



The South Bay Bicycle Master Plan

August 2011



South Bay Bicycle Master Plan

Acknowledgements

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Los Angeles County Bicycle Coalition

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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

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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.

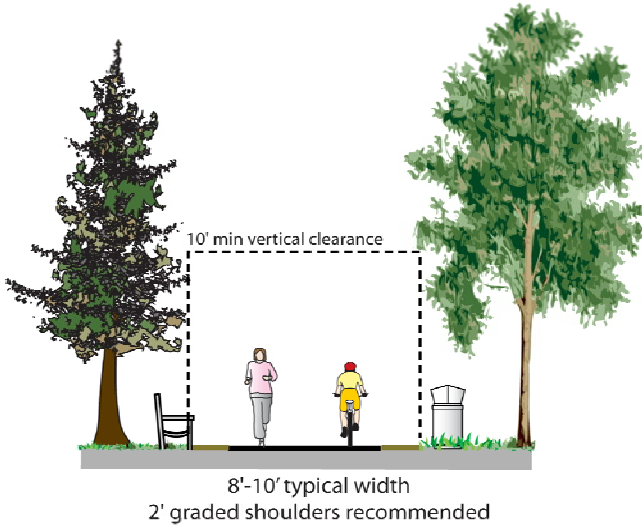
Word	Definition
Assembly Bill 1358	California Assembly Bill 1358, also known as the Complete Streets Act of 2008, amended the California Government Code §65302 to require that all major revisions to a city or county’s Circulation Element include provisions for the accommodation of all roadway users including 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

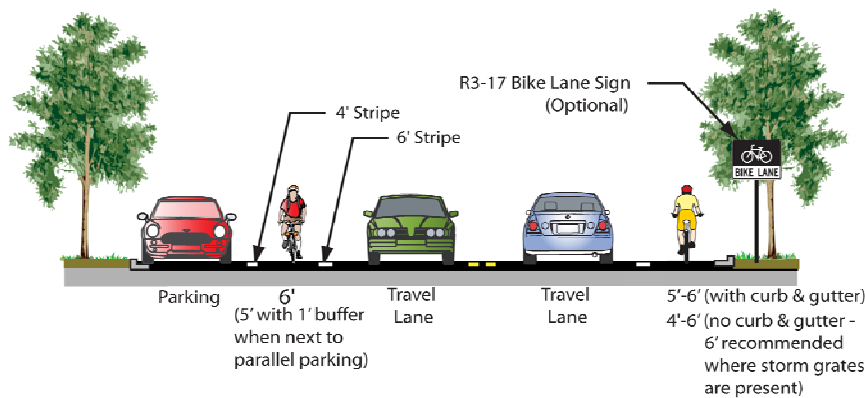
Provide completely separated right-of-way for exclusive use by bicycles and pedestrians with cross-flow minimized.



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



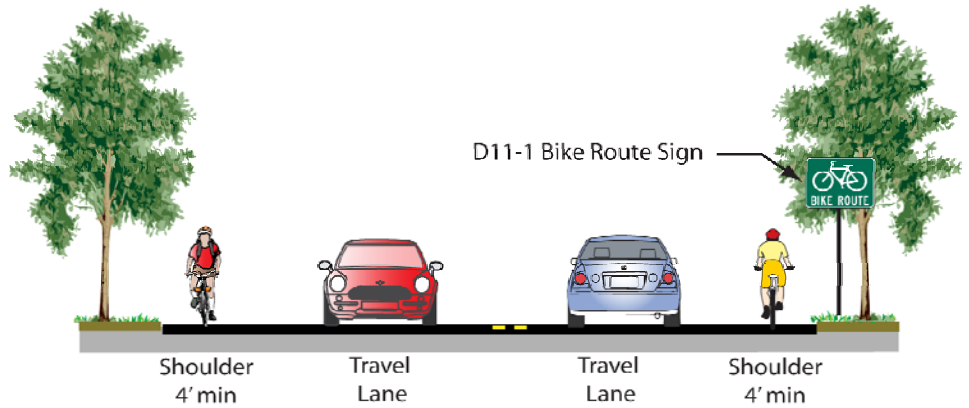
R3-17: Bike Lane sign
Placed at periodic intervals along bicycle lanes

