angeles.

One way to help meet the greenhouse gas emissions targets is to increase the bicycle mode share by substituting bicycle trips for automobile trips. When trips made by bicycle replace vehicle trips they reduce greenhouse gas emissions resulting from motorized transportation. The South Bay’s efforts to encourage bicycling will contribute to the regional attainment of these targets.



One way to help meet the greenhouse gas emissions targets is to increase the bicycle mode share by substituting bicycle trips for automobile trips.

## 7 Manhattan Beach

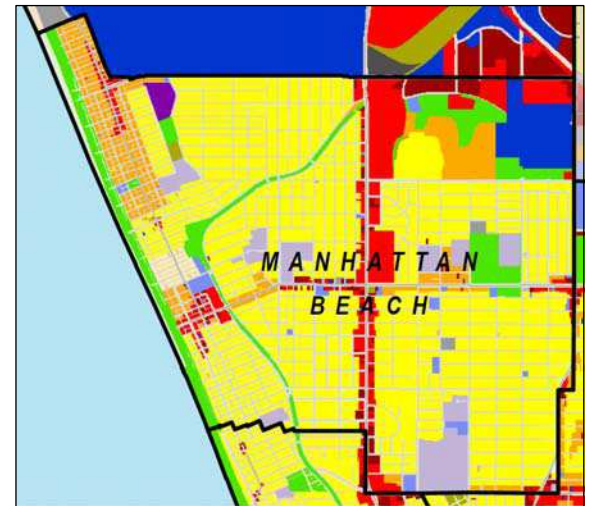
This chapter presents Manhattan Beach’s portion of the South Bay Bicycle Master Plan. It begins with a discussion of how Manhattan Beach complies with Bicycle Transportation Account requirements. The chapter is then organized into the following sections:

- Existing conditions;
- City-specific goals, policies, and implementation actions;
- Needs analysis;
- Proposed bicycle network;
- Project prioritization; and
- Project costs.



### 7.1 Bicycle Transportation Account (BTA) Compliance

The Bicycle Transportation Account (BTA) is an annual statewide discretionary program that funds bicycle projects through the Caltrans Bicycle Facility Unit. Available as grants to local jurisdictions, the program emphasizes projects that benefit bicycling for commuting purposes. In order for Manhattan Beach to qualify for BTA funds, the South Bay Bicycle Master Plan must contain specific elements. Appendix E displays the requisite BTA components and their location within this plan. The table includes “Approved” and “Notes/Comments” columns for the convenience of the Metro official responsible for reviewing compliance.



Existing Land Uses in Manhattan Beach  
 (See Appendix A-3 for larger map)

### 7.2 Existing Conditions

Manhattan Beach is located in the western portion of the South Bay region. It is bordered by the City of El Segundo to the north, the City of Redondo Beach to the east, the City of Hermosa Beach to the south, and the Pacific Ocean to the west. According to the 2000 Census, Manhattan Beach has a population of 34,039. The city was incorporated in 1912.

#### 7.2.1 Land Use

Appendix A-3 displays a map of the existing land uses in the South Bay Region. Land uses in Manhattan Beach are shown at right. Almost 70 percent of the land area in Manhattan Beach is devoted to residential uses: approximately 60 percent is single family and about 8 percent is multi-family. Manhattan Beach is also approximately 10 percent open space.





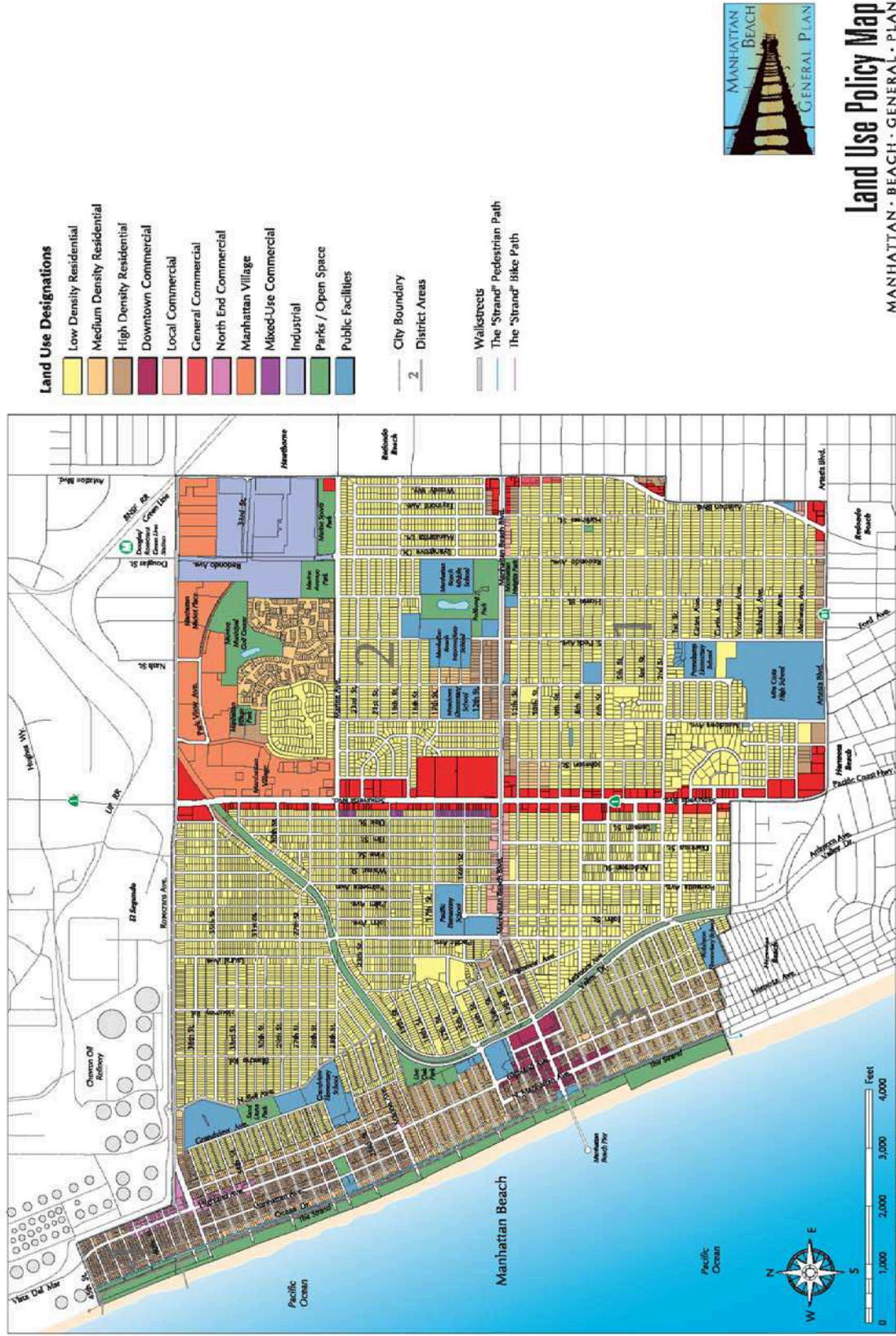


Figure 7-1: City of Manhattan Beach Land Use Policy Map

South Bay Bicycle Master Plan

ES-03-01-01 - Central-Hermosa Beach - Laminage - Manhattan Beach - Redondo Beach - Torrance  
 Source: City of Manhattan Beach (2003)

displays the proposed land uses in Manhattan Beach. As compared to the existing uses, the City plans to increase residential densities from single-family to multi-family South of Marine Avenue and west of Valley Drive, as well as south of the pier between Valley Drive and the Strand.

### 7.2.2 Bicycle Trip Generators

Bicycle trip generators refer to population characteristics that are correlated with higher bicycling activity levels, such as high population or employment densities or high concentrations of certain sub-populations, such as transit commuters or zero-vehicle households.

Appendix A-4 shows population density in Manhattan Beach. The areas with the highest population densities are located along the beach, which is where much of the multi-family housing is located. This has the potential to generate bicycle trips as housing is nearby the downtown and many key community services. Population density, measured as the number of persons per acre, is a strong indicator of potential bicycle activity, because more people living in an area implies more trips to and from that area. The high population densities of urbanized environments also tend to support bicycle travel through mixed land uses, interconnected street networks, and shorter trip lengths.

Appendix A-5 displays employment density in Manhattan Beach. Employment is most dense along Sepulveda Boulevard, on the northeast portion of Rosecrans Avenue, and around the intersection of Highland Avenue and Manhattan Beach Boulevard. Both Sepulveda Boulevard and the intersection of Highland Avenue and Manhattan Beach Boulevard primarily support commercial and service land uses. Rosecrans Avenue has commercial and service uses, as well as industrial and general office space. These sites have the potential to generate bicycle activity, as they are located in environments with a variety of land uses where trips between uses can be shorter.

Appendix A-6, Appendix A-6, and Appendix A-8 display the percent of zero-vehicle households, median annual income, and percent transit commuters by census tract in the City of Manhattan Beach. Manhattan Beach overall has low percentages of transit commuters and high median annual incomes. Most households make above \$95,000 per year (in 1999 dollars). Manhattan Beach also has high rates of vehicle ownership. Households without vehicles are concentrated in the southwest and central (Tree



Bicycle trip generators refer to population characteristics that are correlated with higher bicycling activity levels, such as high population or employment densities.

Section) portions of the city. These parts of the city have greater potential for increased bicycling activity because residents who do not have vehicles must use alternative modes and are likely to combine bicycle and transit trips.

In addition to the reasons discussed above, Manhattan Beach has the potential for increased bicycle activity from bicyclists passing through on their way to destinations outside of the city. A bicycle network that is connected within Manhattan Beach, as well as linked to bicycle facilities in adjacent communities, further generates bicycle traffic as it provides a viable transportation option to driving a motorized vehicle.

### 7.2.3 Relevant Plans and Policies

Table 7-1 outlines information regarding bicycles from the City of Manhattan Beach’s Infrastructure Element, Municipal Code, and Suggested Safe Routes to School Maps.

**Table 7-1: Manhattan Beach Bicycle-Related Plans and Policies**

Document	Description
General Plan Infrastructure Element (2003)	<p>This element contains a map of existing bikeways in the City (<b>Appendix F-4</b>), which include the Strand Bikeway and Veterans Parkway, which is a multi-use trail. The element also includes goals and policies relevant to bicycling, which are:</p> <ul style="list-style-type: none"> <li>• Work with the school district and private schools to improve pedestrian and bicycle safety around schools</li> <li>• Incorporate bikeways and pedestrian ways as part of the City’s circulation system</li> <li>• Encourage features that accommodate the use of bicycles in the design of new development</li> <li>• Encourage the development of recreational bicycle routes to link residential, schools, and recreational areas east of Sepulveda Boulevard with the Strand bike path</li> </ul>
Municipal Code	<p>The City’s Municipal Code prohibits riding bicycles on the sidewalk, except for children under 14 years old in front of schools, stores, or buildings used for business purposes. The Municipal Code provides bicycle requirements based on land use type. Parking must be in the form of a stationary object (either a freestanding bicycle rack or a wall-mounted bracket) to which a user can secure both wheels and the frame of a bicycle with a user-provided six-foot cable and lock. Before installation, the City reviews the design and location of bicycle parking through a Use Permit to ensure design compatibility with the architecture, appropriate materials, safety, and that it does not block pedestrian or vehicle paths-access. The City conducted a comprehensive bikeway study in 2009 to evaluate the needs, wants and opportunities related to bicycles. The study found that most people in the community utilize bikeways for recreation purposes rather than for commuting to and from work. Bicycle parking policies do not reflect that as they focus on providing facilities at commercial rather than recreational sites.</p>



Document	Description
Suggested Routes to School Maps	In August of 2009, the City was awarded Safe Routes to School (SR2S) funding by the State of California. These maps are part of Manhattan Beach’s larger SR2S effort. They display suggested routes for walking/biking to Meadows, Grand View, Pennekamp, Pacific, and Robinson Elementary Schools. They also highlight where traffic signals, walkstreets (streets closed to vehicular traffic), crosswalks, and crossing guards are located. Detailed bicycle parking information is presented in <b>Appendix G</b> .

### 7.2.4 Existing Bicycle Network

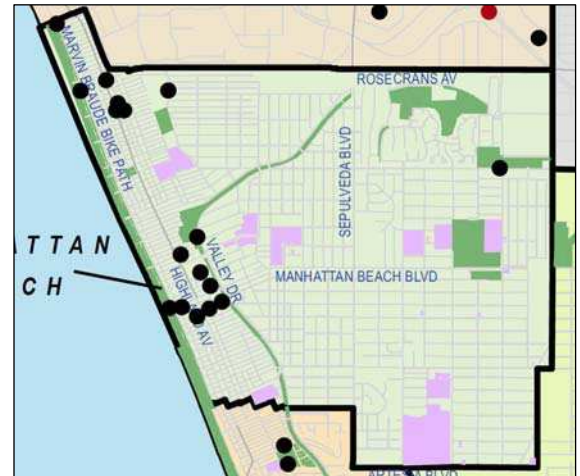
Figure 7-1 shows the existing bicycle facilities in Manhattan Beach. Appendix A-2 displays a map of the existing bicycle facilities in the South Bay Region. Bicycle facility types are discussed in Section 1.3. The bicycle network in the City of Manhattan Beach consists of approximately 3 miles of bikeways. This includes a section of the Los Angeles County-maintained Class I bicycle path on the Strand and Class III bicycle routes. Table 7-2 summarizes the classification and mileage of the existing network.

**Table 7-2: Manhattan Beach Bicycle Network**

Facility Type	Mileage
Class I (Bike Path)	2.1
Class II (Bike Lanes)	0.0
Class III (Bike Route)	1.1
<b>Total Mileage</b>	<b>3.2</b>

### 7.2.5 Existing End-of-Trip Parking Facilities

The BTA requires that this plan inventory publicly-accessible short-term and long-term end-of-trip bicycle facilities for the members of the bicycling public to park their bicycles, as well as change and store clothes and equipment. Short-term facilities consist of bicycle racks. Long-term facilities include, but are not limited to, locker, restroom, and shower facilities near bicycle parking facilities. Appendix A-9 displays the existing end-of-trip bicycle facilities in the South Bay. The locations of existing bicycle racks in Manhattan Beach are shown at right. These locations include parks, on sidewalks, and at the beach. Bicycle racks in Manhattan Beach include comb racks, wave racks, and several styles of artistic racks. The City does not provide any long-term bicycle parking within its jurisdiction.



