

Council Meeting of
November 22, 2011

Honorable Mayor and Members
of the City Council
City Hall
Torrance, California

Members of the Council:

SUBJECT: Community Development – Adopt RESOLUTION approving the South Bay Bicycle Master Plan

RECOMMENDATION

Recommendation of the Community Development Director that City Council review and adopt a RESOLUTION approving of the South Bay Bicycle Master Plan.

Funding

Not applicable

BACKGROUND AND ANALYSIS

In September 2010, the City of Torrance adopted a Resolution to support the joint efforts of the Los Angeles County Bicycle Coalition (LACBC) and their local affiliate, the South Bay Bicycle Coalition (SBBC), to create a multi-jurisdictional Bicycle Master Plan with grant funds awarded to them by the Los Angeles County Department of Health.

The seven cities that are participating in the project called the “South Bay Bicycle Master Plan” include Torrance, Gardena, Redondo Beach, Hermosa Beach, Manhattan Beach, El Segundo, and Lawndale. To support the efforts of the coalition, each city designated a staff representative(s) to assist in providing necessary data and to attend round-table meetings with other city staff representatives. Further, each city appointed a City Council representative to serve on a Blue Ribbon Committee, which is an elected-official advisory committee. The Councilmember representing the City of Torrance is Councilman Cliff Numark.

The South Bay Bicycle Master Plan Initiative Director, Ms. Marissa Christensen, and Alta Planning and Design, began the process for creating the draft bicycle plan in early Fall 2010. The consultant team collected data, created maps, engaged the public and city staff, and wrote programs and policies, to name a few tasks, with the purpose of creating a regionally-connected bike plan. To allow the opportunity for public input with this process, the Consultants, along with staff, hosted two public meetings in each city.

The City of Torrance hosted their first public meeting on January 24, 2011 and the second meeting was on June 27, 2011 at the Katy Geissert Library Meeting Room. The first meeting was an introduction to the project and a variety of boards with bikeway ideas and information were displayed. The June 27, 2011 meeting was an opportunity for the public to comment on the draft Bicycle Plan that was posted on-line June 13, 2011. Approximately

50 attendees at each meeting offered their support, expressed concerns, provided comments, and offered their input on proposed bikeways maps.

The Bicycle Master Plan is a comprehensive document organized by chapters. Most of the chapters contain information that applies to all seven participating cities. However, each city has a chapter dedicated to their city-specific information. One of the goals for the creation of this Bicycle Master Plan is to meet the requirements set forth by the Caltrans Bicycle Transportation Account, to pursue state bicycle grant funds. The adoption of this Plan would be a valuable tool in Torrance becoming eligible to apply for a variety of bikeway funding grants, and the Plan serves as an update to the City's Bicycle Master Plan. Further the Bicycle Master Plan supports many of the goals and objectives outlined in the City's General Plan Circulation Element.

The first written draft of the Bicycle Plan became available on-line for public review on June 13, 2011, and included a 30-day public comment period ending July 13, 2011. The City's Traffic Team, which is comprised of staff from various City departments, reviewed and commented on the Plan July 13, 2011.

The City's Traffic Commission was first introduced to this project on February 7, 2011 with a workshop similar to the format of the public outreach meeting hosted in January. On March 7, the Traffic Commission reviewed a draft of policies being developed. On August 1, the Commission had an opportunity to provide their comments and input on the first Draft Plan. The Traffic Commission was provided the on-line link to the Final Draft of the Bicycle Master Plan on August 15, 2011. They had requested to comment on the Final Draft of the Bicycle Master Plan at their September 6, 2011 meeting. The City Council Transportation Sub-Committee reviewed this Plan at their August 9 and September 13, 2011 meetings. The Final Draft of the Bicycle Master Plan is available for the public at the City Clerk's office and it is also available on-line at: <http://www.southbaybicyclecoalition.org/pass-the-plan-action-plan/south-bay-bicycle-master-plan-review-copy/>.

Some of the overall comments raised by both groups included revising some of the policies to be written as considerations rather than requirements. This modification provides flexibility to cities to determine the viable funding mechanism for implementation of recommended improvements. Other comments applauded the vision and efforts provided in this Plan to encourage bicycling and better health for all of our residents and visitors, and the ability for this Plan to have a more aggressive implementation timeline.

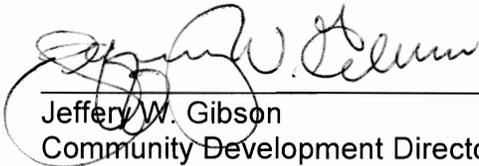
Attachment A and B are the staff reports, supplemental materials, and minutes from the above-mentioned meetings. Both the Traffic Commission and the Council Sub-Committee have recommended their concurrence to forward this Plan to the City Council for their approval.

With regard to compliance with the California Environmental Quality Act (CEQA), this document is a planning document. In relation to the Guidelines for California Environmental Quality Act, California Code of Regulations, Title 14, Chapter 3, the Plan is exempt pursuant to Section 15262 which states, in part, that a project involving only feasibility or planning studies for possible future actions which the agency, board, or commission has not

approved, adopted, or funded does not require the preparation of an EIR or negative declaration but does require consideration of environmental factors. Further, the South Bay Bicycle Master Plan is exempt pursuant to Section 15301 (c) that states, in part, that allow the minor alterations to existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities; and further, that Section 15304 (h) that, in part, exempts the creation of bicycle lanes on existing rights of way.

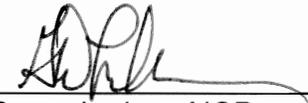
Staff notes that the selection and design of future bikeways, application for funding from outside agencies, or allocation of city resources towards bikeways may be subject to future review by the Traffic Commission and/or City Council utilizing the Master Plan as the template for those improvements. At this time staff is forwarding the Bike Master Plan to the City Council for approval.

CONCUR:


 Jeffrey W. Gibson
 Community Development Director

Respectfully submitted,

Jeffery W. Gibson
 Community Development Director

By 
 Gregg Lodan, AICP
 Planning Manager


 LeROY J. JACKSON
 City Manager

Attachments:

- A. Staff Report, Supplemental Material, and Minutes from the September 13, 2011 Council Transportation Sub-Committee Meeting which include the September 6, 2011 Traffic Commission materials.
- B. Staff Report, Supplemental Material, and Minutes from the August 9, 2011 Council Transportation Sub-Committee Meeting which include the August 1, 2011 Traffic Commission materials. (Limited Distribution)
- C. Final Draft South Bay Bicycle Master Plan Document (Limited Distribution)
- D. Resolution approving the South Bay Bicycle Master Plan

TRANSPORTATION COMMITTEE MEETING NOTES TUESDAY, SEPTEMBER 13, 2011

COMMITTEE MEMBERS: Councilwoman Susan Rhilinger, Chair
Councilman Tom Brewer, Member
Councilman Cliff Numark, Member

CITY STAFF: Mary Giordano, Assistant City Manager
Ted Semaan, Engineering Manager
Jill Crump, Planning Associate
D'Anjou, Stephen, Police Lieutenant
Fran Fulton, Economic Development Manager
Aram Chaparyan, Assistant to the City Manager

CALL MEETING TO ORDER

The City Council Transportation Committee convened in a regular meeting on Tuesday, September 13th, 2011 at 4:00 p.m. in the West Annex Commission Meeting Room.

SOUTH BAY BICYCLE MASTER PLAN

Discussion by Committee Members

Jill Crump from the Community Development Department provided an update of the South Bay Bike Master Plan. Ms. Crump reminded everyone that the proposed final draft was shared with the Committee for their review and comment. She also highlighted that in Chapter 2 of the Bike Master Plan, many of the initial goals which were characterized as requirements were changed to items to be considered. Ms. Crump also stated that any of the proposed bikeways in the plan would be further reviewed in the future by the City's Traffic Commission and subject to City Council approval. According to Ms. Crump, the City's Traffic Commission reviewed the final draft of the Bike Master Plan at its meeting of September 6, 2011 and asked staff to forward their recommendation for adoption to the Transportation Committee and the City Council. Jill Crump also introduced Ms. Marissa Christiansen from the South Bay Bicycle Coalition.

Ms. Christiansen updated the Committee members by indicating that few slides were added in her previous presentation to the City's Traffic Commission which highlighted the short-term recommendations. Chair Rhilinger allowed Committee member an opportunity to address their concerns.

Councilman Brewer inquired on how realistic are the funding source and can City expect any funding as a result of the Bike Master Plan. Ms. Christiansen responded by stating that funds are available now and cities can rely on funding for current and future projects. Councilman Brewer also inquired on the funding portion required for the City of Torrance share. Ms. Christiansen responded by stating that according to the Bike Master Plan, the share for Torrance is \$2.5 million dollars, with possible over and under estimation.

Councilman Numark inquired on the funding that the cities of Redondo Beach and Long Beach were able to obtain through grants. He wanted to know if the grants obtained replaced any existing funding for projects already approved. Ms. Christiansen responded that the cities in question obtained funding independent from existing approved projects. Further discussion

occurred regarding the benefits of adopting a multi-jurisdictional comprehensive bike plan and its impact on obtaining grant funding.

Chair Rhilinger had several questions regarding the prioritization of projects and their regional importance. She stated that upon reviewing the Committee item, she was uncertain on what the priorities were as discussed at the Traffic Commission meeting. She asked if there was a list of projects and a plan for the future; such as a plan that calls for connectivity with other cities. She did not see any prioritization regionally. Ms. Christiansen clarified that there is a list for each city with methodology based on regional impact and that there may also be some redundancy. She further stated that the priority project that the Commission was referring to was the Van Ness facility. She stated that the facility was also identified by the consultants, ALTA and the Bike coalition. According to Ms. Christiansen, there were two projects identified in each city for further analysis. She further stated that the immediate priority for the Bike Master Plan is to set up a Bicycle Committee regionally to ensure connectivity and opportunities for development of joint grant applications. She stated that it will be up to each member City to determine the level of involvement on regional projects.

Councilman Numark added that another method of coordination would be for someone at the Council of Governments to help coordinate regional efforts. Ms. Christiansen replied that if funding becomes available through long term grants, that is an option that will be available. She said that in the meantime, cities are asked to identify internal staff to assist with the coordination efforts. Councilman Numark stated that the Van Ness project was estimated at \$2.5 million and how did the overall calculation of \$2.5 for the entire City compare. Ms. Jessie Holzer from ALTA explained that the city estimates were preliminary and were based on stripping cost estimates. The cost may fluctuate based on engineering and structural needs. Chair Rhilinger added that the cost for Torrance may be much higher than the estimated \$2.5 million.

Public Comments

Mr. Dan Rosenfeld from LA County Department of Health thanked the City of Torrance for its leadership and for participating in regional bike planning and invited elected officials and city staff to a Bike Summit to be held in Long Beach on September 30th. Mr. Rosenfeld stated that LA County is in the process of seeking additional grant funding from the federal government and hoped that additional grants may be available for cities in the future.

Mr. Joe Galliani spoke on behalf of the South Bay Bicycle Coalition and invited all attendees to a community event in Manhattan Beach on September 24th being sponsored by the South Bay Bicycle Coalition and Vitality City Program.

Chair Rhilinger stated that a request was received by Mr. Dean Francois with the friends of the South Bay Bike paths for the City of Torrance to send an opposition letter to Redondo Beach regarding the Harbor Drive path. Chair Rhilinger felt that it was inappropriate for the City of Torrance to send a letter to Redondo Beach, but would share the request with her colleagues on the Transportation Committee. Ms. Christiansen provided an update from the meeting of the Redondo Beach Harbor Commission held on Monday, September 12, 2011 and stated that the Harbor Commission voted to approve the Shade Hotel project which also included the bike path. She also added that traffic issues were being addressed by the City of Redondo Beach engineering staff. Some of the treatments include separate phasing for bikes, paint driveways different colors, etc. The Committee members stated that they had shared all of their concerns regarding the plan and determined that Redondo Beach was capable in making its own decisions.

Committee Recommendation

Councilman Brewer motioned and Councilman Numark seconded to forward the Committees support of the South Bay Bike Master Plan to the City Council for approval.

Motion passed 3-0.

ORALS

None

ADJOURNMENT

At 4:35 p.m. the meeting was adjourned.

September 6, 2011

**MINUTES OF A REGULAR MEETING OF
THE TORRANCE TRAFFIC COMMISSION**

1. CALL TO ORDER

The Torrance Traffic Commission convened in a regular meeting at 7:02 p.m. on Monday, September 6, 2011 in the Katy Geissert Civic Center Library meeting room.

2. SALUTE TO THE FLAG

Commissioner Sargent led the Pledge of Allegiance.

3. ROLL CALL

Present: Commissioners Galvin, Green, Sargent, Siani, Tsao, Walter, and Chairperson Rudolph.

Absent: None.

Also Present: Transportation Manager Semaan, Planning Associate Crump, Traffic and Lighting Supervisor Hall, and Torrance Police Lieutenant D'Anjou.

4. AFFIDAVIT OF POSTING

MOTION: Commissioner Galvin moved to accept and file the report of the City Clerk on the posting of the agenda for this meeting. Commissioner Tsao seconded the motion and a roll call vote reflected unanimous approval.

5 APPROVAL OF MINUTES: AUGUST 1, 2011

Engineering Manager Semaan requested that his title, Transportation Manager, be changed to Engineering Manager throughout the August 1, 2011 meeting minutes.

MOTION: Commissioner Sargent moved for the approval of the August 1, 2011 Traffic Commission meeting minutes as amended. Commissioner Walter seconded the motion; a voice vote reflected unanimous approval (Commissioner Siani abstaining).

6. ORAL COMMUNICATIONS #1

None.

7. ITEMS UNDER CONSIDERATION

Chairperson Rudolph explained the policies and procedures of the Traffic Commission, including the right to appeal decisions to City Council.

7a. REVIEW FINAL DRAFT OF SOUTH BAY BICYCLE MASTER PLAN

Engineering Manager Semaan introduced the item and distributed supplemental materials received after agenda packets were prepared.

Planning Associate Crump provided background and introduced Marissa Christiansen, South Bay Initiative Director, Los Angeles County Bicycle Coalition, as well as representatives from Alta Planning and Design. She requested that Commissioners

review the final draft of the South Bay Bicycle Master Plan and concur with staff's recommendation to forward Traffic Commissioners' comments and final draft of the Bicycle Plan to the City Council Transportation subcommittee on September 13, 2011 and finally to City Council in November 2011. She reminded Commissioners that the multi-jurisdictional Bicycle Plan allows the City an opportunity to apply for grant funding and allows flexibility for each of the South Bay cities to implement the program as best it can. She noted that the Commission and City Council would have the opportunity to revisit proposed bikeways for Torrance in Table 9.9 pending funding availability.

Marissa Christiansen, South Bay Initiative Director, presented the final draft of the South Bay Bicycle Master Plan. She pointed out that language has been softened and additional information added regarding funding and project specific analysis for top priority projects for each city. She reviewed the Bicycle Plan purpose to provide guidelines, policies, and a unified vision for regional connectivity, encourage new bicyclists, support active transportation, and improve road safety. She suggested that the City appoint a staff member to oversee implementation of the Plan and be part of a Bicycle Advisory Committee with the other six South Bay cities.

She discussed benefits of a bike plan that include eligibility for grant funding, increase in property values and business revenues, increased bike ridership, and improved road safety for all users. She provided information about Federal, State, regional, and other funding sources, noting that all seven cities are eligible for the Cal Trans Bicycle Transportation Account. She presented maps of the current and proposed bike network that focuses on closing existing gaps and providing interconnectivity. She stated that the 63 miles being proposed for Torrance is roughly twice what there is today. She concluded her presentation with Bicycle Plan benefits that include more money for the City, increased property values and business revenues, a healthier community, more bikes on the road, and safer roads.

In response to Commissioner Galvin's inquiry, Lieutenant D'Anjou advised that bicycle licensing is not enforced and has not been for over 25 years.

Commissioner Sargent asked how Commissioners' comments are handled and Ms. Christiansen stated that they would be forwarded to the City Council Transportation subcommittee and it would be up to them and City Council whether major revisions should be made. She explained that making revisions to regional chapters could cause a conflict because they would need to go back to the other six cities for approval.

Chairperson Rudolph recommended that Commissioners voice their comments at this meeting.

Commissioner Siani expressed concern that the proposed Project #1 on Cabrillo Avenue would change the character of the road and would be significantly greater than merely adding bicycle lanes.

Ms. Christiansen advised that the draft is a plan level document and that each of the proposed facilities would have to be designed and engineered, likely requiring additional public hearings on a project-to-project basis.

Engineering Manager Semaan stated that the document is a wish list and, when funding or a project becomes available, the Commission would have the opportunity to provide input in determining on a case-by-case basis if a proposal is feasible, if additional funding is required, and to consider any necessary Municipal Code revisions.

Chairperson Rudolph inquired about Chapter 2, Section 1.4.5 regarding mandatory implementation required from private property owners.

Sam Corbett, Alta Planning and Design, explained how implementation has been achieved in other cities by changing development code or by offering incentives to employers, noting that the Plan focuses on new developments and not existing facilities.

Commissioner Walter recognized the Master Plan as an important first step and recommended moving forward with it.

MOTION: Commissioner Sargent moved to concur with staff's recommendation to forward Traffic Commissioners' comments and the final draft South Bay Bicycle Master Plan to the City Council Transportation subcommittee for its review and approval. Commissioner Green seconded the motion; a voice vote reflected unanimous approval.

Dean Francois, Hermosa Beach, representing Friends of the South Bay Bicycle Path, voiced support for the Master Plan but expressed concern about the proposed two-way bike path on one side of Harbor Drive in Redondo Beach. He noted the petition in the material of record stating that the proposal is dangerous and confusing. He urged the Commission to recommend removing the proposed Class 1 designation and improving the existing Class 2 bicycle lanes on Harbor Drive.

Ms. Christiansen stated that they are working closely with the community and Redondo Beach staff members to find the most viable, safe, and progressive facility for the area. She expressed hope that the proposal can remain in the Bicycle Plan and to be explored at a later date.

Laurie Jester, Deelane Street, Planning Manager for City of Manhattan Beach, stated that there is overwhelming support in Manhattan Beach for the Bicycle Plan. She stated that it is a long-term policy document, noting that it is not set in stone and is important in promoting safety for youth.

Planning Associate Crump received clarification from Mr. Corbett that the City would be able to update or revise the Torrance chapter post-adoption and would remain eligible for grants even if the other cities did not update their chapters. Mr. Corbett noted that all documentation and electronic files would be turned over to the clients and that it should be updated every five years to remain eligible for funding. He stated that ideally the Bicycle Advisory Committee of the seven cities would coordinate to retain consistency.

7b. TRAFFIC COMMISSION WORK PLAN – SECOND PRIORITY: DEVELOP A GUIDELINE FOR PROTECTED PERMISSIVE LEFT-TURN SIGNALS

Engineering Manager Semaan provided background on the item continued from the Commission meeting of August 1, 2011. He reported that the language in the guidance document Manual on Uniform Traffic Control Devices (MUTCD) is more explicit about when protected left-turn phasing can be installed as well as how to design and implement Protected-Permissive Left-Turn (PPLT) signals but does not include warrants or guidelines. He presented feedback from professionals in the field of signal design and operations relating to staff's inquiry on use of PPLT signals. He noted that the majority of respondents have made upgrades from existing permissive left turns but not from protected left-turn phases.

He presented and described a recommended list of criteria used on when not to consider PPLT phasing: posted speed limit is over ___ mph; left-turn movement crosses three or more opposing through lanes; a left-turn accident problem exists; high opposing volume of through traffic with lack of adequate gap; with lead-lag left-turn phasing operation; and an existing line of sight issue. He noted that a spreadsheet of 166

CITY OF TORRANCE

INTEROFFICE COMMUNICATION

DATE: September 8, 2011

TO: Transportation Committee
 Via: ~~Jeffery W. Gibson, Community Development Director~~ 
 FROM: Jill Crump, Planning Associate
 SUBJECT: Review of the Final Draft of the South Bay Bicycle Master Plan

The Transportation Committee reviewed the draft of the South Bay Bicycle Master Plan at their August 9, 2011 meeting. Some of the comments made by the committee members included the availability of potential funding sources to implement the proposed bikeways and other amenities such signs and street markings; technical questions such as the removal of on-street parking to accommodate a bike lane; and general comments about the City's financial liability if grant-funding sources do not become available to implement the proposed bikeway improvements.

Notably in Chapter 2, some of the objectives have been modified to include words like "consider" and "explore", rather than "require". This is a favorable change, as it allows each city to implement goals and policies that best suit the needs and abilities of each community.

The Traffic Commission met and reviewed this Final Draft of the South Bay Bicycle Master Plan at their September 6, 2011 meeting. The item and supplemental material, Attachment A, contains the email comments from the Traffic Commissioners, as well as the public. Also included is Attachment B, which is a PowerPoint presentation handed out to the Commissioners by Ms. Marissa Christensen, Bicycle Master Plan Initiative Director.

Some of the comments made by the Traffic Commission included the potential funding sources to implement the Plan and the ability for the Traffic Commission to review and comment on future proposed bikeways. The Commission was pleased to see some of the language changed from "requirements" in the previous draft, to "considerations" in the Final Draft.

Staff is seeking comments and concurrence from the Committee to forward the Final Draft of the South Bay Bicycle Master Plan to the City Council for their approval.

ATTACHMENT A: September 6, 2011 Traffic Commission Item
 B: PowerPoint Handout from Marissa Christensen, the South
 Bay Bicycle Master Plan Initiative Director

Traffic Commission Meeting
September 6, 2011

Agenda Item No. 7a

TO: Traffic Commission
FROM: Gregg D. Lodan, AICP, Planning Manager
SUBJECT: Review Final Draft of South Bay Bicycle Master Plan

RECOMMENDATION

The Community Development Director recommends that the Traffic Commission review the Final Draft of the South Bay Bicycle Master Plan and concur with staff's recommendation to forward the Traffic Commissioners' comments, along with the Final Draft Bicycle Plan, to the City Council for their review and approval.

BACKGROUND/ANALYSIS

The Traffic Commission reviewed the Draft Bicycle Plan at their August 1, 2011 meeting. A variety of comments were provided by the Commissioners regarding the Draft Bicycle Plan. Some comments included the availability of funding sources to implement the new proposed bikeways and amenities; the placement of and type of bikeways and amenities proposed on specific streets; the proposed policy language; and the timeline for implementation of this Plan. Comments from the public were also received by the Traffic Commission.

The City Council Transportation Sub-committee reviewed and made comments to the Draft Bicycle Plan at their August 9, 2011 meeting, and asked staff to return with the Final Draft Bicycle Plan in September. The City Council Transportation Sub-committee will be reviewing the Final Draft Plan and providing their comments at their September 13, 2011 meeting.

The Traffic Commission was provided the on-line link to the Final Draft Bicycle Plan on August 15, 2011, for their review, in preparation for this meeting.

The Commission is encouraged to offer their comments on all aspects of the Final Draft of the South Bay Bicycle Master Plan. These comments will be forwarded to the City Council Transportation Sub-Committee at their September 13, 2011 meeting, and also to the City Council.

Respectfully submitted,

JEFFERY W. GIBSON
COMMUNITY DEVELOPMENT DIRECTOR

By 

Gregg D. Lodan, AICP
Planning Manager

ATTACHMENTS:

A) Correspondence

Semaan, Ted

From: Kathy Green [kathleenfgreen@gmail.com]
Sent: Thursday, August 18, 2011 10:40 PM
To: Semaan, Ted
Cc: Crump, Jill
Subject: Re: FW: RE: South Bay Bike Plan - Final Draft!

Ted & Jill,

I've reviewed the final draft attached, and have no truly profound comments to offer. Only thought/observation I had was in regards to the proposed location of bike locker in southeast area, Madison & Lomita.... seemed like odd spot, I would assume a larger employer/facility would be a more likely place for employees using the locker, to commute, so I would have placed it further east on Lomita, between Torrance Memorial Hospital and Hughes/L3 com facility, and the larger manufacturing/future Hospital parking facilities...

Kathy Green

On Mon, Aug 15, 2011 at 1:24 PM, Semaan, Ted <TSEMAAN@torranceca.gov> wrote:

Hello Traffic Commissioners,

Below please find the link to the "Final Draft" of the South Bay Bicycle Master Plan. Please review and provide your comments to staff (myself and Jill Crump) at your earliest convenience. This is the Draft that you will be discussing at the September 6th Traffic Commission meeting.

In as much as the September meeting will provide the public meeting opportunity for you to voice your comments, staff would like to receive your comments earlier to forward to Ms. Christiansen in advance of the meeting, if available. This will provide Ms. Christensen the opportunity to review your comments as well as provide feedback and/or insight in response to those comments.

We look forward to receiving your input.

Sincerely,

Ted

From: Marissa Christiansen
Sent: Monday, August 15, 2011 12:18 PM
To: Semaan, Ted
Cc: Crump, Jill
Subject: Re: RE: South Bay Bike Plan - Final Draft!

Ted,

The link to the SBBC website where the individual chapters have been uploaded is below. This is probably the best and most convenient link to forward around. Thanks!

<http://www.southbaybicyclecoalition.org/south-bay-bicycle-master-plan-review-copy/>

Regards,

Marissa Christiansen

South Bay Initiative Director

Los Angeles County Bicycle Coalition

Semaan, Ted

From: David Sargent [tonianddave1@verizon.net]
Sent: Friday, August 26, 2011 6:40 PM
To: Semaan, Ted; Crump, Jill
Subject: Comments on Final Bike Plan

Ted and Jill,

I hope these comments aren't too late to be of use. Today is the first day I had time to review the final plan. I reviewed the Introduction, Chapter 2 (Goals, Objectives, ...) and Chapter 9 (Torrance).