Class III Bike Routes

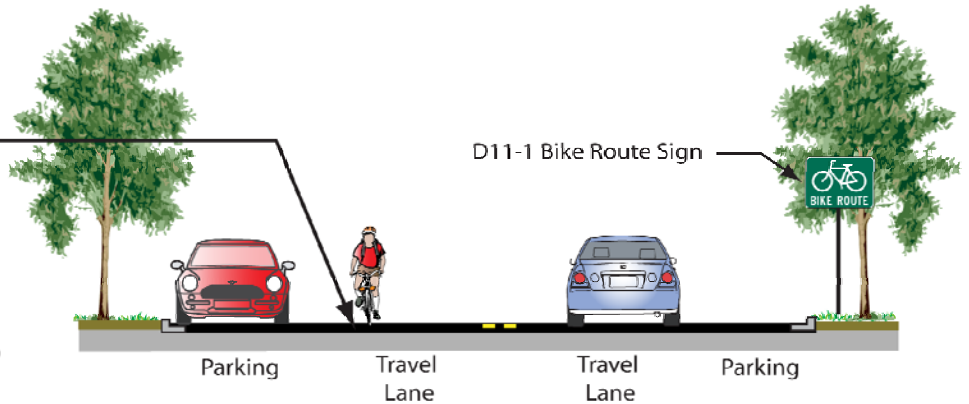
Provide for shared-use with motor vehicles, typically on lower volume roadways.