Existing End-of-trip Facilities in Manhattan Beach

(See Appendix A-9 for larger map)

- Existing Bike Racks
- Existing Bike Lockers



**Figure 7-2: Existing Bicycle Facilities in Manhattan Beach**

**South Bay Bicycle Master Plan**

El Segundo - Gardena - Hermosa Beach - Lawndale - Inglewood - Manhattan Beach - Redondo Beach - Torrance



## 7.2.6 Multi-Modal Connections

Transit is often best for longer trips, while bicycling is better for shorter trips. Combining transit use and bicycling can offer a high level of mobility that is comparable to travel by automobile. **Appendix A-10** shows the existing Los Angeles Metropolitan Transit Authority (Metro) transit routes that serve the City of Manhattan Beach. Metro operates bus lines with routes on the City's major arterials, though the western half of Manhattan Beach is underserved. Buses are equipped with bicycle racks, which are available on a first-come, first-served basis.

LADOT operates the Commuter Express bus service. Line 438 connects the cities of El Segundo, Manhattan Beach, Hermosa Beach, Redondo Beach, and Torrance to Downtown Los Angeles. Most Commuter Express buses are equipped with bicycle racks, which are available on a first-come, first-served basis. **Appendix A-II** shows the Commuter Express Line bus routes.

Beach Cities Transit (BCT) Line 109, operated by the City of Redondo Beach, and Torrance Transit Line 8, operated by the City of Torrance, also serve the City of Manhattan Beach. **Appendix A-13** shows the BCT System Map and **Appendix A-14** shows the Torrance Transit System Map. Buses are equipped with bike racks, which are available on a first-come, first-served basis.

The BTA requires that this plan inventory existing bicycle transport and parking facilities for connecting to public transit services. These facilities include, but are not limited to, bicycle parking at transit stops, rail and transit terminals, park and ride lots, and provisions for transporting bicycles on public transit vehicles. Manhattan Beach does not currently provide any intermodal end-of-trip bicycle facilities within its jurisdiction.

## 7.2.7 Education and Enforcement Strategies

Bicycle education programs and enforcement of bicycle-related policies help to make riding safer for all bicyclists. To promote safe bicycling at the Middle School level, the City of Manhattan Beach provides bicycle education to the school, parents, and students through the School Resource Officer (SRO) and Crime Prevention Officer. Once per year, there is a Bicycle Rodeo at Manhattan Beach Middle School and the Police Department provides a presentation and information on bicycle safety, requirements, wearing helmets, and the use of lights and reflectors. Bicycle Rodeos are meant to ensure that children bicycling to school have the appropriate and



Metro operates bus lines with routes on the City's major arterials.

required equipment, know where to ride, and follow the proper traffic signals, signs and markings. Throughout the school year, the SRO addresses students on campus regarding bicycle safety as needed.

There is not a SRO for the elementary schools in Manhattan Beach, so they utilize saturated enforcement with patrol and traffic officers adjacent to the schools. Officers check to make sure that children have the proper equipment when bicycling to school, and if they don't, they stop children to educate them and issue warnings. If a child receives several warnings, the officer will issue a citation, which requires the parent(s) to go to court.

In the rest of the City, enforcement is performed by patrol and traffic officers. Enforcement is focused in the Downtown and on the Bike Path during the summer months. Officers issue warnings and citations for observed violations. Whenever an officer stops someone, they also educate the person on bicycle safety and the rules of the road regardless of whether a warning or citation is issued.

### 7.2.8 Past Bicycle-Related Expenditures

Between 2005 and 2011, the City of Manhattan Beach incurred the following bicycle expenditures:

- \$2,500 for bicycle racks and bicycle route signs
- \$12,000 for labor, installation, core drilling, and concrete for new bicycle racks

## 7.3 Needs Analysis

This section describes the needs of bicyclists in Manhattan Beach. It first summarizes feedback collected from the online survey and public workshops. The section also provides estimates and forecasts of bicycle commuting to determine the estimated bicycling demand in the city. It finally analyzes bicycle collision data between 2007 and 2009 to identify areas that would benefit from bicycle facility improvements.

### 7.3.1 Public Outreach

As mentioned in Chapter 1, the public had the opportunity to provide input in the planning process through an online survey and the first round of public workshops. This section summarizes locations in Manhattan Beach that the community identified as desirable for bikeways and bicycle support facilities.



The public identified major arterials as streets in need of bicycle facilities.

The location that the community mentioned the most frequently as in need of bikeways is Valley Drive / Ardmore Avenue. Other locations that the public identified as desirable for bicycle facilities include streets that lead to the beach, such as Marine Avenue, and provide access to schools, including Longfellow Avenue. The community also identified major arterials, such as Artesia Boulevard, Manhattan Beach Boulevard, and Rosecrans Boulevard. Other locations mentioned were residential streets, like Pacific Avenue and Redondo Avenue.

The public identified Polliwog Park as a desirable location for bicycle parking.

### 7.3.2 Bicycle Commuter Estimates and Forecasts

United States Census “Commuting to Work” data provides an indication of current bicycle system usage. Appendix A-15 shows the percent bicycle commuters in Manhattan Beach by census tract. Manhattan Beach has the highest percentages of bicycle commuters in the central northern portion of the city, which correlates with the percentage of households without vehicles.

In addition to bicycle commuters in Manhattan Beach, bicyclists from neighboring communities use the city’s bicycle network to reach their destinations and are not reflected in this data. This Plan addresses the need for regional connectivity to accommodate bicyclists passing through Manhattan Beach’s bicycle network in Section 7.4.

Table 7-3 presents commute to work data estimates reported by the 2000 US Census for Manhattan Beach. For comparative purposes, the table includes commute to work data for the United States, California, and County of Los Angeles. According to these estimates, 0.3 percent of residents in Manhattan Beach commute predominantly by bicycle. Manhattan Beach also has low rates of carpooling and transit riding, which suggests that the city’s high average median income and high car ownership rates influence mode split. It is important to note that this figure likely underestimates the true amount of bicycling that occurs in Manhattan Beach for several reasons. First, data reflects respondents’ dominant commute mode and therefore does not capture trips to school, for errands, or other bike trips that would supplant vehicular trips. Also, US Census data collection methods only enable a respondent to select one mode of travel, thus



The public identified Manhattan Beach Boulevard as desirable for bicycle facilities.

excluding bicycle trips if they constitute part of a longer multimodal trip. The percentage of commuters in Manhattan Beach that commute by transit is much lower than that of those that drive alone. Manhattan Beach also has a low percentage of commuters carpooling and walking.

In addition to bicycle commuters in Manhattan Beach, bicyclists from neighboring communities use the city’s bicycle network to reach their destinations and are not reflected in this data. This Plan addresses the need for regional connectivity to accommodate bicyclists passing through Manhattan Beach’s bicycle network in Section 7.4.

**Table 7-3: Means of Transportation to Work**

Mode	United States	California	Los Angeles County	Manhattan Beach
Bicycle	0.38%	0.83%	0.62%	0.32%
Drove Alone – car, truck, or van	75.70%	71.82%	70.36%	84.47%
Carpool – car, truck, or van	12.19%	14.55%	15.08%	6.89%
Transit	4.73%	5.07%	6.58%	0.38%
Walked	2.93%	2.85%	2.93%	1.26%
Other Means	0.70%	0.79%	0.76%	0.61%
Worked at Home	3.26%	3.83%	3.49%	5.99%

Source: US Census 2000

Table 7-4 presents an estimate of current bicycling within Manhattan Beach using US Census data along with several adjustments for likely bicycle commuter underestimations, as discussed above. Table 7-5 presents the associated air quality benefits from bicycling.

**Table 7-4: Existing Bicycling Demand**

Variable	Figure	Source
Existing study area population	34,039	2000 US Census, P1
Existing employed population	19,030	2000 US Census, P30
Existing bike-to-work mode share	0.32%	2000 US Census, P30
Existing number of bike-to-work commuters	61	Employed persons multiplied by bike-to-work mode share
Existing work-at-home mode share	6.0%	2000 US Census, P30
Existing number of work-at-home bike commuters	114	Assumes 50% of population working at home makes at least one daily bicycle trip
Existing transit-to-work mode share	0.4%	2000 US Census, P30
Existing transit bicycle commuters	18	Employed persons multiplied by transit mode share. Assumes 25% of transit riders access transit by bicycle
Existing school children, ages 6-14 (grades K-8)	4,047	2000 US Census, P8
Existing school children bicycling mode share	2.0%	National Safe Routes to School surveys, 2003.
Existing school children bike commuters	81	School children population multiplied by school children bike mode share
Existing number of college students in study area	1,713	2000 US Census, PCT24
Existing estimated college bicycling mode share	5.0%	Review of bicycle commute share in seven university communities (source: National Bicycling & Walking Study, FHWA, Case Study No. 1, 1995).
Existing college bike commuters	86	College student population multiplied by college student bicycling mode share
Existing total number of bike commuters	360	Total bike-to-work, school, college and utilitarian bike trips. Does not include recreation.
Total daily bicycling trips	719	Total bicycle commuters x 2 (for round trips)

**Table 7-5: Existing Bicycling Air Quality Impact**

Variable	Figure	Source
<b>Current Estimated VMT Reductions</b>		
Reduced Vehicle Trips per Weekday	233	Assumes 73% of bicycle trips replace vehicle trips for adults/college students and 53% for school children
Reduced Vehicle Trips per Year	60,836	Reduced weekday vehicle trips x 261 (weekdays / year)
Reduced Vehicle Miles per Weekday	1,564	Assumes average round trip travel length of 5 miles for adults/college students and 1 mile for schoolchildren
Reduced Vehicle Miles per Year	408,315	Reduced weekday vehicle miles x 261 (weekdays / year)
<b>Current Air Quality Benefits</b>		
Reduced Hydrocarbons (lbs/wkday)	5	Daily mileage reduction x 1.36 grams / mi
Reduced PM10 (lbs/wkday)	0	Daily mileage reduction x 0.0052 grams / mi
Reduced PM2.5 (lbs/wkday)	0	Daily mileage reduction x 0.0049 grams / mi
Reduced NOX (lbs/wkday)	3	Daily mileage reduction x 0.95 grams / mi
Reduced CO (lbs/wkday)	43	Daily mileage reduction x 12.4 grams / mi
Reduced CO2 (lbs/wkday)	1,273	Daily mileage reduction x 369 grams / mi
Reduced Hydrocarbons (lbs/yr)	1,224	Yearly mileage reduction x 1.36 grams / mi
Reduced PM10 (lbs/yr)	5	Yearly mileage reduction x 0.0052 grams / mi
Reduced PM2.5 (lbs/yr)	4	Yearly mileage reduction x 0.0049 grams / mi
Reduced NOX (lbs/yr)	855	Yearly mileage reduction x 0.95 grams / mi
Reduced CO (lbs/yr)	11,162	Yearly mileage reduction x 12.4 grams / mi
Reduced CO <sub>2</sub> (lbs/yr)	332,167	Yearly mileage reduction x 369 grams / mi

Source:

Emissions rates from **EPA report 420-F-05-022 Emission Facts: Average Annual Emissions and Fuel Consumption for Gasoline-Fueled Passenger Cars and Light Trucks**. 2005.

Table 7-6 presents projected year 2030 bicycling activity within Manhattan Beach using California Department of Finance population and school enrollment projections. The projection contains the assumption that bicycle mode share will double by 2030, due in part to bicycle network implementation. Actual bicycle mode share in 2030 will depend on many factors, including



the extent of network implementation. Table 7-7 presents the associated year 2030 air quality benefit forecasts. The calculations follow in a straightforward manner from the Projected Year 2030 Bicycling Demand.

**Table 7-6: Projected Year 2030 Bicycling Demand**

Variable	Figure	Source
Future study area population	42,359	Calculated based on CA Dept. of Finance, <i>Population Projections for California and Its Counties 2000-2050</i> .
Future employed population	23,681	Calculated based on CA Dept. of Finance, <i>Population Projections for California and Its Counties 2000-2050</i> ,
Future bike-to-work mode share	0.64%	Double the rate from 2000 US Census, P30
Future number of bike-to-work commuters	152	Employed persons multiplied by bike-to-work mode share
Future work-at-home mode share	7.81%	Calculated based on change in mode share from 1990 US Census, P49, to 2000 US Census, P30
Future number of work-at-home bike commuters	185	Assumes 50% of population working at home makes at least one daily bicycle trip
Future transit-to-work mode share	0.8%	Double the rate from 2000 US Census, P30
Future transit bicycle commuters	45	Employed persons multiplied by transit mode share. Assumes 25% of transit riders access transit by bicycle
Future school children, ages 6-14 (grades K-8)	3,216	Calculated from CA Dept. of Finance, <i>California Public K-12 Graded Enrollment and High School Graduate Projections by County, 2010 Series</i> .
Future school children bicycling mode share	4.0%	Double the rate of national school commute trends. National Safe Routes to School surveys, 2003.
Future school children bike commuters	129	School children population multiplied by school children bicycling mode share
Future number of college students in study area	2,132	Calculated based on CA Dept. of Finance, <i>Population Projections for California and Its Counties 2000-2050</i> , Sacramento, California, July 2007.
Future estimated college bicycling mode share	7.0%	A slight increase over the existing college bicycle mode share assumption, commensurate with projected increases in bicycling for other populations
Future college bike commuters	149	College student population x college student bicycling mode share
Future total number of bike commuters	659	Total bike-to-work, school, college and utilitarian biking trips. Does not include recreation.
Total daily bicycling trips	1,319	Total bike commuters x 2 (for round trips)

**Table 7-7: Projected Year 2030 Bicycling Air Quality Impact**

Variable	Figure	Source
<b>Forecasted VMT Reductions</b>		
Reduced Vehicle Trips per Weekday	423	Assumes 73% of biking trips replace vehicle trips for adults/college students and 53% for school children
Reduced Vehicle Trips per Year	110,354	Reduced number of weekday vehicle trips x 261 (weekdays / year)
Reduced Vehicle Miles per Weekday	2,905	Assumes average round trip travel length of 8 miles for adults / college students and 1 mile for schoolchildren
Reduced Vehicle Miles per Year	758,275	Reduced number of weekday vehicle miles x 261 (weekdays / year)
<b>Forecasted Air Quality Benefits</b>		
Reduced Hydrocarbons (lbs/wkday)	9	Daily mileage reduction x by 1.36 grams / mi
Reduced PM10 (lbs/wkday)	0	Daily mileage reduction x by 0.0052 grams / mi
Reduced PM2.5 (lbs/wkday)	0	Daily mileage reduction x by 0.0049 grams / mi
Reduced NOX (lbs/wkday)	6	Daily mileage reduction x by 0.95 grams / mi
Reduced CO (lbs/wkday)	79	Daily mileage reduction x by 12.4 grams / mi
Reduced CO <sub>2</sub> (lbs/wkday)	2,363	Daily mileage reduction x by 369 grams / mi
Reduced Hydrocarbons (lbs/yr)	2,274	Yearly mileage reduction x by 1.36 grams / mi
Reduced PM10 (lbs/yr)	9	Yearly mileage reduction x by 0.0052 grams / mi
Reduced PM2.5 (lbs/yr)	8	Yearly mileage reduction x by 0.0049 grams / mi
Reduced NOX (lbs/yr)	1,588	Yearly mileage reduction x by 0.95 grams / mi
Reduced CO (lbs/yr)	20,729	Yearly mileage reduction x by 12.4 grams / mi
Reduced CO <sub>2</sub> (lbs/yr)	616,861	Yearly mileage reduction x by 369 grams / mi

Source: Emissions rates from **EPA report 420-F-05-022 Emission Facts: Average Annual Emissions and Fuel Consumption for Gasoline-Fueled Passenger Cars and Light Trucks**. 2005.