In Chapter 2, I'm glad to see many of the very demanding ideas have been softened with language like, "as feasible and as costs will allow."

In Chapter 9, there is an obvious typo in the third line of 9.5.1 where the text says, "... and Table 9-14 displays the cost to implement the proposed network in the City of Manhattan Beach ..." Clearly this should be Torrance. (I hope all the tables reflect Torrance and not MB.)

On page 37 of Chapter 9, Torrance Project #1 is discussed. Maybe I didn't did deeply enough but some of the jargon used in the Proposed Improvements section reads like a foreign language. "Convert a road diet to convert a cross-section ..." takes a lot of decoding as does, "Construct bulbouts with high visibility crosswalks." I looked at some of the pictures and I think I figured it out but if these things aren't defined up front somewhere, they should be.

By the way, this "road diet" is described as a traffic calming measure. I see the reduction of two traffic lanes down to one as a traffic CONGESTING measure and don't like it! Some of the cities on the hill did that and grand bottlenecks resulted. Just try driving Palos Verdes Drive North during rush hour! When I think of a traffic calming measure I think of a stop sign or speed pillow in a residential area - not the loss of a traffic lane. I think that particular "improvement" needs some rethinking.

OK, I'll get off of my soap box.

Hope these comments are of some use.

Dave

Semaan, Ted

From: Sue Siani [suesiani@gmail.com]
Sent: Monday, August 29, 2011 6:06 PM
To: Semaan, Ted; Crump, Jill
Subject: SB Bicycle Plan

Ted and Jill,

I'm pretty happy with how my comments from the last draft were handled.

As for the proposed Project #1 on Cabrillo Ave, at this point I would have to say I'm not in favor of going to one lane each direction from Torrance Blvd. to Plaza del Amo. Seems rather draconian to disrupt that much car traffic in favor of a bike lane. I travel that street every day on my way to the freeway so I'm pretty familiar with the traffic patterns. Two big concerns (other than the fact that I don't want to be slowed down on my commute :-)

- 1). The on street parallel parking on Cabrillo already causes traffic in the affected lane to come to a complete stop when someone is attempting to park. I suppose if it went to one lane, this could be mitigated somewhat by having a much wider single lane (or by changing the parking approach).
2. My biggest concern is the back up of traffic on Cabrillo caused by the train crossing Cabrillo just North of Sepulveda. As it is right now, significant backups are caused from the stretch that is single lane from the train tracks to Plaza del Amo (something that is now even further exacerbated by the new stop sign at Lincoln). Once cars can get to that 2 lane section of Cabrillo between Plaza del Amo and Torrance Blvd., the traffic opens up ok. If the entire section was reduced to one lane, the traffic backup that resulted every time the train went by would be very significant in both directions. This seems to be a poor tradeoff of cars vs. bicycles.

I think the stretch between Plaza del Amo and Torrance could be handled better with sharrows.

Thanks,
Sue

Traffic Commission Meeting
September 6, 2011

TO: Traffic Commission
FROM: Gregg D. Lodan, AICP, Planning Manager
SUBJECT: SUPPLEMENTAL #1 TO AGENDA ITEM 7a

Correspondence was received after the item was prepared and distributed is attached herewith for your consideration.

Respectfully submitted,

JEFFERY W. GIBSON
COMMUNITY DEVELOPMENT DIRECTOR

By 
Gregg D. Lodan, AICP
Planning Manager

Attachment:
A) Public Correspondences

Semaan, Ted

From: Robert Rudolph [robert@networkerservices.net]
Sent: Monday, September 05, 2011 5:10 PM
To: Semaan, Ted
Subject: FW: South Bay Bicycle Master Plan - Public Review Open Now!

Hi Ted,

My basic concerns in the new draft remain the same as the previous draft, specifically in the policy section: 1.2.3, 1.4.5, 1.4.6,

Thanks,
 Robert

From: Robert Rudolph [mailto:robert@networkerservices.net]
Sent: Sunday, July 17, 2011 11:39 AM
To: 'Semaan, Ted'
Subject: RE: South Bay Bicycle Master Plan - Public Review Open Now!

Hi Ted,

Attached are some items marked up with comments that can lead to further discussions. I used the comments area in the PDF's to add remarks, let me know if you have any trouble reading them.

Areas that concern me most about the plan also included any mandatory implementation required from private property owners. Property owners should be offered incentives and rewards for their cooperation, not penalties, fines and added expenses. Can the city take the lead in implantation then study the results first before we change any codes. (5-10 years)

I believe that certain biking usage samples noted in the report are inconclusive and further studies that include all practical hours in a 7 day week are required to establish actual patterns of bikers. Also bike trends change; kids grow up and move away, weather conditions change, people change jobs or become unable to ride for whatever reasons. The assumption here is that you'll see an increase in bike usage. What is that increase going to be? What is our reference point for measurement? Are there any examples or long term studies for reference?

Is it possible to include some exclusivity with class 1 bike routes in Torrance? I noticed the limited number of these routes in the proposed plan and only one existing short half-mile route at Torrance Beach. If we are reviewing or have development plans underway for new types of transportation systems such as people movers or rail systems, can class 1 bike lanes be added here at the same time? Are there any grants available for class 1 bike lanes?

Sincerely,

Robert Rudolph

Traffic Commissioner
 City of Torrance

From: Semaan, Ted [mailto:TSEMAAN@TorranceCA.gov]
Sent: Tuesday, June 14, 2011 12:02 PM
To: David Sargent ; Doug Walter; Karen Glavin; Kathleen F. Green; Richard Tsao; Robert Rudolph; Sue Siani (suesiani@gmail.com)



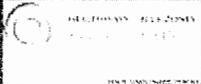
South Bay Bicycle Master Plan Community Workshops

The Draft plan is ready, come tell us what you think!

Refreshments will
be provided!

All workshops are from 7-8:30 PM unless noted.

Date	City	Location
6/20	Manhattan Beach	Joslyn Community Center - 1601 N Valley Drive
6/23	Hermosa Beach	Clark Building - 861 Valley Drive, 7:30 PM - 9 PM
6/27	Torrance	Katy Geissert Library Community Room - 3301 Torrance Blvd
6/28	El Segundo	Joslyn Center - 339 Sheldon Street
6/29	Lawndale/Gardena	Nakaoka Community Center - 1670 West 162nd Street
7/11	Redondo Beach*	Redondo Beach Performing Arts Center, 1935 Manhattan Beach Blvd, 7 PM - 9 PM

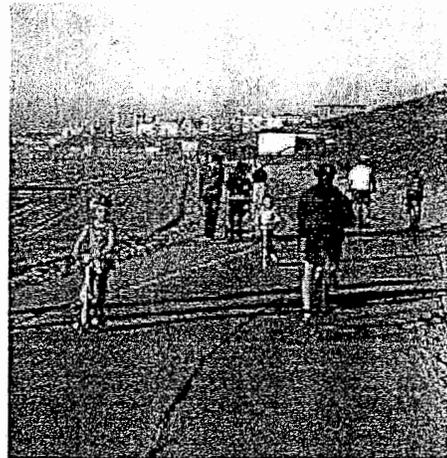


* Includes presentation by national livability expert Dan Burden, sponsored by Healthways | Blue Zone Vitality City

Please join us at an upcoming workshop to preview the draft plan and provide your input.

Public involvement from the previous workshops has helped shape the bikeways proposed for YOUR CITY. This is the final round of workshops before the plan is presented to your city council, so don't miss this one!

The plan is available for viewing after June 13th at: www.SouthBayBicycleCoalition.org



Contacts:

Marissa Christiansen
South Bay Initiative Director
Marissa@la-bike.org

Sam Corbett
Project Manager
samcorbett@altaplanning.com



Made possible by funding from the Department of Health and Human Services through the Los Angeles County Department of Public Health



Regards,
Marissa Christiansen
South Bay Initiative Director

Semaan, Ted

From: Brian McCarthy [mccarthb@gmail.com]
Sent: Sunday, September 04, 2011 11:16 PM
To: Semaan, Ted
Cc: marissa@la-bike.org
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!

While I currently ride my bicycle to a number of destinations in Torrance. I would be able to do so more often and more frequently with the approval and implementation of this plan.

Sincerely,
Brian McCarthy
2615 W 154th St, 90249

Semaan, Ted

From: Dean Francois [savethestrand@yahoo.com]
Sent: Friday, September 02, 2011 1:04 PM
To: Semaan, Ted
Subject: Bicycle Masterplan-No Harbor Dr. Bike Path-9/6 Commission meeting
Attachments: sh1.pdf; sh2.pdf; sh3.pdf; sh4.pdf; sh5.pdf; sh6.pdf; sh7.pdf

Dear commissioners:

Please ensure that you have received and read our previous correspondence regarding the bicycle master-plan. You should already have on file a petition signed by 387 residents, many of whom are from Torrance, that support a bicycle master-plan but only if the 1-way bike path on one side of Harbor Drive in Redondo Beach is removed. Attached are 7 more pages of signatures from concerned residents. This dangerous and costly proposal with complicated traffic signals in 3 close intersections will use up scarce funds for other more well intentioned projects in the city of Torrance.

When your city council transportation committee members met, both council members Numark and Rhilinger expressed concern over this aspect of the plan. Council member Rhilinger questioned the bike coalition representative about the fact that this affects Torrance residents as well and her desire to get the coalition to work this problem out. As a former police captain, she understands that this element of the plan will not work. It will require enormous police enforcement which will not always be present and cyclists will not want to wait for long red lights at these intersections and instead be heading into traffic running red lights. She understands the dangers that this represents. The coalitions response was that the details get worked out later and this is only a small part of the master-plan.

The details are very important here. We know we do not have to wait for them later. And the master-plan only has a few class 1 bike routes in the whole south bay so this is a very important element, not to be overlooked by the bigger picture.

Please recommend to the City Council that they should pass the master-plan with a changed to remove the class 1 designation and improve the current class 2 bike lanes on Harbor Drive.

Please recommend that correspondence be made to the city commissions and city council of Redondo Beach that they should pass the master-plan with a change to remove the class 1 designation and improve the current class 2 bike lanes on Harbor Drive .

Do not be pressured into thinking you have to pass the plan the way outside consultants who do not live here

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.

PRINT NAME	PHONE #	E-MAIL	ADDRESS
Kesh Razmara		AKRAZMARA@YAHOO.COM	REDONDO BEACH, CA.
Don Newham	310-755-5514	DON AND K NEWHAM @G.MAIL.COM	TORRANCE
Spencer Labs		SPLINBS@VERIZON.NET	TORRANCE
Pete Nieto	310-678-4221		HERMOSA AVE. 90254
Tsutomu MARUOKA		maruchan55@sj.dion.ne.jp maruchan55@sj.dion.ne.jp	Redondo Beach, CA
Jason Pepper		jimpepper@ucdavis.edu	Newbury Park, CA 91320
Abraham Arce	213-321-5357	arceaq4@student.wpunj.edu	624 West View St. LA, CA 902
Rina Arce	213-321-4357	bebivisk7@yahoo.com	2624 West View St 90016 LA, CA 90016
Zac & Jenise Herndon (2)		zherndon@yahoo.com	Redondo Beach, CA
Andrea Rouse	(818) 825-3438	YUNNEVROUS@GMAIL.COM	Redondo Beach CA
Mark H. Techeu	(424) 833-2305	dolphin82088@cox.net	
Jonathan Fornus	(310) 755-4293	Jonathan - Fornus@hotmail.com	THIRMOCE, CA Samuel St. 90505
Matthew Lehr	(310) 540-7071	MLehr8@yahoo.com	Harbor City, CA
Gregy Contreras	(310) 752-3445	mankeybreath123@yahoo.com	Redondo Beach, CA
James Amerton		Jonathan12@v01-com	Redondo Beach, CA Armost Ln.
Matt Johnson	702-577-8772	Boo Kings@McFunkyJ.com	Redondo Beach CA

Anthony Castillo 310-435-7388
 aac718-pool@yahoo.com
 Hermosa Ave., Hermosa Beach

2 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.

PRINT NAME	PHONE #	E-MAIL	ADDRESS
Brandon Vientas	(310) 214-0888	BVrentas@verizon.net	4929 Avenida ST, TORRANCE
Teddy Kassa		Teddykassa@yahoo.com	"
Ben Burton		burton5@ymail.com	RB
Carrie DelSignore		cdelsig@gmail.com	Redondo Beach, CA
Anthony DelSignore		acdelSignore@gmail.com	"
Uea Egan		uemanee@yahoo.com	REDONDO BEACH
Chris Lum	310-344-7115	screenliner@gmail.com	Rolling Hills East, CA
Saeed Wooper	(310) 753-5555	cfneuber@yahoo.com	214 yachtclub way E. Decle
Luis Mora	310-569-0829	mr.luis.mora@gmail.com	315 S. Francisco Ave R.B. Redondo Beach
Celia Mora	310-850-9731	ctcabas@gmail.com	
Shieann Delvaux	310-808-8194	shyynqast@yahoo.com	28 Paradise Valley, North CALIFORNIA, CA.
Brenda Negron		brendanegron@ymail.com	
Steven Meiers	646-391-7732	theguide@seahawk.com	161 S Woodburgh Drive CA. 90507
Kyle Ceronyng			707 AVE C. REDONDO

Jamaral wtrab 310 972 8281 23334 Sesami ST D BIG RED DO SUB @ GMAIL

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.

PRINT NAME	PHONE #	E-MAIL	ADDRESS
Jennifer Yang		Jyonyang@yahoo.com	300 N Catalina Ave #C 90277 RB
Carlos Perez		C. Perez 15@yahoo.com	Carson
Juan Alonzo		Alonso, Juan 18@yahoo.com	Carson
Ruben Rubalcava		dodgers911@yahoo.com	Carson 90745
Theodore Nguyen		Rijidragon@yahoo.com	2nd St. #B, CA 90054
JOHN COBB		JOHNCOBB222@aol.com	211 4th Yacht Club way #313
Maribel Lopez	5057450-9338	Carterdelopez@gmail.com	R.B. 90277
CARL FLAUZE			
DAN BERRY		(no 2-way eycletricks in Portland)	115 NE 14th AVE, BATTLE GROUND, WA 98664
Christian Esquivel		CHRISTIAN ESQ@hotmail.com	552 AVENUE C. Redondo Beach, CA.
Bridget Fitzpatrick	310/404-1340	bridget_fitzpatrick@yahoo.com	1400 S. Catalina Ave Redondo Beach CA 90277
DAT WICKENS	310-372-1498	dede md e pol.net	626 N. Rawlins, Red Blch, CA 90277
Casey Pratt	310-318-6438	caseysvenpratt@yahoo.com	1155 11th St. Manhattan Beach, 90266
Jon Hollows		JON.HOLLOWSON@GMAIL.COM	117 MONTANA BLVD MS, CA 90254

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
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 ON THE WEST SIDE OF HARBOR DR.

NAME	PHONE #	E-MAIL	ADDRESS
Erika Linnevig	949-466-3170	erikalove10@gmail.com	REDAWOOD BEACH, CA
Imani Pirrie	310-999-5894	cheergirl0234@gmail.com	REDAWOOD BEACH, CA
Ollie Walsh	310-415-7875	ollie-walsh@hotmail.com	"
Cheri Parr	310-968-4275	cparr2001@yahoo.com	ARMOSA E.U
Jim Lewis	310-418-3107	JimWB@Yahoo.com	H.B
Vicky Tarnes		Ktbajay@Yahoo.com	RB
VICTOR BATA	714-422-821	VIKAS VIKAS@MINDMATTERS.IN))

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.

PRINT NAME	PHONE #	E-MAIL	ADDRESS
Kyong S. Kim	424) 247-9016	K.mok.ogob@hotmail.com	20829 Anza Ave. #229 Torrance
Ariel Kimmok	310) 756-7856	mermanDiana@yahoo.com	20829 Anza Ave #229 Torrance
Chu Sung Kim	213) 820-3944	Mitnikim@yahoo.com	21854 S. Vermont Ave. # Torrance
Anand Jethva	310) 782-4243	waf files g f x @ gmail . com	3720 Emerald St. #U-7
Jason Trinh	424) 241-5466	TrinhJason908@yahoo.com	20829 Anza Ave #230
Kangoh Wkhnafu	(310) 638-0705	Kangohwas here 123@gmail.com	20829 Anza Ave #230
Lucapendo Alibee	310 245 3437	haralambson@hotmail.com	4827 Moresby Drive
HONG COOKSON	310 940-7877	KatieSchwarz@msn.com	4201 Torrance Blvd #490 Torrance
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SARAH CHATTERTON	310 940-7877	Julienkiw@verizon.net	8617 SOUTH GATE AVENUE
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MARI COOKSON	310 962-1599	mousseantnormx@yahoo.com	4735 Bulova St, Torrance 90503
Jeff Pera	310 738-2301	peter.chen.dts@gmail.com	4109 W. 184th Street, Tor.
Peter Chen	310 540-1405	LIMITU48@GMAIL.COM	Gardna #118
VERBANA MITU	310 351-3165	PATRICIAVALE@GMAIL.COM	20829 Anza Ave, Torrance
PATRICIA VALE	310 318-4311	WVal1976@AOL.COM	
Jeresa Valadez	310 688-8888	4109 W. 184th Street, Tor	
Wois Weggelt	310 702-3705	jsato808@aol.com	
Joyce Sato	310 688-3946	fulleggett@gmail.com	
Francis Leggett	310 702-3705	darklily475@yahoo.com	
Gail Saquerra	424 238-3249	na	
Joyce Harbor	310 795-3294		

Semaan, Ted

From: kwlaird@gmail.com on behalf of Kevin Laird [Kevin_Laird@ACM.org]
Sent: Friday, September 02, 2011 12:04 PM
To: Semaan, Ted
Cc: marissa@la-bike.org
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,

Kevin W. Laird
8028 Regis Way
Los Angeles, CA 90045

Semaan, Ted

From: Karen Hasson [Karen.Hasson@verizon.net]
Sent: Friday, September 02, 2011 5:55 AM
To: Semaan, Ted
Subject: Southbay Bicycle Master Plan

Hi,

I live in Redondo Beach and bicycle commute to work in Lorita, riding through the city of Torrance on a daily basis. I also shop, go to the farmers market and go to church in Torrance on Sundays, by bicycle.

The South bay Bicycle Mater Plan is a comprehensive body of work that will benefit all stakeholders and provide the City of Torrance additional findings.

Please vote yes on the Southbay Bicycle Master plan.

Thank you,

Karen Hasson
Teacher and resident of Redondo Beach.

Semaan, Ted

From: edlt@earthlink.net
Sent: Friday, September 02, 2011 5:40 AM
To: Semaan, Ted
Cc: marissa@la-bike.org
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.

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Sincerely,
Efrain De La Torre
2603 175th Street
Torrance, CA 90504
Sent on the Sprint® Now Network from my BlackBerry®

Semaan, Ted

From: Doug Walter [tracomm7.11@gmail.com]
Sent: Thursday, September 01, 2011 1:13 PM
To: Semaan, Ted; Crump, Jill
Subject: Bikes

Hi all,

I apologize for not being prompt on this but my leisure life keeps getting in the way. Having read over the final "final draft it appears that the language has been lightened. The fact of whether or not we give this our blessing or not is moot. Before it sounded almost like this will be a mandate not options that some would like implemented. I believe I'll approve this version and of course my fellow commissioners are welcome to convince me otherwise on anything I may have missed.

As ever,

Doug

Semaan, Ted

From: JOHN WILCOX [johnwilcoxrealty@verizon.net]
Sent: Wednesday, August 31, 2011 9:55 PM
To: vwesson@elsegundo.org; Semaan, Ted
Cc: Marissa@LA-Bike.org
Subject: South Bay 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,
John Wilcox
462 Rosecrans Ave
Manhattan Beach

Semaan, Ted

From: Dale Mooney [dmooney1@socal.rr.com]
Sent: Wednesday, August 31, 2011 7:45 PM
To: Semaan, Ted
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. As a Torrance resident who commutes to work in Manhattan Beach daily by bicycle, I would like 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 our community's desires. I also understand that approval of this plan will open up the City to additional funding, which seems imperative in these fiscally trying times.

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

Sincerely,
Dale Mooney
1751 W 242nd Place
Torrance, CA 90501

Semaan, Ted

From: Mitch Levine [mitch8400@gmail.com]
Sent: Wednesday, August 31, 2011 5:12 PM
To: Semaan, Ted
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.

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Sincerely,
Mitch Levine
4626 Cathann Street
Torrance

Semaan, Ted

From: Bill Fournell [fournwi@yahoo.com]
Sent: Wednesday, August 31, 2011 5:10 PM
To: Semaan, Ted
Cc: Marissa Christiansen
Subject: South Bay Bicycle Plan Support

Dear Commissioner,

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.

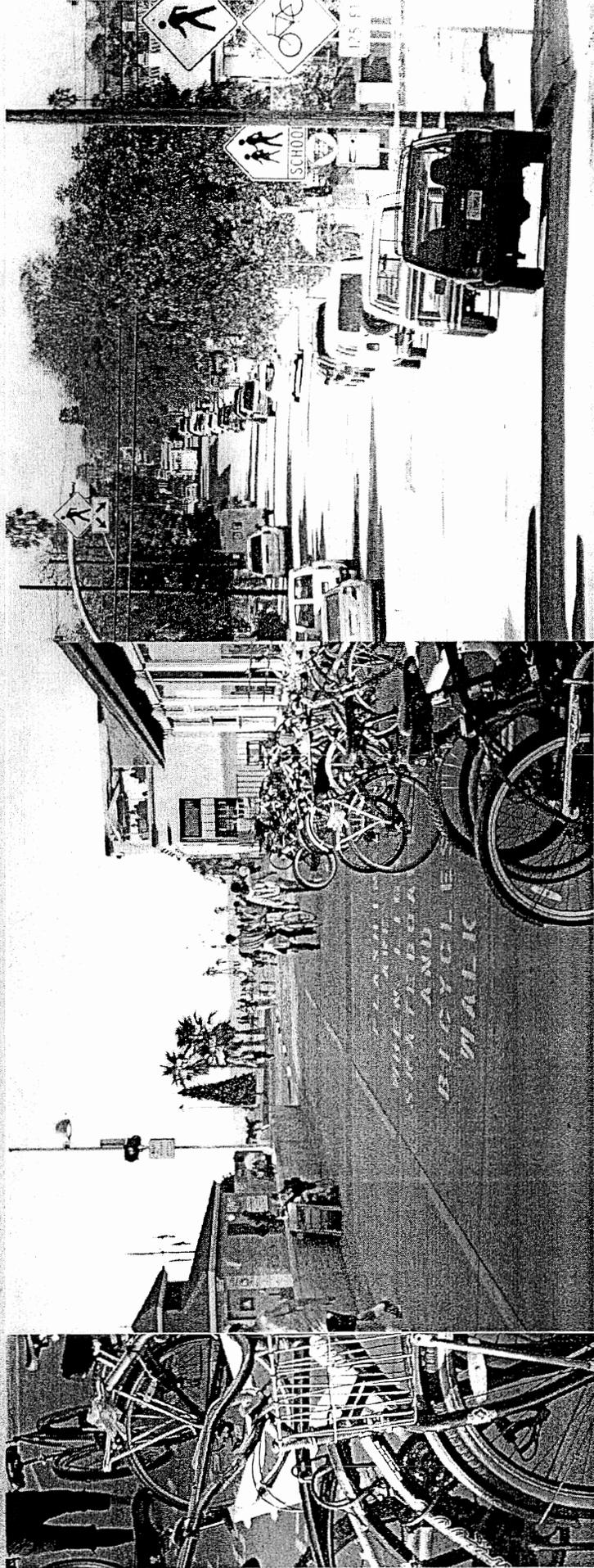
The plan addresses the safety, environmental and connectivity issues our cities so greatly need and reflects the South Bay community's desires. I also am aware that approval of this plan will open up the City to additional funding, which seems imperative in these trying times.

I am excited that my city, 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 Torrance can also be an example to the other six communities by demonstrating enthusiasm and support for this unique and important effort!