D11-1
 Bike Route sign

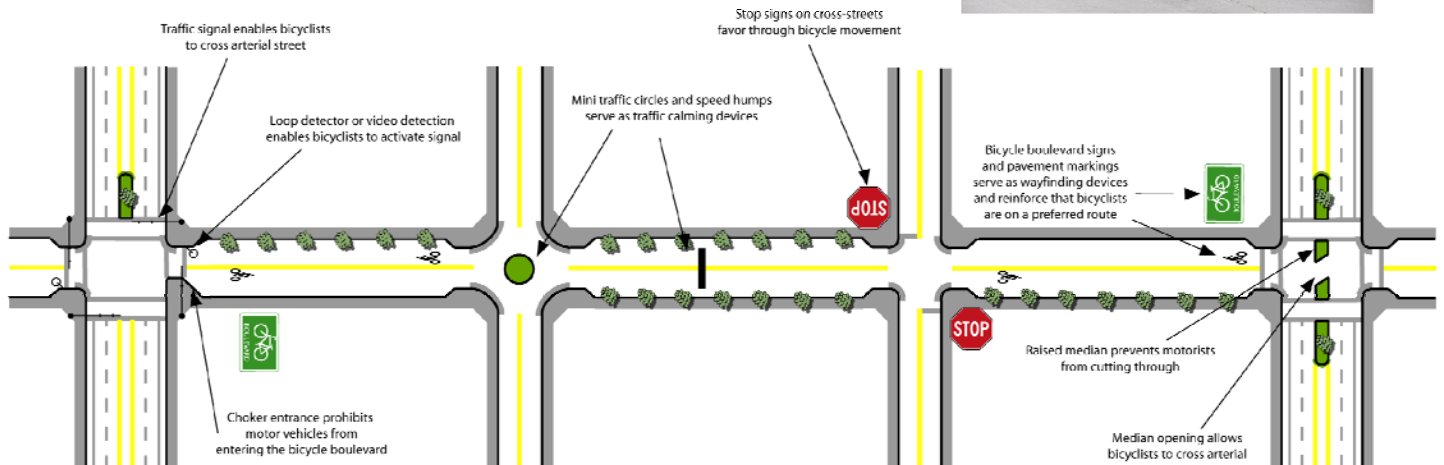


Recommended
 Shared Lane Marking
 11' (min) center to curb



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

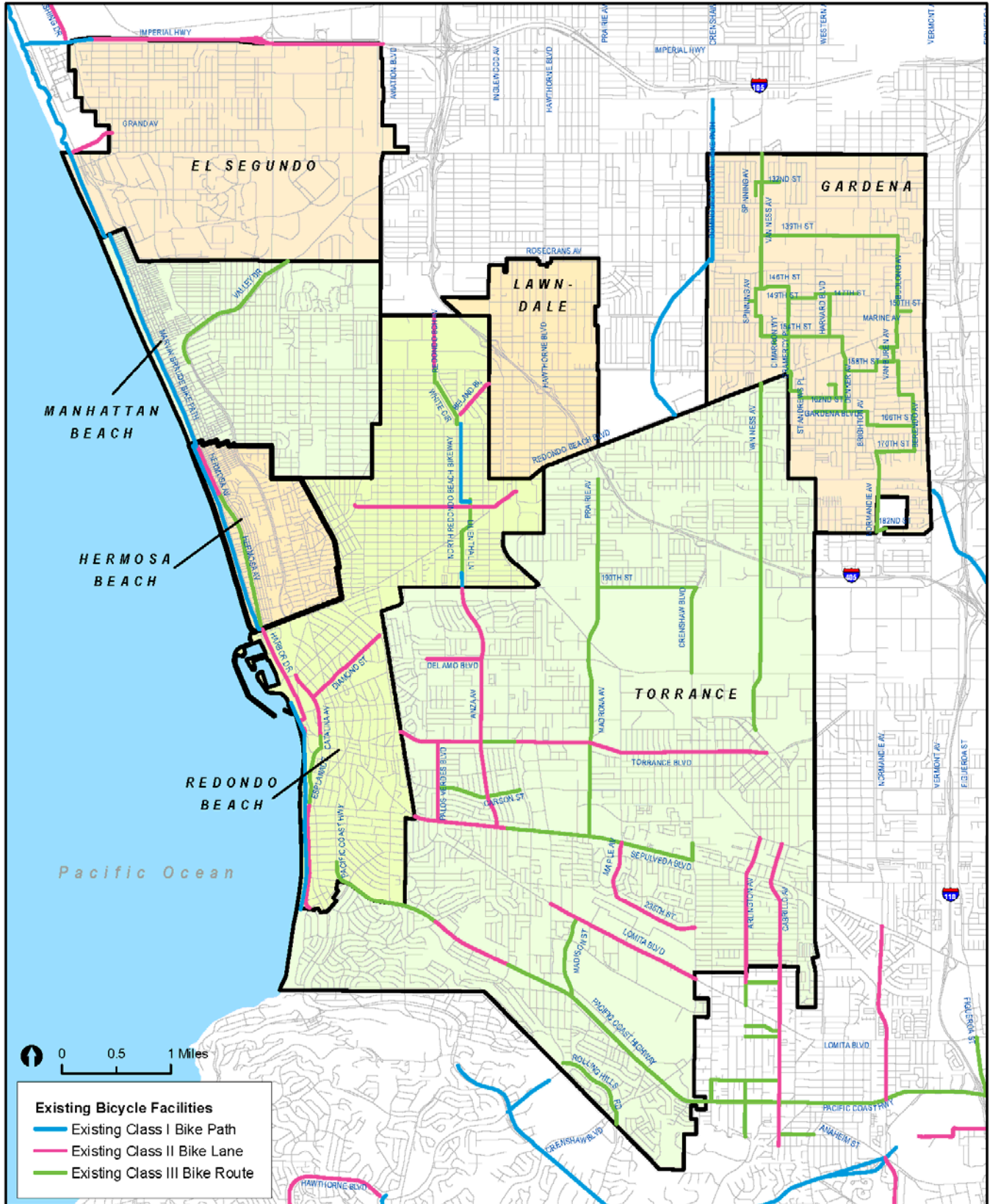
The table below displays the mileage of existing and proposed bicycle facilities in each city by facility type. There are 73.2 existing miles of bikeways in the South Bay region. This Plan proposed an additional 213.8 miles of bicycle facilities. Following the table are maps presenting the existing and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

City	Existing Mileage	Proposed Mileage
El Segundo		
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
TOTAL	5.8	21.3
Gardena		
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
TOTAL	15.7	31.3
Hermosa Beach		
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
TOTAL	5.1	9.4
Lawndale		
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
TOTAL	0.0	19.7