This model uses the latest state projections for population growth and reasonable assumptions about future bicycle ridership. The benefits model predicts that the total number of bicycle commute trips could increase from the current daily estimate of 700 to 1,300, resulting in a substantial reduction of both Vehicle Miles Traveled (VMT) and associated emissions. This includes a yearly emissions reduction by 2030 of approximately 1,600 pounds of smog forming NOX and roughly 600 thousand pounds of CO<sub>2</sub>, the principal gas associated with global climate change. Providing bicycle facilities will encourage new bicyclists to begin to ride, thus positively impacting air quality by reducing harmful pollutants from driving motorized vehicles. Because this plan recommends local connections throughout and regional links between the participating cities, it has the potential to have even greater air quality benefits. Bicyclists may not need to rely as heavily on vehicles for transportation because bicycling will be a viable transportation alternative upon implementation of this Plan.

### 7.3.3 Bicycle Counts

To assess bicycling levels at different sites throughout Manhattan Beach, volunteers conducted bicycle counts, in which they manually recorded the number of bicyclists that rode by.

#### 7.3.3.1 Methodology

The methodology for the bicycle counts derives from the National Bicycle and Pedestrian Documentation Project (NBPD), a collaborative effort of Alta Planning + Design and the Institute of Transportation Engineers. The NBPD methodology aims to capture both utilitarian bicycling and recreational bicycling. The NBPD also provides guidance on how to select count locations.

Volunteers conducted bicycle counts in each of the seven participating cities in the South Bay on Thursday, November 4, 2010 from 3:00 p.m. to 6:00 p.m. and Saturday, November 6, 2010 from 10:30 a.m. to 1:30 p.m. These dates are meant to capture volumes of bicyclists on a typical weekday and weekend day. Fall is an appropriate time to conduct bicycle counts in California because school is back in session and vacations are typically over. In Manhattan Beach, volunteers were stationed at six locations on Thursday and seven locations on Saturday. There were 36 total locations in the South Bay region on each day.

The count locations were selected in partnership by city staff, Alta Planning + Design, Los Angeles County Bicycle Coalition staff, and



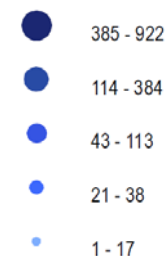
Weekday Bicycle Count Results in Manhattan Beach

(See Appendix A-16 for a larger map and Appendix H for a list of count locations.)



Weekend Bicycle Count Results in Manhattan Beach

(See Appendix A-17 for a larger map and Appendix H for a list of count locations.)



South Bay Bicycle Coalition board members. This snapshot of locations is meant to capture a diverse bicycling population using the roads and streets that span the spectrum of bike-friendliness.

### 7.3.3.2 Results

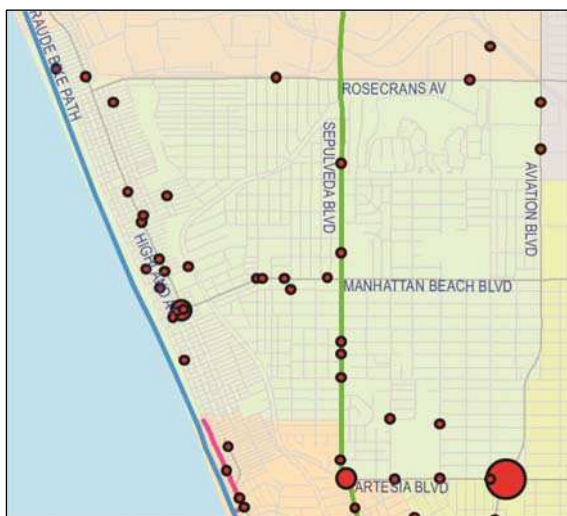
The count results for the South Bay are displayed in Appendix A-16 and Appendix A-17. Count results for Manhattan Beach are shown on the previous page. Detailed count data, including a list of count locations, is presented in Appendix H. On Thursday, the Manhattan Beach station that experienced the highest volume was Manhattan Beach Boulevard and Manhattan Avenue with 75 bicyclists during the three hour count period. The station with the most bicyclists on Saturday was Manhattan Beach Boulevard and the Strand with 589 bicyclists during the three hour count period.

On both days, the locations with the highest numbers of bicyclists in the South Bay region as a whole were those along the Strand on the County-maintained Marvin Braude Bikeway. Apart from the Strand stations, the inland count locations in Lawndale and Gardena experienced the most riders during the week. On the weekend, there were overall fewer riders in the inland count stations and more riders along the coast. This suggests that more bicyclists ride a bicycle for commuting during the week and for recreation on the weekend.

In the region as a whole, approximately 83 percent of bicyclists were male. About 70 percent of those observed did not wear helmets and 41 percent rode on the sidewalks. On Thursday, there were 18 locations at which over half of the observed bicyclists rode on the sidewalk and on Saturday there were nine. Riding on the sidewalk can be an indicator of a lack of bicycle facilities, as bicyclists that are uncomfortable riding with traffic may choose to ride on the sidewalk instead.

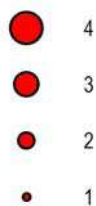
### 7.3.4 Bicycle Collision Analysis

Safety is a major concern for both existing and potential bicyclists. Concern about safety is the most common reason given for not riding a bicycle (or riding more often), according to national surveys. Identifying bicycle collision sites can draw attention to areas that warrant improvement, particularly if multiple collisions occur at the same location. This analysis employs the most reliable data source available, the California Highway Patrol's Statewide Integrated Traffic Records System. The data set only includes reported collisions, and so represents a subset of all the bicycle



Bicycle Collisions in Manhattan Beach 2007-2009

(See Appendix A-18 for larger map)



collisions in Manhattan Beach. This data does not include any assessment of conditions present at the time of the collision. There are numerous factors that may contribute to a given incident including but not limited to time of day, visibility, distractions, obstacles or traffic law obedience. This data simply reflects reported incidents, resulting injuries and the party at fault. This data does not infer faulty infrastructure, but rather provides a baseline of collisions that often decreases in correlation with bike plan implementation and the improvements to facilities and road user behavior and awareness that accompanies it. Fault as determined by law enforcement is discussed below.

Table 7-8 presents the number of reported collisions involving bicyclists, number of bicyclists involved, and severity of the bicycle collisions for three consecutive years: 2007, 2008, and 2009. Appendix A-18 shows locations of bicycle collisions in the South Bay region in the same time period. Bicycle collisions in Manhattan Beach are shown at right. There were 38 total reported collisions involving bicyclists from 2007-2009 in the City of Manhattan Beach. The intersection of Artesia Boulevard and Aviation Boulevard, which is on the border of the cities of Manhattan Beach and Redondo Beach, had four collisions involving bicyclists in the three year period. Other collisions in Manhattan Beach were concentrated on major boulevards: there were nine crashes on Manhattan Beach Boulevard, eight on Highland Avenue, and eight on Sepulveda Boulevard.

**Table 7-8: Bicycle Collision Data 2007-2009**

Total Crashes Involving Bicyclists	Number of Bicyclists Involved	Persons Injured	Persons Severely Injured	Persons Killed
38	38	36	5	1

Source: California Highway Patrol, Statewide Integrated Traffic Records System (SWITRS)

As reported by police officers in traffic reports, bicyclists were at fault in 63 percent of collisions involving bicycles (24 crashes) in this time period.

Providing bicycle facilities encourages more people to ride. When motorists begin to look for and expect to see bicyclists, collisions between vehicles and bicyclists are reduced. The City of New York, for example, reported that as ridership increased between 1998 and 2008, the number of annual casualties from bicycle collisions decreased (see Appendix B).



Appendix A-1 displays estimated weekday traffic volumes in Manhattan Beach. The streets with the highest traffic volumes are Sepulveda Boulevard, Aviation Boulevard, Rosecrans Avenue, and Manhattan Beach Boulevard. The only one of these streets with bicycle facilities is Sepulveda Boulevard, which has a Class III bike route. On Sepulveda, bicyclists must still share the traffic lanes with vehicular traffic, creating the potential for conflicts between the two modes. Installing bicycle facilities, especially on major arterials, could reduce the number and severity of collisions involving bicyclists.

## 7.4 Proposed Bicycle Network

This section presents the proposed bicycle network for the City of Manhattan Beach, which includes bicycle parking facilities. Upon implementation of the proposed network, the City should coordinate and collaborate with adjacent participating South Bay cities to emphasize a regional bicycle network. Bicycle facilities discussed in this Plan are described in Section 1.3 and are shown in Figure I-3 and Figure I-4. Appendix C outlines the recommended standards for each facility classification as compared to minimum standards. In addition to creating a comprehensive network of bikeways in Manhattan Beach, the recommended system ties into the proposed bicycle facilities for the other South Bay participating cities to create a connected regional network. This will give bicyclists from adjacent communities the opportunity to pass through Manhattan Beach to reach their destinations without losing bicycle facilities at city boundaries. Bikeway recommendations are also based on the existing City bicycle plans, public input, topography, traffic volumes, and traffic speeds.

### 7.4.1 Proposed Bikeway Facilities

The proposed bicycle network for the City of Manhattan Beach consists of Class I Bike Paths, Multi Use Paths, Class II Bike Lanes, Class III Bike Routes, and Bike Friendly Streets, and is shown in Figure 7-2. Four tables identify the streets on which facilities are proposed, the extents of each proposed facility, and the length in miles of each proposed facility. Table 7-9 lists the proposed bicycle paths, Table 7-10 lists the proposed bicycle lanes, Table 7-11 lists the proposed bicycle routes, and Table 7-12 lists the proposed bicycle-friendly streets. The proposed Bicycle network for the South Bay region as a whole is presented in Appendix A-19. The proposed bicycle network in Manhattan Beach connects with the recommended networks in El Segundo, Hermosa Beach, and



The proposed bicycle network for the City of Manhattan Beach consists of Class I Bike Paths, Multi Use Paths, Class II Bike Lanes, Class III Bike Routes, and Bike Friendly Streets.



Redondo Beach. Figure 7-2 shows a blue asterisk at the steps between Manhattan Beach and Hermosa Beach, which is outside the jurisdiction of this plan, but is a supported improvement.

**Table 7-9: Proposed Class I Bicycle Paths in Manhattan Beach**

Street	From	To	Miles
Bell Ave Extension	33rd St	beginning of Bell Ave south of 30th St	0.1
Marine Ave Park	Redondo Ave Extension	Redondo Ave	0.1
<b>Total Bicycle Path Mileage</b>			<b>0.2</b>

**Table 7-10: Proposed Class II Bicycle Lanes in Manhattan Beach**

Street	From	To	Miles
Manhattan Beach Blvd	Ardmore Avenue	Aviation Blvd	1.7
Rosecrans Ave	Highland Ave	Aviation Blvd	2.3
Marine Ave	Sepulveda Blvd	Aviation Blvd	1.0
Aviation Blvd	Rosecrans Ave	South City Limits	2.1
<b>Total Bicycle Lane Mileage</b>			<b>7.0</b>

**Table 7-11: Proposed Class III Bicycle Routes in Manhattan Beach**

Street	From	To	Miles
Valley Dr	15th St	South City Limits	0.9
45th St	The Strand	Crest Dr	0.2
15th St	Ocean Dr	Valley Dr	0.2
Highland Av	45th St	33rd St	2.2
Ardmore Ave	Rosecrans Ave	South City Limits	2.1
Redondo Ave - Redondo Ave Extension	Rosecrans Ave	Marine Ave	0.6
Manhattan Ave	15th St	1st St	0.7
Manhattan Beach Blvd	Ocean Dr	Valley Dr	0.2
Rosecrans Ave	The Strand	Highland Ave	0.1
38th Pl	Highland Ave	Crest Dr	0.0
<b>Total Bicycle Route Mileage</b>			<b>7.1</b>

**Table 7-12: Proposed Bicycle-Friendly Streets in Manhattan Beach**

Street	From	To	Miles
Marine Ave	The Strand	Blanch Rd	0.4
Marine Ave	Ardmore Avenue	Sepulveda Blvd	0.4
1st St	Manhattan Avenue	John St	0.4
Bell Ave	Rosecrans Ave	North of 29th St	0.2
Bell Ave - Blanch Rd	North of 29th St	Valley Dr	0.6
Pacific Ave - 5th St	Rosecrans Ave	Ardmore Ave	1.4
Ocean Dr	45th St	1st St	2.1
Oak Ave	Ardmore Ave	Manhattan Beach Blvd	0.8
8th St	Ardmore Ave	Aviation Blvd	1.5
Redondo Ave	Marine Ave	Artesia Blvd	1.5
2nd St	John St	East City Limits	1.3
Meadows Ave - Tennyson St - Prospect Ave	Marine Ave	Artesia Blvd	1.6
11th St	Ardmore Ave	Aviation Blvd	1.6
Peck Ave	Manhattan Beach Blvd	Artesia Blvd	1.0
Voorhees Ave	Peck Ave	Aviation Blvd	0.4
Mathews Ave	Peck Ave	Aviation Way	0.4
Harkness St	Marine Ave	2nd St	1.0
<b>Total Bicycle-Friendly Street Mileage</b>			<b>16.7</b>



Opportunities and Constraints in Manhattan Beach  
(See Appendix I for larger map)

- ★ Opportunity
- ★ Constraint

There are several opportunities and constraints to recommending new bicycle facilities in Manhattan Beach. These are shown at right and are referenced by the numbers in Appendix I. Appendix I also presents opportunities and constraints in the South Bay region as a whole.