Sincerely,
Bill Fournell
594 27th Street
Manhattan Beach, CA 90266

South Bay Bicycle Master Plan

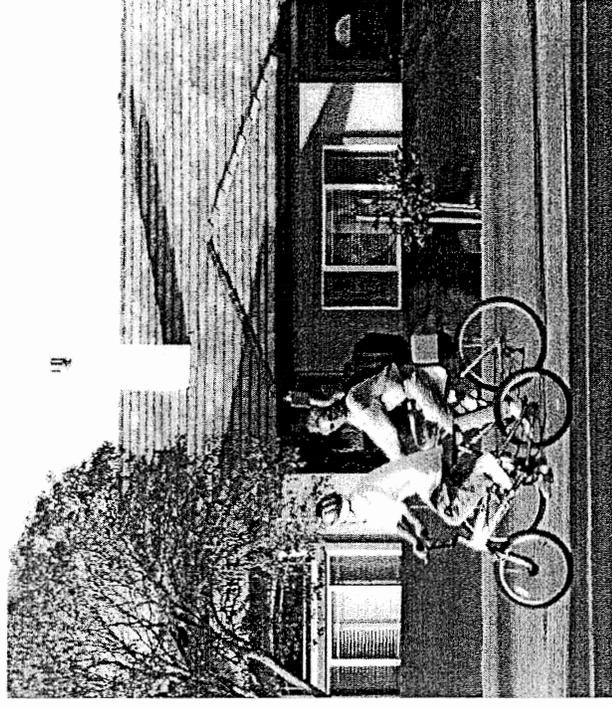
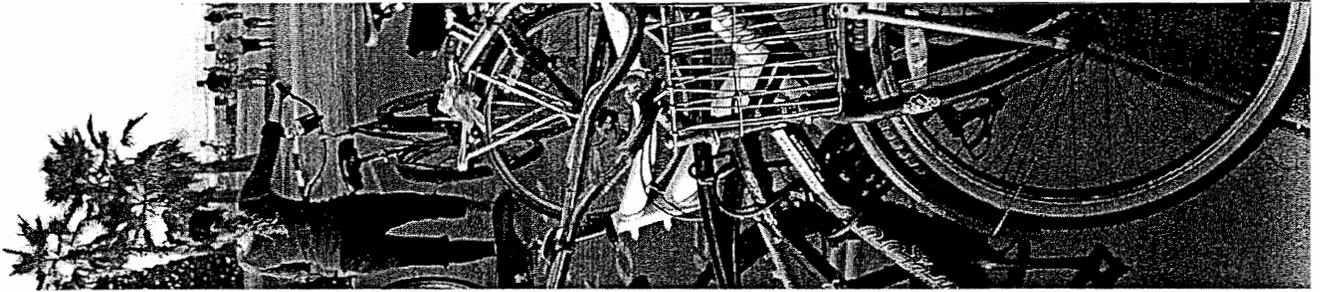
Travis



Plan Purpose

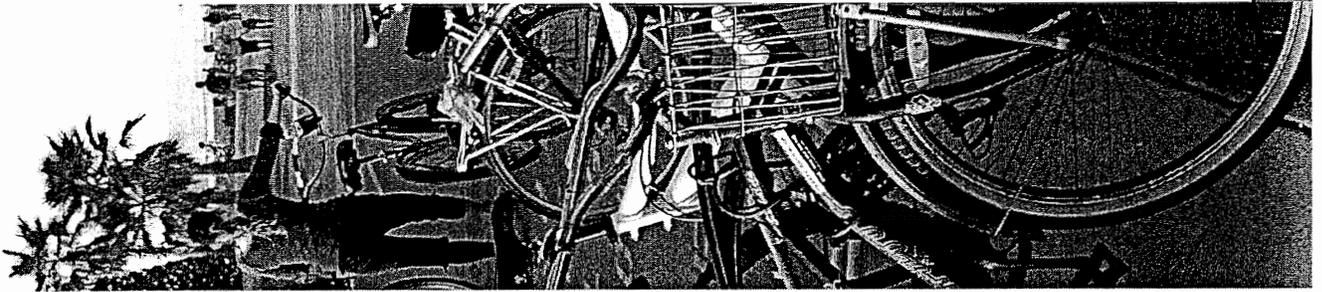
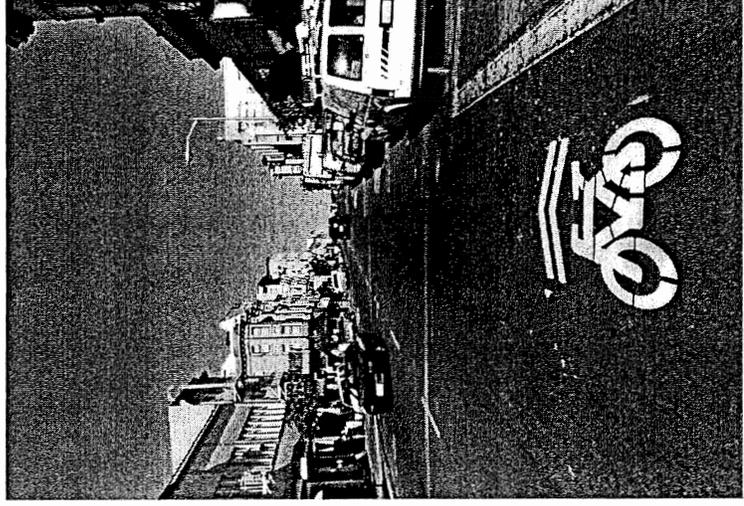
Guidelines, policies and a unified vision for the following priorities:

- Regional connectivity
- Encourage new bicyclists
- Support active transportation
- Improve road safety



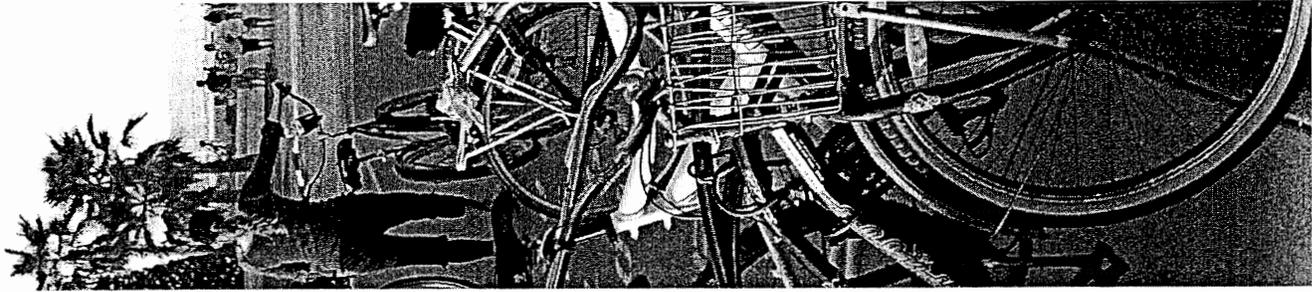
Plan Benefits

- Grant funding
- Property values, business revenues, job creation (Toronto, Indianapolis IN, Seminole FL, Fort Worth TX, Baltimore MD)
- Increased bike ridership – If you build it they will come! (Portland OR, New York NY, Boulder CO)
- Increased road safety for all users (Davis CA, San Francisco CA, Vancouver, New York)

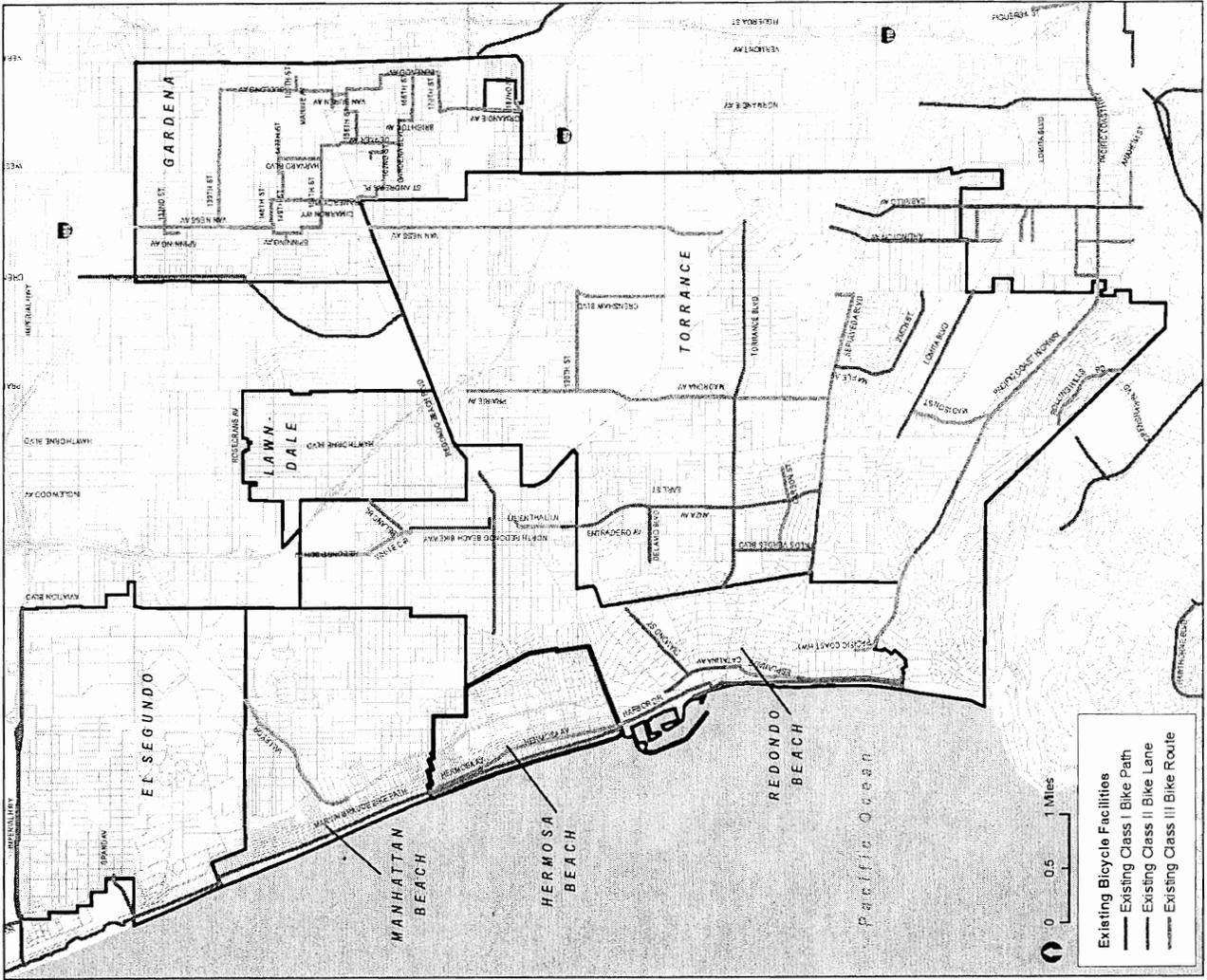
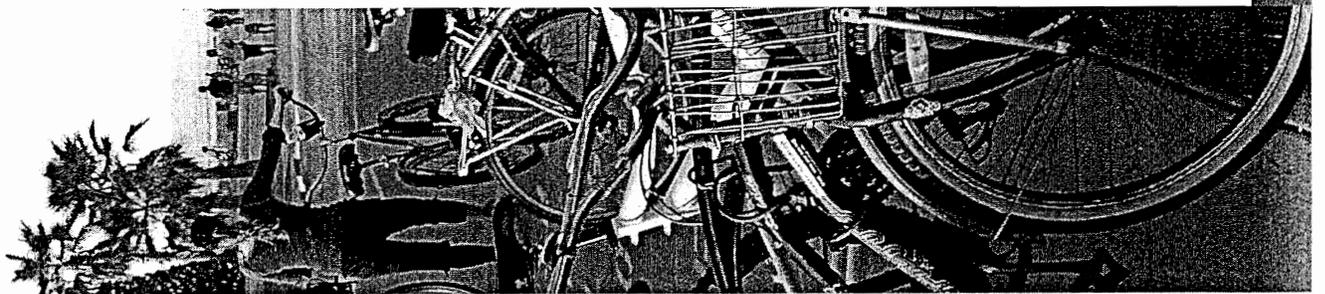


Funding Sources

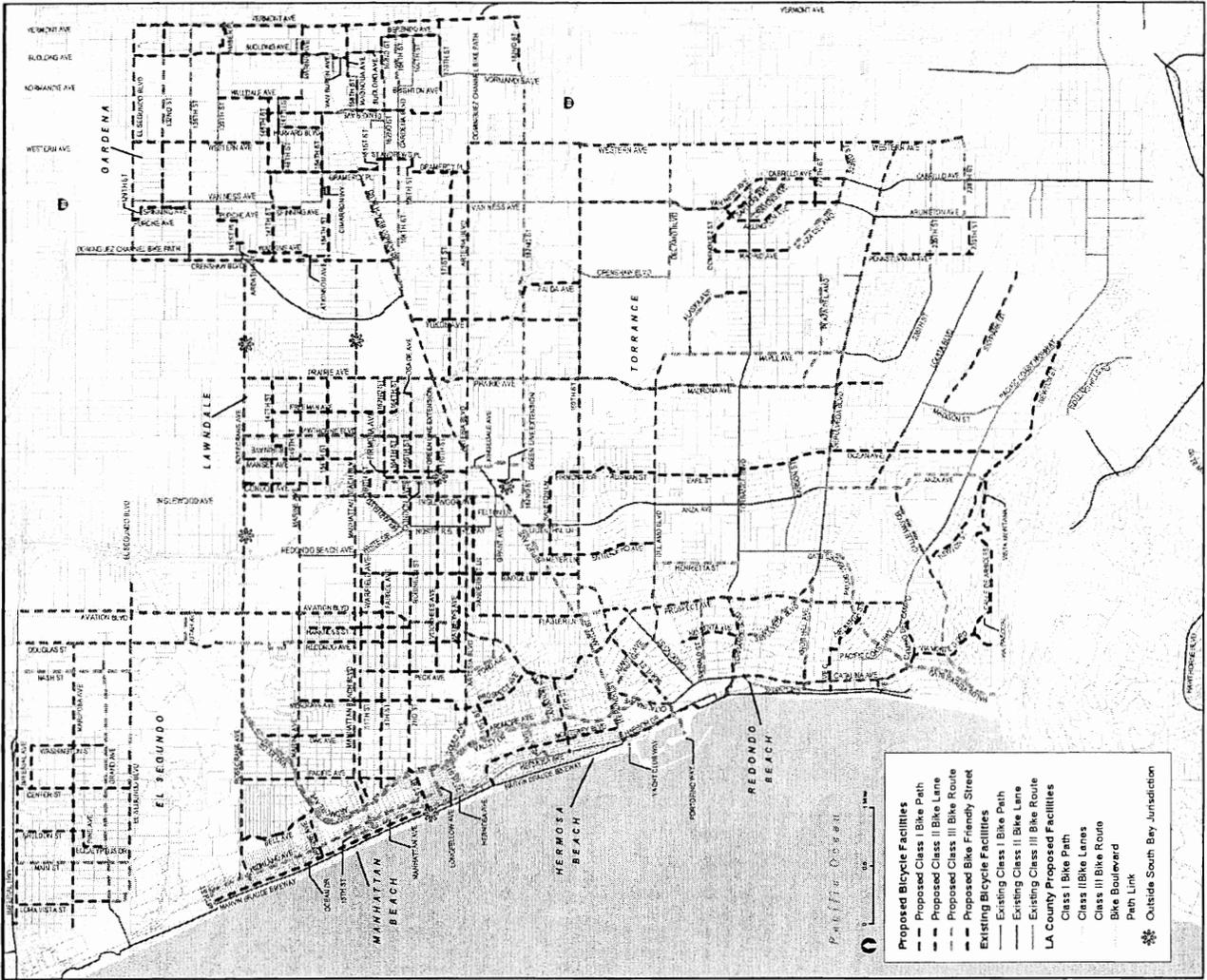
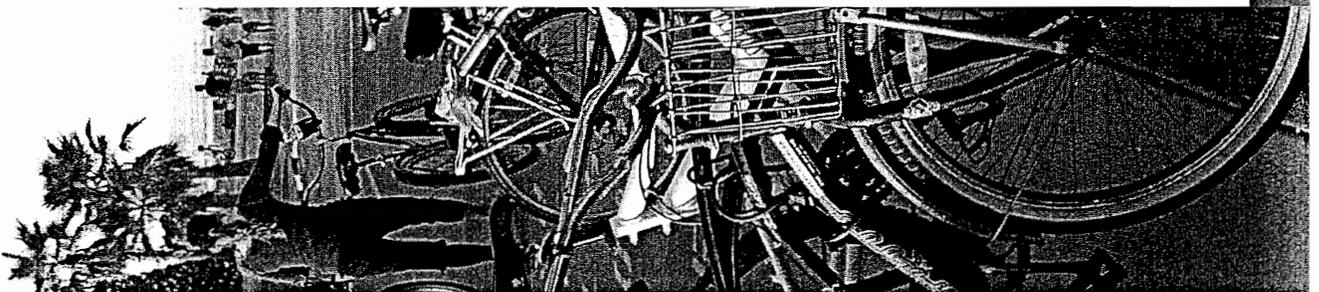
- Federal
 - Highway Safety Improvement Program
 - Community Transformation Grant
- State
 - Bicycle Transportation Account
 - Safe Routes to School
- Regional
 - Metro Call for Projects
 - Measure R, Proposition A/C
- Other
 - Bikes Belong
 - Public/private partnerships



Existing Network



Proposed Network



Proposed Network

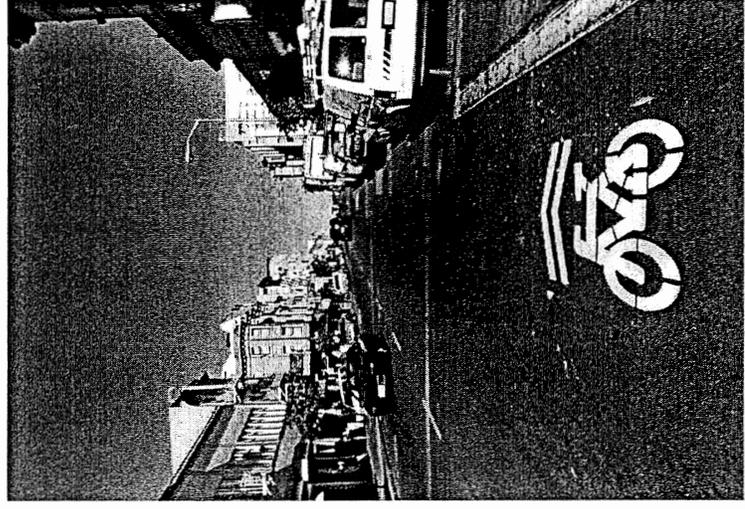
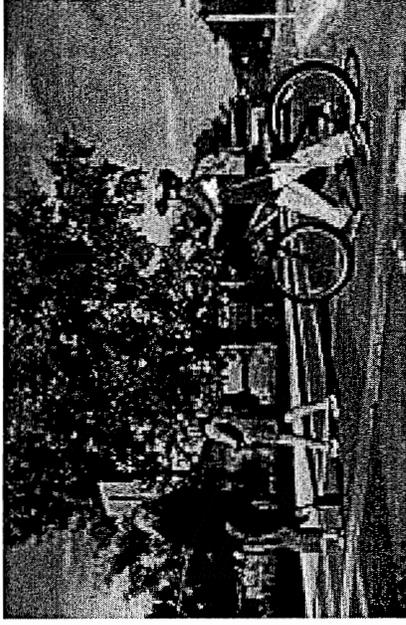
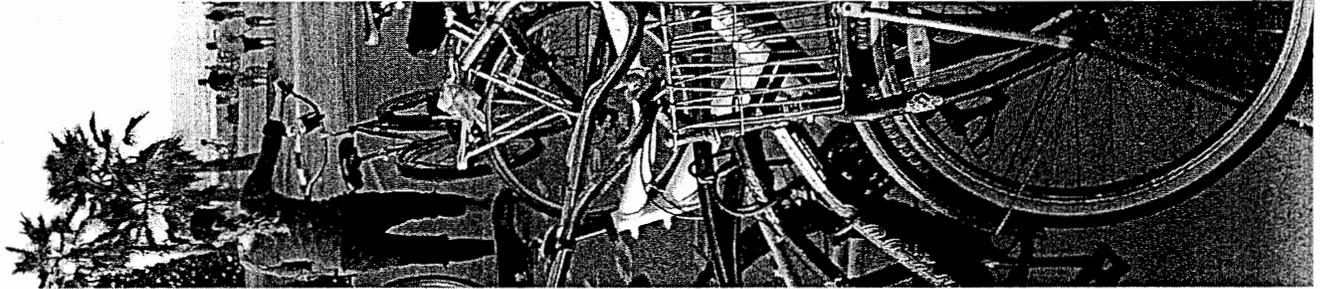


City	Existing Mileage	Proposed Mileage	Roadway Mileage	20 Year Implementation Cost*
El Segundo	5.8	21.3	84.8	\$1,589,000
Gardena	15.7	31.3	114.7	\$1,170,000
Hermosa Beach	5.1	9.4	44.3	\$269,000
Lawndale	0.0	19.7	44.1	\$1,008,000
Manhattan Beach	3.2	31.0	105.3	\$1,153,000
Redondo Beach	14.1	38.1	128.0	\$1,895,000
Torrance	29.3	63.0	355.4	\$2,449,000
TOTAL	73.2	213.8	876.6	\$9,533,000

*Cost based on 2011 dollars

Plan Benefits

- More money for the City
- Increased property values and business revenues
- Healthier community
- More bikes on the road
- Safer roads



TRANSPORTATION COMMITTEE MEETING NOTES TUESDAY, AUGUST 9, 2011

COMMITTEE MEMBERS: Councilwoman Susan Rhilinger, Chair
Councilman Tom Brewer, Member
Councilman Cliff Numark, Member

CITY STAFF: Mary Giordano, Assistant City Manager
Ted Semaan, Engineering Manager
Jill Crump, Planning Associate
Christopher Kozak, Police Sergeant
Fran Fulton, Economic Development Manager
Aram Chaparyan, Assistant to the City Manager

CALL MEETING TO ORDER

The City Council Transportation Committee convened in a regular meeting on Tuesday, August 9th, 2011 at 4:30 p.m. in the West Annex Commission Meeting Room.

SOUTH BAY BICYCLE MASTER PLAN

Discussion by Committee Members

Jill Crump from the Community Development Department provided an overview of the South Bay Bike Master Plan. Chair Rhilinger allowed 10 minutes per Committee member to address their concerns. Councilman Numark elected to wait until after public comments to share his views and concerns.

Councilman Brewer stated the City currently has 30 miles of bike lane and that the goal of the Bike Master Plan is to have 80 miles of bike lanes. He inquired regarding the time frame and the cost of the Bike Master Plan. Jill Crump clarified that the plan is a 20 year plan and currently unfunded. Ms. Crump stated that the goal is to make City of Torrance competitive for future grant funding. Jill also stated that if the City is granted an award, it will be expected to make in-kind contributions in either staff time or financially. Councilman Brewer stated that he was concerned about making any financial commitments, however he stated that he likes the overall plan, such as providing coverage of 20% of the City with bicycle access.

Councilwoman Rhilinger stated that she liked the report, the fact that it provides lots of information, however, she was also concerned with budget implications on the City.

Councilwoman Rhilinger shared the following concerns:

- List of sources of grant funding.
- Given current state and federal financial constraints, she was concerned if grants can actually be achieved.
- The Del Amo Boulevard extension was shared as an example of a current project that will prohibit bike and pedestrian traffic once complete.
- What is a bicycle detection system? What is it? How much does it cost per intersection?
- City Bicycle Transportation Fund? Not sure if City is selling bikes. Has not seen any advertisements on this lately.
- Current usage of Prop A and C for use for biking.

- Concerned with competition between bikes, transit, and roads for limited funding sources and grants.
- Bike coordinator: how to pay; grant or cities? Support concept but concerned with funding
- Measure R set aside for bikeways. Current 10-year plan does not include bikeways.
- Pot holes, off-ramp to freeway, difficult to set aside money for bikes.
- How can we include the bike community in education/group bike ride. City can help promote existing events to increase bike ridership and current road utilization.

Councilwoman Rhilinger stated that the Bike Master Plan is asking for too much and is too expensive. Her suggested proposition was to fix existing signage in the City, as well as paint additional directional signs to show existing bike paths in the City. She also shared her support for re-surfacing the existing bikeways. The Councilwoman also suggested exploring the possibility of using wide sidewalks in City for bike paths. She also asked what is the width of a traffic lane? According to Ted Semaan from the Public Works Department, a traffic lane is 12 feet wide. Ted also added that creation of lanes for bikes or modifications to sidewalks may impact vehicle lanes, i.e., reducing the number of traffic lanes. Councilwoman Rhilinger also suggested share of low electric use vehicles and bikes, instead of having individual dedicated lanes. Once again, the Councilwoman was concerned with the financing of the Bike Master Plan. She identified many positive attributes in the plan, but wants to see strong language in document stating that there is no City financial commitment.

Councilman Brewer inquired if there are any improvements in the Bike Master Plan that address existing roads to improve roads/access for bike riders, i.e., a long-range plan over twenty years. Ted Semaan stated that there are current options that can be utilized from plan. Councilman Brewer also requested clarification on bike routes versus bike lanes. He also inquired on the concept of a sharrow. He stated that these improvements can be easy for the City to implement immediately and also pursue a long range bike path plan over 20 years. Mr. Semaan stated that City staffs goal is to improve shared road, however, he cited that physical space concern may prohibit bike lanes, i.e., Crenshaw Boulevard. He stated that the objective of plan is to show regional connectivity. Councilman Brewer stated that the plan is very ambitious, but if we can implement sooner, the better. Councilwoman Rhilinger suggested using the education process as part of TUSD existing curriculum and outreach efforts. Police Sergeant Christopher Kozak stated that the Torrance Police Department does not teach bike safety at schools at this time but reminded the Committee that TPD does conduct bicycle rodeos at Torrance Schools.

Presentation by Marissa Christiansen

Marissa Christiansen from the South Bay Bicycle Coalition provided an updated map of Torrance bike routes. She stated that the map was amended based on staff comment to add 218 miles of new bikeway. Common theme is funding throughout the regional cities. Ms. Christiansen stated that all policy language contained the Bike Master Plan stated that City should consider. Ms. Christiansen stated that there are seven South Bay Cities with very different jurisdictions that are covered by the South Bay Bike Master Plan. She stated that the plan provides enough options for all cities to move forward. In regards to Councilwoman Rhilinger's concerns regarding grant funding sources, Ms. Christiansen concurred, however she reiterated that the Bike Master Plan is an aspiration document and that Councils should consider it as a 20 year plan and ultimately will accomplish the goals and objectives as set forth.

Response to Council Questions

Councilwoman Rhilinger asked if there are any penalties for non-adherence. Ms. Christiansen responded by stating that bike plans are amended as needed, and that they are not an

engineering or budget document. Councilman Numark added that in order to be eligible for multi-jurisdictional plan, you have to have an adopted bike plan with specific requirements, i.e., Caltrans bike funding. Having a multi-jurisdictional bike plan will make bike funding much more attractive.