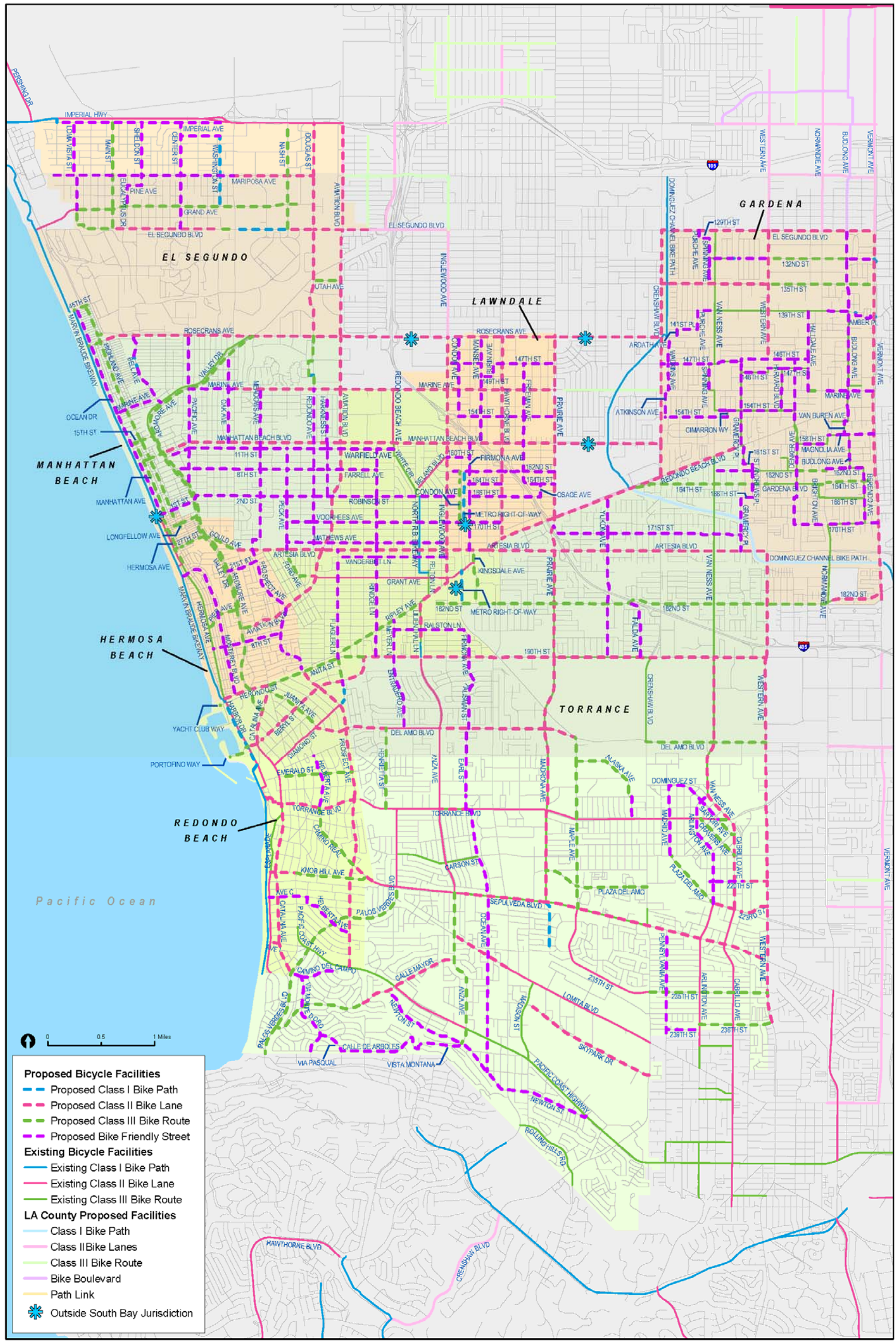
Los Angeles County Bicycle Coalition and South Bay Bicycle Coalition
South Bay Bicycle Master Plan

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
TOTAL	3.2	31.0
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
TOTAL	14.1	38.1
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
TOTAL	29.3	63.0
TOTAL	73.2	213.8