One opportunity includes a proposed Class II on Aviation Boulevard in Redondo Beach and Manhattan Beach. This major thoroughfare provides significant connectivity between residences and major employment centers and thus a bicycle facility on Aviation Boulevard will encourage increased bike commuting to these destinations. See Vitality City’s Livability Plan for further detail. Another opportunity is a proposed Class III bikeway on Valley Drive/Ardmore Avenue in Manhattan Beach: While this plan recommends a Class III route, the Vitality City Livability Plan recommends additional options. See the Vitality City Livability Plan for further detail and opportunities.

A constraint is the stairs on the Strand between Hermosa Beach and Manhattan Beach. This constraint is also noted as being outside this plan’s jurisdiction because those stairs (along with the



**Figure 7-3: Proposed Bicycle Facilities in Manhattan Beach**

South Bay Bicycle Master Plan

El Segundo - Gardena - Hermosa Beach - Lawndale - Manhattan Beach - Redondo Beach - Torrance



rest of the Strand with the exception of Hermosa Beach) are operated by the State and maintained by the County of Los Angeles. However, this plan urges the cities to remedy the disruption caused by the stairs. This remedy could come in several forms ranging from a bike-friendly ramp that connects the two sections of the Strand to signage that warns cyclists of the disruption and safely guides them to facilities along Hermosa Avenue.

### 7.4.2 Proposed End-of-Trip Bicycle Facilities

Support facilities and connections to other modes of transportation are essential components of a bicycle system because they enhance safety and convenience for bicyclists at the end of every trip. With nearly all utilitarian and many recreational bike trips, bicyclists need secure and well-located bicycle parking. A comprehensive bicycle parking strategy is one of the most important things that a jurisdiction can apply to immediately enhance the bicycling environment. Moreover, a bicycle parking strategy with connections to public transit will further the geographical range of residents traveling without using an automobile.

The Manhattan Beach Municipal Code currently provides bicycle parking requirements based on percent of vehicle parking at specific land uses, as well as bicycle parking design requirements. The City should consider amending its Municipal Code to include bicycle parking requirements at new and retrofitted multi-family residential, office, and mixed-use developments of all sizes. The Municipal Code should also consider requiring bicycle parking quantities based on square footage of developments or by number of employees/residents to adequately address the bicycle demand at each development.

Manhattan Beach should also consider amending its Municipal Code to include more specific requirements on types of both short- and long-term bicycle parking facility designs, which are shown in Appendix J. Bicycle rack designs should be considered that provide two points of contact with the bicycle so that it can be locked from both the front wheel/frame and the rear wheel. This will provide a high degree of security and support for the bicycle. Long-term bicycle parking should be in the form of:

- Covered, lockable enclosures with permanently anchored racks for bicycles
- Lockable bicycle rooms with permanently anchored racks or
- Lockable, permanently anchored bicycle lockers



The flat top bicycle rack shown above is an example of a recommended rack type. See Appendix JJ for additional recommended bicycle rack types.

When people commute by bicycle they often sweat or become dirty from weather or road conditions. Providing changing and storing facilities encourages commuters to travel by bicycle because they have a place to clean up before work or school. Manhattan Beach's Municipal Code should require all new mid-to-large employers, offices, and businesses to supply changing and storing facilities, such as by providing showers and clothes lockers within the buildings or arranging agreements with nearby recreation centers to allow commuters to use their facilities.

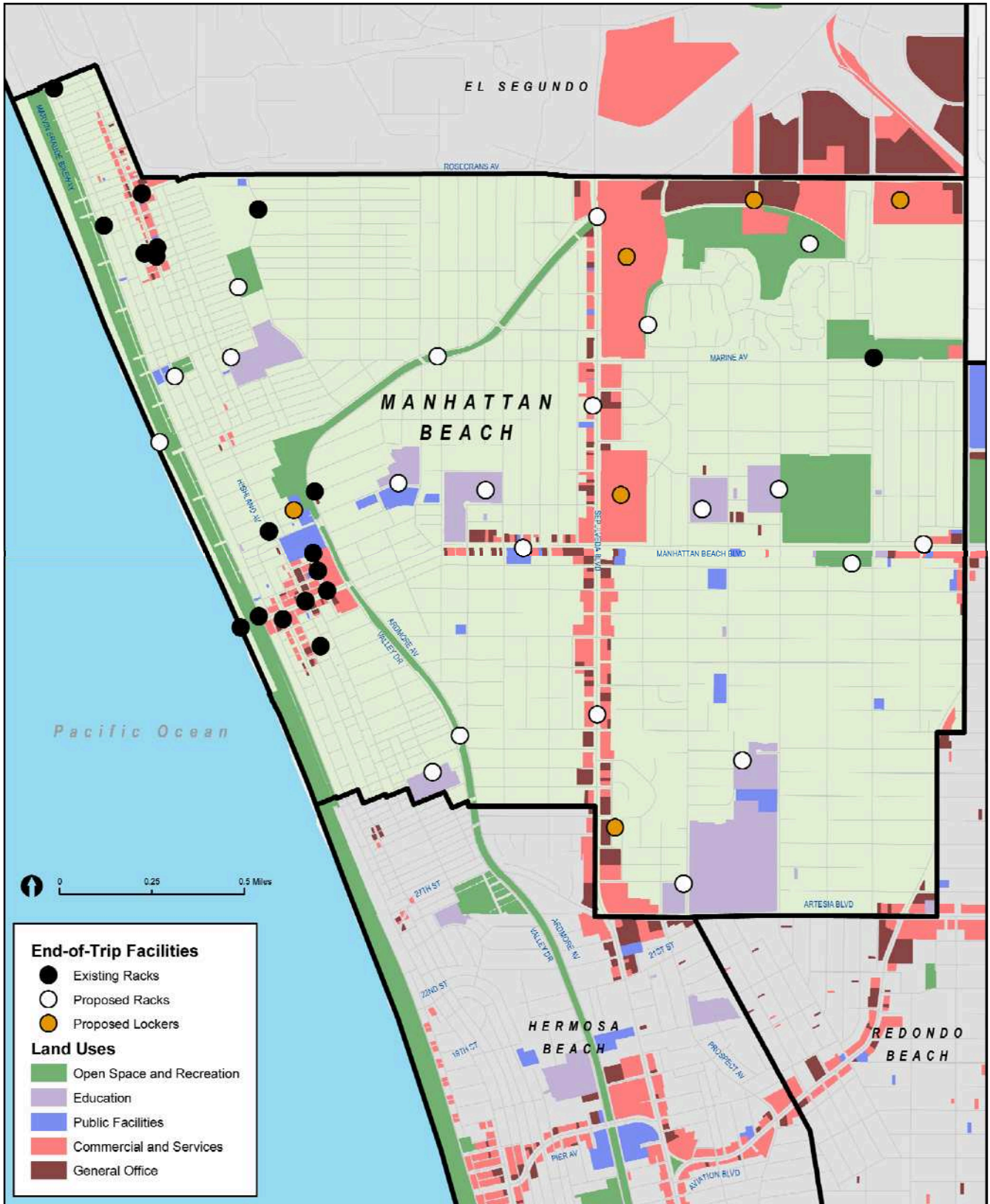
Proposed end-of-trip bicycle facilities in Manhattan Beach are shown in **Figure 7-3**. The City should continue to provide short-term bicycle parking in the form of bicycle racks at all major trip attractors, including commercial and civic activity centers and transit hubs, and ensure that an adequate supply is available. The City should prioritize the installation of bicycle parking throughout the city, with particular attention directed at the following locations:

- Parks
- Schools
- Commercial/office areas
- Civic/government buildings
- Public transit stations
- Downtown Manhattan Beach
- The Beach at the Pacific Ocean

High-activity locations such as transit stations, offices, and major commercial districts could consider providing more secure, long-term bicycle parking options, such as bicycle lockers. Any future transit hubs and intermodal facilities could include secure bicycle parking areas as part of their design. Secure bicycle parking areas that provide services, such as bicycle rentals and repair, could be considered at major transit stations and commuter destinations.



High-activity locations such as transit stations, offices, and major commercial districts could consider providing more secure, long-term bicycle parking options.



**Figure 7-4: Manhattan Beach Proposed End-of-Trip Facilities**

**South Bay Bicycle Master Plan**

El Segundo - Gardena - Hermosa Beach - Lawndale - Manhattan Beach - Redondo Beach - Torrance



## 7.5 Project Costs

This section presents the cost to implement the proposed bicycle network in Manhattan Beach.

### 7.5.1 Cost Estimates

displays the planning-level capital cost assumptions for each facility type proposed in this plan, and Table 7-14 displays the cost to implement the proposed network in the City of Manhattan Beach from the cost assumptions.<sup>22</sup> Cost assumptions are based on LA County averages and may vary depending on environmental conditions of a given facility, unforeseen construction cost variations, and similar considerations. Cost assumptions exclude specific treatments that may vary by location and must be determined by field review, such as traffic calming measures, restriping of existing travel lanes, and sign removal. Cost assumptions do not include traffic signal improvements, such as changes to phasing, recalibration of loop detectors, or installation of push buttons. For detailed cost estimations, refer to the project sheets presented in Section 7.7.

**Table 7-13: Unit Cost Estimates for Proposed Bicycle Facility Types**

Facility Type	Description	Estimated Cost <sup>23</sup>
Class I Bicycle Path	Paving, striping and signage	\$800,000 / mile
Class II Bicycle Lanes (two sides)	Striping, signage, and travel lane restriping	\$40,000 / mile
Class III Bicycle Routes (two sides)	Signage	\$15,000 / mile
Class III Bicycle Routes (two sides) with sharrows	Pavement markings and signage	\$25,000 / mile
Bicycle Friendly Street	Pavement markings, signage, and limited traffic calming	\$30,000 / mile

<sup>22</sup> Table 7-14 assumes the cost of implementing Class III Bicycle Routes with Sharrows based on the policies presented in Chapter 2

<sup>23</sup> Cost estimates include physical removals and installations (e.g. of signs and striping), contract contingency costs, preliminary engineering, and construction engineering. The source for the unit costs is the LA County Bicycle Master Plan, which are based upon a peer review of Southern California bikeway construction unit costs.

**Table 7-14: Estimated Cost of Proposed Bicycle Network**

Facility Type	Unit Cost per mile	Length of Proposed Network (miles)	Cost
Bicycle Path	\$800,000	0.2	\$ 192,000
Bicycle Lane	\$40,000	7.0	\$ 280,000
Bicycle Route with sharrows	\$25,000	7.1	\$ 179,000
Bicycle-Friendly Street	\$30,000	16.7	\$ 502,000
<b>Total</b>		<b>31.0</b>	<b>\$ 1,153,000</b>

## 7.6 Project Prioritization

A prioritized list of bicycle projects will help guide the City of Manhattan Beach in implementing the proposed bicycle facilities presented in this Plan. Each proposed facility discussed in Section 7.4.1 is grouped into projects based on feasibility of implementation. Table 7-15 presents the prioritized projects based on the prioritization methodology displayed in Appendix K. Each criterion contains information about a facility and its ability to address an existing or future need in Manhattan Beach. The projects ranked the highest should be implemented first.

**Table 7-15: Manhattan Beach Prioritized Bicycle Projects**

Facility Type*	Facility Name	From	To	Gap Closure	Connectivity: Existing	Connectivity: Regional	Connectivity: Activity Centers	Connectivity: Multi-Modal	Safety	Public Input	Underserved Communities	Project Cost	Parking Displacement	Total
BR	Valley Dr	15th St	South City Limits	3	6	0	4	0	1	2	1	2	2	21
BFS	Marine Ave	The Strand	Blanch Rd	3	6	0	4	0	1	2	0	2	2	20
BFS	Marine Ave	Ardmore Avenue	Sepulveda Blvd	3	6	0	4	0	0	2	0	2	2	19
BL	Manhattan Beach Blvd	Ardmore Avenue	Aviation Blvd	3	6	0	4	0	2	2	1	0	1	19
BL	Rosecrans Ave	Highland Ave	Aviation Blvd	3	6	0	4	0	1	2	1	0	1	18
BFS	1st St	Manhattan Avenue	John St	3	6	0	4	0	0	0	1	2	2	18
BR	45th St	The Strand	Crest Dr	3	6	0	4	0	0	0	0	2	2	17
BR	15th St	Ocean Dr	Valley Dr	3	6	0	4	0	0	0	0	2	2	17
BFS	Pacific Ave - 5th St	Rosecrans Ave	Ardmore Ave	0	6	0	4	0	1	1	1	1	2	16
BR	Highland Av	45th St	33rd St	0	3	0	2	0	2	2	1	1	2	13
BFS	Ocean Dr	45th St	1st St	0	3	0	2	0	1	1	1	1	2	11
BFS	Oak Ave	Ardmore Ave	Manhattan Beach Blvd	0	0	0	4	0	0	2	0	2	2	10

Facility Type*	Facility Name	From	To	Gap Closure	Connectivity: Existing	Connectivity: Regional	Connectivity: Activity Centers	Connectivity: Multi-Modal	Safety	Public Input	Underserved Communities	Project Cost	Parking Displacement	Total
BR	Ardmore Ave	Rosecrans Ave	South City Limits	0	0	0	4	0	0	2	1	1	2	10
BR	Manhattan Ave	15th St	1st St	0	3	0	0	0	2	2	1	2	0	10
BR	Manhattan Beach Blvd	Ocean Dr	Valley Dr	0	3	0	0	0	2	2	1	2	0	10
BFS	8th St	Ardmore Ave	Aviation Blvd	0	0	0	4	0	1	1	0	1	2	9
BFS	Ardmore Ave	John St	Redondo Ave	0	0	0	2	2	0	1	1	1	2	9
BFS	Meadows Ave - Tennyson St - Prospect Ave	Marine Ave	Artesia Blvd	0	3	0	0	0	1	1	1	1	2	9
BFS	Voorhees Ave	Peck Ave	Aviation Blvd	0	3	0	0	0	1	1	0	2	2	9
BR	Rosecrans Ave	The Strand	Highland Ave	0	3	0	0	0	2	2	0	2	0	9
BFS	2nd St	John St	East City Limits	0	0	0	4	0	1	0	0	1	2	8
BR - BP - BR	Redondo Ave	Rosecrans Ave	Marine Ave	0	0	0	4	4	0	0	0	0	0	8
BL	Marine Ave	Sepulveda Blvd	Aviation Blvd	3	0	0	0	0	0	2	1	1	1	8