Councilman Numark asked if the bike coordinator position can help? Ms. Christiansen responded by stating that , a full-time mobility coordinator can help, however there is nothing in the plan that dictates impacted cities to hire someone. Ms. Christiansen stated that the Del Amo Boulevard section was removed from the plan. She also explained that a bicycle detection system can be installed on an existing signal or in the ground, and that each unit costs \$5,000. She also added that there are available engineering treatments that can be determined on a case-by-case basis. Ms. Christiansen also shared that the plan is broad in scope and individual improvements may require CEQA hearings and that a 20-year plan makes it more broad.

Councilwoman Rhilinger added that she does not want a restrictive policy that will cost City money, but she wants prioritization of projects. Ms. Christiansen stated that the plans attempt is to provide a menu of options for cities. Councilwoman Rhilinger stated that the City's bike transportation fund is a potential funding source, as well as Prop. A and C funds that are automatically available for City. Ms. Christiansen stated that it would be helpful to know from the Transportation Committee what the committee's expectations are. How did Committee expect South Bay Coalition to move forward? She shared that her goal is to move forward in a proactive way before missing important deadlines and jeopardizing funding? Councilwoman Rhilinger shared concerns such as Harbor Drive concerns, impact to Torrance residents, especially in instances when a bike path ends in one city and then provides detours in another city. Ms. Christiansen stated that Harbor Drive is only 6/10th of a mile, and has existing bike paths. Councilman Brewer added that as far as input from Committee, the current Master Bike Plan as proposed will serve his needs as a bike rider. The Councilman did state that he wants to make current lanes made safer. Supports current document since it meets his needs.

Public Comments

Mr. Joel Galliani spoke on behalf of the South Bay Bicycle Coalition and as a member of the grass roots organization. He is a Torrance resident and a community member from the South Bay. He added that the initial LA County Grant was awarded to fight child obesity. He stated that most children go to schools in cars and that bike paths are designed to help students get to school. He added that additional bike lanes will help reduce congestion. He encouraged the Committee members to look at bigger picture, not just plan for worst case scenario. He stated that the current proposed Bike Master Plan is a very standard bike plan and cited other cities such as Long Beach where the City has adopted a Bike plan.

Mr. Danny Hylands is a member of a South Bay Bike Club and a volunteer with the Torrance Police Department. He shared that his club works with the TPD at bike rodeos and to provide bike education to students. His group also works with the local PTAs. Mr. Hylands was supportive of the Bike Master Plan.

Mr. Julian Katz spoke as a member of the Hermosa Beach PW Commission and a member of the South Bay Bicycle Coalition. He stated that the bike master plan no way has the authority to supersede the authority of any City Council. Plan is more like a gift that will help City obtain grant funding. Opportunity for City to obtain additional funding and not to tie the City hands. Mr. Katz added that bike projects will be subject to existing Public Works and Community Development reviews and regulations.

Mr. Dean Francois stated that he is with the friends of South Bay Bike paths. He stated that he fully supports the bike master plan, however opposes the Harbor Drive path in Redondo Beach. He added that Harbor Drive currently has three signalized intersections and that creates major concerns. One additional resident, who did not state her name, shared her opposition to the Harbor Drive portion of the plan.

Closing Comments

Councilman Numark stated that he is a member of the Bicycle Blue Ribbon Committee and provided feedback and made contributions as part of the public process. He stated that ALTA and Ms. Christiansen have put lots of work on developing an extensive document. He stated that there are more tactical issues such as traffic congestion. Councilman Numark said that the Bike Master Plan is a very exciting development because it looks at different ways to get people to move around and reduce congestion. He stated the following factors and observations:

- Issues related to public health.
- Gets cars off the road.
- Ultimate guideline and aspirational document.
- Explained that the City is not bound?
- Policy document actions. Nothing that will require hard cash of City.
- Wants to make bike plan a priority of how City develops future traffic projects.
- Most interesting is the public input and connectivity. Many have lists of Engineering issues that can be addressed.
- The Bike Master Plan provides guidance and allows City to make priority and ownership in a way that meets our needs.

Councilwoman Rhilinger stated that she would like to see a final draft of the Bike Master Plan before City Council. Ted Semaan stated that the final draft will be shared with the Traffic Commission in September and that staff can bring back an item to the Transportation Committee prior to the City Council.

Councilman Brewer requested that staff help identify routes that will help with planning in the future. He added that its important to adopt the Bike Master Plan. Not necessary to set as priority but City can check individual street improvement projects against the plan.

Councilman Numark thanked everyone for attending, including the public, City staff, and Marissa Christiansen.

Councilwoman Rhilinger thanked everyone for attending the Transportation Committee meeting.

ORALS

None

ADJOURNMENT

At 5:40 p.m. the meeting was adjourned.

August 1, 2011

**MINUTES OF A REGULAR MEETING OF
THE TORRANCE TRAFFIC COMMISSION**

1. CALL TO ORDER

The Torrance Traffic Commission convened in a regular meeting at 7:02 p.m. on Monday, August 1, 2011 in the West Annex meeting room at Torrance City Hall.

2. SALUTE TO THE FLAG

The Pledge of Allegiance was led by Commissioner Galvin.

3. ROLL CALL

Present: Commissioners Galvin, Green, Sargent,
Tsao, Walter, and Chairperson Rudolph.

Absent: Commissioner Siani (excused).

Also Present: Engineering Manager Semaan,
Planning Associate Crump,
Assistant to City Manager Fulton, and
Torrance Police Lieutenant D'Anjou.

4. AFFIDAVIT OF POSTING

MOTION: Commissioner Galvin moved to accept and file the report of the City Clerk on the posting of the agenda for this meeting. Commissioner Sargent seconded the motion and a voice vote reflected unanimous approval.

5 APPROVAL OF MINUTES: JUNE 6, 2011

Commissioner Sargent requested that Item 8e, page 3, be reworded as follows:

Commissioner Sargent asked staff to provide a schedule for all six Work Plan goals consistent with the time frame given to the Traffic Commission by City Council.

MOTION: Commissioner Galvin moved for the approval of the June 6, 2011 Traffic Commission meeting minutes as amended. Commissioner Green seconded the motion; a voice vote reflected unanimous approval (absent Commissioner Siani).

6. ORAL COMMUNICATIONS #1

None.

7. ITEMS UNDER CONSIDERATION

Chairperson Rudolph explained the policies and procedures of the Traffic Commission, including the right to appeal decisions to City Council.

7a. COMMENTS ON DRAFT SOUTH BAY BICYCLE MASTER PLAN

Engineering Manager Semaan introduced the item and distributed supplemental correspondence and Commissioners' comments received after agenda packets were prepared.

Planning Associate Crump expressed appreciation to Commissioners, Lieutenant D'Anjou, and Assistant to City Manager Fulton for providing comments on the draft South Bay Bicycle Master Plan that became available on-line June 13, 2011 for public review. She requested that Commissioners provide any additional feedback to the most recent draft Master Plan before it is forwarded to City Council's Transportation sub-committee on August 9, 2011 for consideration.

Marissa Christiansen, South Bay Initiative Director, Los Angeles County Bicycle Coalition, provided a power point presentation on the South Bay Bicycle Master Plan in the material of record. She presented information on grant partners, the grant goal, and the Master Plan goal to provide a framework and present strategies and tools for an expanded and improved bike network that seven South Bay cities can move forward with. She discussed benefits of a bike plan that include eligibility for grant funding that the City is not currently receiving, decreased bicycle collisions, increased bike ridership, and improved road safety. She noted that implementing and maintaining bike facilities is cost effective compared to vehicular transportation infrastructure.

She reviewed the timeline, noting that the draft Master Plan has been revised three times based on public and staff comments. She stated that the public comment period closed July 13, 2011 and that the seven City Councils would be considering adoption this fall. She presented a chart showing existing and proposed bike mileage in each of the cities, noting that the Master Plan proposes increasing the current 29.7 miles in Torrance to approximately 65 miles. She provided photographs of existing dangerous bicycling behaviors in the City and noted that these behaviors start to dissipate when bicycle plans are adopted and implemented.

Ms. Christiansen presented maps of the current and proposed bike network that focuses on closing existing gaps and providing interconnectivity. She noted that proposed bike facilities on Hawthorne Boulevard, Crenshaw Boulevard, and Del Amo Boulevard were removed based on staff's recommendation. She briefly reviewed the three main Goals and their Objectives and concluded her presentation with photographs and renderings of what has been done in neighboring cities and what is possible.

Responding to Commissioner Galvin's inquiry, Engineering Manager Semaan advised that Torrance Municipal Code allows cyclists and pedestrians to share wide sidewalks but noted that there are safety concerns and it would not be possible to make them Class 1 bike paths. He added that it is physically viable to cut curbs and widen streets to create bike lanes and explained under what conditions this could be accomplished that would be more cost effective.

Commissioner Sargent stated that he was pleased with the interconnectivity in the latest proposed bike network and received clarification from Ms. Christiansen that the directive language in the policies has been softened.

In response to Chairperson Rudolph's inquiry, she explained that the revised policies allow each city to move forward with implementation in a way that makes sense

to them, pointing out that there would need to be a public hearing before implementing any bike facilities.

Chairperson Rudolph's inquired about cost analysis and Ms. Christiansen responded that cost estimates are \$12 million over a 20-year implementation plan. She explained that cities prefer this long timeline, mainly to allow them time to apply for grant funding.

Engineering Manager Semaan noted that implementation of the Master Plan would be a complementary improvement to the capital budget that includes many roadway improvement projects.

When Chairperson Rudolph expressed concern about language that requires Municipal Code amendments, Ms. Christiansen stated that words such as "consider" and "as feasible and appropriate" have been included to make the policies workable in Torrance but also acceptable to all the cities involved.

At 7:55 p.m., Chairperson Rudolph welcomed comments from audience members.

Joe Galliani, Calle Miramar, board member of the South Bay Bicycle Coalition, voiced support for the Master Plan to encourage increased bike ridership as well as to decrease obesity, air pollution, and greenhouse gas emissions. He stated that sharing roads with bicyclists is the law and that the education outreach component in the Master Plan would help motorists and bicyclists learn the laws. He encouraged Commissioners to recommend adoption of the Master Plan with enthusiasm.

Julian Katz, Hermosa Beach, board member of the South Bay Bicycle Coalition, expressed his support for the Master Plan. He reminded Commissioners about grant opportunities and noted that cities have complete authority over what they implement.

Don Clouch, West 238th Street, expressed concern that taxpayers would be paying for enhancements for a limited number of people and suggested that bicyclists pay for them through license or registration fees.

Dan Hyland, Lee Street, board member of the South Bay Bicycle Coalition, stated that the Master Plan is a win-win for the City and stressed the importance of educating youth to make bike riding safer for everyone.

Lieutenant D'Anjou addressed Commissioner Tsao's concerns about safety provisions in the Master Plan. He explained that the data that was used is outdated, inherently incorrect, and does not accurately report everything that would necessitate what is safe and unsafe. He stated that it is hard to say if safety would be improved with implementation of the Master Plan without documenting much more information. He noted that the Police Department has given all comments pertaining to law enforcement to staff.

Planning Associate Crump pointed out the education component of the Master Plan that would help both bicyclists and motorists learn the rules of the road.

Ms. Christiansen noted that cities that have bike plans see huge reductions in their bicycle collisions and fatalities. She added that more bicyclists on the road create more awareness and safer, more predictable cycling behavior.

In response to Chairperson Rudolph's inquiries, she stated that the Master Plan recommends designating a staff member to oversee implementation but that there may be a regional coordination effort through the South Bay Cities COG. She advised that bicycle plans are primarily implemented through grant funding but that it is up to each individual city to apply for these grants.

Responding to Commissioner Walter's inquiry, Ms. Christiansen discussed possible educational outreach that might include school curriculum, bike rodeos, and public service announcements.

Engineering Manager Semaan advised that the Commission could either review the final Master Plan at its October meeting before it is forwarded to City Council or it could hold a special meeting in September as the Commission normally goes dark in September. Following a brief discussion, it was decided to adjourn the meeting to September 6, 2011.

The Commission was in recess from 8:35 to 8:42 p.m.

7b. REVIEW OF STOP SIGNS INSTALLED DURING PAST 12-MONTHS

Engineering Manager Semaan distributed supplemental correspondence and recommended that the Commission review the staff report and concur with staff's determination to maintain recently installed stop signs at the intersections of Cabrillo Avenue and Lincoln Avenue and at Border Avenue and Portola Avenue. He provided background regarding City Council's direction at its June 21, 2011 meeting and the notification procedure that was conducted. He advised that these two intersections are the only intersections at which stop signs have been installed within the past 12 months that did not come to the Traffic Commission.

Commissioner Sargent stated that he visited these intersections and that he is in agreement with stop signs installed at Cabrillo Avenue and Lincoln Avenue; however, he did not understand the necessity of having three stop signs at the intersection of Border Avenue and Portola Avenue.

Engineering Manager Semaan explained that southbound Border Avenue was confusing to drivers and the stop signs provide positive right-of-way.

Commissioner Walter recalled when Border Avenue went through to Van Ness Avenue and why a median was installed.

In response to Commissioner Tsao's inquiry, Engineering Manager Semaan stated that the City's Traffic Engineer has the authority to make the determination and to review the installation of stop signs. He explained how complaints and concerns are addressed, the review and notification process, and when the Traffic Commission becomes involved.

**TORRANCE CITY COUNCIL
COUNCIL TRANSPORTATION COMMITTEE**

AGENDA

DATE: August 9, 2011

TIME: 4:30 p.m.

PLACE: West Annex Commission Room
3031 Torrance Boulevard, Torrance

COMMITTEE MEMBERS: Councilwoman Susan Rhilinger, Chair
Councilman Tom Brewer, Member
Councilman Cliff Numark, Member

STAFF: Mary Giordano, Assistant City Manager
Aram Chaparyan, Assistant to the City Manager
Jill Crump, Transportation Planning Associate
Christopher Kozak, Police Sergeant
Fran Fulton, Economic Development Manager

-
- I. Welcome and Introductions *Chair Rhilinger*
 - II. South Bay Bicycle Master Plan* *Jill Crump
Planning Associate*
 - III. Committee Member Comments/Concerns (10 minutes each)
 - IV. Presentation by South Bay Bicycle Coalition (10 minutes)
 - V. Public Comments
 - VI. Closing/Adjournment *Chair Rhilinger*

*** Note:** The draft plan is available on-line at <http://www.southbaybicyclecoalition.org/south-bay-bicycle-master-plan-review-copy/>, and has many chapters and maps. We'd like to draw your attention to Chapter 2, Policies; Chapter 9, Torrance, and specifically page 227, proposed Map; Chapter 10, Programs; Chapter 11, Signage Plan; Chapter 12, Funding; and the Appendices. Please be ready to submit your written comments and feedback at the Aug 9th Transportation Committee meeting. If your comments and feedback are ready before, feel free to submit them to Ted Semaan at TSemaan@TorranceCA.Gov with a cc to Jill Crump at JCrump@TorranceCA.Gov. Let us know if you are not able to access the draft on line, or need a paper copy placed in the mail to you.

CITY OF TORRANCE

INTEROFFICE COMMUNICATION

DATE: August 5, 2011

TO: Transportation Committee
Via: Jeffery W. Gibson, Community Development Director
FROM: Jill Crump, Planning Associate
SUBJECT: Review of the South Bay Bicycle Master Plan



In September 2010, the City of Torrance adopted a Resolution to support the joint efforts of the Los Angeles County Bicycle Coalition (LACBC) and their local affiliate, the South Bay Bicycle Coalition (SBBC), to create a multi-jurisdictional Bicycle Master Plan with grant funds awarded to them by the Los Angeles County Department of Health.

The seven cities that are participating in the project called the "South Bay Bicycle Master Plan" include Torrance, Gardena, Redondo Beach, Hermosa Beach, Manhattan Beach, El Segundo, and Lawndale. Each city designated a staff representative(s) to support the efforts of the coalition and to attend round-table meetings with other city staff representatives. Further, each city appointed a City Council representative to serve on a Blue Ribbon Committee, which is an elected-official advisory committee. The Councilmember representing the City of Torrance is Councilman Cliff Numark.

The South Bay Bicycle Master Plan Initiative Director, Ms. Marissa Christensen, and the consulting team, Alta Planning and Design, began the process for creating the draft bicycle plan began in early Fall 2010. The consultant team began collecting data, creating maps, engaging the public and city staff, and writing programs and policies, to name a few tasks. To allow the opportunity for public input with this process, the Consultants, along with staff from each city, hosted two public meetings in each city. The City of Torrance hosted their first public meeting on January 24th, 2011 and the second meeting was on June 27th, 2011 at the Katy Geissert Library Meeting Room. The first meeting was an introduction to the project and a variety of boards with bikeway ideas and information were displayed. The June 27th meeting was an opportunity for the public to comment on the draft Bicycle Plan that was posted on-line June 13th. Approximately 50 attendees at each meeting offered their support, expressed concerns, provided comments, and offered their input on proposed bikeways maps.

The written draft of the Bicycle Plan became available on-line for public review on June 13, 2011, and included a 30-day public comment period ending July 13, 2011. The City's Traffic Team, which is comprised of staff from various City departments, reviewed and commented on the Plan July 13th. The City's Traffic Commission was first introduced to the project on March 7th and most recently had another opportunity to provide their comments and input at their August 1, 2011 meeting. They have requested to review the Final Draft of the Bicycle Plan at their September 6, 2011 meeting.

The draft Bicycle Master Plan is organized by chapters. Most of the chapters contain information that applies to all seven participating cities. However, each city has a chapter dedicated to their

city-specific information. One of the goals for the creation of this Bicycle Master Plan is to meet the requirements set forth by Caltrans to pursue bicycle grant funds. The adoption of this Plan could be a valuable tool in Torrance becoming eligible to apply for bikeway funding grants.

Chapter 1 is a comprehensive introductory chapter that includes their purpose of the Bicycle Master Plan, types of bike facilities, benefits of bicycling, and the public participation opportunities. Chapter 2 is the Policies chapter that contains goals, objectives, and policies that would apply to all of the participating cities. Staff has provided comments and suggestions to tailor policies that could maximize the implementation and execution of the proposed plan, yet maintain the flexibility for each City to retain their local control. Chapters 3 thru 8 contain the specific chapters relating to the other six cities participating in this Plan.

Chapter 9 begins the information for the City of Torrance. There are various sub-sections within this Chapter. They include information on bicycle trip generators, bicycle commuter estimates, prioritization, education, and enforcement strategies. Notably, there is a recommended bikeway facilities map. This map was created to establish a framework for linking future bikeway facilities between Torrance and other South Bay Cities.

Chapter 10 discusses Recommended Programs and is the outreach and education chapter. It contains a toolbox of ideas for Cities to consider incorporating into their communities to encourage cycling, that range from bicycle education, public awareness and marketing of bicycle laws, enforcement programs, encouragement programs, special events, and how to monitor and evaluate bicycling in our communities.

Chapter 11 discusses a regional Wayfinding and Signage Plan for the participating cities. The Bike Master Plan has incorporated a new "logo" that is proposed to be placed on all posted bikeway signs and related facilities. The logo on the signs is intended to provide a unique identity to the bikeway signs within the South Bay Bicycle Master Plan network, and proposed additional signage ideas would direct bicyclists to major activity centers or points of interest.

Chapter 12 is dedicated exclusively to providing a spreadsheet of a variety of funding sources. Cities may pursue grants to implement bikeway projects and bicycle amenities. Grant funds are generally competitive and may require a local match. Depending on the source, grant funds could be applied for a variety of bicycle amenities, like design, construction, signage, bike racks or educational materials.

The last section is the Appendices. Generally, this provides support material for the Plan that includes maps, tables, criteria, and survey data results. Specifically, the coalition members volunteered to conduct bicycle counts in each city. With staff's suggestion of locations in Torrance, bicycle counts were conducted at three locations, 190th and Anza; Palos Verdes Blvd and Catalina Avenue; and Sepulveda and Crenshaw.

Staff is seeking comments and feedback from the Committee and staff is available to assist in answering any questions.

Attachments: A) Material submitted by Marissa Christiansen: Latest Policy Language and Comment Tracking Table
B) Public Comments
C) Materials from the Traffic Commission Meeting of August 1, 2011

CITY OF TORRANCE

INTEROFFICE COMMUNICATION

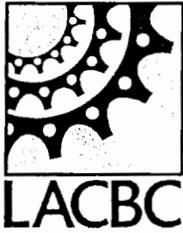
DATE: August 9, 2011

TO: Transportation Committee

FROM: Aram Chaparyan, Assistant to the City Manager

SUBJECT: Additional Public Comments regarding the South Bay Bicycle Master Plan

Attached are additional public comments received since posting of the materials on Friday, August 5, 2011.



Los Angeles County Bicycle Coalition
 634 S. Spring St. Suite 821
 Los Angeles, CA 90014
 Phone 213.629.2142
 Facsimile 213.629.2259
 www.la-bike.org

August 8, 2011

Dear Transportation Committee Members,

I am writing on behalf of Los Angeles County Bicycle Coalition (LACBC) to express our hopes of your support of the seven-city South Bay Bicycle Master Plan. As you know, we partnered with the South Bay Bicycle Coalition to win a grant from the L.A. County Department of Public Health over a year ago. The result has been a consortium of seven South Bay cities moving forward in unison towards the common goal of increased bikeability. We applaud the leadership shown by your city in joining six others in creating the first-even multi-jurisdictional bike plan.

We write to you at a crucial time in the plan. We are drawing near the conclusion of our grant time line. As such, in order to reach the goals of our initiative, and for the City to reap the benefits of eligibility for increased funding, we urge you to support the timely approval of plan.

The process by which we've engaged the seven different cities and the community has been largely focused on collaboration and consensus-building. At this point, the document you have reviewed represents the result of three different rounds of revisions, two rounds of public workshops and has been thoroughly vetted and reviewed by staff and several elected officials across all seven cities.

With so many different stakeholders involved in this process, we recognize the flexibility that all initiative partners have shown and are proud to have come to such a dynamic and universal agreement. Our approach with the language in the plan has been one of compromise, with the primary goal being to get all seven cities to adopt this document. We are confident the plan demonstrates progressive, yet reasonable goals framed in such a way that all of our vastly different partnering cities can support and implement.

As you weigh your recommendations for this plan, please consider the numerous benefits that Torrance will reap from its adoption and implementation, which have been demonstrated time and again by cities all over the world who have engaged in similar endeavors:

- Immediate eligibility for funding;
- Increased bike ridership resulting in less congestion, better air quality and a healthier community;
- Decreased bicycle collisions;
- Increased road safety for all users;
- Increased property values and,
- Recognition as a regional leader in livability.

We thank you for your participation and consideration and look forward to a more bike-friendly Torrance.

Regards,

Jennifer Klausner
 Executive Director

Chaparyan, Aram

From: Semaan, Ted
Sent: Monday, August 08, 2011 12:10 PM
To: Chaparyan, Aram; Crump, Jill; Lodan, Gregg
Subject: FW: South Bay Bicycle Master Plan
FYI

Sent from my Windows® phone.

From: Bob Young <youngstah@gmail.com>
Sent: Monday, August 08, 2011 9:44 AM
To: Semaan, Ted <TSEMAAN@TorranceCA.gov>
Subject: South Bay Bicycle Master Plan

Dear Mr. Semaan,

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 Torrance 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!

I am new to Torrance and look forward to be able to travel about safely on a bike and not always have to be in a car. I have already started commuting to work on a bike and have spent many hours seeing the area on a bike.

--
Bob Young
Emerald Ave.
Torrance, CA

Chaparyan, Aram

From: Rhilinger, Susan
Sent: Thursday, August 04, 2011 4:48 PM
To: Chaparyan, Aram
Subject: FW: For Your Review: Latest Policy Language and Comment Tracking Table
Attachments: Torrance Comments - Staff and Commission - 08 03 11.xlsx; Policy Section 08 04 11.pdf

FYI

From: Marissa Christiansen [mailto:marissa@la-bike.org]
Sent: Thursday, August 04, 2011 2:25 PM
To: Crump, Jill
Cc: Semaan, Ted; Rhilinger, Susan; Numark, Cliff; Brewer, Tom
Subject: For Your Review: Latest Policy Language and Comment Tracking Table

Hi Jill,

As I mentioned yesterday, I've put together a table that reflects comments from staff and the Traffic Commission. Since many of these comments were provided over the phone or during the Commission meeting, I've done my best to accurately reflect them. You'll notice the table includes a note on whether the requested change was made, an explanation as to why it can't be made if it wasn't or an answer to the comments that were posed as questions. I've also noted if there were any similarities between our proposed policy and the City's existing policy. As you can see, approximately half of the comments have been addressed as requested, the other comments were provided explanations.

I'm also attaching the latest policy language. This is the language that will be included in the final draft.

Finally, I would like you to include this email in the agenda packet for Tuesday's meeting. I really would like to highlight the number of iterations this plan has now undergone (three) and that our process has prioritized collaboration with staff. As you know, we've met approximately five times with the staff round table group between October and June, many of which Torrance staff attended, and we've had numerous one-on-one meetings, emails and phone conversations in between. I simply want to be able to illustrate how we've gotten to the current draft of the plan, how far its come from the original draft and how many countless revisions have been made with the intention gaining simultaneous consensus across seven different cities.

I truly hope that both staff and the Committee will consider this collaborative process, the looming grant deadline (November) and the multi-jurisdictional consensus when weighing their comments and recommendations. Specifically, I'd like everyone to consider each comment and whether it is significant enough to warrant further revisions across all seven cities and possibly jeopardizing the grant deadline. I hope we can all continue to move forward together in this exciting one-of-a-kind process.