Executive Summary



Existing Bicycle Facilities in the South Bay region

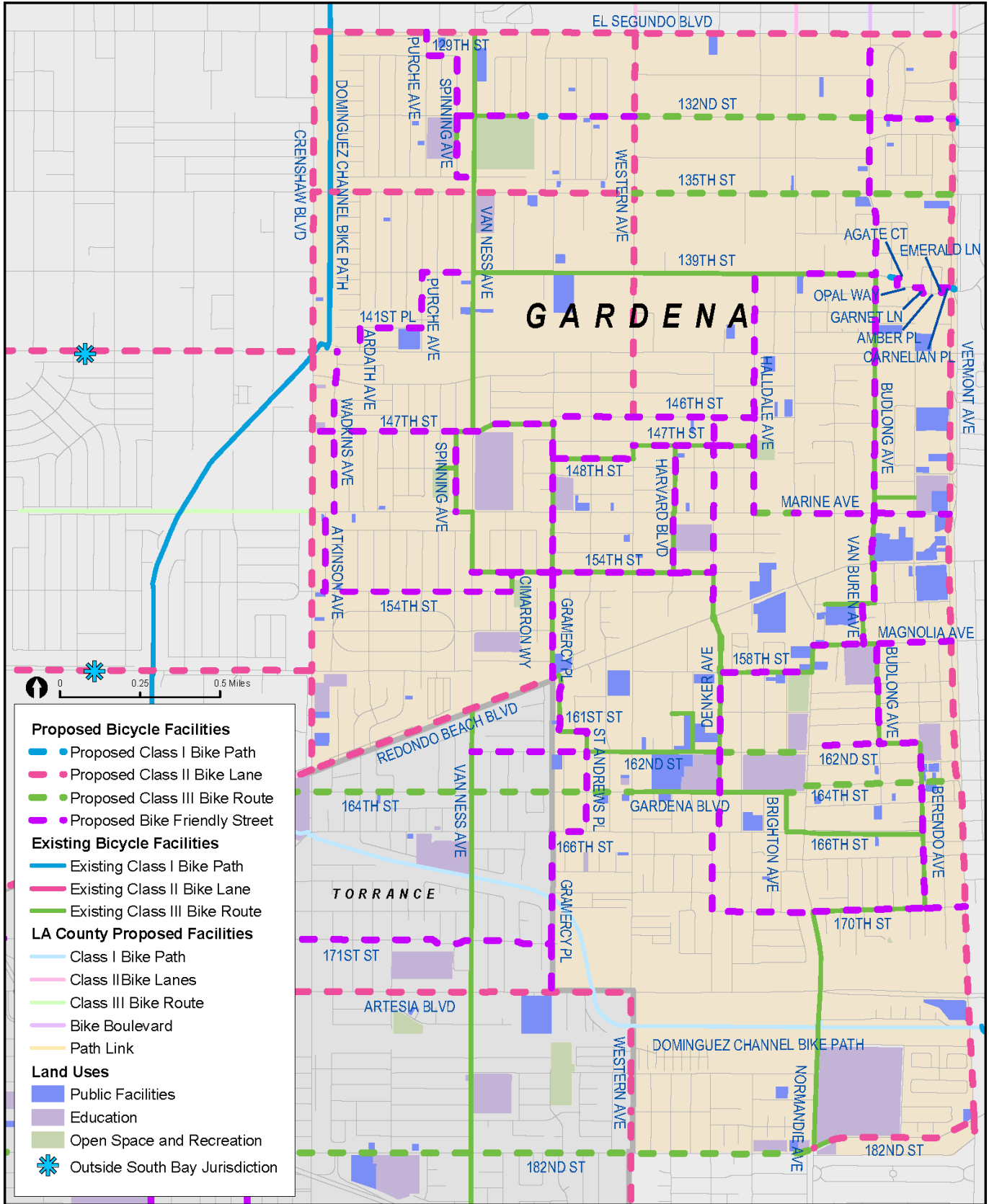


Proposed Bicycle Facilities in the South Bay region

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Proposed Bicycle Facilities in El Segundo