Los Angeles County Bicycle Coalition and South Bay Bicycle Coalition  
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Facility Type*	Facility Name	From	To	Gap Closure	Connectivity: Existing	Connectivity: Regional	Connectivity: Activity Centers	Connectivity: Multi-Modal	Safety	Public Input	Underserved Communities	Project Cost	Parking Displacement	Total
BFS	Mathews Ave	Peck Ave	Aviation Way	0	3	0	0	0	0	1	0	2	2	8
BFS	Harkness St	Marine Ave	2nd St	0	3	0	0	0	0	1	0	2	2	8
BFS	11th St	Ardmore Ave	Aviation Blvd	0	3	0	0	0	1	0	0	1	2	7
BFS	Peck Ave	Manhattan Beach Blvd	Artesia Blvd	0	3	0	0	0	1	0	0	1	2	7
BR	38th Pl	Highland Ave	Crest Dr	0	3	0	0	0	0	0	1	2	0	6
BFS - BP - BFS	Bell Ave - Blanch Rd	Rosecrans Ave	Valley Dr	3	0	0	2	0	0	0	0	0	0	5
BL	Aviation Blvd	Rosecrans Ave	South City Limits	0	0	0	0	0	2	2	1	0	0	5




\*BP=Bike Path, BL=Bike Lane, BR=Bike Route, BFS=Bike Friendly Street

## 7.7 Project Sheets

The City of Manhattan Beach selected two of its top priority projects from the previous table for more detailed concept designs. Project sheets are shown on the following pages and include:

- A review of the existing site conditions
- Site challenges
- Recommended improvements
- Estimated cost
- Photos
- Aerial images
- Concept graphics



<b>Manhattan Beach Project #1: Manhattan Beach Boulevard (Aviation Boulevard to the Strand)</b>	
<b>Project Site</b>	<b>Photos</b>
<p>Manhattan Beach Boulevard is an east-west corridor located in the center of the City of Manhattan Beach. It connects to Redondo Beach to the east and to the Marvin Braude Bikeway (The Strand) and beach to the west. Manhattan Beach Boulevard provides access to Polliwog Park, Manhattan Heights Park, Manhattan Beach Middle School, Meadows Elementary School, Pacific Elementary School, American Martyrs School, residential/commercial uses, and Downtown Manhattan Beach. There is existing on-street parking along most of the street that is highly utilized in certain segments, including Downtown Manhattan Beach and Polliwog Park.</p> <p>Between Aviation Boulevard and Sepulveda Boulevard, Manhattan Beach Boulevard two travel lanes in each direction and center medians. The roadway width is approximately 32 feet on each side of the median with on-street parallel parking, with exception to a short segment east of Sepulveda Boulevard where the width drops to 25 feet on the north side of the road and no on-street parking is present. From Sepulveda Boulevard to Dianthus Street, Manhattan Beach Boulevard has two travel lanes in each direction and is approximately 27 feet wide on each side of center medians with parallel on-street parking. From Dianthus Street to Pacific Avenue, Manhattan Beach Boulevard has two travel lanes in each direction and the roadway width is approximately 59 feet with parallel on-street parking. The posted speed limit between Aviation Boulevard and Pacific Avenue is 35 mph. Between Pacific Avenue and Valley Drive/Ardmore Avenue, the street has one westbound travel lane and two eastbound travel lanes. This segment of Manhattan Beach Boulevard is approximately 48 to 50 feet wide with parallel on-street parking. The posted speed limit is 30 mph. West of Valley Drive, the roadway widens to approximately 58 to 60 feet wide, has one travel lane in each direction, left turn pockets, and a mix of angled and parallel on-street parking. The posted speed limit is 25 mph.</p>	 <p style="text-align: center;">Looking west on Manhattan Beach Boulevard. Bike lanes will provide children riding to school a safer commute.</p>
<p><b>Project Challenges</b></p> <p>Manhattan Beach Boulevard has no existing bicycle facilities, thus bicyclists must share the road with relatively high volumes of vehicles, especially east of Pacific Avenue. Rolling hills can create potential conflicts between bicyclists and motorists due to the speed differential on inclines. On-street parking along Manhattan Beach Boulevard reduces the available space for bicycle facilities.</p>	 <p style="text-align: center;">Removing the additional westbound travel lane west of Pacific Avenue will allow for bicycle lanes without parking removal.</p>
<p><b>Proposed Improvements</b></p> <ul style="list-style-type: none"> <li>• Stripe 1.8 miles of Class II Bike Lanes and signs</li> <li>• Install 0.3 miles of Class III Bike Route signs</li> <li>• Add bicycle detection and pavement markings at all signalized intersections</li> <li>• Remove approximately 69 spaces of on-street parking between Sepulveda Boulevard and Pacific Avenue</li> <li>• Remove one eastbound travel lane between Pacific Avenue and Ardmore Avenue</li> <li>• Convert angled parking to head out angled parking west of Valley Drive</li> <li>• Install intersection crossing treatment at Valley Dr/Ardmore Ave</li> </ul>	 <p style="text-align: center;">Removing on-street parking spaces to install bicycle lanes will provide a safe and convenient bicycling environment.</p>
<p><b>Estimated Cost</b></p> <p>\$110,000</p>	

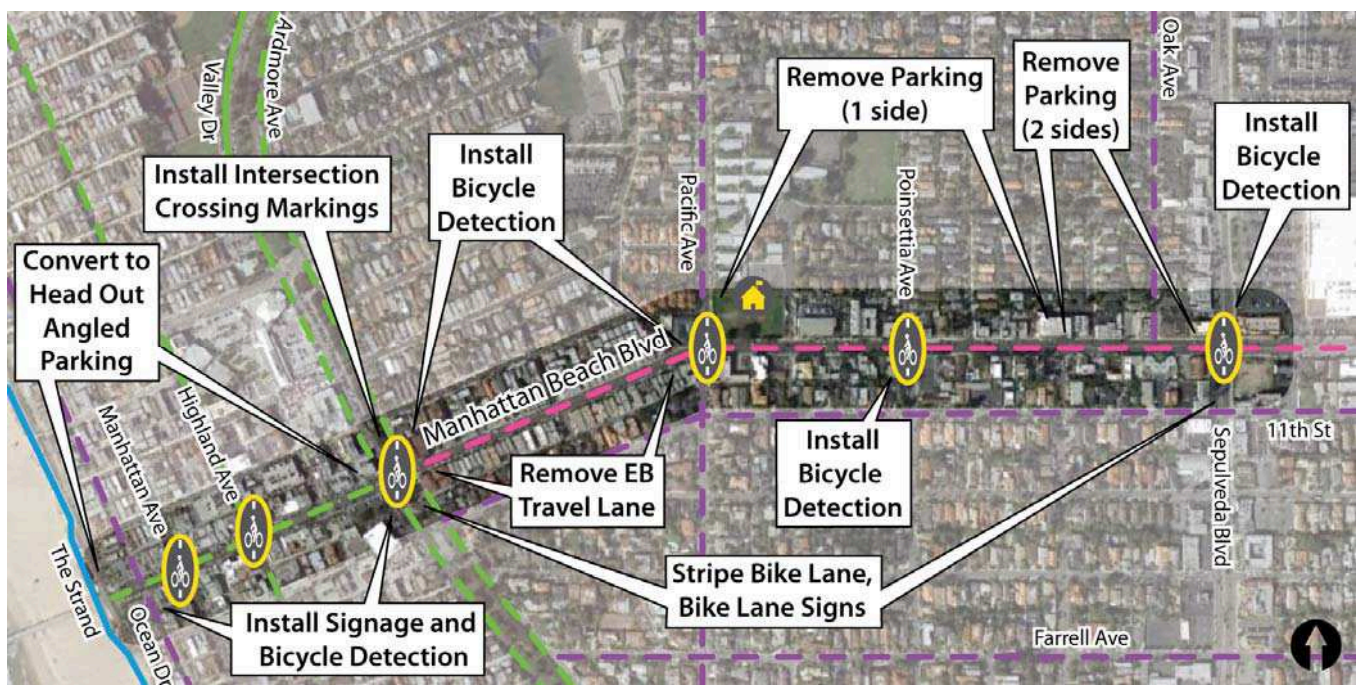


## Aerial Map and Concept Graphics: Manhattan Beach Boulevard

### Manhattan Beach Boulevard (Aviation Boulevard to Sepulveda Boulevard)



### Manhattan Beach Boulevard (Sepulveda Boulevard to the Strand)





## Aerial Map and Concept Graphics: Manhattan Beach Boulevard

### Head Out Angled Parking and Intersection Crossing Markings



### Bicycle Loop Detector



**Manhattan Beach Project #2: Redondo Avenue (Artesia Boulevard to Marine Avenue)**

**Project Site**

Redondo Avenue is a north-south residential street located in the eastern portion of the City of Manhattan Beach with rolling hills. Redondo Avenue provides access to Marine Avenue Park, Marine Sports Complex, Manhattan Heights Park, Manhattan Beach Middle School, and Polliwog Park. North of 11<sup>th</sup> Street there is existing on-street parallel parking along both sides of Redondo Avenue. South of 11<sup>th</sup> Street there is on-street parallel parking on the northbound side only. Though private property, a connection between Marine Avenue and Rosecrans Avenue could be pursued in the future to provide a continuous route on Redondo Avenue from Redondo Beach to El Segundo (Douglas Street).

Redondo Avenue has one travel lane in each direction and a striped center line. The posted speed limit is 25 mph. There are existing striped crosswalks at signalized intersections and around Manhattan Beach Middle School.

**Project Challenges**

Redondo Avenue has no existing bicycle facilities, which creates potential conflicts between bicyclists and motorists. Children commuting to school and others accessing the parks by bicycle must share the road with vehicles without any treatments alerting motorists of their presence. Rolling hills create a speed differential between bicyclists and vehicular traffic and can also create conflicts.

**Proposed Improvements**

- Install signage and stripe pavement markings, such as sharrows or bike friendly street stencils
- Add bicycle detection and pavement markings at all signalized intersections
- Construct a median refuge island at the intersection of Redondo Avenue and Artesia Boulevard
- Construct bulbouts with high visibility crosswalks
- Install speed feedback signs located on the steep grade between Mathews Avenue and Artesia Boulevard

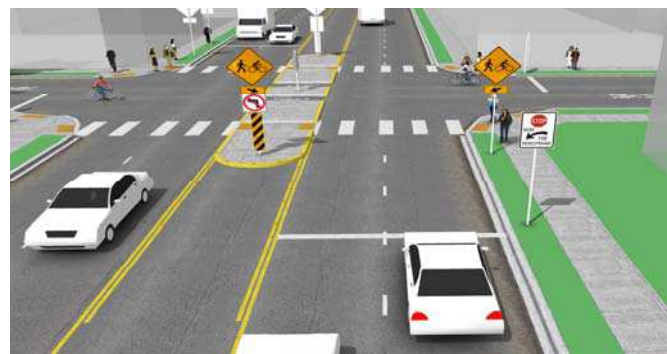
**Estimated Cost**

\$1,750,000

**Photos and Concepts**



Looking south on Redondo Avenue. Pavement markings and signage will alert drivers of the presence of bicyclists



Median refuge islands provide bicyclists a protected space to wait for gaps in traffic. (Source: NACTO.org)



Bicycle detectors at intersections will allow bicycles to trigger the signal when no vehicles are present.