With that, I hope we might still explore the option of having the Transportation Committee taking action in making their Council recommendations at Tuesday's meeting, based on the information I have provided here.

Thanks and see you on Tuesday.

8/4/2011

Regards,
Marissa Christiansen
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Page #	Department	Comment	LACBC Notes/Explanation	Consistent with Previously Existing Policies?
1.1.2	Comm Dev	1.1.2 why NACTO, why not compliance with Caltrans? And include "with available funding"	Explanation: NACTO uses the most updated standards and offers solutions for built-out areas, which is one of Torrance's cited challenges. CalTrans is generally not accepted as an adequate standard for consideration of bicycles because they present lower minimum widths for bike lanes and higher minimum width for travel lanes. Other standards and guidelines such as NACTO and AASHTO provide tested and proven standards that allow further safety considerations for bicycles. "with available funding" was added.	
1.1.4	Comm Dev	1.1.4 include "on appropriate streets with staff review"	change made	
1.1.5, 1.1.9	Comm Dev	1.1.5 & 1.1.9 say the same thing	Change made - removed 1.1.9	
1.1.6	Comm Dev	1.1.6 this is unclear. Are you suggesting that trips generated from a new project could be off set by more people biking to their job at the site?	Explanation: Yes, that is what we are proposing. The language softening here should allow the City to use their judgement on a case-by-case basis. New Language: Consider mitigating vehicular trip generation from new development through bicycle trip off-setting by implementing the projects and programs proposed in this plan, as feasible and appropriate.	YES. Similar to policies CI.1.1 and CI.1.2 in the Circulation Element of the City's General Plan
1.2	Comm Dev	objective 1.2; "Complete Streets" ... It is referenced on page 37, but not completely?	The appendix will have AB 1358's language.	
1.2.1	Comm Dev	1.2.1 change to "evaluate" reallocation of roadway delete "needed"	change made	YES. Closely aligns with a policy from the City's 1975 bike plan.

1.2.2	Comm Dev	1.2.2 & 1.2.11; these comments are not a clear interpretation of the complete streets bill, maybe this section should discuss bikeway implementation with relationship to Cities other planning efforts like the updating of a city's general plan	Explanation: We do reference general plan updates in policy 1.1.5. The language in this policy was changed to be more clear, generally this policy is asking that the City adopt Complete Streets standards that will be applied to future Capital Improvements. This should not pose a conflict if the city is in fact complying with the Complete Streets Act.	
1.2.3	Commissioner Galvin	Policy 1.2.3 - This doesn't seem like it would go over well in any part of our City as you are either affecting business or residences.	Explanation: Other cities have recently adopted similar policies/ordinances. The language has been softened to ask the that the City <i>consider</i> this option.	YES. Closely aligns with policies from the City's 1975 bike plan.
1.2.3	Commissioner Rudolph (provided verbally from staff)	Policy 1.2.3 - concerns with "pursuing removal of on-street parking" because it may not be feasible everywhere	Explanation: "to the extent feasible" is included at the end of this policy. This allows each City to opportunity to explore the option and make their judgement based on findings. This type of action will likely also require additional public hearings, so the public would have a chance to weigh in prior to any parking removal as well.	redundant (see above)
1.2.5	Comm Dev	1.2.5; typo in "existing"	change made	
1.2.6	Comm Dev	1.2.5, 1.2.6. 1.2.11. 1.2.12 basically say the same thing.	Added language to clarify the difference between these.	YES. 1.2.6 in particular closely aligns with policies from the City's 1975 bike plan.
1.2.8	Comm Dev	1.2.8, change to "explore" using the sharrow marking..	change made	
1.2.9	Comm Dev	1.2.9 ; ok, but city has capital improvements plan	This comment is unclear. All cities have CIPs.	
1.2.10	Comm Dev	1.2.10; change to "explore funding opportunities and evaluate intersections to upgrade traffic signal.."	Added "explore opportunities..." to the beginning. Between that and "to the extent feasible" at the end, I think it's sufficiently softened.	

1.4.1	Comm Dev	1.4.1, 1.4.2, 1.4.3, could be combined and cleaned up to; "explore funding to support sheltered bike parking with uniform standards in public rights of way... where feasible"	Explanation: We kept it separate only because each standard is asking for something different: the establishment of parking standards, the installation of bike racks on public ROW near activity centers, and the provision of bicycle storage at city-owned facilities. We try not to combine policies into one large policy because the action items begin to become unclear that way.	YES. Closely aligns with policies from the City's 1975 bike plan.
1.4.3	Commissioner Siani (provided verbally from	Policy 1.4.3 - concerned with being required to provide sheltered bike parking	Explanation: "as feasible and appropriate" in reference to the sheltered parking.	
1.4.5	Comm Dev	1.4.5; vague, how "large" the building and how "major" the employer? Cities have to comply with MTA's TDM ordinance already.	Explanation: it's purposely vague because it seems when we get too prescriptive we start to get a lot of comments about being too dictatorial. The intention here is to have a policy where conditions of approval with bike considerations are explored for new developments in the city. It may be redundant to MTA's TDM, but if you're already meeting that, then meeting this policy shouldn't require any extra effort. Also, I saw a comment from staff that Torrance is not currently complying with MTA's TDM. Is that true? If so, it would seem this policy is especially important.	YES. Similar to policies CI.8.5 in the Circulation Element of the City's General Plan
1.4.5	Commissioner Rudolph (provided verbally from staff)	Policy 1.4.5 - requiring developers to provide clothing and showers may not be feasible in today's strained economic climate	Explanation: It may not be, which is exactly why the policy states "to the extent feasible." This may be part of a condition of approval for a new development, if the use and FTE of that development warrants it.	redundant (see above)
1.4.6	Comm Dev	1.4.6; slightly vague. This would require further evaluation; for torrance, parking requirements are not based on general land use like commercial, industrial, residential; but more specifically, restaurant, office, church, bank, etc.	Explanation: We don't elude to land uses, we simply say "required automobile parking spaces...where feasible and appropriate" the language is intended to be open enough so that each city can address it as they see fit. See City of LA's new Bike Parking Ordinance and §59-582(e) of Denver's Municipal Code for examples on how this is done.	
1.4.5	Rudolph (provided verbally from	Policy 1.4.6 - concerns with being required to amend Municipal Code	Explanation: This document does not require any amendments to the Municipal Code, but asks the cities to consider the option.	redundant (see above)

1.4.6	Commissioner Siani (provided verbally from Rudolph (provided verbally from	Policy 1.4.6 - Remove, concered with being required to amend Municipal Code	Redundant (see explanation above)	
1.4.7	Rudolph (provided verbally from	Policy 1.4.7 - concerns with being required to provide bike parking at events	Redundant (see explanation above)	
1.4.7	Comm Dev	1.4.7; put this in objective 3.1; bike advocacy groups to volunteer and assume liability/responsibility	Explanation: However you acquire this parking is up to you. The contract you have with a given group can of course stipulate liability. I'm not sure that language is appropriate for the policy, especially since "volunteer" bike parking might not always be available. It's hard for this document to dictate the services that a private entity might provide, but there are plenty of temporary and easily accessible bicycle parking solutions out there.	
2.1.1	Comm Dev	2.1.1. include partnering with AAA, and include multi-lingual publications here, so as to delete 2.1.2	Explanation: instead of naming "AAA" we added "other such organizations..." Again, trying to avoid being prescriptive or exclusive here, especially since historically AAA has politically been anti-bike and car-focused.	YES. Similar to policies Cl.8.6 and 8.7 in the Circulation Element of the City's General Plan
2.1.1-2.1.3	Commissioner Siani (provided verbally from staff)	Policy 2.1.1-2.1.3 concerns that PD may not be able to accommodate	Explanation: These policies have been vetted with Torrance PD and the PDs in the other cities, all are OK with the current language.	YES. Similar to policies Cl.8.6 and 8.7 in the Circulation Element of the City's General Plan
2.1.4	Comm Dev	2.1.4 change provide to "support"	change made	
2.1.5	Comm Dev	2.1.5. add, via City's website, local newspaper publications, etc	change made	
2.1.6	Comm Dev	2.1.6; This can be done in the best way for the PD. (eg at staff meetings, briefings or by FTO's in the field)	Explanation: I don't think we're trying to prescribe exactly how this can or should be done, so the City is welcome to accomplish this in the most efficient way possible.	
2.2.1	Comm Dev	obj 2.2.1 see danjou's comments	Explanation: D'Anjou's comments referred to an out-dated draft from March in which the policy language was vastly different. He has reviewed this draft and said he doesn't see any issue with any of the current language.	

2.3	Commissioner Siani (provided verbally from staff)	Objective 2.3 - concerns about policies that suggest bikeway maintenance be prioritized	<p>Explanation: These policies simply suggest the cities coordinate maintenance and implementation of bikeways with the city's street resurfacing schedules. This is a cost-effective approach. The policies don't mean to imply that bicycle facilities should have their own separate maintenance schedule. The intent is to provide further consideration to bicycle facilities for cities that may not currently be maintaining their bikeways.</p>
2.3.2	Comm Dev	2.3.2 city has a capital improvements plan	<p>Explanation: Yes, all cities have a capital improvements plan, these policies specifically refer to how bicycles can have greater consideration in that plan because historically they have been de-prioritized as illustrated by the general lack on implementation in Torrance.</p>
2.3.4	Comm Dev	2.3.4; what is a "maintenance reporting program"; anyone can just call Public Works today with concerns.	<p>Explanation: The City's existing system may indeed meet the intention of this policy. If so, Torrance doesn't have to do anything further to address it. The only additional step might be to post something framed around bike safety and that public works number to call on your website. Again, the idea was to keep this open so that cities can determine how they can best address this. Hopefully it's open enough that we don't need to remove or further revise it for the other cities who are on board.</p>
3.1	Comm Dev	objective 3.1 and 2.1 are very similar; consider condensing.	<p>Explanation: They do seem very similar. 2.1 is focused on specific education and enforcement matters, while 3.1 is more focused on partnering with local bike advocacy groups to promote events, campaigns, etc. Combining them at this point would drastically divert from the format that we've kept for the past several months through all of our iterations. I hope at this point that this is not a drastic enough concern that it effects the City's support of the plan.</p>
3.1.1	Comm Dev	3.1.1; bike groups to provide info to the city about their meetings/events/classes so the City can consider posting on the City's website as a link.	<p>Added language: "Such information can be publicized on the City's website or events calendar."</p>

3.1.2	Comm Dev	3.1.2; change to , With information provided by the City, bike groups can help spread the word to bicyclists about bike to work days and city events	<p>Explanation: It would be great for the City to actively participate in this, rather than putting it solely on the bike groups (especially since this is a document that will be adopted by the city and therefore doesn't have much bearing on a third party group). We changed the language this way: 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.</p>	
3.1.3	Comm Dev	3.1.3, "with the volunteer aid of bike groups..."	<p>Explanation: I'm not sure the spirit of this is to put the responsibility on bike groups. Again, it's hard for this document to dictate volunteer services. Besides, the cities are the only ones that can actually apply for this status. It's also a free application process, so there is really very little needed from the City. Is the language really not soft enough as it is? This seems very benign and will only benefit the City if implemented.</p>	
3.1.4	Comm Dev	3.1.4 "with funding ..." FYI, city has an rideshare program	<p>added "with available funding"</p>	
3.1.5	Comm Dev	3.1.5 delete; land use entitlements are open to all businesses that comply with the TMC; bike-related business could be invited to participate in bike to work days, or these business could offer bike education "clinics".	<p>deleted</p>	

	<p>objective 3.2; too many policies, too much repetition, and some of these policies are not quantifiable. Pick 3 or 4 strong policies. For example, #1, Get funding for a "regional bike coordinator" to serve the South bay Cities, to report monthly to the COG's IWG and host monthly "bike advisory group" meetings with city staff, and a possible city council liason, school officials, law enforcement officers, local bike groups. These monthly meetings can be a resource for idea sharing, monitoring of successful or unsuccessful strategies/programs, and exploring grant funding opportunities. #3 Encourage each City to update their portion of the Plan every 5 years, or as directed by the BTA to stay in compliance for funding opportunities</p>	<p>deleted 3.2.2, expanded 3.2.3, combined 3.2.1 and 3.2.4</p>	
3.2.1	<p>Commissioner Siani (provided verbally from</p>	<p>Explanation: SBCCOG is exploring possibly housing such a position, if that does not occur we suggest each City designate an existing staff as the point-person for plan implementation.</p>	<p>YES. Closely aligns with policies from the City's 1975 bike plan.</p>
3.3.1	<p>Commissioner Siani (provided verbally from staff)</p>	<p>Explanation: These are regularly available funds, some of which are tax revenues that the City automatically gets. This list is meant to illuminate the funds that should be sought and prioritized on a regular basis. It also illustrates how many funding options are available for implementation of this type of plan, thereby removing financial pressure from the City.</p>	<p>YES. Similar to policies CI.8.8 in the Circulation Element of the City's General Plan</p>
3.3.5	<p>Comm Dev</p>	<p>New language: Consider a bicycle improvements line item in the City's Capital Improvements Program (CIP).</p>	

3.3.6	Commissioner Siani (provided verbally from staff)	Policy 3.3.6 - concerns about Measure R allocation	Explanation: The policy language reads "Consider allocating..." This is not a requirements, but since it is a fund that is already set aside for infrastructure, we hope the City will consider whether there is a percentage that can be reasonably set aside specifically for bikeways.	
3.3.6	Comm Dev	3.3.6 consider exploring measure R funding specifically for bikeway projects/facilities	consider and exploring seems redundant. Added "Consider"	
9.2.7	Comm Dev	Section 9.2.7 – Education and Enforcement Strategies to be added to include this information about education efforts by the Torrance Police Department to host bicycle rodeos at Torrance schools; how City Staff hosts a Bike to Work Day "pit stop" in front of City Hall, open to the public; and how Torrance Police Department has officers available for bicycle patrol for special events and enforcement.	Change made. Mention of Torrance's current bike rodeos was added.	
9.3.4	Comm Dev	Section 9.3.4 – Bicycle Collision Analysis should be renamed "Bicycle Collision Data", with disclaimer language that read that "SWITRS data simply reflects reported incidents and the resulting number of injuries and/or fatalities. 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."	Change made. Disclaimer language almost identical to this was added and the title of the section was changed as requested.	
226	Comm Dev	9.4.1 small class I in torrance.	Class I removed	
226	Comm Dev	I don't think a bikeway along the green line is an option at this time. delete	change made	

226	Comm Dev	table 9-9, small class I in Torrance, update table	change made	
226	Comm Dev	word doc update for opps/const.	Explanation: Staff suggested that we specify that Torrance has particularly constrained conditions due to being a largely built-out city with high traffic volumes and very little available right-of-way. We feel pointing this out in the plan would be undermining to its purpose as this is among the most commonly cited roadblocks for bike improvements. LACBC and Alta both believe that there is ample opportunity in Torrance for increased bikeways, just as there are in the other cities. Saying anything different hinders the progress proposed by the plan and only provides opportunity for the other six cities to state the same.	
233	Comm Dev	section 9.5, "the highest priority projects... add "but projects may be taken out of order depending on specific circumstances."	Explanation: I'm not sure if this change was made. However, I will point out that this prioritization list is simply a required element for CalTrans BTA compliance. Based on the policies we've outlined that indicate that implementation should be coordinated with CIP and street maintenance schedules, it's absolutely safe to assume that this list does not need to be adhered to. It's very frequent that cities end up diverging from the prioritization list. It's possible that adding the suggested language would somehow raise a red flag for CalTrans upon reviewing.	
237	Comm Dev	chapter 10: recommended programs "and toolbox strategies"	Instead of adding it into the title we mentioned it in the intro paragraph.	
238	PD	remove 10.1.2...not under city's control. It's a dmw/superior court matter	change made	
Ch. 10	Commissioner Galvin	10.1.3 Bicycle Rodeos - great idea.		
Ch. 10	Commissioner Galvin	Sections 10.1 and 10.4 Bicycle Education - What about articles in the newspaper or on the Torrance web site? What about safety tips in utility bills? What about bike safety flyers available at any and all city events? Many people don't like classes, so public outreach with flyers and booths is better.	Explanation: All really great ideas. The list here is not meant to be an exhaustive one. The cities are welcome to tailor their approaches.	
242	Comm Dev	10.3.1; please delete "stings" and "target" ; please use "directed enforcement"	change made	
243-244	Comm Dev	10.4.2, the city has an organized employee rideshare program	added mention of Torrance's program already being in existence	

244	Comm Dev	10.4.3; let's have the SBBC let the City know when they host public bike rides..	Good idea, and can be carried out upon implementation, but probably not necessary to outline in that level of detail within the plan.
Network	Comm Dev	Remove proposed class II on Crenshaw	Change made. Added as important connections on the Opportunities/Constraints map in the Appendix.
Network	Comm Dev	Remove proposed class II on Hawthorne	Change made. Added as important connections on the Opportunities/Constraints map in the Appendix.
Network	Comm Dev	Change Class II to Class III on 182nd between Yukon and Crenshaw	change made
Network	Comm Dev	Remove Class I on Dominguez Channel	This is dependent on the County plan, if it is removed there then we can remove it from ours. Otherwise we need to be consistent per Metro.
Network	Comm Dev	Fashion Way not public ROW, remove class III	change made
Network	Comm Dev	Change Gardena Blvd to 164th (street changes names between cities)	change made
Network	Comm Dev	Remove proposed class II from Del Amo between Maple and Crenshaw	change made
Network	Commissioner Galvin	There is nothing shown proposed for Crenshaw. Between PCH and Skypark on Crenshaw there is a very wide sidewalk on the west dies of the road and a very large dirt strip on the right side of the road. Couldn't this be made a bike path?...thought it would be a great bike path.	Explanation: Crenshaw would be a great connection, staff felt it was probably not a viable facility. A shared path on the sidewalk is an option, however you would need a minimum of 12' of ROW and a five foot buffer from traffic.
Network	Commissioner Galvin	A throughfare from PCH to Wilson Park on Crenshaw would be nice, if feasible.	Agreed. Aside from Crenshaw, there may not be other viable options. Though a cyclist could take the proposed bicycle friendly street on Pennsylvania Ave for at least part of the way.
Network	Commissioner Galvin	Like to see additional bicycle parking in the shopping centers on PCH and Crenshaw	Explanation: Our "end-of-trip" facility map in Figure 9-4 indicates a nearby proposed bike parking facility. These locations are meant to infer a radius, bike parking at that shopping center could easily align with the proposed location.
Network	Commissioner Sargent (provided verbally at Commission meeting)	Pleased with proposed connectivity between bicycle facilities	

General	Commissioner Walter	Sacrificing vehicle traffic for cyclists' enjoyment	<p>Explanation: That is not the intent of the plan. The plan simply aims to provide further consideration and accommodation for cyclists in a currently auto-centric environment. The proposed facilities are all subject to further engineering and traffic study. If it's found that they are not feasible, the City is free to explore alternatives. For lower volume streets, road diets have been successfully implemented elsewhere without negative traffic volume or level of service impacts. We believe this time of plan is a necessity in Torrance as records indicate only \$50,000 has been spent on various bicycle facilities over the past ten years.</p>
General	Commissioner Walter	cyclists don't stop at stop signs	<p>Explanation: This is a problem and not one that the Coalition, Alta or our plan endorses. All the more need to implement some of the enforcement and outreach strategies outlined in the plan. Cities that implement bike plans see positive shift towards safer riding.</p>
General	Commissioner Walter	Laws should be enforced equally	Agreed.
General	Commissioner Walter	Who will pay for maintenance?	<p>Explanation: The city will maintain these facilities just as they do the existing street network. We proposed policy section 2.3 as a cost-effective and consistent measure for cities to take towards bikeway maintenance.</p>
General	Commissioner Tsao (provided verbally at Commission meeting)	Questions about how the plan addresses safety concerns	<p>Explanation: Cities that implement bike plans experience significant reductions in bicycle collisions and improvements in safe riding behaviors. This is consistently and abundantly documented and is true for virtually every city that implements new bikeways and experiences increases in bike ridership. As to any question about safe intersection crossings, there are many treatment options for adequate and safe bike crossings ranging from crosswalks, to bicycle detections at traffic signals, to color painted pavement. The design and engineering phase of all proposed projects should explore the most appropriate options.</p>

General	Comm Dev	Plan is not written in "Torrance-ease" or in the style to which the city is accustomed.	<p>Explanation: The plan is written in typical bike-plan format and style to which the consultant is accustomed. Tailoring the style of the plan to each City's preference is simply not an option for a multi-jurisdictional, third-party document. The plan and consultant's fees have been entirely funded by LACBC, as such it's reasonable to expect that the document may not exactly reflect each cities' preferred nuances. We've attempted to address this issue to the best of our ability through multiple rounds of staff reviews and subsequent revisions. We hope this is not an important enough issue that it precludes the City from participating further.</p>	
General	Comm Dev	Staff has expressed the desire to have the South Bay Bike Plan to consistent only with what the City's current bike plan outlines.	<p>Explanation: Much of our proposed facilities do reiterate the City's existing bike plan, however the prupose of this grant is to propose an improved bike network and supporting policies, so we need to be able to put new options on the table as well.</p>	

1 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.

1.1 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.

Chapter Two | Goals, Objectives, and Policy Actions

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).

Goal 1.0: Create a Bicycle-Friendly South Bay	
Create a bicycle-friendly environment throughout the South Bay region for all types 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.	
Objective <u>1.1</u>	Connectivity through an Expanded Bikeway Network 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.
Policy Actions	<p>1.1.1 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>1.1.2 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>1.1.3 Establish Bicycle Friendly Streets to encourage bicycling on streets with low traffic volumes (under 7,000 ADT) and slow speeds (25 mph or under). Appropriate streets will be determined by staff review. Schedule: 2012 - 2032</p> <p>1.1.4 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>1.1.5 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>1.1.6 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>
Objective <u>1.2</u>	Consistent Design and Engineering for Bicycles 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>Policy Actions</p>	<p>1.2.1 Evaluate and encourage reallocation of roadway rights-of-way where appropriate to accommodate bicycling and bicycle facilities. Schedule: 2012-2032</p> <p>1.2.2 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 X). Complete Streets is defined by AB1358 (see Appendix N). Schedule: 2012-2032</p> <p>1.2.3 Consider removal of on-street parking to accommodate striped bike lanes, to the extent feasible. Schedule: 2012-2032</p> <p>1.2.4 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>1.2.5 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>1.2.6 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>1.2.7 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>1.2.8 Coordinate bicycle facility improvements or upgrades with the City's resurfacing schedule. Schedule: 2012-2032</p> <p>1.2.9 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. Schedule: 2012-2032</p> <p>1.2.10 Considering adopting an updated streets and highways manual that includes</p>
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	<p>comprehensive Complete Streets standards. Schedule: 0-5 years</p> <p>1.2.11 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>1.2.12 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>
Objective <u>1.3</u>	Increased Mobility through Bicycle-Transit Integration Further improve access to major employment and activity centers and encourage multi-modal travel for longer trip distance by supporting bicycle-transit integration.
Policy Actions	<p>1.3.1 Support the development of bicycle facilities that provide access to regional and local public transit services. Schedule: 2012-2032</p> <p>1.3.2 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>1.3.3 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>1.3.4 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>
Objective <u>1.4</u>	Provide Convenient and Consistent Bicycle Parking Facilities 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.
Policy Actions	<p>1.4.1 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>1.4.2 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>1.4.3 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>1.4.4 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>1.4.5 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>1.4.6 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>1.4.7 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>1.4.8 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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Goal 2.0: Create a Safer Bicycling Environment in the South Bay	
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.	
Objective <u>2.1</u>	Increase Bicycle Education and Awareness for All Road Users Increase education of bicycle safety through programs and trainings of the general public and City employees.
Policy Actions	<p>2.1.1 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>2.1.2 Provide multi-lingual bicycle safety information in languages that are widely used throughout the South Bay region. Schedule: 2012-2032</p> <p>2.1.3 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>2.1.4 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>2.1.5 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>2.1.6 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>
Objective <u>2.2</u>	Enforcement for Improved Cycling Safety Increase enforcement activities that enhance safety of bicyclists on bike paths and roadways.
Policy Actions	2.2.1 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>2.2.2 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>2.2.3 To the extent feasible, consider utilizing bicycle-mounted patrol officers to promote bicycling awareness, prominence and law enforcement accessibility. Schedule: 2012-2032</p> <p>2.2.4 Develop or promote existing mechanisms for reporting behaviors that endanger cyclists. Schedule: 2012-2032</p>
<p>Objective 2.3</p>	<p>Maintenance for Safe and Consistent Bikeability Maintain bikeways that are clear of debris and provide safe riding conditions.</p>
<p>Policy Actions</p>	<p>2.3.1 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>2.3.2 Prioritize roadways with existing or proposed bike facilities in the City's street resurfacing plan, as necessary or appropriate. Schedule: 2012-2032</p> <p>2.3.3 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>2.3.4 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>

Goal 3.0: Ensure an Enduring Bicycling Culture	
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.	
Objective 3.1	Partner with Local Bike Advocacy Groups Foster community support for bicycling by raising public awareness about bicycling and supporting programs that encourage more people to bicycle.
Policy Actions	<p>3.1.1 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>3.1.2 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>3.1.3 Upon meeting eligibility requirements, apply for designation of "Bicycle Friendly Community" through the League of American Bicyclists. Schedule: 0-5 years</p> <p>3.1.4 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>
Objective 3.2	Continuous Evaluation of Implementation and Performance 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.
Policy Actions	<p>3.2.1 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>3.2.2 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>3.2.3 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>3.2.4 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>3.2.5 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>3.2.6 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>3.2.7 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>3.2.8 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>Objective</p> <p>3.3</p>	<p>Consistently Apply for Available Funding Sources</p> <p>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>Policy Actions</p>	<p>3.3.1 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"> A. Metro Call for Projects (bi-annual) B. State Safe Routes to School Funding (annual) C. Office of Traffic Safety Grants (annual) D. Caltrans Highway Safety Improvement Program (annual) E. Federal Safe Routes to School Funding (annual) F. Prop A Funds (annual) G. Coastal Conservancy Funds (annual)

	<p>H. Federal Lanes Highway Funds (annual)</p> <p>I. Caltrans Bicycle Transportation Account (annual)</p> <p>J. Caltrans Community Based Transportation Planning Grant (annual)</p> <p>K. Prop C Transportation Demand Management Funds (annual)</p> <p>Schedule: 2012-2032</p> <p>3.3.2 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.</p> <p>Schedule: 2012-2032</p> <p>3.3.3 Mobility Coordinator or designated City staff should coordinate bicycle improvement funding applications among all involved cities to increase probability of receiving grant funding.</p> <p>Schedule: 2012-2032</p> <p>3.3.4 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.</p> <p>Schedule: 2012-2032</p> <p>3.3.5 Consider a bicycle improvements line item in the City's Capital Improvements Program (CIP).</p> <p>Schedule: 2012-2032</p> <p>3.3.6 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.</p> <p>Schedule: 0-5 years</p>
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Chaparyan, Aram

From: Herbers, Sue
Sent: Friday, July 29, 2011 12:54 PM
To: Chaparyan, Aram
Subject: FW: South Bay Bicycle Master Plan

For your files.
Sue

Sue Herbers
City Clerk
City of Torrance | 3031 Torrance Blvd. | Torrance CA 90503 |
310.618.2864 voice | 310.618.2931 fax | SHerbers@TorranceCA.gov | www.TorranceCA.gov

From: Rhilinger, Susan
Sent: Thursday, July 28, 2011 9:23 PM
To: Herbers, Sue
Subject: FW: South Bay Bicycle Master Plan

For the public record at our Aug 9th Transportation Committee mtg.