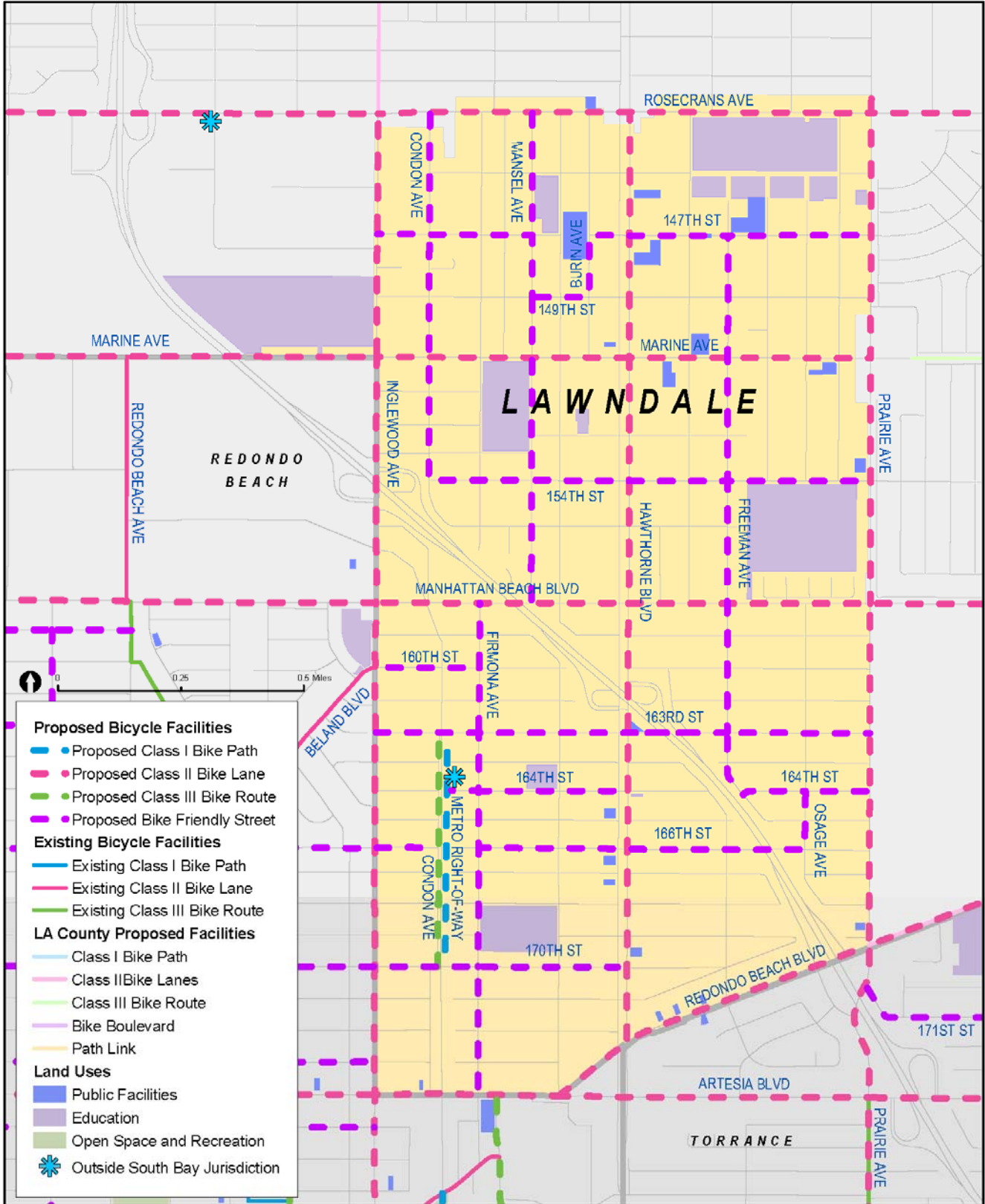


Proposed Bicycle Facilities in Gardena

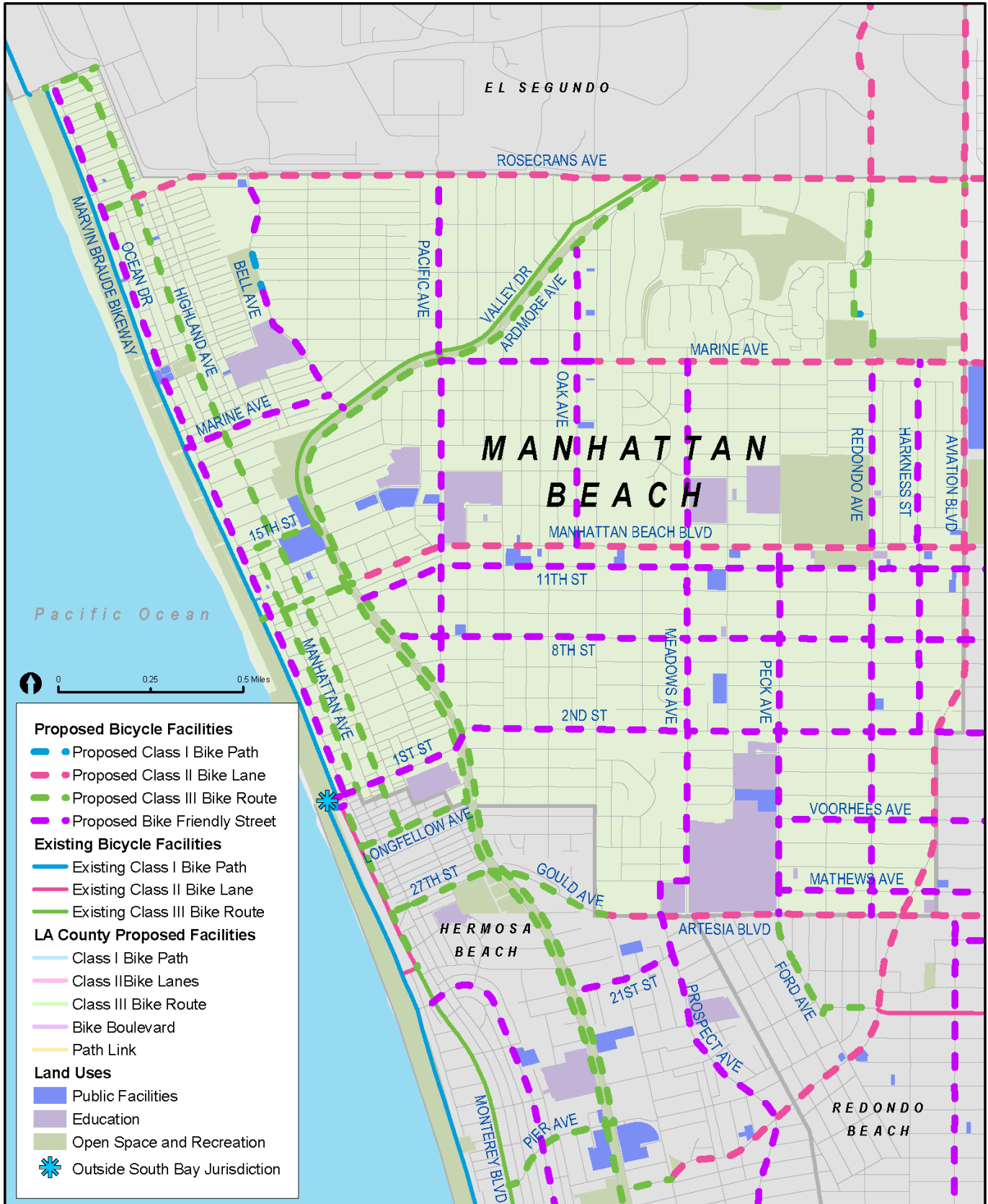
Los Angeles County Bicycle Coalition and South Bay Bicycle Coalition
 South Bay Bicycle Master Plan