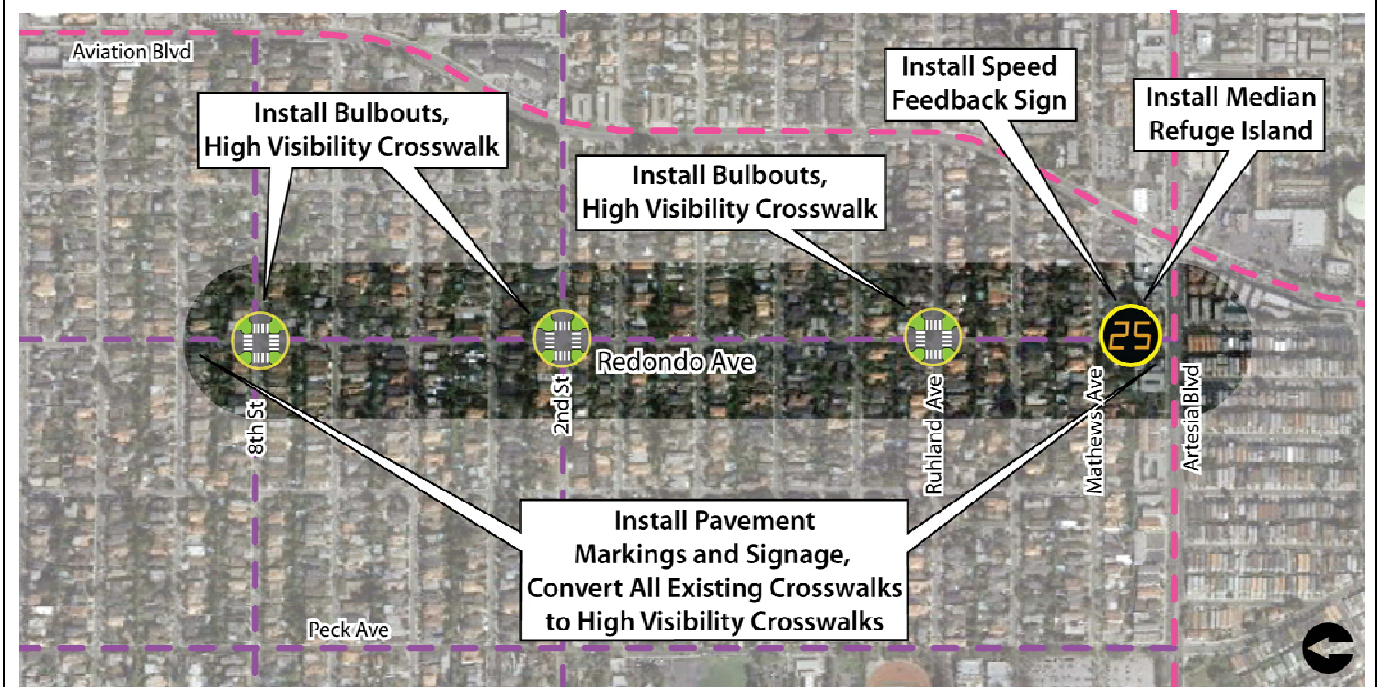


## Aerial Map and Concept Graphics: Redondo Avenue

### Redondo Avenue (Marine Ave to 8th Street)



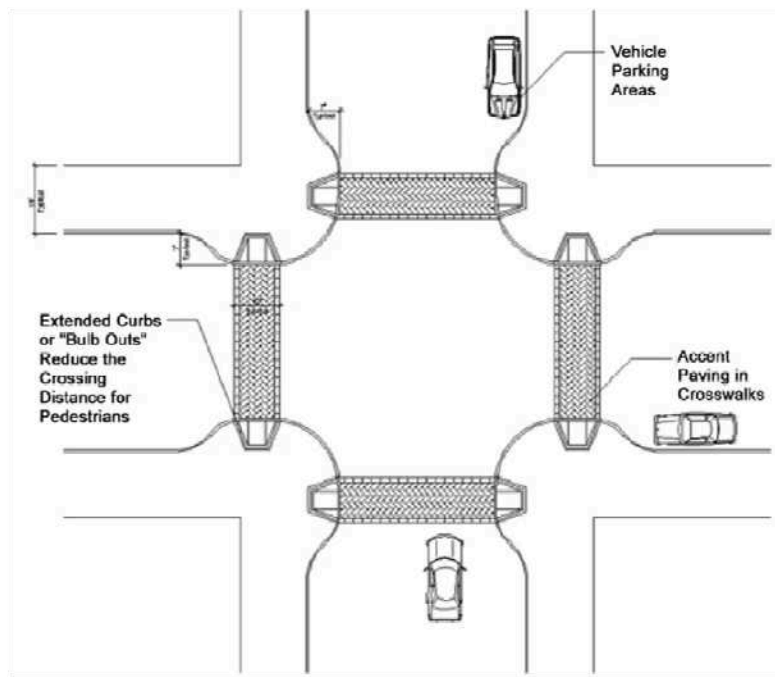
### 8th Street to Artesia Blvd



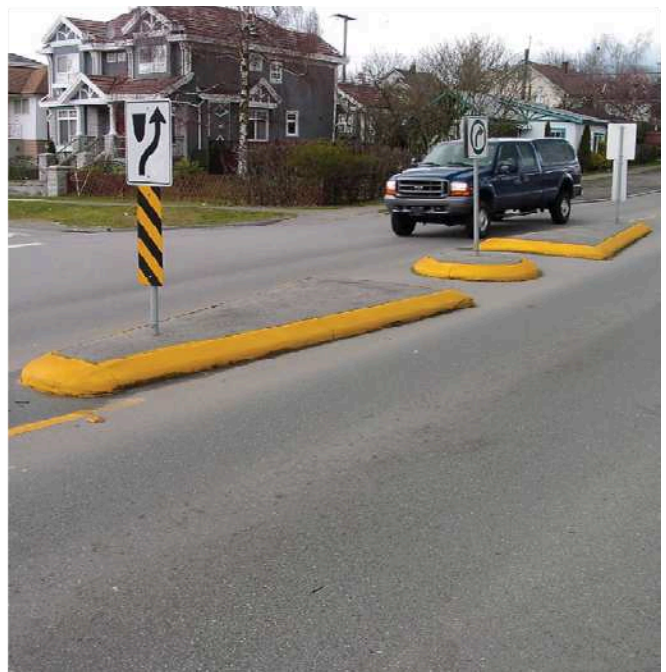
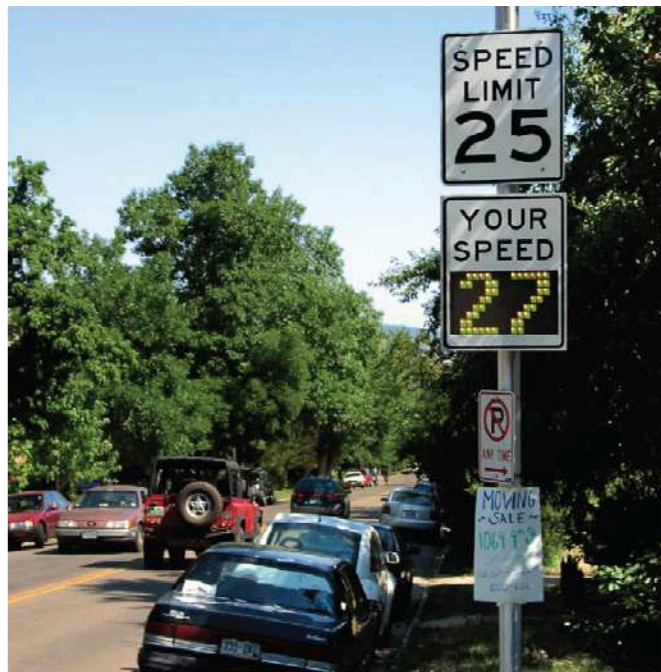


## Aerial Map and Concept Graphics: Redondo Avenue

### Bulbouts and High Visibility Crosswalk



### Speed Feedback Sign and Median Refuge Island





## Chapter 10

# Recommended Programs

## 10 Recommended Programs

Creating a region that supports and encourages its residents to bicycle involves more than just infrastructure improvements. Each of the seven participating cities in the South Bay should consider more than bicycle facility improvements and develop or participate in programs that educate bicyclists and motorists, raise awareness about opportunities to bike, and enforce the laws that keep bicyclists safe. The participating cities can encourage increased bike ridership by supporting programs that incentivize bicyclists through encouragement and improved convenience, safety, and education

This chapter recommends programs for the seven South Bay participating cities that will educate people about bicyclists' rights and responsibilities, and safe bicycle operation, as well as encourage residents to bicycle more frequently. This chapter should be used as a toolbox: each city should draw upon its unique resources to choose the programs that best suit it. For example, partnership with active community groups can make group bike rides successful, while strong relationships with local businesses enable bike-friendly business programs to work. The cities could also work together to make regional efforts at promoting bicycling in the South Bay, such as through combined efforts in managing bicycle awareness campaigns.

### 10.1 Education Programs

Education programs enable bicyclists, pedestrians, and motorists to understand how to travel safely in the roadway environment according to the law. Education programs are available in an array of mediums, from long-term courses with detailed instruction to single sessions focusing on a specific topic. Curriculums should be appropriate to the target audience and to the format of instruction.

#### 10.1.1 Bicycle Skills Courses

**Target Audience:** General public

Most bicyclists do not receive comprehensive instruction on safe and effective bicycling techniques, laws, or bicycle maintenance. Bike skills training courses are an excellent way to improve both bicyclist confidence and safety. The League of American Bicyclists (LAB) developed a comprehensive bicycle skills curriculum which is considered the national standard for adults seeking to improve



Bicycle skills courses can improve cyclist confidence and safety by teaching effective bicycling techniques.

Photo Source: Dan Burden/WALC Institute for Vitality City

their on-bike skills. The classes available include bicycle safety checks and basic maintenance, basic and advanced on-road skills, commuting, and driver education.<sup>27</sup>

LACBC currently offers adult LAB courses taught by League Certified Instructors. The South Bay participating cities could partner with the LACBC or other non-profit organizations to expand course offerings to target all ages, and incorporate them into recreation center programs or other city programs. Bicycle skills courses that target children should to the extent feasible be fully integrated into school curriculum through PE classes, general assembly, and other means of instruction. The cities could also look for other possible groups to partner with for educational purposes.

### 10.1.2 Drivers Education Training

Target Audience: General public

Interacting with bicyclists on the road is often not included in training for new drivers. Teaching motorists how to share the road from the start can help reduce potential conflicts between drivers and bicyclists. The League of American Bicyclists (LAB) offers a three-hour motorist education classroom session that teaches participants topics including roadway positioning of bicyclists, traffic and hand signals, principles of right-of-way, and left and right turn problems.<sup>28</sup> The South Bay participating cities could encourage instructors of driver education courses to add this class to their curriculum. The cities could also work with the Department of Motor Vehicles and Superior Court to explore opportunities to offer this class as a diversion course for motorists who receive citations for reckless driving or as a training session for local professional drivers.

### 10.1.3 Bicycle Rodeos

Target Audience: Children

Bicycle Rodeos are individual events that help students develop basic bicycling techniques and safety skills through the use of a bicycle safety course. Rodeos use playgrounds or parking lots set-up with stop signs, traffic cones, and other props to simulate the roadway environment. Students receive instruction on how to



Bicycle Rodeos set up stop signs, traffic cones, and other props to simulate the roadway environment and teach students basic bicycling techniques.

<sup>27</sup> Additional program information is available online at [www.bikeleague.org/programs/education/courses.php](http://www.bikeleague.org/programs/education/courses.php).

<sup>28</sup> <http://www.bikeleague.org/programs/education/courses.php#motorist>

maneuver, observe stop signs, and look for on-coming traffic before proceeding through intersections. Bicycle Rodeos also provide an opportunity for instructors to ensure children's helmets and bicycles are appropriately sized. Events can include free or low-cost helmet distribution and bike safety checks.

Trained adult volunteers, local police, and the fire department can administer Rodeos. Bicycle Rodeos can be stand-alone events or can be incorporated into health fairs, back-to-school events, and Walk and Bike to School days.

The Cities of El Segundo, Manhattan Beach, and Redondo Beach currently conduct Bicycle Rodeos, though these could be expanded to occur at all elementary and middle schools at least twice per year. Bicycle Rodeos also occurred in the City of Torrance in 2011. Each City could begin organizing Bicycle Rodeos biannually at all elementary and middle schools. Bicycle Rodeos should also be held at community events, such as Earth Day celebrations.

#### 10.1.4 Share the Path Campaign

**Target Audience:** Bike path users

Conflicts between path users can occur on popular, well-used path systems. "Share the Path" campaigns promote safe and courteous behavior among all users. These campaigns typically involve distribution of bicycle bells and other bicycle paraphernalia, and brochures with safety tips, and maps at bicycle rides and other public events.

Effective "Share the Path" campaigns generally involve the following:

- Developing a simple, clear **Share the Path** brochure for distribution through local bike shops and wherever bike maps are distributed.
- Hosting a **bicycle bell giveaway** event on a popular shared-use path. Volunteers and agency staff can distribute bells to bicyclists and "Share the Path" brochures to other path users, and answer users' questions. Other volunteers may walk along the path and thank bicyclists who use their bells when passing.
- Conducting media outreach before a bell giveaways event. The event organizers should publicize positive stories about bicycling and use the event as an opportunity for marketing the path system. Media outreach can include



"Share the Path" campaigns promote safe and courteous behavior among all users.

public service announcements promoting courtesy and respect among all path users, and encouraging users to share the path safely.

Though not all seven of the participating cities currently have a bicycle path within their jurisdictions, hosting a "Share the Path" campaign can educate residents to ride safely so that they will be prepared when a path is constructed in the future.

### 10.1.5 Bicycles on Transit Campaign

Target Audience: Commuters



South Bay participating cities that operate transit services could begin a campaign so that bicyclists will feel comfortable combining their trips with transit.

A common statement from bicyclists is that they do not know how to combine their bicycle trips with transit, whether it is because they are not familiar with how to use bicycle racks on buses or they do not know which transit vehicles accommodate bicycles. The Los Angeles County Metropolitan Transportation Authority (LA Metro) posts information on its website that includes how to load and unload bicycles onto buses, when bicycles are allowed on trains, and which stations have bicycle parking.<sup>29</sup> South Bay participating cities that operate transit services could begin similar educational campaigns so that bicyclists will feel comfortable combining their trips with transit.

As part of the campaign, cities could distribute informational pamphlets, such as bicycle rack instructions and transit maps, at community events. They could also have sample bike racks and bicycles that members of the community can practice with.

## 10.2 Public Awareness Campaigns and Marketing

Campaigns that make the public aware of bicycling and market it as a viable form of transportation help to increase the numbers of riders. In turn, bicycling becomes a safer form of transportation because people expect to see bicyclists on the road.

### 10.2.1 Bikeway Maps

One of the most effective ways of making people aware of bicycling as a transportation alternative is to distribute maps and guides to show that bicycle infrastructure exists. A map can also demonstrate the ease in accessing different parts of the community by bike, and highlight unique areas, shopping districts, or recreational areas. The

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<sup>29</sup> <http://www.metro.net/around/bikes/bikes-metro/>



South Bay participating cities could partner to develop a region-wide map to show connectivity between the South Bay cities, which could be available on paper and/or online.

Schools may create specialized biking and walking maps to direct students to walk and bicycle along the safest routes to school, such as those used in Manhattan Beach. These specialized maps may include arrows to indicate the routes and show stop signs, signals, crosswalks, sidewalks, trails, overcrossings, and crossing guard locations surrounding the school. The maps could focus on the attendance boundary of a particular school. Routes should take advantage of low volume residential streets and off-street facilities such as bike paths, sidewalks, and pedestrian bridges.

### 10.2.2 Community Bikeway Adoption

Community Bikeway Adoption programs resemble the widely instituted Adopt-a-Highway programs throughout the country. These programs identify local individuals, organizations, or businesses interested in “adopting” a bikeway, walkway, or shared-use path. “Adopting” a facility means that a person or group is responsible for the facility’s maintenance, either through direct action or funding the City’s maintenance of that facility. For example, members of a local recreation group may volunteer every other weekend to sweep a bikeway and identify larger maintenance needs. Alternatively, a local bike shop may adopt a bikeway by providing funding for the maintenance costs. Some adopted bikeways post sponsors’ names on bikeway signs to display their commitment to bicycling.