From: Karen Rasch <raschacts@yahoo.com>
Sent: Thursday, July 28, 2011 8:38 PM
To: Rhilinger, Susan <SRhilinger@TorranceCA.gov>
Subject: South Bay Bicycle Master Plan

Dear Ms. Rhilinger:

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. The plan addresses the safety, environmental and connectivity issues our communities greatly need.

As a resident of Hawthorne, I can confidently say that I would ride my bike to Torrance's numerous amenities and spend more time in Torrance if there were improved bikeways, such as those being proposed by the South Bay Bicycle Master Plan. I'm excited to see a plan that actually provides connectivity across seven of the South Bay cities and applaud Torrance for participating in such a collaborative and effective effort. As a former resident of Marina del Rey (19 years), I have used the bike paths and routes for many years and would be very happy to see the environment become more cyclist-friendly. (I also completed two 100-mile bike rides - in Solvang and Santa Barbara.)

I encourage you to support the South Bay Bicycle Master Plan and look forward to a more bike-friendly future for Torrance!

Karen Rasch

Chaparyan, Aram

From: Herbers, Sue
Sent: Friday, July 29, 2011 12:55 PM
To: Chaparyan, Aram
Subject: FW: South Bay Bicycle Master Plan

For your files.
Sue

Sue Herbers
City Clerk
City of Torrance | 3031 Torrance Blvd. | Torrance CA 90503 |
310.618.2864 voice | 310.618.2931 fax | SHerbers@TorranceCA.gov | www.TorranceCA.gov

From: Rhilinger, Susan
Sent: Thursday, July 28, 2011 9:25 PM
To: Herbers, Sue
Subject: FW: South Bay Bicycle Master Plan

Another form letter for the public record

From: Margaret Wehbi <mawehbi@gmail.com>
Sent: Thursday, July 28, 2011 8:32 PM
To: Numark, Cliff <CNumark@TorranceCA.gov>; Rhilinger, Susan <SRhilinger@TorranceCA.gov>;
Brewer, Tom <TBrewer@TorranceCA.gov>; Semaan, Ted <TSEMAAN@TorranceCA.gov>
Subject: South Bay Bicycle Master Plan

Dear Traffic Commission and Transportation Committee Members,

I understand that you have an opportunity to review the South Bay Bicycle Master Plan at an upcoming meeting. I strongly urge you to support the approval of this plan. The plan addresses the safety, environmental and connectivity issues our communities greatly need.

As a resident of Hawthorne and a regular consumer in the city of Torrance, I can confidently say that I would ride my bike to Torrance's numerous amenities if there were improved bikeways, such as those being proposed by the South Bay Bicycle Master Plan. It would be exciting to see a plan that provides connectivity across seven of the South Bay cities. Please help make this plan a reality.

Sincerely,

Margaret Wehbi

Chaparyan, Aram

From: Herbers, Sue
Sent: Friday, July 29, 2011 2:02 PM
To: Chaparyan, Aram
Subject: FW: Bicycle Master Plan

For the record.
Sue

Sue Herbers
City Clerk
City of Torrance | 3031 Torrance Blvd | Torrance CA 90503 |
310.618.2864 voice | 310.618.2931 fax | SHerbers@TorranceCA.gov | www.TorranceCA.gov

From: Rhilinger, Susan
Sent: Friday, July 29, 2011 1:50 PM
To: Herbers, Sue
Subject: FW: Bicycle Master Plan

More public comment for Transportation Committee Meeting on 09 Aug.

From: Jon Spallino <jon.spallino@gmail.com>
Sent: Friday, July 29, 2011 10:29 AM
To: Semaan, Ted <TSEMAAN@TorranceCA.gov>; Numark, Cliff <CNumark@TorranceCA.gov>; Rhilinger, Susan <SRhilinger@TorranceCA.gov>; Brewer, Tom <TBrewer@TorranceCA.gov>
Subject: Bicycle Master Plan

Please approve the South Bay Master Plan! We need safer, more efficient cycling options in the South Bay.

Thanks for reading.

Jon Spallino
427 Camino de Encanto - 90277

Chaparyan, Aram

From: Herbers, Sue
Sent: Monday, August 01, 2011 8:31 AM
To: Chaparyan, Aram
Subject: FW: Support for South Bay Bicycle Master Plan

For the record.

Sue

Sue Herbers
 City Clerk
 City of Torrance | 3031 Torrance Blvd | Torrance CA 90503 |
 310 518 2864 voice | 310 518 2931 fax | SHerbers@TorranceCA.gov | www.TorranceCA.gov

From: Rhilinger, Susan
Sent: Sunday, July 31, 2011 2:44 PM
To: Herbers, Sue
Subject: FW: Support for South Bay Bicycle Master Plan

More on the Bike Plan

From: Ross Sherbak [rosssherbak@gmail.com]
Sent: Sunday, July 31, 2011 1:42 PM
To: Semaan, Ted; Numark, Cliff; Rhilinger, Susan; Brewer, Tom
Subject: Support for South Bay Bicycle Master Plan

Dear Transportation Committee Members,

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. The plan addresses the safety, environmental and connectivity issues our communities greatly need.

As a resident of Manhattan Beach, I can confidently say that I would ride my bike to Torrance's numerous amenities and spend more time in Torrance if there were improved bikeways, such as those being proposed by the South Bay Bicycle Master Plan. I'm excited to see a plan that actually provides connectivity across seven of the South Bay cities and applaud Torrance for participating in such a collaborative and effective effort.

I encourage you to support the South Bay Bicycle Master Plan and look forward to a more bike-friendly future for Torrance!

Chaparyan, Aram

From: Herbers, Sue
Sent: Monday, August 01, 2011 8:31 AM
To: Chaparyan, Aram
Subject: FW: South Bay Bicycle Master Plan

For the record.
Sue

Sue Herbers
City Clerk
City of Torrance | 3031 Torrance Blvd. | Torrance CA 90503 |
310.618.2864 voice | 310.618.2931 fax | SHerbers@TorranceCA.gov |
www.TorranceCA.gov

-----Original Message-----

From: Rhilinger, Susan
Sent: Sunday, July 31, 2011 2:43 PM
To: Herbers, Sue
Subject: FW: South Bay Bicycle Master Plan

Another E-mail for the poublic record.

From: Brian & Frances [BrianFran@aol.com]
Sent: Sunday, July 31, 2011 11:33 AM
To: Numark, Cliff; Brewer, Tom; Rhilinger, Susan
Subject: South Bay Bicycle Master Plan

I strongly support increasing the ability to safely navigate Torrance by bicycle. If the Master plan is fiscally reasonable, then Torrance would be a better place.

Brian Hill
25yr Torrance resident

Chaparyan, Aram

From: Herbers, Sue
Sent: Monday, August 01, 2011 8:30 AM
To: Chaparyan, Aram
Subject: FW: South Bay Bicycle Master Plan

For the record.
 Sue

Sue Herbers
 City Clerk
 City of Torrance | 3031 Torrance Blvd. | Torrance CA 90503 |
 310.618.2864 voice | 310.618.2931 fax | SHerbers@TorranceCA.gov |
 www.TorranceCA.gov

-----Original Message-----

From: Rhilinger, Susan
Sent: Sunday, July 31, 2011 11:13 AM
To: Herbers, Sue
Subject: FW: South Bay Bicycle Master Plan

Another for the public record.

-----Original Message-----

From: Brian McCarthy <mccarthb@gmail.com>
Sent: Saturday, July 30, 2011 11:12 PM
To: Numark, Cliff <CNumark@TorranceCA.gov>; Rhilinger, Susan
 <SRhilinger@TorranceCA.gov>; Brewer, Tom <TBrewer@TorranceCA.gov>
Subject: South Bay Bicycle Master Plan

Dear Transportation Committee Council Members,

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. The plan addresses the safety, environmental and connectivity issues our communities greatly need.

As a resident of Gardena, I can confidently say that I would ride my bike to Torrance's numerous amenities and spend more time in Torrance if there were improved bikeways, such as those being proposed by the South Bay Bicycle Master Plan. I'm excited to see a plan that actually provides connectivity across seven of the South Bay cities and applaud Torrance for participating in such a collaborative and effective effort.

I encourage you to support the South Bay Bicycle Master Plan and look forward to a more bike-friendly future for Torrance!

Brian McCarthy
 2615 W 154th St
 Gardena, CA

Chaparyan, Aram

From: Herbers, Sue
Sent: Monday, August 01, 2011 8:30 AM
To: Chaparyan, Aram
Subject: FW: transportation committee

For the record.

Sue

Sue Herbers

City Clerk

City of Torrance | 2091 Torrance Blvd | Torrance, CA 90501

City of Torrance | 310.678.0101 fax | 310.678.0120 | info@torrance.gov | www.torrance-ca.gov

From: Rhilinger, Susan
Sent: Sunday, July 31, 2011 11:10 AM
To: Herbers, Sue
Subject: FW: transportation committee

For the public record.

From: Tara Unverzagt <tara.unverzagt@verizon.net>
Sent: Sunday, July 31, 2011 9:15 AM
To: Rhilinger, Susan <SRhilinger@TorranceCA.gov>
Subject: transportation committee

Susan, I noticed that you're on the transportation committee that will be reviewing the South Bay Bicycle Master Plan soon. I'm so excited that our communities are designing a great integrated plan that will be so useful in keeping our population healthy and safe. I hope you will be supporting the plan and help give Torrance the opportunity to receive the additional funding to support the project. It would be great to see Torrance in my future issues of Bicycling magazine as a community that is on the forefront of safe bicycling.

Tara

ps Looking forward to seeing you at the next Library Foundation Meeting. Sounds like we'll be meeting soon.

Chaparyan, Aram

From: Herbers, Sue
Sent: Monday, August 01, 2011 8:30 AM
To: Chaparyan, Aram
Subject: FW: Opportunity to save lives and improve our environment - bicycle master plan

For the record.

Sue

Sue Herbers

City Clerk

City of Torrance: 1051 Torrance Blvd., Torrance, CA 90503

Phone: 310.536.4100 voice | 310.518.2001 fax | Staff@cityoftorrance.org | www.cityoftorrance.org

From: Rhilinger, Susan
Sent: Saturday, July 30, 2011 8:24 PM
To: Herbers, Sue
Subject: FW: Opportunity to save lives and improve our environment - bicycle master plan

Another e-mail re: Bike Plan

From: Kaye Gagnon <greenervoice@gmail.com>
Sent: Saturday, July 30, 2011 12:51 PM
To: Semaan, Ted <TSEMAAN@TorranceCA.gov>; Numark, Cliff <CNumark@TorranceCA.gov>; Brewer, Tom <TBrewer@TorranceCA.gov>; Rhilinger, Susan <SRhilinger@TorranceCA.gov>
Cc: Marissa Christiansen <marissa@la-bike.org>
Subject: Opportunity to save lives and improve our environment - bicycle master plan

To: Traffic Commission Staff Liaison: Ted Semaan; Transportation Committee Council Representatives: Cliff Numark; Susan Rhilinger; Tom Brewer

As the Mother of a bicyclist and the President of the environmental educational non-profit which will be hosting the 20th annual South Bay Earth Day Celebration in Manhattan Beach in 2012 I urge you to make the South Bay Master Bicycle Plan a reality. The accident rates for bicyclist in our south bay cities is simply not acceptable. Creating safe bike routes will help Torrance's economy and reduce car traffic, allowing us all to breath easier. I strongly encourage you to take personal ownership to make this a South Bay and LA success. Think Amsterdam as your benchmark.

I'm excited to see a plan that actually provides connectivity across seven of the South Bay

cities and applaud Torrance for participating in such a collaborative and effective effort.

I encourage you to support the South Bay Bicycle Master Plan and look forward to a more bike-friendly future for Torrance!

You are cordially invited to celebrate our 20th annual Earth Day celebration in Polliwog Park, April 28, 2012 in Polliwog Park.

Enjoy, Kaye Gagnon

<http://reeneroice.org><http://reeneroice.org><http://reeneroice.org>

Chaparyan, Aram

From: Herbers, Sue
Sent: Monday, August 01, 2011 8:30 AM
To: Chaparyan, Aram
Subject: FW: South Bay Bike Plan

For the record.

Sue

Sue Herbers

City Clerk

City of Torrance | 3601 Torrance Blvd | Torrance, CA 90501

310-518-1864 voice | 310-518-2031 fax | Sheherbers@TorranceCA.gov | www.torranceca.gov

From: Rhilinger, Susan
Sent: Saturday, July 30, 2011 8:24 AM
To: Herbers, Sue
Subject: FW: South Bay Bike Plan

Another for the public comment file

From: david denio <davedenio@hotmail.com>
Sent: Saturday, July 30, 2011 7:25 AM
To: Semaan, Ted <TSEMAAN@TorranceCA.gov>; Numark, Cliff <CNumark@TorranceCA.gov>; Rhilinger, Susan <SRhilinger@TorranceCA.gov>; Brewer, Tom <TBrewer@TorranceCA.gov>
Cc: marissa@la-bike.org <marissa@la-bike.org>
Subject: South Bay Bike Plan

Dear Mr Semaan and Transportation Committee Council Representatives,

I am writing to you because I think it is important for our communities to work together to approve a unified cycling plan for our South Bay towns. With increased energy prices, pollution, and congestion, along with the general lack of cardiovascular health, I think that implementing a cycling infrastructure within our towns is a way of looking towards the future.

People take the path of least resistance. At this time that path is their automobiles. Cycling in the South Bay is dangerous and risky and if we remove these resistances by implementing the South Bay Bike Plan, it will allow our residents to choose the healthier way of life and the more responsible choice for the environment. It will

also build our community and encourage the interconnectedness between our South Bay towns.

Thank you for listening,

David Denio

Manhattan Beach

South Bay

Chaparyan, Aram

From: Herbers, Sue
Sent: Monday, August 01, 2011 8:29 AM
To: Chaparyan, Aram
Subject: FW: please approve the plan--we love to bike here

For the record.

Sue

Sue Herbers

City Clerk

City of Torrance | 3051 Torrance Blvd | Torrance, CA 90503 |

310 518 2964 voice | 310 518 2931 fax | SHerbers@TorranceCA.gov | www.torranceca.gov

From: Rhilinger, Susan
Sent: Friday, July 29, 2011 8:36 PM
To: Herbers, Sue
Subject: FW: please approve the plan--we love to bike here

Input from a Torrance resident.

From: debbiedierks@netzero.com <debbiedierks@netzero.com>
Sent: Friday, July 29, 2011 4:24 PM
To: Brewer, Tom <TBrewer@TorranceCA.gov>; Rhilinger, Susan <SRhilinger@TorranceCA.gov>; Numark, Cliff <CNumark@TorranceCA.gov>; Semaan, Ted <TSEMAAN@TorranceCA.gov>
Subject: please approve the plan--we love to bike here

Dear Ted, Cliff, Susan and Tom, (hey—those are names of people I recently voted for!)

When you review the South Bay Bicycle Master Plan soon, please approve it! We are avid cyclists, but we worry about taking our little toddlers out on the bike. You can help us feel more safe--the plan addresses the safety, environmental and connectivity issues our city so greatly needs and reflects the community's desires. If you approve of this plan the City will receive additional funding.

I am excited to see that Torrance 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, Debbie Ostendorff (Torrance resident on Ladeene Ave).

Chaparyan, Aram

From: Herbers, Sue
Sent: Monday, August 01, 2011 8:29 AM
To: Chaparyan, Aram
Subject: FW: Seven City Bike Master Plan

For the record.

Sue

Sue Herbers

City Clerk

City of Torrance | 3031 Torrance Blvd. | Torrance CA 90503

310 618 2864 voice | 310 618 2921 fax | SHerbers@torranceca.gov | www.torranceca.gov

From: Rhilinger, Susan
Sent: Friday, July 29, 2011 8:35 PM
To: Herbers, Sue
Subject: FW: Seven City Bike Master Plan

And more ...

From: Julian Katz <juliank@msn.com>
Sent: Friday, July 29, 2011 4:57 PM
To: Rhilinger, Susan <SRhilinger@TorranceCA.gov>; Brewer, Tom <TBrewer@TorranceCA.gov>
Subject: FW: Seven City Bike Master Plan

Sorry for the misspelling--- And for the loss of state in Tom's address.

From: juliank@msn.com
To: cnumark@torranceca.gov; srhiling@torrance.gov; tbrewer@torrance.gov
Subject: Seven City Bike Master Plan
Date: Fri, 29 Jul 2011 16:48:04 -0700

Commissioners,

I understand that you have an opportunity to review the South Bay Bicycle Master Plan at a forthcoming meeting. I am writing to strongly urge you to support the approval of this plan. The plan addresses the safety, environmental and connectivity issues our communities greatly need.

As a resident of Hermosa Beach I frequently ride my bike to Torrance. In fact, I made two trips to the vicinity of the TMMC this week. I appreciate the efforts you have made in placing the current bikeways. I would spend more time in Torrance if there were improved bikeways, such as those being proposed by the South Bay Bicycle Master Plan. I'm excited to see a plan that actually provides connectivity across seven of the South Bay cities and applaud Torrance for participating in such a collaborative and effective effort.

I encourage you to support the South Bay Bicycle Master Plan and look forward to a more bike-friendly future for Torrance and our sister communities!

Julian Katz

Public Works Commissioner

Hermosa Beach

Chaparyan, Aram

From: Herbers, Sue
Sent: Monday, August 01, 2011 8:29 AM
To: Chaparyan, Aram
Subject: FW: South Bay Bicycle Master Plan

For the record.

Sue

Sue Herbers

City Clerk

City of Torrance 2011 Torrance Blvd | Torrance, CA 90501

Phone: 310-533-3100 | Fax: 310-253-1841 | Email: sherb@torrance.gov | www.torranceca.gov

From: Rhilinger, Susan
Sent: Friday, July 29, 2011 8:32 PM
To: Herbers, Sue
Subject: FW: South Bay Bicycle Master Plan

More public input

From: nicholas george <niko@nikoco.com>
Sent: Friday, July 29, 2011 7:08 PM
To: Semaan, Ted <TSEMAAN@TorranceCA.gov>; Numark, Cliff <CNumark@TorranceCA.gov>; Rhilinger, Susan <SRhilinger@TorranceCA.gov>; Brewer, Tom <TBrewer@TorranceCA.gov>
Subject: South Bay Bicycle Master Plan

Dear Traffic Commission Staff Liaison: Ted Semaan, Transportation Committee Council Representatives: Cliff Numark, Susan Rhilinger, Tom Brewer,

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. The plan addresses the safety, environmental and connectivity issues our communities greatly need.

As a resident of Hermosa Beach, I can confidently say that I would ride my bike to Torrance's numerous amenities and spend more time in Torrance if there were improved bikeways, such as those being proposed by the South Bay Bicycle Master Plan. I'm excited to see a plan that actually provides connectivity across seven of the South Bay cities and applaud Torrance for participating in such a collaborative and effective effort.

I encourage you to support the South Bay Bicycle Master Plan and look forward to a more bike-friendly future for Torrance!

Chaparyan, Aram

From: Rhilinger, Susan
Sent: Monday, August 01, 2011 12:39 PM
To: Chaparyan, Aram
Subject: FW: South Bay Bicycle Master Plan

Another E-mail for the public record.

From: Matthew Delgado [matthewedelgado@gmail.com]
Sent: Sunday, July 31, 2011 11:36 PM
To: Rhilinger, Susan
Subject: South Bay Bicycle Master Plan

Dear Councilwoman Rhilinger,

I understand that you have an opportunity to review the South Bay Bicycle Master Plan at an upcoming meeting. As a life long resident of Torrance, 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 Torrance 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!

I cannot reiterate how beneficial it would be to adopt the South Bay Bicycle Master Plan. At Hickory Elementary School some 15 years ago, we had an event called the Bike Rodeo that increased our biking skills and our interest in bicycling. Because of the Bike Rodeo and the friendly bicycling attitudes promoted through Torrance schools, I and many of my school friends developed a heavy interest in bicycling. Aside from the many benefits that bicycling confers, I think we owe it, not only to ourselves but to future generations of Torrance citizens, to implement a comprehensive bicycle plan that facilitates and promotes a sustainable form of mobility. The adoption of the South Bay Bicycle Master Plan would only enhance our city's already great qualities and assets. The plan before you is everything that our city needs; I humbly ask as a citizen of Torrance that you support this plan for the good of our city.

Thank you for your time.

Matthew Delgado
2755 W. 225th St.
Torrance, CA 90505
(310) 738-3870
matthewedelgado@gmail.com

Chaparyan, Aram

From: Rhilinger, Susan
Sent: Monday, August 01, 2011 12:18 PM
To: Chaparyan, Aram
Subject: FW: Bicycle Masterplan - Traffic Commission 8/1/2011
Attachments: Los_Angeles_County_Bicycle_Master_Plan_-_Appendices -F20 class1.pdf; yacht club way07.PDF; bike_path_map_printed.pdf; path_details.doc

Last from this citizen

From: Dean Francois <savethestrand@yahoo.com>
Sent: Monday, August 01, 2011 8:50 AM
To: Semaan, Ted <TSEMAAN@TorranceCA.gov>
Subject: Bicycle Masterplan - Traffic Commission 8/1/2011

SUBJ: Bicycle Masterplan - Traffic Commission 8/1/2011

Please have this email forwarded to the Traffic 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 Torrance. 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 387 people many of whom are Torrance residents.

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 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 it. And this is important for the citizens of Torrance that use the strand and/or use one of the main east/west bike routes to the beach (190th street/Beryl to Harbor Drive). The cyclist using this route enter Harbor Drive and either head north or south to the beach bike paths. According to the masterplan you are reviewing, it is recommending a 2-way bike path on one side of the street. Can you image the dangers and confusing signals for cyclists to travel down Beryl Street and turn left or right across 4 lanes of traffic to get to a 2 way bike path on the west side of the street? 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. Several years elected as chair . I have designed, developed and funded many bike ways including the North Redondo bike path which links up the bike lanes on Anza ave.