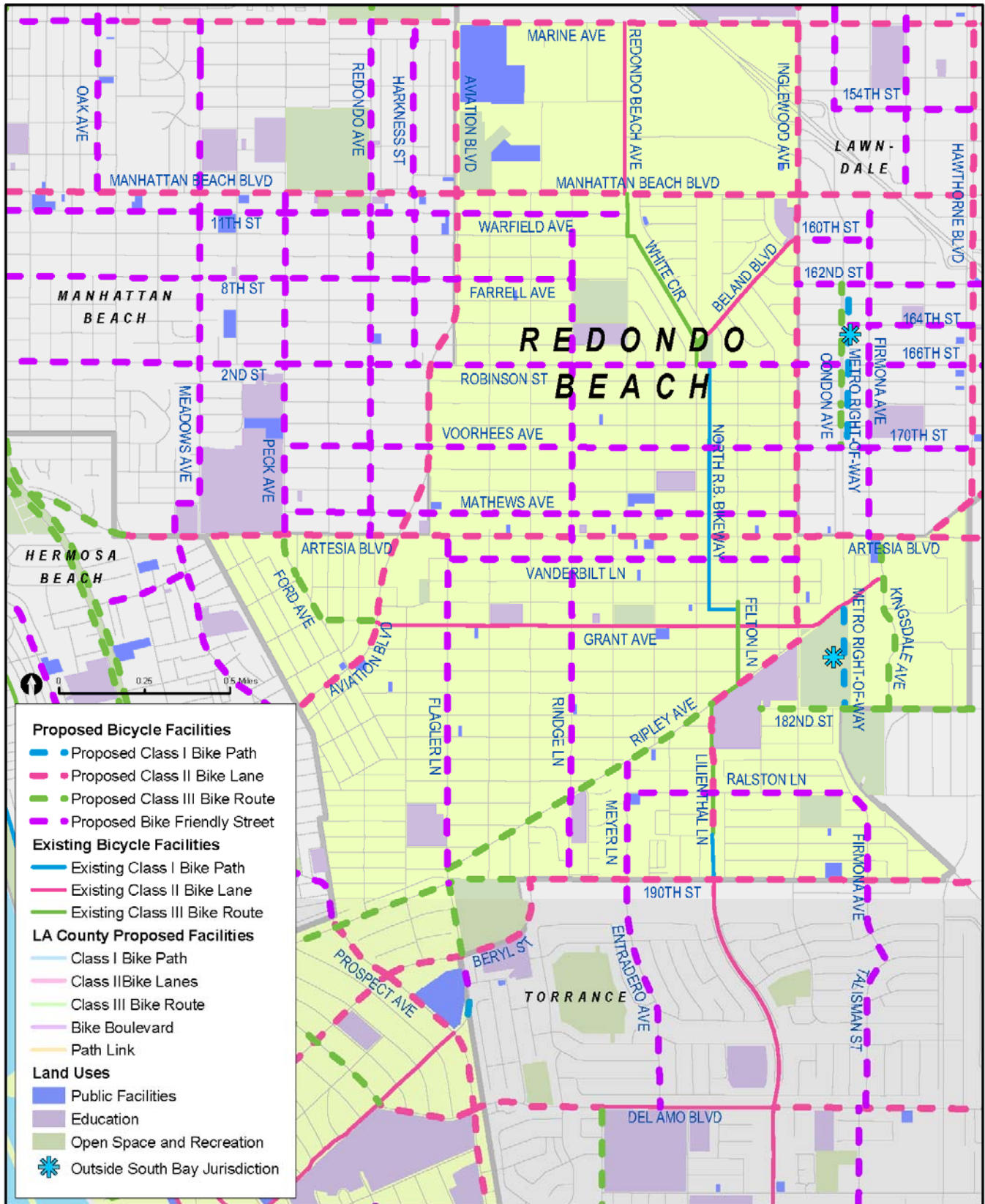
Proposed Bicycle Facilities in Hermosa Beach