### 10.2.3 Share the Road Education Campaign

A Share the Road campaign educates motorists, bicyclists and pedestrians about their legal rights and responsibilities on the road, and the need for increased courtesy and cooperation among all users. Share the Road campaigns often hold periodic traffic checkpoints along roadways with concentrated bicycle and pedestrian activity. Motorists, bicyclists and pedestrians stop at these checkpoints to receive a Share the Road flyer from police officers and can give feedback to officers regarding the campaign. Checkpoints can also occur along local bikeways and paths. Public service announcements on radio and television can help promote



Share the Road campaigns educate motorists, bicyclists and pedestrians about their legal rights and responsibilities on the road.

the Share the Road campaign. The Marin County Bicycle Coalition offers an example of a successful Share the Road campaign.<sup>30</sup>

## 10.3 Enforcement Programs

Motorists, pedestrians and bicyclists alike are sometimes unaware of each other's rights as they travel city streets. Enforcement programs target unsafe bicyclist and motorist behaviors and enforce laws that reduce bicycle/motor vehicle collisions and conflicts. Enforcement fosters mutual respect between roadway users and improves safety. These programs generally require coordination between law enforcement, transportation agencies, and bicycling organizations. Educating the public through enforcement policies will supplement the physical improvements made in the South Bay region.

### 10.3.1 Directed Enforcement

**Target Audience:** Bicyclists and motorists

Traffic enforcement agencies enforce laws pertaining to bicycles as part of the responsible normal operations. Directed enforcement is one way to publicize bicycle laws in a highly visible and public manner. Examples of directed enforcement actions include: intersection patrols, handing out informational sheets to motorists, bicyclists and pedestrians; and enforcing speed limits and right-of-way. This can help with issues prevalent in the South Bay, such as motorists parking in the bicycle lanes, and bicyclists running red lights and stop signs.

### 10.3.2 Speed Radar Trailer/Speed Feedback Signs

**Target Audience:** Motorists

Speed radar trailers can help reduce traffic speeds and enforce speed limits in areas with speeding problems. Police set up an unmanned trailer that displays the speed of approaching motorists along with a speed limit sign. Speed trailers may be effective on busier arterial roads without bikeway facilities or near schools with reported speeding. The speed trailer's roadway placement should not obstruct bicycle traffic.

Speed trailers work as both an educational and enforcement tool. By itself, the unmanned trailer educates motorists about their current speed in relation to the speed limit.



Speed radar trailers can help reduce speeds.

<sup>30</sup> [www.marinbike.org/Campaigns/ShareTheRoad/Index.shtml](http://www.marinbike.org/Campaigns/ShareTheRoad/Index.shtml).

Speed trailers can transport easily to streets where local residents complain about speeding problems. The cities' police departments could station officers near the trailer to issue speeding citations when speeding continues to occur.

City staff could provide the management role for this program, working with the public to determine which locations are in most need. This program can be administered randomly, cyclically, or as demand necessitates because of the speed trailers' portability.

### 10.3.3 Bicycle Patrol Units

**Target Audience:** Bicyclists and motorists

On-bike officers are an excellent tool for community and neighborhood policing because they are more accessible to the public and able to mobilize in areas where patrol cars cannot (e.g., overcrossings and paths). Bike officers undergo special training in bicycle safety and bicycle-related traffic laws and are therefore especially equipped to enforce laws pertaining to bicycling. Bicycle officers help educate bicyclists and motorists through enforcement and also serve as excellent outreach personnel to the public at parades, street fairs, and other gatherings.

## 10.4 Encouragement Programs

Encouragement programs focus on encouraging people to bicycle more frequently by providing incentives, recognition, or services that make bicycling a more convenient and viable transportation mode.

### 10.4.1 Bike to Work Day/Week

Bike to Work Day/Week is celebrated nationwide as part of "Bike Month" every May. Jurisdictions throughout the United States hold events to encourage new people to ride bicycles and existing riders to continue to commute by bicycle. Throughout the day or week, agencies hold events to encourage people to participate in the program, such as free breakfast to bicyclists at several stations throughout their jurisdictions. Some of the South Bay cities participate in Bike to Work Day/Week, though all of the cities could join their efforts and support a region-wide program with stations throughout the cities. Torrance, for example, hosts a Bike to Work Day pit-stop in front of City Hall that is open to the public. The Los Angeles County Bicycle Coalition and the South Bay Bicycle Coalition could also partner with the cities to enhance these events.



On-bike officers can offer increased enforcement of laws pertaining to bicycling.

### 10.4.2 Bicycle Commuter Campaigns

A Bicycle Commuter Campaign encourages people to commute by bicycle and to make the general public aware that bicycling is a practical mode of transportation. San Luis Obispo (SLO) Regional Rideshare, for example, organizes the “Commute for Cash Challenge” every October as part of “Rideshare Month” in which commuters log the miles that they commute using alternative transportation for a chance to win prizes.<sup>31</sup> The City of Torrance currently has an organized employee rideshare program, that provides incentives to employees who use vanpools, carpools, transit, walk, and ride a bicycle as their transportation to work. This program could serve as a starting point for the other participating cities. The South Bay participating cities could also implement a campaign to highlight bicycling as a commute mode and encourage new riders to try it.

### 10.4.3 Organized Bike Rides

Organized group bicycle rides can encourage new riders to try riding a bicycle as they are designed to make all participants feel safe and confident. Formalized rides are led by an experienced rider who ensures that participants follow all bicycle regulations and safety measures, and usually one of the ride organizers will remain in the back of the group to guarantee that no riders are left behind. The participating cities could work with local bicycle advocacy groups to organize regional group rides so that residents can feel more comfortable riding in the South Bay. These rides could be promoted by way of an online events calendar or other means. Local cycling and advocacy groups, such as the South Bay Bicycle Coalition, Los Angeles County Bicycle Coalition and Beach Cities Cycling Club organize several group bicycle rides on a regular basis. The “Sunday Funday” ride, for example, is a monthly group ride for LACBC members of all ages and abilities. Each month LACBC leads bicyclists on an exploration of a different portion of the County. A similar ride would be an opportunity for the South Bay to highlight its new bikeways once constructed. Cities are encouraged to work with local groups to promote and connect the community to cycling activities.



The participating cities should work with the Los Angeles County and South Bay Bicycle Coalitions to provide secure bicycle parking at regularly occurring events.

<sup>31</sup> <http://www.rideshare.org/CommuteforCashChallenge2010.aspx>



#### 10.4.4 Event Bicycle Parking

Providing safe and secure bicycle parking helps encourage individuals to bicycle. San Francisco passed a city ordinance that requires all major city events to provide bike parking and pioneered an innovative tool for stacking hundreds of bicycles without racks.<sup>32</sup> The South Bay participating cities may consider temporary bicycle parking for events with expected large attendance and at regularly occurring events like a farmers market. LACBC, SBBC, and the Beach Cities Cycling Club all offer secure, professional, and attended bike valet services. The participating cities could work with these groups to provide this service at their events.

#### 10.4.5 Bicycle Maintenance Stations

An effective way to encourage riding is by providing free maintenance stations at popular destinations. The City of Cambridge, for example, has free bicycle maintenance stations in several trip-generating locations. These stations include items such as tire gauges, pumps, and tools for small bicycle repairs. Bicycle maintenance stations are an inexpensive alternative to providing stand-alone bicycle repair shops. The South Bay participating cities could install them at activity centers, including schools and the Strand.

#### 10.4.6 Bicycle Friendly Business Program

Local businesses have the potential to encourage bicycling by providing their patrons that commute by bicycle with discounts and other amenities. The participating South Bay cities may consider starting a regional “Bicycle Friendly Business” program that honors South Bay businesses that support bicycling. The program could assign a gold, silver, or bronze designation to businesses that apply for the program based on the level of benefits they provide bicyclists. The League of American Bicyclists has a Bicycle Friendly Business program as part of its Bicycle Friendly Communities designation, which would act as a good model for the South Bay participating cities to follow.<sup>33</sup>

#### 10.4.7 Ciclovias/ “Sunday Streets”

First implemented in Bogota, Colombia, the Ciclovía is a community event based around a street closure. Ciclovias provide



Ciclovias can highlight the South Bay's new bikeways once constructed.

<sup>32</sup> [www.sfbike.org/?valet](http://www.sfbike.org/?valet)

<sup>33</sup> <http://www.bikeleague.org/programs/bicyclefriendlyamerica/bicyclefriendlybusiness/about.php>



local recreational and business opportunities for the community and are increasingly popular citywide events. Ciclovias can combine with other popular community events to promote walking and bicycling as a form of viable transportation. Ideally, Ciclovias should provide access to civic, cultural, or commercial destinations.

The City of Los Angeles has hosted two ciclovias, called “CicLAVia,” since October 2010. At both CicLAVia events, routes went through downtown Los Angeles. The participating cities could work with the event organizers to create a route through the South Bay. This would be an opportunity to highlight some of the South Bay’s new bikeways once constructed.<sup>34</sup>

### 10.4.8 Bike Wrangler

A bike wrangler program gathers used and abandoned bicycles and distributes them to people who cannot afford bicycles. The bike wrangler can collect from many sources of used bicycles, including local police department auctions, universities, and individuals. The bike wrangler partners with bicycle shops or bicycle repair cooperatives to store and repair the bicycles.

The Los Angeles County Department of Public Health recently funded a Bike Wrangler program. The Los Angeles County Cycling Collaborative (CCC), which is a partnership of the Los Angeles County Bicycle Coalition and the County’s five bicycle repair cooperatives, will be administering the program from a space near downtown Los Angeles. The participating cities could work with this existing program by connecting their local institutions to the CCC Bike Wrangler. They can work with the Bike Wrangler to bring bicycle workshops and refurbished bicycles to the South Bay.



The bike wrangler partners with bicycle shops or bicycle repair cooperatives to store and repair the bicycles.

## 10.5 Monitoring and Evaluation

In order to track the progress of the South Bay Bicycle Master Plan, it is critical that the participating cities monitor and evaluate changes in bicycling.

### 10.5.1 Annual Bicycle Counts and Surveys

As a mechanism for tracking bicycling trends over time and for evaluating the impact of bicycle projects, policies, and programs from the South Bay Bicycle Master Plan, the participating cities

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<sup>34</sup> More information is available at [www.healthystreets.org/pages/sunday\\_parkways.htm](http://www.healthystreets.org/pages/sunday_parkways.htm) and <http://www.ciclavia.org>

may consider partnering with local advocacy groups and volunteers to conduct annual bicycle counts. Count locations should at minimum include the locations that were part of the 2010 count effort. Ongoing count data will enable the cities to analyze changes in bicycling levels and to track the impact of new bicycle infrastructure. As a means of engaging the South Bay community in bicycle counts, the cities of El Segundo, Manhattan Beach, Hermosa Beach, and Redondo Beach could partner to install an automated bicycle counter on the Strand that publicly displays the cumulative number of bicyclists counted.

Annual surveys should also be conducted to measure “attitudes” about bicycling. These surveys could be either online surveys or intercept surveys. Surveys should determine if bicyclists are reacting positively or negatively to bicycle facilities and programs implemented. Results of the counts and surveys can inform future bicycling planning efforts and be presented to the Bicycle Advisory Committee at regular meetings.

### 10.5.2 Mobility Coordinator Position

A number of cities around the country staff a part- or full-time Mobility Coordinator position. Cities with such a position usually experience relative success in bike plan implementation. To take full advantage of current bicycle planning and safety efforts and to assist with implementation of bicycling programs, the South Bay Cities Council of Governments (SBCCOG) should consider creating and staffing an ongoing mobility coordinator position to assist the participating cities in multi-jurisdictional implementation and grant funding efforts. This position would be contingent on available funding. Should SBCCOG not obtain funding, each city should arrange for existing or new staff to dedicate time towards implementation of the bike plan and applying for relevant grants funds.

In addition to supporting existing programs, such as bicycling parking provision and educational activities, potential job duties for this staff position are listed below. See policy section 3.2 in **Chapter 2** for details on tasks of the Mobility Coordinator.

- Monitoring facility planning, design, and construction that may impact bicycling
- Staffing bicycle advisory committee meetings
- Coordinating the implementation of the recommended projects and programs listed in this Plan



The participating cities should conduct annual bicycle counts and surveys to track bicycling trends over time.

- Identifying new projects and programs that would improve the city's bicycling environment and improve safety for bicyclists, pedestrians, and motorists
- Coordinating evaluation of projects and programs, such as bicycle counts
- Pursuing funding sources for project and program implementation

## Chapter 12

# Funding

## 12 Funding

All levels of government contain programs that can potentially fund bicycle projects, programs, and plans. This section covers federal, state, and regional sources of bicycle funding. Many funding sources are highly competitive. Therefore, it is not possible to determine exactly which projects will receive funding from specific funding sources. Table 12-1 serves as a general guide to funding sources. Staff should refer to current guidelines provided by the granting agency when pursuing any funding opportunity.

**Table 12-1: Funding Sources**

Funding Source	Due Date*	Administering Agency	Annual Total	Matching Requirement	Eligible Applicants	Planning	Construction	Other	Notes
<b>Federally-Administered Funding</b>									
Transportation, Community and System Preservation Program**	Varies, generally January or February.	Federal Transit Administration	\$204 million nationally in 2009	20%	States, MPOs, local governments and tribal agencies	X	X	X	Implementation grants provide financial resources to enact activities that address transportation efficiency, while meeting community preservation and environmental goals. Policy and program examples include spending policies that direct funds to high-growth regions; urban growth boundaries to guide metropolitan expansion; and “green corridor” programs that provide access to highway corridors in areas targeted for efficient and compact development. Program officials are not currently accepting applications past 2011. In most years, Congress has identified projects to be selected for funding through the TCSP program. The South Bay cities should track the program over the long term and apply if the program is extended.



Funding Source	Due Date*	Administering Agency	Annual Total	Matching Requirement	Eligible Applicants	Planning	Con-struction	Other	Notes
Federal Lands Highway Programs**	Not available	Federal Highway Administration	\$1,019 million nationally in 2009		States	X	X		Grant funds are allocated for highways, roads, and parkways (which can include bicycle and pedestrian facilities) and transit facilities that provide access to or within public lands, national parks, and Indian reservations.
Rivers, Trails and Conservation Assistance Program	Aug 1 for the following fiscal year	National Parks Service	Program staff time is awarded.	Not applicable	Public agencies			X	RTCA staff provides technical assistance to communities to conserve rivers, preserve open space, and develop trails and greenways. The program provides only for planning assistance – there are no implementation monies available.
Paul S. Sarbanes Transit in Parks and Public Lands Program	Varies, Generally October.	Federal Transit Administration	\$27 million nationally in 2009	Not available	Federal, State, local and tribal agencies that manage federal lands	X	X		Grant funds transportation modes that reduce congestion in parks and public lands.