8/1/2011

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 1st 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 387 signatures on 22 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 draft masterplan located 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.. 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 capita 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 1st 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 Torrance 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

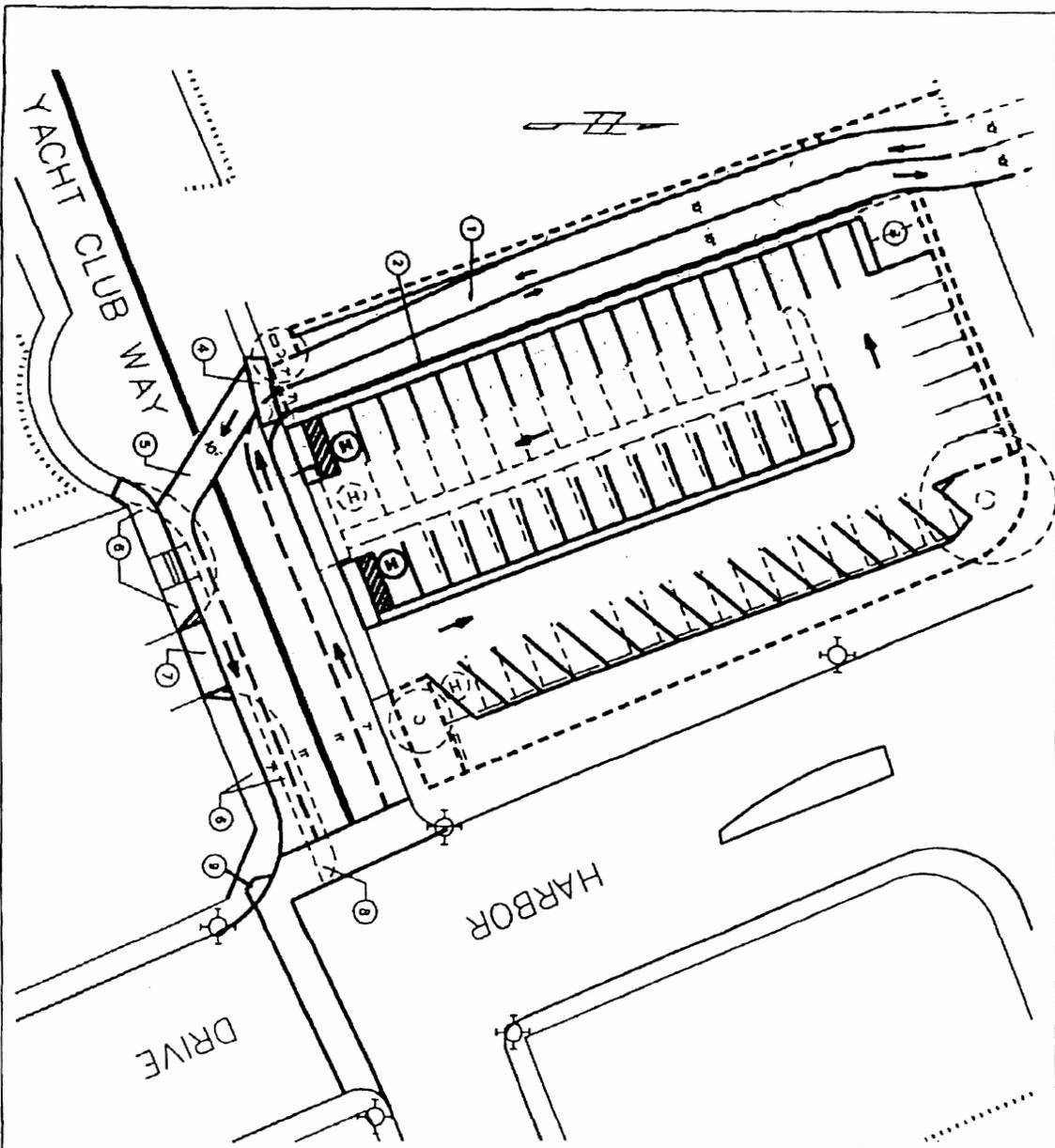
tele: **1-310-318-3326**

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

||||

Class I Bikeways Along Roadways	
<p>Discussion</p> <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"> ▪ Half of bicycle traffic may ride against the flow of vehicle traffic, contrary to the rules of the road. ▪ 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. ▪ At intersections, motorists crossing the facility often do not notice bicyclists approaching from certain directions, especially where sight distances are poor. ▪ Bicyclists are required to stop or yield at cross-streets and driveways, unless otherwise posted. ▪ Stopped vehicles on a cross-street or driveway may block the facility. ▪ 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. ▪ Class I bikeways directly adjacent to high-volume roadways diminish users' experience by placing them in an uncomfortable environment. 	 <p><i>Class I bikeways directly adjacent to roadways can be challenging for users at roadway intersections.</i></p>
<p>Design Considerations</p> <ul style="list-style-type: none"> ▪ 5' minimum buffer should separate the facility from the edge of the roadway, or a physical barrier should be installed. <p>Class I bikeways may be considered along roadways under the following conditions:</p> <ul style="list-style-type: none"> ▪ The facility will generally be separated from all motor vehicle traffic. ▪ Bicycle and pedestrian use is anticipated to be high. ▪ To provide continuity with an existing off-street facility through a roadway corridor. ▪ The bikeway can be terminated at each end onto streets or trails with good bicycle and pedestrian facilities. ▪ There is adequate access to local cross-streets and other facilities along the route. ▪ Any needed grade separation structures do not add substantial out-of-direction travel. <p>The total cost of providing the proposed path is proportionate to the need, compared to the cost of providing on-street facilities.</p>	
<p>Guidance</p> <ul style="list-style-type: none"> ▪ 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. 	

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



- ① REMOVE EXISTING PARKING STRIPING AND PAINT 12' WIDE TWO-WAY BIKE PATH
- ② CONSTRUCT 4'-HIGH CONCRETE BLOCK WALL.
- ③ CONSTRUCT CONCRETE BLOCK TRASH ENCLOSURE
- ④ CONSTRUCT DRIVEWAY APPROACH EXPANSION
- ⑤ INSTALL 10' WIDE CROSSWALK
- ⑥ REMOVE EXISTING SIDEWALK, CONCRETE CURB & GUTTER, AND PARKWAY. CONSTRUCT NEW ASPHALT CONCRETE PAVEMENT, SIDEWALK, CONCRETE CURB & GUTTER
- ⑦ CONSTRUCT NEW DRIVEWAY APPROACH
- ⑧ EXTEND EXISTING CROSSWALK TO NEW CURB
- ⑨ CONSTRUCT NEW CURB RAMP

CITY OF MONROE BEACH	
DEPARTMENT OF ENGINEERING & PUBLIC WORKS	
KING HARBOR BIKE PATH	
YACHT CLUB WAY PORTION	
PLAN	
DATE	SCALE
PROJECT NO.	DATE
DESIGNED BY	DATE
CHECKED BY	DATE
APPROVED BY	DATE

SUMMARYwww.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.

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.

Chaparyan, Aram

From: Rhilinger, Susan
Sent: Monday, August 01, 2011 11:39 PM
To: Chaparyan, Aram
Subject: FW: South Bay Bicycle Master Plan

Another E-mail for the public record.
Susan

From: Thomas R. Conroy [trconroy@earthlink.net]
Sent: Monday, August 01, 2011 6:48 PM
To: Rhilinger, Susan
Subject: South Bay Bicycle Master Plan

Dear Ms. Rhilinger,

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. The plan addresses the safety, environmental and connectivity issues our communities greatly need.

As a resident of Manhattan Beach, I can confidently say that I would ride my bike to Torrance's numerous amenities and spend more time in Torrance if there were improved bikeways, such as those being proposed by the South Bay Bicycle Master Plan. I'm excited to see a plan that actually provides connectivity across seven of the South Bay cities and applaud Torrance for participating in such a collaborative and effective effort.

I encourage you to support the South Bay Bicycle Master Plan and look forward to a more bike-friendly future for Torrance!

Sincerely,

Thomas R. Conroy
trconroy@earthlink.net

Chaparyan, Aram

From: Rhilinger, Susan
Sent: Wednesday, August 03, 2011 10:15 PM
To: Chaparyan, Aram
Subject: FW: South Bay Bicycle Master Plan
Another E-mail for the public record

From: Joe Galliani <joegalliani@gmail.com>
Sent: Wednesday, August 03, 2011 8:22 PM
To: Numark, Cliff <CNumark@TorranceCA.gov>; Rhilinger, Susan <SRhilinger@TorranceCA.gov>;
Brewer, Tom <TBrewer@TorranceCA.gov>
Subject: South Bay Bicycle Master Plan

Dear Councilwoman Rhilinger, Councilmman Brewer and Councilman Numark,

I'm a proud Torrance homeowner who has lived in my home at 668 Calle Miramar for 19 + years now. I hope to spend the rest of my life here.

My wife and I love living in Torrance and we feel fortunate to have the infrastructure our city enjoys. But one area where our infrastructure needs updating and improvement is our bikeways. There are many places that we would like to be able to ride our bicycles from our home, but we don't feel safe riding on many of our Torrance streets and we are confused by bikeways that stop and start without connection or directions to other bikeways.

We strongly support the South Bay Bicycle Master Plan and are very pleased that Torrance is one of the seven cities of the South Bay who opted in to become part of this unique and exciting regional plan. I felt so strongly about the plan's importance to our city and region that I volunteered to work with the South Bay Bicycle Coalition and became a member of their board of directors.

I know that you will be reviewing the South Bay Bicycle Master Plan at your upcoming meeting and I write you today to strongly encourage you to support the approval of this plan in its entirety. As a seven-city regional plan a "big picture" approach by each city is understandably necessary to avoid stalling the plan and losing key funding opportunities. I have been encouraged to see that the six other cities Torrance is partnered with via this plan have embraced this approach and I hope my home town will do likewise.

A tremendous amount of thoughtful work and community effort went into the creation and honing of this plan and I know from personal experience that the result is a plan that addresses the vital safety, environmental and connectivity issues our city so greatly needs and will greatly benefit from.

I also know from having attended both sets of community workshops in Torrance (and the other cities) that this South Bay Bicycle Master Plan truly reflects the community's desires.

It is important to understand that the approval of this plan makes significant outside funding sources available to the City of Torrance for the implementation of the plan. Without your passage of this plan, that free money will not be available to our city. Upon passage of this plan by Torrance our city should expect 75%-90% of the cost to implement the plan to come from grant and other funding - just as it has for the other cities who passed similar bicycle master plans.

I understand how crucial those funding sources are during economic times like those we are now living through. And I also understand how valuable the \$240,000 Renew grant from the County Health Dept that funded the creation of the Bicycle Master Plan has been to Torrance and the other six cities who did not have to fund the plan from their own budgets. In addition, I appreciate the economic benefits that result from the implementation of bicycle master plans like ours. Real estate values increase in bicycle friendly neighborhoods and sales increase at retail shops and restaurants when bikeways connect riders with their establishments. Those are advantages our city deserves to reap.

I am very excited to see my City of Torrance take a leadership role in helping our neighborhoods become more

8/4/2011

bikeable and as a result more liveable, and to reap the health, environmental and quality of life rewards that result with the implementation of this plan. I'm proud to be part of a community that gets it and is doing everything possible to reduce our pollution, our greenhouse gas emissions and the gridlock and traffic jams that we suffer through daily on our City streets.

I commend you for being a part of this process and I look forward to working with you to help implement the Bicycle Master Plan in Torrance.

Sincerely yours,
Joe Galliani

310-373-7892 - office
424-237-7430 - mobile

Board of Directors, South Bay Bicycle Coalition

Chaparyan, Aram

From: Semaan, Ted
Sent: Wednesday, August 03, 2011 9:22 AM
To: Lodan, Gregg; Crump, Jill; Chaparyan, Aram
Subject: FW: Bike Master Plan

From: Mitch Levine [mailto:mitch8400@gmail.com]
Sent: Tuesday, August 02, 2011 8:28 PM
To: Semaan, Ted; Numark, Cliff; Rhilinger, Susan; Brewer, Tom
Subject: Bike Master Plan

Dear Council Members and Ted Semaan,

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 Torrance 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!

Mitch Levine
4626 Cathann Street
Torrance, CA 90503

Traffic Commission Staff Liaison: Ted Semaan TSEMAAN@torranceca.gov
Transportation Committee Council Representatives: Cliff Numark CNumark@torranceca.gov,
Susan Rhilinger srhilinger@torranceca.gov, Tom Brewer tbrewer@torranceca.gov

Chaparyan, Aram

From: Rhilinger, Susan
Sent: Wednesday, August 03, 2011 1:19 PM
To: Chaparyan, Aram
Subject: FW: South Bay Bike Plan

One more . . .

-----Original Message-----

From: tlc808@gmail.com <tlc808@gmail.com>
Sent: Wednesday, August 03, 2011 12:11 PM
To: Numark, Cliff <CNumark@TorranceCA.gov>; Rhilinger, Susan <SRhilinger@TorranceCA.gov>; Brewer, Tom <TBrewer@TorranceCA.gov>
Subject: South Bay Bike Plan

Dear Sirs/Madam,

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. The plan addresses the safety, environmental and connectivity issues our communities greatly need.

As a resident of Gardena, I can confidently say that I would ride my bike to Torrance's numerous amenities and spend more time in Torrance if there were improved bikeways, such as those being proposed by the South Bay Bicycle Master Plan. I'm excited to see a plan that actually provides connectivity across seven of the South Bay cities and applaud Torrance for participating in such a collaborative and effective effort.

I encourage you to support the South Bay Bicycle Master Plan and look forward to a more bike-friendly future for Torrance!

--

tom calvet

Traffic Commission Meeting
August 1, 2011

Agenda Item No. 7a

TO: Traffic Commission
FROM: Gregg D. Lodan, AICP, Planning Manager
SUBJECT: Comments on Draft South Bay Bicycle Master Plan

RECOMMENDATION

The Community Development Director recommends that the Traffic Commission provide feedback and make comments to the most recent draft of the South Bay Bicycle Master Plan.

BACKGROUND

On September 28, 2010, the City Council adopted Resolution 2010-95 to support the Los Angeles County Bicycle Coalition (LACBC) with their efforts to create a South Bay Bicycle Master Plan through a grant from the Los Angeles County Department of Public Health.

Staff from the seven participating South Bay Cities; Redondo, Hermosa, Manhattan, Torrance, Gardena, El Segundo, and Lawndale are providing assistance towards this effort to create a Bicycle Master Plan for the South Bay. Councilman Cliff Numark also serves as Torrance's representative on the Blue Ribbon Committee.

Since our last meeting on this topic in March 2011, Torrance hosted a public meeting on June 27, 2011, met with staff from various City departments, received comments from the Traffic Team at their July 13, 2011 meeting, and given comments to Ms. Marissa Christensen, Initiative Director.

The draft Plan was posted on-line for public comments June 13, 2011. The Traffic Commission was also notified by Mr. Semaan of the availability of this document on June 14, 2011, and Commissioners were provided the link to the electronic copy of the document.

At this time, staff is seeking comments regarding the draft Plan from the Traffic Commission. Comments will be forwarded to Ms. Marissa Christensen as well. Further, the City Council Transportation Sub-committee will be providing their comments to staff at their meeting on August 9, 2011.

The Commission is encouraged to offer their comments on all aspects of the Draft South Bay Bicycle Master Plan.

Respectfully submitted,

JEFFERY W. GIBSON
COMMUNITY DEVELOPMENT DIRECTOR

By 

Gregg D. Lodan, AICP
Planning Manager

Crump, Jill

From: Semaan, Ted
Sent: Tuesday, July 19, 2011 3:11 PM
To: Crump, Jill
Subject: FW: South Bay Bicycle Plan
Attachments: comments to SB Bicycle Plan

FYI.....this is the original email with the attachment I could not open.

From: Sue Siani [mailto:suesiani@gmail.com]
Sent: Tuesday, July 19, 2011 11:14 AM
To: Semaan, Ted
Subject: South Bay Bicycle Plan

Ted,

Sorry it took so long for me to get these comments back to you. I've been traveling a lot this month and I also had problems opening the files you sent me. For some reason my work computer hates google docs (as well as that website), but I did manage to finally get them open on my home computer. Go figure. Anyway I wote my notes on a hardcopy and scanned them in. Let me know if you have a problem reading them.

Thanks for your patience,
Sue

Chapter Two | Goals, Objectives, and Policy Actions

	<p>1.4.2 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, employment centers, schools, colleges and parks. Schedule: 5-10 years</p> <p><i>Consider providing</i></p> <p>1.4.3 Provide sheltered bicycle parking 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. The amount of bicycle parking provided should be aimed at encouraging bicycle trips through increased safety and convenience. Schedule: 0-5 years</p> <p>1.4.4 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 <u>existing</u> bike parking ordinances or Municipal Code sections exempted. Schedule: 0-5 years</p> <p>1.4.5 To the extent feasible, the City may encourage owners of large buildings and major employers to provide showers and clothing lockers <u>along</u> with secure bike parking in areas where employment density warrants. Schedule: 2012-2032</p> <p>1.4.6 Consider amending the Municipal Code to decrease the number of required automobile parking spaces in buildings where bicycle parking is provided, as feasible and appropriate. Schedule: 0-5 years <i>I would remove this section (1.4.6) I think this causes more parking problems - people will still need to drive their cars.</i></p> <p>1.4.7 Require secure bike parking to be provided 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>1.4.8 Work with Metro, local transit agencies and adjacent property owners to provide bicycle parking in proximity to bus stops. Schedule: 2012-2032</p>
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Goal 2.0: Make the South Bay A Safe Bicycling Environment	
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.	
Objective 2.1	Increase Bicycle Education and Awareness for All Road Users Increase education of bicycle safety through programs and trainings of the general public and City employees.
Policy Actions	<p><i>I think these are goals. and should be stated as such</i></p> <p><i>Consider partnering</i></p> <p>2.1.1 Partner with local bike advocacy groups and bicycle related businesses 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><i>Consider providing</i></p> <p>2.1.2 Provide multi-lingual bicycle safety information in languages that are widely used throughout the South Bay region. Schedule: 2012-2032</p> <p><i>Consider working</i></p> <p>2.1.3 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>2.1.4 Provide continuous bicycle education to City staff that are involved in the design or other such decisions that effect roadways; such as traffic engineers, planners, public works engineers and parks and recreation staff. Schedule: 2012-2032</p> <p>2.1.5 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. Schedule: 2012-2032</p> <p>2.1.6 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>
Objective 2.2	Enforcement for Improved Cycling Safety Increase enforcement activities that enhance safety of bicyclists on bike paths and roadways.
Policy Actions	<p>2.2.1 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><i>I don't think we should increase enforcement on one behavior over others.</i></p> <p>2.2.3 Explore opportunities to increase motorist awareness of possibility of the presence of</p>

Chapter Two | Goals, Objectives, and Policy Actions

	<p>bicyclists, specifically at locations with a high incidence of bicycle collisions. Schedule: 2012-2032</p> <p>2.2.4 To the extent feasible, consider promoting bicycling- awareness, prominence and law enforcement accessibility by increasing bicycle-mounted patrol officers. Schedule: 2012-2032</p> <p>2.2.5 Develop or promote existing mechanisms for reporting behaviors that endanger cyclists. Schedule: 2012-2032</p> <p>2.2.6 Work with local law enforcement departments to make bicycle theft investigation a higher priority. <i>Higher priority than what? other property crimes?</i> Schedule: 2012-2032</p>
<p>Objective 2.3</p>	<p>Maintenance for Safe and Consistent Bikeability Maintain bikeways that are clear of debris and provide safe riding conditions.</p>
<p>Policy Actions</p>	<p>2.3.1 Coordinate with Public Works' 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>2.3.2 <i>Ensure</i> Prioritize roadways with existing or proposed bike facilities <i>are accommodated</i> in the City's street resurfacing plan, as necessary or appropriate. Schedule: 2012-2032</p> <p>2.3.3 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>2.3.4 Establish a maintenance reporting program to receive and respond to issues that impact bicyclist safety. Encourage citizens to participate in the program. Schedule: 2012-2032</p> <p>2.3.5 Within the City's existing street sweeping program, prioritize <i>ensure</i> the regular maintenance of bikeways, such as street sweeping, on corridors regularly traveled by bicyclists. Schedule: 2012-2032</p>

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

Goal 3.0: Ensure an Enduring Bicycling Culture	
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.	
Objective 3.1	<p>Partnering with Local Bike Advocacy Groups</p> <p>Foster community support for bicycling by raising public awareness about bicycling and supporting programs that encourage more people to bicycle.</p>
Policy Actions	<p>3.1.1 Partner with local bike advocacy groups to publicize updated bike maps, safety tips and commuting advice. Schedule: 0-5 years</p> <p>3.1.2 Work with ^{Encourage} local bike groups, such as the South Bay Bicycle Coalition, to promote bicycling at City-sponsored and public events, such as Earth Day, Bike to Work Day/Month, farmer's markets, public health fairs, art walks, craft fairs, civic events. Schedule: 0-5 years</p> <p>3.1.3 Upon meeting eligibility requirements, consider applying for the designation of "Bicycle Friendly Community" through the League of American Bicyclists. Schedule: 0-5 years</p> <p>3.1.4 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> <p>3.1.5 Work with the Chamber of Commerce and explore land use options that encourage and promote bicycle-related and bicycle-friendly businesses within the South Bay. Schedule: 2012-2032</p>
Objective 3.2	<p>Continuous Evaluation of Implementation and Performance</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>
Policy Actions	<p>3.2.1 Designate or establish a Bicycle Coordinator at either the regional or city level to track, coordinate and oversee implementation of bike facilities, programs, grant applications and data collection. Schedule: 2012</p> <p>3.2.2 Establish a monitoring program or database to measure the effectiveness and benefits of the South Bay Bicycle Master Plan. Measurements should be reviewed on a regular basis. Schedule: 2012</p> <p>3.2.3 Bicycle Coordinator or designated city staff will track city- and/or region-wide trends in bicycle commuting through the use of Census data, annual travel surveys, and annual</p>

Chapter Two | Goals, Objectives, and Policy Actions

	<p>volunteer-led bicycle counts. Schedule: 2012-2032</p> <p>3.2.4 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>3.2.5 Bicycle Coordinator or designated City staff will work with the South Bay Cities Council of Governments (SBCCOG) Livable Communities Working Group to gain implementation support and oversight, as needed. Schedule: 2012-2032</p> <p>3.2.6 Bicycle 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>3.2.7 Regularly monitor bicycle safety and seek a continuous reduction in bicycle-related collisions on a per capita or per bicyclist basis over the next twenty years. Schedule: 2012-2032</p> <p>3.2.8 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>3.2.9 Amend the Municipal Code to require a public hearing with the appropriate Traffic, Public Works or other such Commission for the removal of any existing bikeway. Cities with such existing policy are exempted. Schedule: 0-5 years</p>
<p>Objective 3.3</p>	<p><u>Consistently Apply for Available Funding Sources</u> 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>Policy Actions</p>	<p>3.3.1 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> <p><i>This seems like a lot of work - not sure how this is handled today</i></p> <p>A. Metro Call for Projects (bi-annual) B. State Safe Routes to School Funding (annual) C. Office of Traffic Safety Grants (annual)</p>

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

	<p>D. Caltrans Highway Safety Improvement Program (annual)</p> <p>E. Federal Safe Routes to School Funding (annual) — —</p> <p>F. Prop A Funds (annual)</p> <p>G. Coastal Conservancy Funds (annual)</p> <p>H. Federal Lanes Highway Funds (annual)</p> <p>I. Caltrans Bicycle Transportation Account (annual)</p> <p>J. Caltrans Community Based Transportation Planning Grant (annual)</p> <p>K. Prop C Transportation Demand Management Funds (annual)</p> <p>Schedule: 2012-2032</p> <p>3.3.2 Reference the priority matrix 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>3.3.3 Bicycle Coordinator or designated City staff should maximize fund leveraging by coordinating bicycle improvement funding applications among all involved cities. Schedule: 2012-2032</p> <p>3.3.4 Bicycle 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>3.3.5 Include a specified bicycle improvements line item in the City's Capital Improvements Plan. Schedule: 2012-2032</p> <p>3.3.6 Establish 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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Hawthorne Blvd to the extent feasible. In the City of Lawndale, one option to consider would be to utilize the necessary space along the center parking landscaped median rather than removing on street parking or travel lanes.

9.4.2 Recommended 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 Torrance Municipal Code currently provides bicycle parking requirements for non-residential developments. The City should amend its Municipal Code to include bicycle parking requirements at new and retrofitted multi-family residential, commercial, office, and mixed-use developments of all sizes. The Municipal Code should also require bicycle parking quantities based on square footage of developments or by number of employees/residents to adequately address the bicycle demand at each development.

Torrance should ^{consider amending} ~~also amend~~ its Municipal Code to include requirements on types of both short- and long-term bicycle parking facility designs, which are shown in Appendix J. Bicycle rack designs should include racks 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.

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. Torrance should

Chapter 11 | Wayfinding and Signage Plan

Manhattan Beach Library
North Manhattan Beach/El Porto
Manhattan Village Mall
Polliwog Park and the Creative Arts Center
AdventurePlex (Marine Ave Park and Marine Ave Sports Complex)
Downtown Manhattan Beach
Metlox
Redondo Beach
Redondo Beach
Riviera Village
Esplanade
Dominguez Park / Dog Park
North Redondo Beach Bikeway at Marine Ave and Redondo Beach Ave
North Redondo Beach Bikeway at Artesia Blvd and Inglewood Ave
North Redondo Beach Bikeway at Lillienthal Ln and 190th street (Lillienthal Park)
Torrance
Torrance Beach
South Coast Botanic Gardens
Torrance Airport / Zamparini Field
Madrona Marsh Nature Center
Los Angeles Air Force Base - <i>This is in El Segundo</i>
Wilson Park
Old Torrance
El Prado Park and Torrance History Museum
Torrance City Hall and Library

Del Amo Fashion Center

Crump, Jill

From: Semaan, Ted
Sent: Monday, July 18, 2011 9:25 AM
To: Crump, Jill
Subject: FW: South Bay Bicycle Master Plan - Public Review Open Now!
Attachments: marked items.pdf

Hi Jill, please see below Commissioner Rudolph's comments regarding the Draft Bike Master Plan. Please prepare to address his questions/comments at August 1st Traffic Commission meeting and forward to Marissa accordingly. Thanks, Ted.

From: Robert Rudolph [mailto:robert@networkerservices.net]
Sent: Sunday, July 17, 2011 11:39 AM
To: Semaan, Ted
Subject: RE: South Bay Bicycle Master Plan - Public Review Open Now!

Hi Ted,

Attached are some items marked up with comments that can lead to further discussions. I used the comments area in the PDF's to add remarks, let me know if you have any trouble reading them.

Areas that concern me most about the plan also included any mandatory implementation required from private property owners. Property owners should be offered incentives and rewards for their cooperation, not penalties, fines and added expenses. Can the city take the lead in implantation then study the results first before we change any codes. (5-10 years)

I believe that certain biking usage samples noted in the report are inconclusive and further studies that include all practical hours in a 7 day week are required to establish actual patterns of bikers. Also bike trends change; kids grow up and move away, weather conditions change, people change jobs or become unable to ride for whatever reasons. The assumption here is that you'll see an increase in bike usage. What is that increase going to be? What is our reference point for measurement? Are there any examples or long term studies for reference?