Proposed Bicycle Facilities in Lawndale

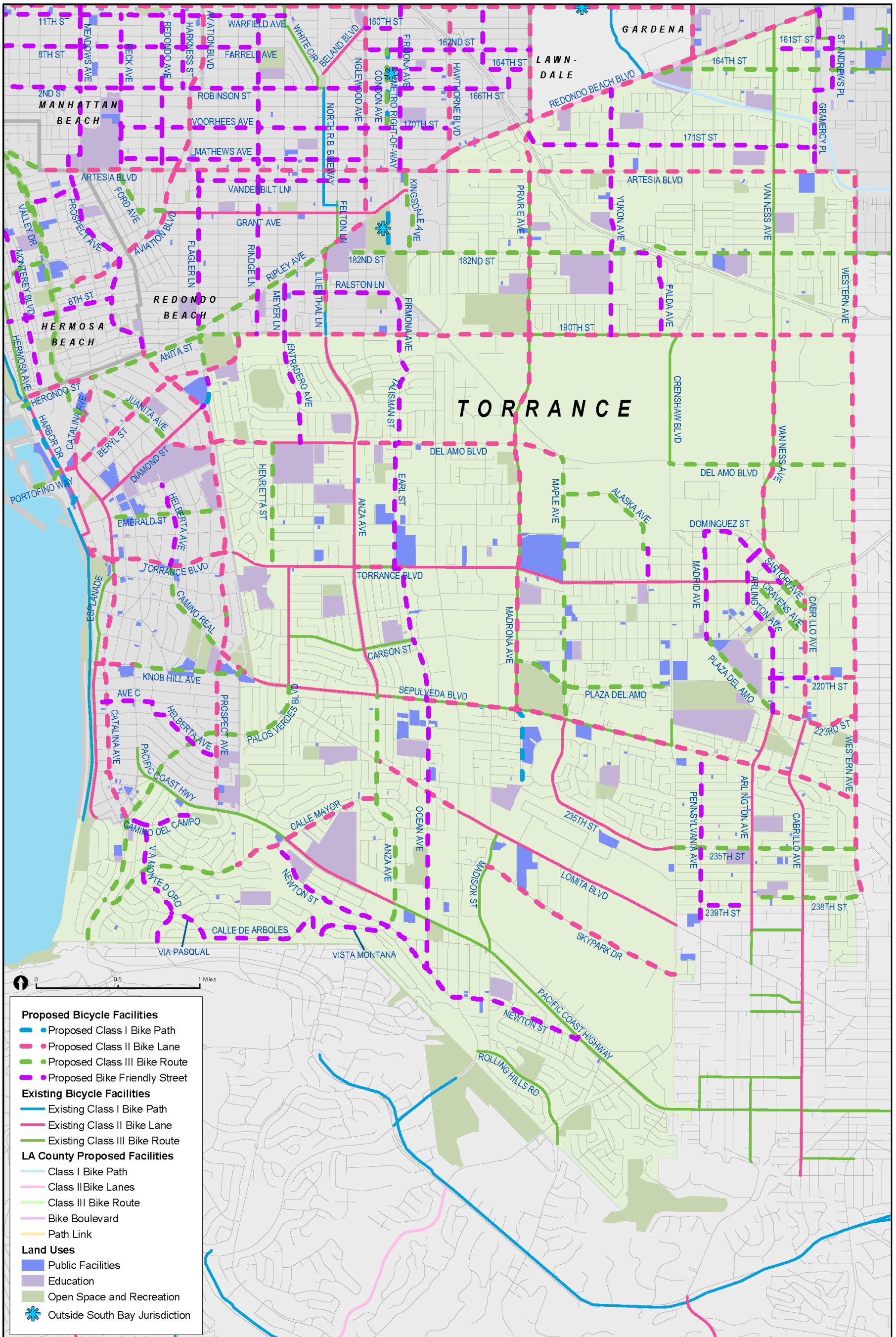


Proposed Bicycle Facilities in Manhattan Beach



Proposed Bicycle Facilities in North Redondo Beach

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Proposed Bicycle Facilities in Torrance

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