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Funding Source	Due Date*	Administering Agency	Annual Total	Matching Requirement	Eligible Applicants	Planning	Construction	Other	Notes
Partnership for Sustainable Communities	Not applicable	Environmental Protection Agency (EPA), the U.S. Department of Housing and Urban Development (HUD), and the U.S. Department of Transportation (USDOT)	Varies	Not applicable	Varies by grant	X	X	X	Though not a formal agency, the Partnership for Sustainable Communities is a joint project of the EPA, the HUD, and the USDOT. One goal of the project is to expand transportation options that improve air quality and public health, which has already resulted in several new grant opportunities (including TIGER I and TIGER II grants). The participating cities should track Partnership communications and be prepared to respond proactively to announcements of new grant programs.
New Freedom Initiative**	Not available	U.S. Department of Health and Human Services (HHS)	Not available	Not applicable	Public agencies		X	X	Grant funds provide capital and operating costs to provide transportation services and facility improvements that exceed those required by the Americans with Disabilities Act. Pedestrian improvements include installing Accessible Pedestrian Signals (APS), enhancing transit stops to improve accessibility, and establishing a mobility coordinator position.

Funding Source	Due Date*	Administering Agency	Annual Total	Matching Requirement	Eligible Applicants	Planning	Con-struction	Other	Notes
Surface Transportation Program**	Not available	Federal Highway Administration	\$6,577 million nationally in 2009	Not applicable	States and local governments	X	X	X	Grants fund projects on any federal-aid highway. Bicycle and pedestrian improvements include on-street facilities, off-street paths, sidewalks, crosswalks, bicycle and pedestrian signals, parking, and other ancillary facilities. Non-construction projects, such as maps, bicycle/pedestrian coordinator positions, and encouragement programs are eligible. The modification of sidewalks to comply with the requirements of the Americans with Disabilities Act (ADA) is also an eligible activity.
Congestion Mitigation and Air Quality (CMAQ)**	Not available	Federal Highway Administration and Federal Transit Administration	\$1,777 million nationally in 2009	Not applicable	States and Metropolitan Planning Organizations in air quality non-attainment and maintenance areas	X	X	X	Funds are allocated for transportation projects that aim to reduce transportation related emissions. Funds can be used for construction of bicycle transportation facilities and pedestrian walkways or for non-construction projects related to safe bicycling and walking (i.e. maps and brochures).

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Funding Source	Due Date*	Administering Agency	Annual Total	Matching Requirement	Eligible Applicants	Planning	Con-struction	Other	Notes
Transportation Enhancements*	Not available	Federal Highway Administration	10 percent of State Transportation Program funds	Not applicable	States	X	X	X	Funds are a set-aside of Surface Transportation Program (STP) monies designated for Transportation Enhancement (TE) activities, which include the pedestrians and bicycles facilities, safety and educational activities for pedestrians and bicyclists, and the preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian and bicycle trails).
Highway Safety Improvement Program**	October	Federal Highway Administration	\$1,296 million nationally in 2009	Varies between 0% and 10%	City, county or federal land manager	X	X	X	Funds projects on publicly-owned roadways or bicycle/pedestrian pathways or trails that address a safety issue and may include education and enforcement programs. This program includes the Railroad-Highway Crossings and High Risk Rural Roads programs.
Community Development Block Grants	Varies between grants	U.S. Dept. of Housing and Urban Development (HUD)	\$42.8 m	Varies between grants	City, county	X	X	X	Funds local community development activities such as affordable housing, anti-poverty programs, and infrastructure development. Can be used to build sidewalks and recreational facilities.
Recreational Trails Program**	October	CA Dept. of Parks and Recreation	\$1.3 m in 2010	12%	Agencies and organizations that manage public lands	X	X	X	Provides funds to states for acquisition of easements for trails from willing sellers, maintenance and restoration of existing trails, construction of new paved or unpaved trails, and operation of educational programs to promote safety and environmental protection related to trails.

Funding Source	Due Date*	Administering Agency	Annual Total	Matching Requirement	Eligible Applicants	Planning	Construction	Other	Notes
Federal Safe Routes to School**	Mid-July	Federal Highway Administration	Max. funding cap for infrastructure project: \$1 million. Max funding cap for non-infrastructure project: 500,000	none	State, city, county, MPOs, RTPAs and other organizations that partner with one of the above.	X	X	X	Grant funds for infrastructure and non-infrastructure projects. Infrastructure projects are engineering projects or capital improvements that will substantially improve safety and the ability of students to walk and bicycle to school. Non-infrastructure projects are education/encouragement/enforcement activities that are intended to change community behavior, attitudes, and social norms to make it safer for children in grades K-8 to walk and bicycle to school.
Petroleum Violation Escrow Account	Not applicable	Department of Energy	Varies annually	None	Local and regional agencies		X	X	PVEA funds come from fines paid by oil companies in the 70s for violating oil price caps set by the federal government. Funds are used for projects that save energy, such as public transportation, computerized bus routing and ride sharing, home weatherization, energy assistance and building energy audits, highway and bridge maintenance, and reducing airport user fees.



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Funding Source	Due Date*	Administering Agency	Annual Total	Matching Requirement	Eligible Applicants	Planning	Con-struction	Other	Notes
Community Transformation Grant	July	Centers for Disease Control and Prevention	\$50,000-10,000,000 per applicant	Not applicable	State and local governmental agencies, tribes and territories, and national and community-based organizations	X		X	Funding is available to support evidence and practice-based community and clinical prevention and wellness strategies that will lead to specific, measurable health outcomes to reduce chronic disease rates. Bicycle and pedestrian improvements are applicable as they encourage physical activity, which has been proven to reduce the risks of diseases associated with inactivity.
<b>State-Administered Funding</b>									
Bicycle Transportation Account	March	Caltrans	\$7.2 million	Minimum 10% local match on construction	Public agencies	X	X	X	Funds bicycle projects that improve safety and convenience of bicycle commuters. In addition to construction and planning, funds may be used for right of way acquisition.
California Safe Routes to School	Varies	Caltrans	\$24.5 million	10%	Cities and counties		X	X	SR2S is primarily a construction program to enhance safety of pedestrian and bicycle facilities near schools.
State Transportation Improvement Program (STIP)	December	Caltrans	Varies	None	Cities	X	X	X	The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the Transportation Investment Fund and other funding sources. Oxnard should work with the Ventura County Transportation Commission to submit projects for the STIP.

Funding Source	Due Date*	Administering Agency	Annual Total	Matching Requirement	Eligible Applicants	Planning	Construction	Other	Notes
State Coastal Conservancy	Rolling	State Coastal Conservancy	Varies	None	Public agencies, non-profit organizations	X	X	X	Projects must be in accordance with Division 21 and meet the goals and objectives of the Conservancy's strategic plan. More information can be found at <a href="http://scc.ca.gov/applying-for-grants-and-assistance/forms">http://scc.ca.gov/applying-for-grants-and-assistance/forms</a> .
California Conservation Corps	On-going	California Conservation Corps	CCC donates labor hours	None	Federal and state agencies, city, county, school district, NPO, private industry		X	X	Funds projects that improve public access to and along the coast, natural resource protection and restoration in the coastal zone or affecting coastal areas, restoration of coastal urban waterfronts, protection of coastal agricultural land, and resolution of land use conflicts. CCC provides labor assistance on construction projects and annual maintenance.
Community Based Transportation Planning	March	Caltrans	\$3 million	20%	MPO, RPTA, city, county		X		Eligible projects that exemplify livable community concepts including enhancing bicycle and pedestrian access.

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Funding Source	Due Date*	Administering Agency	Annual Total	Matching Requirement	Eligible Applicants	Planning	Con-struction	Other	Notes
Land and Water Conservation Fund	March	NPS, CA Dept. of Parks and Recreation	\$2.3 million in CA in 2009	50% + 2-6% administration surcharge	Cities, counties and districts authorized to operate, acquire, develop and maintain park and recreation facilities	X		X	Fund provides matching grants to state and local governments for the acquisition and development of land for outdoor recreation areas. Lands acquired through program must be retained in perpetuity for public recreational use. Individual project awards are not available. The Department of Parks and Recreation levies a surcharge for administering the funds. The LCWF could fund the development of river-adjacent bicycle facilities.
Environmental Enhancement and Mitigation Program	October	California Natural Resources Agency	\$10 million	None	Federal, State, local agencies and NPO		X	X	Support projects that offset environmental impacts of modified or new public transportation facilities. These projects can include highway landscaping and urban forestry projects, roadside recreation projects, and projects to acquire or enhance resource lands. EEMP funds projects in California, at an annual project average of \$250,000. Funds may be used for land acquisition.
State Highway Operations and Protection Program (SHOPP)	Not Available	Caltrans	\$1.69 million statewide annually through FY 2013/14	Not Available	Local and regional agencies		X	X	Capital improvements and maintenance projects that relate to maintenance, safety and rehabilitation of state highways and bridges.

Funding Source	Due Date*	Administering Agency	Annual Total	Matching Requirement	Eligible Applicants	Planning	Con-struction	Other	Notes
Office of Traffic Safety (OTS) Grants	January	Caltrans	Varies annually - \$82 million statewide in FY 2009/2010	None	Government agencies, state colleges, state universities, city, county, school district, fire department, public emergency service provider			X	Funds are used to establish new traffic safety programs, expand ongoing programs, or address deficiencies in current programs. Bicycle safety is included in the list of traffic safety priority areas. Grant funding cannot replace existing program expenditures, nor can traffic safety funds be used for program maintenance, research, rehabilitation, or construction. Evaluation criteria to assess needs include potential traffic safety impact, collision statistics and rankings, seriousness of problems, and performance on previous OTS grants.
Transportation Development Act (TDA) Article 3 (SB 821)	Not applicable	State of California and Ventura County Transportation Commission	Varies	Not applicable	Cities and counties		X	X	Funds are a percentage of the state sales tax given annually to local jurisdictions for bicycle and pedestrian projects. Funds may be used for engineering expenses leading to construction, right-of-way acquisition, construction and reconstruction, retrofitting existing facilities, route improvements, and bicycle support facilities.
Habitat Conservation Fund	October	CA Department of Parks and Recreation	\$2 million	Requires a dollar-for-dollar match of grant funds	Cities, counties, and districts		X	X	Funds provide grants to protect fish, wildlife, and native plant resources, to acquire or develop wildlife corridors and trails, and to provide for nature interpretation programs and other programs which bring urban residents into park and wildlife areas.

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Funding Source	Due Date*	Administering Agency	Annual Total	Matching Requirement	Eligible Applicants	Planning	Con-struction	Other	Notes
Tire-Derived Product Grant Program	Varies	CA Department of Resources Recycling and Recovery (CalRecycle)	Varies	Not applicable	Public agencies and qualifying tribes			X	Promotes markets for recycled-content products derived from waste tires generated in California and decrease the adverse environmental impacts created by unlawful disposal and stockpiling of waste tires. Funds can be used to purchase materials for bicycle and pedestrian projects, including sidewalks/pathways, accessibility ramps, and traffic safety products.
<b>Regional- and Local-Administered Funding</b>									
Metro Call for Projects (CFP)	January	LA Metro	Varies annually	None	Public agencies that provide transportation facilities or services within Los Angeles County	X	X	X	Co-funds new regionally significant capital projects that improve all modes of surface transportation. Relevant categories include Bikeway Improvements; Regional Surface Transportation Improvements; Transportation Enhancement Activities; Transportation Demand Management; and Pedestrian Improvements.
Proposition A	N/A	LA County	Varies	None	Cities and unincorporated communities in LA County				A half-cent sales tax dedicated to transportation funding. One-fourth of the funds go to Local Return Programs. The monies help these entities develop and improve local public transit, paratransit, and related transportation infrastructure

Funding Source	Due Date*	Administering Agency	Annual Total	Matching Requirement	Eligible Applicants	Planning	Con-struction	Other	Notes
Proposition C	N/A	LA County	Varies	None	Cities and unincorporated communities in LA County				Revenues are allocated into categories including Rail & Bus Security; Commuter Rail, Transit Centers and Park and Ride Lots; Local Return; and, Transit Related Improvements to Streets and Highways. Supports projects and programs developed with Prop A funds.
Measure R	N/A	LA County	Varies	none	Cities and unincorporated communities in LA County	X	X	X	A half-cent sales tax to finance new transportation projects and programs, and accelerate many of those already in process.
Adopt-A-Trail Programs	Not applicable	Local trail commission or non-profit	Varies	Not applicable	Local governments		X	X	These programs used to fund new construction, renovation, trail brochures, informational kiosks and other amenities. These programs can also be extended to include sponsorship of trail segments for maintenance needs.
Design Arts Program	Varies by grant	National Endowment for the Arts	Varies	A nonfederal match of at least 1 to 1	Counties, local governments, public entities, or nonprofits	X		X	Provides grants to states and local agencies, individuals and nonprofit organizations for projects that incorporate urban design, historic preservation, planning, architecture, landscape architecture and other community improvement activities, including greenway development. Grants to organizations and agencies must be matched by a 50% local contribution. Agencies can receive up to \$50,000.



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Funding Source	Due Date*	Administering Agency	Annual Total	Matching Requirement	Eligible Applicants	Planning	Con-struction	Other	Notes
<b>Other Funding Sources</b>									
Community Action for a Renewed Environment	March	US EPA	Varies	Not Available	Applicant must fall within the statutory terms of EPA's research and demonstration grant authorities	X		X	Grant program to help community organize and take action to reduce toxic pollution in its local environment
Bikes Belong Grant	Multiple dates throughout year.	Bikes Belong	Not Available	50% minimum	Organizations and agencies		X	X	Bikes Belong provides grants for up to \$10,000 with a 50% match that recipients may use towards paths, bridges and parks.
Volunteer and Public-Private Partnerships	Not Applicable	City, county, joint powers authority	Varies	Not Applicable	Public agency, private industry, schools, community groups		X	X	Requires community-based initiative to implement improvements.

\* Due dates are subject to change due to pending authorization of a new federal transportation bill.

\*\* Program is one of many programs authorized under SAFETEA-LU and current funding has only been extended through September 30, 2011.