Is it possible to include some exclusivity with class 1 bike routes in Torrance? I noticed the limited number of these routes in the proposed plan and only one existing short half-mile route at Torrance Beach. If we are reviewing or have development plans underway for new types of transportation systems such as people movers or rail systems, can class 1 bike lanes be added here at the same time? Are there any grants available for class 1 bike lanes?

Sincerely,

Robert Rudolph

Traffic Commissioner
City of Torrance

From: Semaan, Ted [mailto:TSEMAAN@TorranceCA.gov]
Sent: Tuesday, June 14, 2011 12:02 PM
To: David Sargent ; Doug Walter; Karen Glavin; Kathleen F. Green; Richard Tsao; Robert Rudolph; Sue Siani (suesiani@gmail.com)

08/01/2011



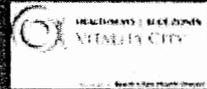
South Bay Bicycle Master Plan Community Workshops

The Draft plan is ready, come tell us what you think!

Refreshments will
be provided!

All workshops are from 7- 8:30 PM unless noted

Date	City	Location
6/20	Manhattan Beach	Joslyn Community Center - 1601 N Valley Drive
6/23	Hermosa Beach	Clark Building - 861 Valley Drive, 7:30 PM - 9 PM
6/27	Torrance	Katy Geissert Library Community Room - 3301 Torrance Blvd
6/28	El Segundo	Joslyn Center - 339 Sheldon Street
6/29	Lawndale/Gardena	Nakaoka Community Center - 1670 West 162nd Street
7/11	Redondo Beach*	Redondo Beach Performing Arts Center, 1935 Manhattan Beach Blvd, 7 PM - 9 PM



* Includes presentation by national livability expert Dan Burden, sponsored by Healthways | Blue Zones Vitality City

Please join us at an upcoming workshop to preview the draft plan and provide your input.

Public involvement from the previous workshops has helped shape the bikeways proposed for YOUR CITY. This is the final round of workshops before the plan is presented to your city council, so don't miss this one!

The plan is available for viewing after June 13th at: www.SouthBayBicycleCoalition.org



Contacts:

Marissa Christiansen
South Bay Initiative Director
Marissa@la-bike.org

Sam Corbett
Project Manager
samcorbett@altaplanning.com



Made possible by funding from the Department of Health and Human Services through the Los Angeles County Department of Public Health



Regards,
Marissa Christiansen

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	<p>1.1.9 Review policies and facilities proposed in the South Bay Bicycle Master Plan whenever planning or implementing new bicycle facilities or Capital Improvement Projects that may be related to bicycle improvements. Schedule: 2012-2032</p>
Objective 1.2	<p>Consistent Design and Engineering for Bicycles 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>
Policy Actions	<p>1.2.1 Prioritize and encourage reallocation of roadway rights-of-way where needed to accommodate bicycling and bicycle facilities. Schedule: 2012-2032</p>
	<p>1.2.2 Prioritize opportunities that improve walkability and bikeability by utilizing standards, as defined by AB 1358, for all Capital Improvement Projects. Schedule: 2012-2032</p>
	<p>1.2.3 Pursue removal of on-street parking to accommodate striped bike lanes, to the extent feasible. Schedule: 2012-2032</p>
	<p>1.2.5 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>

Sticky Note 07/02/2011 11:58:51
Robert Rudolph

Are there examples of locations where this might be considered.

1 of 4

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Manhattan Beach Library
North Manhattan Beach/El Porto
Manhattan Village Mall
Pollwog Park and the Creative Arts Center
AdventurePlex (Marine Ave Park and Marine Ave Sports Complex)
Downtown Manhattan Beach
Metlox
Redondo Beach
Redondo Beach
Riviera Village
Esplanade
Dominguez Park / Dog Park
North Redondo Beach Bikeway at Marine Ave and Redondo Beach Ave
North Redondo Beach Bikeway at Artesia Blvd and Inglewood Ave
North Redondo Beach Bikeway at Lillenthal Ln and 190th street (Lillenthal Park)
Torrance
Torrance Beach
South Coast Botanic Gardens
Torrance Airport / Zamparini Field
Madrona Marsh Nature Center
Los Angeles Air Force Base
Wilson Park
Old Torrance

Comments Attachments

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Movie theaters, shopping ce
Golf Course, Hospitals & me
facilities

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Attachments

Comments

Sticky 07/02/2011 12:16:24 PM Networker Options

This scenario needs to include security, such as video surveillance

be aimed at encouraging bicycle trips through increased safety and convenience.

Schedule: 0-5 years

1.4.4 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

Sticky 07/02/2011 12:07:55 PM Robert Rudolph Options

How is this determined? What about business that lease their offices?

1.4.5 To the extent feasible, the City may encourage owners of large buildings and major employers to provide showers and clothing lockers along with secure bike parking in areas where employment density warrants. Schedule: 2012-2032

Sticky Not 07/02/2011 12:12:58 PM Robert Rudolph Options

1.4.6 Consider amending the Municipal Code to decrease the number of required parking spaces in buildings where bicycle parking is provided, as feasible and appropriate. Schedule: 0-5 years

Space allocated to parking bike should not diminish space allocated to parking cars.

1.4.7 Require secure bike parking to be provided at large or heavily attended events or destinations, by providing permanent bicycle parking facilities at event locations or use of temporary portable facilities, such as bike valets. Schedule: 0-5 years

Sticky 07/17/2011 9:40:25 AM Robert Rudolph Options

This should include some exclusive driveway path for bikes within the parking area of the event for safety purposes.

1.4.8 Work with Metro, local transit agencies and adjacent property owners to provide parking in proximity to bus stops. Schedule: 2012-2032

3 of 4

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Sticky 07/02/2011 12:16:24 PM Networker Options

This scenario needs to include security, such as

Sticky 07/17/2011 9:40:25 AM R Robert Rudolph Options

Sp: This should include some sho exclusive driveway path for

Sticky Note 07/17/2011 10:33:41 AM Networker Options

Allow sponsorships and advertising to help generate revenue

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

11.3 Kiosks

In addition to an effective signage system, the South Bay Signage plan also proposes the installation of informational kiosks to support the proposed bikeway network and signage. Proposed kiosk locations should be located at key destinations and include bicycle facility information for the participating cities and the South Bay region as a whole.

11.3.1 Design Guidelines

Potential locations for kiosks include key destinations in each City are provided in Appendix L. Figure 11-13 and Figure 11-14 present sample kiosk prototypes as potential designs for the cities' use. These are simply conceptual in design and can be modified to conform with each cities' existing signage plans. Figure 11-15 displays a potential placement of the sample kiosk.

The design guidelines for kiosks will vary per each city's design preferences and existing standards. However, it is recommended that the participating cities use similar guidelines to create

Attachments

Comments

4 of 4

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Traffic Commission Meeting
August 1, 2011

TO: Traffic Commission
FROM: Gregg D. Lodan, AICP, Planning Manager
SUBJECT: SUPPLEMENTAL #1 TO AGENDA ITEM 7a

Correspondence was received after the item was prepared and distributed is attached herewith for your consideration.

Respectfully submitted,

JEFFERY W. GIBSON
COMMUNITY DEVELOPMENT DIRECTOR

By 

Gregg D. Lodan, AICP
Planning Manager

Attachment:
A) Public Correspondences

Semaan, Ted

From: rsampson1@socal.rr.com
Sent: Thursday, July 28, 2011 7:32 PM
To: Semaan, Ted

Dear Ted Semaan

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 Torrance 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!

Thank You
Rick Sampson
21014 Ladeene Avenue #A
Torrance, CA 90503

Semaan, Ted

From: Margaret Wehbi [mawehbi@gmail.com]
Sent: Thursday, July 28, 2011 8:31 PM
To: Numark, Cliff; Rhilinger, Susan; Brewer, Tom; Semaan, Ted
Subject: South Bay Bicycle Master Plan

Dear Traffic Commission and Transportation Committee Members,

I understand that you have an opportunity to review the South Bay Bicycle Master Plan at an upcoming meeting. I strongly urge you to support the approval of this plan. The plan addresses the safety, environmental and connectivity issues our communities greatly need.

As a resident of Hawthorne and a regular consumer in the city of Torrance, I can confidently say that I would ride my bike to Torrance's numerous amenities if there were improved bikeways, such as those being proposed by the South Bay Bicycle Master Plan. It would be exciting to see a plan that provides connectivity across seven of the South Bay cities. Please help make this plan a reality.

Sincerely,

Margaret Wehbi

Semaan, Ted

From: Karen Rasch [raschacts@yahoo.com]
Sent: Thursday, July 28, 2011 8:33 PM
To: Semaan, Ted
Subject: South Bay Bicycle Master Plan

Dear Mr. Semaan:

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. The plan addresses the safety, environmental and connectivity issues our communities greatly need.

As a resident of Hawthorne, I can confidently say that I would ride my bike to Torrance's numerous amenities and spend more time in Torrance if there were improved bikeways, such as those being proposed by the South Bay Bicycle Master Plan. I'm excited to see a plan that actually provides connectivity across seven of the South Bay cities and applaud Torrance for participating in such a collaborative and effective effort. As a former resident of Marina del Rey (19 years), I have used the bike paths and routes for many years and would be very happy to see the environment become more cyclist-friendly.

I encourage you to support the South Bay Bicycle Master Plan and look forward to a more bike-friendly future for Torrance!

Karen Rasch

Semaan, Ted

From: Jon Spallino [jon.spallino@gmail.com]
Sent: Friday, July 29, 2011 10:28 AM
To: Semaan, Ted; Numark, Cliff; Rhilinger, Susan; Brewer, Tom
Subject: Bicycle Master Plan

Please approve the South Bay Master Plan! We need safer, more efficient cycling options in the South Bay.

Thanks for reading.

Jon Spallino
427 Camino de Encanto - 90277

Semaan, Ted

From: debbiedierks@netzero.com
Sent: Friday, July 29, 2011 4:22 PM
To: Brewer, Tom; Rhilinger, Susan; Numark, Cliff; Semaan, Ted
Subject: please approve the plan--we love to bike here

Dear Ted, Cliff, Susan and Tom, (hey—those are names of people I recently voted for!)

When you review the South Bay Bicycle Master Plan soon, please approve it! We are avid cyclists, but we worry about taking our little toddlers out on the bike. You can help us feel more safe--the plan addresses the safety, environmental and connectivity issues our city so greatly needs and reflects the community's desires. If you approve of this plan the City will receive additional funding.

I am excited to see that Torrance 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, Debbie Ostendorff (Torrance resident on Ladeene Ave).

Semaan, Ted

From: Julian Katz [juliank@msn.com]
Sent: Friday, July 29, 2011 4:44 PM
To: Semaan, Ted
Subject: FW: Seven City Bike Master Plan

I hope caps work.

From: juliank@msn.com
To: tseman@torranceca.gov
Subject: Seven City Bike Master Plan
Date: Fri, 29 Jul 2011 16:41:42 -0700

Mr. Semaan,

I understand that you have an opportunity to review the South Bay Bicycle Master Plan at your 1 August meeting. I am writing to strongly urge you to support the approval of this plan. The plan addresses the safety, environmental and connectivity issues our communities greatly need.

As a resident of Hermosa Beach I frequently ride my bike to Torrance. In fact, I made two trips to the vicinity of the TMMC this week. I appreciate the efforts you have made in placing the current bikeways. I would spend more time in Torrance if there were improved bikeways, such as those being proposed by the South Bay Bicycle Master Plan. I'm excited to see a plan that actually provides connectivity across seven of the South Bay cities and applaud Torrance for participating in such a collaborative and effective effort.

I encourage you to support the South Bay Bicycle Master Plan and look forward to a more bike-friendly future for Torrance!

Julian Katz
Public Works Commissioner
Hermosa Beach

Semaan, Ted

From: nicholas george [niko@nikoco.com]
Sent: Friday, July 29, 2011 7:05 PM
To: Semaan, Ted; Numark, Cliff; Rhilinger, Susan; Brewer, Tom
Subject: South Bay Bicycle Master Plan

Dear Traffic Commission Staff Liaison: Ted Semaan, Transportation Committee Council Representatives: Cliff Numark, Susan Rhilinger, Tom Brewer,

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. The plan addresses the safety, environmental and connectivity issues our communities greatly need.

As a resident of Hermosa Beach, I can confidently say that I would ride my bike to Torrance's numerous amenities and spend more time in Torrance if there were improved bikeways, such as those being proposed by the South Bay Bicycle Master Plan. I'm excited to see a plan that actually provides connectivity across seven of the South Bay cities and applaud Torrance for participating in such a collaborative and effective effort.

I encourage you to support the South Bay Bicycle Master Plan and look forward to a more bike-friendly future for Torrance!

Thanks!

Niko George

Semaan, Ted

From: david denio [davedenio@hotmail.com]
Sent: Saturday, July 30, 2011 7:25 AM
To: Semaan, Ted; Numark, Cliff; Rhilinger, Susan; Brewer, Tom
Cc: marissa@la-bike.org
Subject: South Bay Bike Plan

Dear Mr Semaan and Transportation Committee Council Representatives,

I am writing to you because I think it is important for our communities to work together to approve a unified cycling plan for our South Bay towns. With increased energy prices, pollution, and congestion, along with the general lack of cardiovascular health, I think that implementing a cycling infrastructure within our towns is a way of looking towards the future.

People take the path of least resistance. At this time that path is their automobiles. Cycling in the South Bay is dangerous and risky and if we remove these resistances by implementing the South Bay Bike Plan, it will allow our residents to choose the healthier way of life and the more responsible choice for the environment. It will also build our community and encourage the interconnectedness between our South Bay towns.

Thank you for listening,

David Denio
Manhattan Beach
South Bay

Semaan, Ted

From: Kaye Gagnon [greenervoice@gmail.com]
Sent: Saturday, July 30, 2011 12:51 PM
To: Semaan, Ted; Numark, Cliff; Brewer, Tom; Rhilinger, Susan
Cc: Marissa Christiansen
Subject: Opportunity to save lives and improve our environment - bicycle master plan

To: Traffic Commission Staff Liaison: Ted Semaan; Transportation Committee Council
Representatives: Cliff Numark; Susan Rhilinger; Tom Brewer

As the Mother of a bicyclist and the President of the environmental educational non-profit which will be hosting the 20th annual South Bay Earth Day Celebration in Manhattan Beach in 2012 I urge you to make the South Bay Master Bicycle Plan a reality. The accident rates for bicyclist in our south bay cities is simply not acceptable. Creating safe bike routes will help Torrance's economy and reduce car traffic, allowing us all to breath easier. I strongly encourage you to take personal ownership to make this a South Bay and LA success. Think Amsterdam as your benchmark.

I'm excited to see a plan that actually provides connectivity across seven of the South Bay cities and applaud Torrance for participating in such a collaborative and effective effort.

I encourage you to support the South Bay Bicycle Master Plan and look forward to a more bike-friendly future for Torrance!

You are cordially invited to celebrate our 20th annual Earth Day celebration in Polliwog Park, April 28, 2012 in Polliwog Park.

Enjoy, Kaye Gagnon
greenervoice.org

Semaan, Ted

From: Brian McCarthy [mccarhb@gmail.com]
Sent: Saturday, July 30, 2011 11:03 PM
To: Semaan, Ted
Subject: South Bay Bicycle Master Plan

Dear Mr Semaan,

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. The plan addresses the safety, environmental and connectivity issues our communities greatly need.

As a resident of Gardena, I can confidently say that I would ride my bike to Torrance's numerous amenities and spend more time in Torrance if there were improved bikeways, such as those being proposed by the South Bay Bicycle Master Plan. I'm excited to see a plan that actually provides connectivity across seven of the South Bay cities and applaud Torrance for participating in such a collaborative and effective effort.

I encourage you to support the South Bay Bicycle Master Plan and look forward to a more bike-friendly future for Torrance!

Brian McCarthy
2615 W 154th St
Gardena, CA

Semaan, Ted

From: Ross Sherbak [rosssherbak@gmail.com]
Sent: Sunday, July 31, 2011 1:43 PM
To: Semaan, Ted; Numark, Cliff; Rhilinger, Susan; Brewer, Tom
Subject: Support for South Bay Bicycle Master Plan

Dear Transportation Committee Members,

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. The plan addresses the safety, environmental and connectivity issues our communities greatly need.

As a resident of Manhattan Beach, I can confidently say that I would ride my bike to Torrance's numerous amenities and spend more time in Torrance if there were improved bikeways, such as those being proposed by the South Bay Bicycle Master Plan. I'm excited to see a plan that actually provides connectivity across seven of the South Bay cities and applaud Torrance for participating in such a collaborative and effective effort.

I encourage you to support the South Bay Bicycle Master Plan and look forward to a more bike-friendly future for Torrance!

--

Thank You
Keep the rubber side down.
R. E. Sherbak
rsherbak@uoregon.edu
[310.347.7443](tel:310.347.7443)

Semaan, Ted

From: Doug Walter [tracomm7.11@gmail.com]
Sent: Sunday, July 31, 2011 5:01 PM
To: Semaan, Ted; Crump, Jill
Subject: Bike plan
Attachments: Ted and Staff.docx; IMG_1586.JPG

Ted, Jill,

I hope this helps, I apologize again for not being able to spend more time on this.

Ted and Staff,

What a month what with drive traveling to the east and spending this past week taking grandchildren nieces and nephews to San Pedro Navy Week. They were quite impressed with the ships especially the USS Abraham Lincoln!

For that, I apologize for not spending enough time perusing the South Bay Coalition South Bay Bicycle Plan Master Draft.

However, what I did garner out of what I read is that we would be sacrificing the vehicle traffic for their enjoyment and purposes.

I do realize after all these years working in traffic that we must continue to guard the safety of all that use our highways, vehicles and bicyclist combined.

I do agree that there does need to be more enforcement and awareness training of "Share The Road" to protect bicyclist.

However, this sharing needs to be a two way street, i.e., The other day I pulled into the right turn pocket northbound on Catalina @ Torrance and encountered a bicyclist going straight. I tapped the horn to let me by and received a dirty look to which I called out the window pleas move over afoot or so and got the ..., you know!

I know you have encountered these situations also, not stopping at signs, signals and other traffic control devices.

I'm basically saying all laws and law enforcement should be meted out equally and fairly.

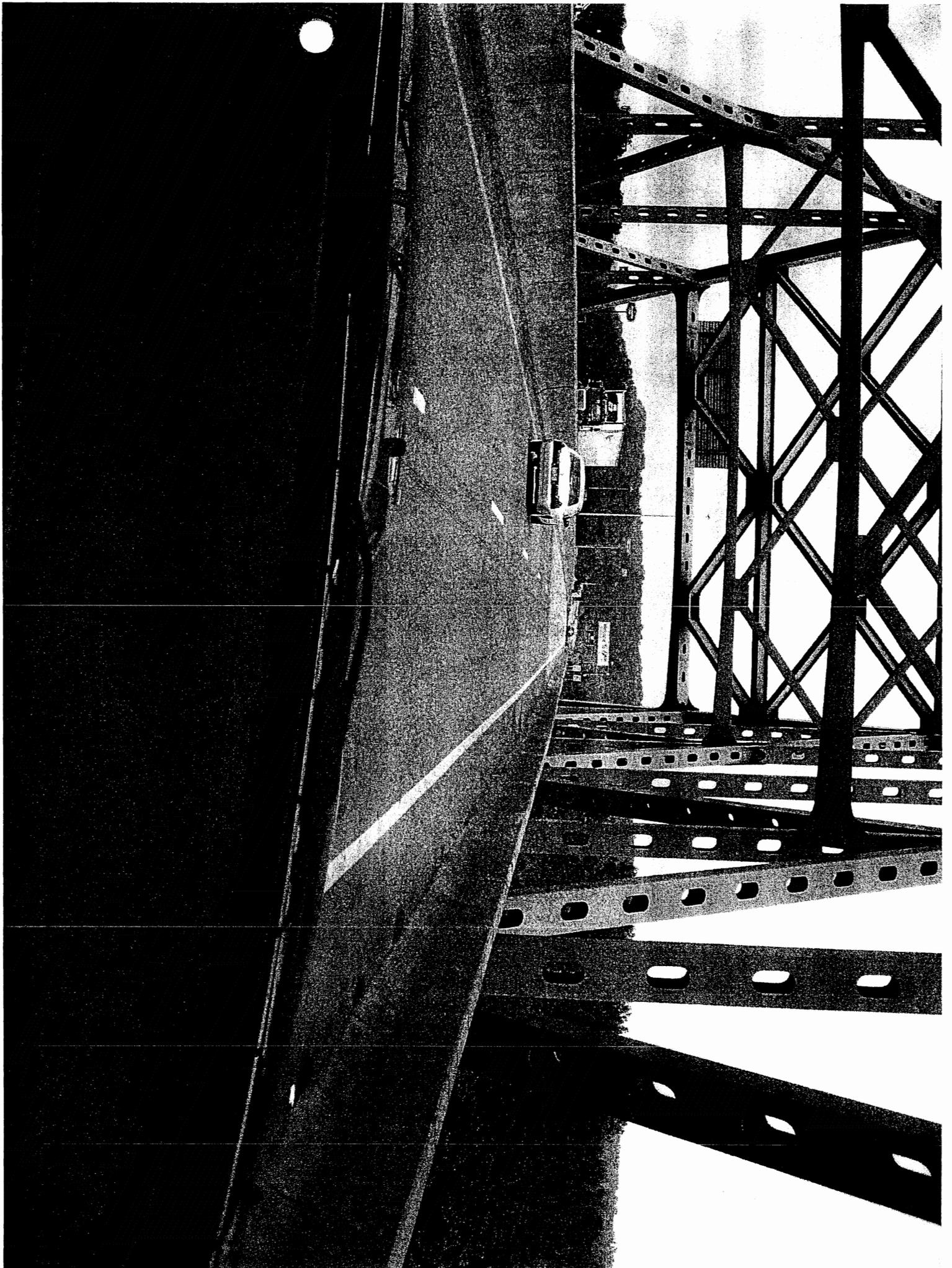
I was also concerned with how all these policies would be funded in these economically strained times.

Signs and markings may be funded on occasion, however once installed who pays for the upkeep.

I hope this will enlighten you as what I got out of the draft.

As ever,

Doug Walter



Semaan, Ted

From: tony.wang@juno.com
Sent: Sunday, July 31, 2011 8:59 PM
To: Semaan, Ted
Subject: Thanks for support of South Bay Bicycle Master Plan!

Dear Ted Semaan,

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 Torrance 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!

Regards,
Tony Wang (13+ yr Torrance resident, cyclist, & registered voter)

Semaan, Ted

From: Matthew Delgado [matthewedelgado@gmail.com]
Sent: Sunday, July 31, 2011 11:20 PM
To: Semaan, Ted
Subject: South Bay Bicycle Master Plan

Dear Mr. Semaan,

I understand that you have an opportunity to review the South Bay Bicycle Master Plan at an upcoming meeting. As a life long resident of Torrance, 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 Torrance 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!

I cannot reiterate how beneficial it would be to adopt the South Bay Bicycle Master Plan. At Hickory Elementary School some odd years ago, we had an event called the Bike Rodeo that increased our biking skills and our interest in bicycling. Because of the Bike Rodeo and the friendly bicycling attitudes promoted through Torrance schools, I and many of my school friends developed a heavy interest in bicycling. Aside from the many benefits that bicycling confers, I think we owe it, not only to ourselves but to future generations of Torrance citizens, to implement a comprehensive bicycle plan that facilitates and promotes a sustainable form of mobility. The adoption of the Master Plan would only enhance our city's already great qualities and assets. The plan before you is everything that our city needs; I humbly ask as a citizen of Torrance that you support this plan for the good of our city.

Thank you for your time.

Matthew Delgado
2755 W. 225th St.
Torrance, CA 90505
(310) 738-3870
matthewedelgado@gmail.com

Semaan, Ted

From: Karen Galvin [kgalvin@socal.rr.com]
Sent: Monday, August 01, 2011 10:59 AM
To: Semaan, Ted
Cc: Crump, Jill
Subject: FW: Comments & Feedback for the Draft South Bay Bike Master Plan

Chapter 2, Policy Actions 1.2.3

Pursue removal of on-street parking to accomodate striped bike lands to the extend feasible.

Question: This doesn't seem like it would go over well in any part of our city as you are either affecting business or residences.

Map Page 211.

There is nothing show for Crenshaw Blvd. Between PCH and Skypark on Crenshaw there is a very wide sidewalk on the West side of the road and a very large dirt strip on right side of the road. Couldn't this be made into a bike path. I've walked this in the past and thought it would be a great bike path. Also a throughfare from PCH to Wilson Park on Crenshaw would be nice if feasible.

9.3.1 Public Outreach

I'd also like to see additional bicycle parking in the shopping centers on PCH and Crenshaw so one could bike to the bank, stores or market.

10.1 and 10.1.4 Bike Education/Share the Path

What about articles in the newspaper or on the Torrance Web site of bicycle road rules?

What about bike safety tips in our utility bills?

What about bike safety flyers available at any and all city events such as the Farmers Market, Turkey Trot, Crafts Fairs, etc.

Many people wouldn't want to take a class...so public outreach is a better choice with flyers and booths at public events.

10.1.3 Bicycle Rodeo's

Great idea...have the rodeos during the school day as a special event for the kids.

Semaan, Ted

From: Dean Francois [savethestrand@yahoo.com]
Sent: Monday, August 01, 2011 8:47 AM
To: Semaan, Ted
Subject: Bicycle Masterplan - Traffic Commission 8/1/2011
Attachments: Los_Angeles_County_Bicycle_Master_Plan_-_Appendices -F20 class1.pdf; yacht club way07.PDF; bike_path_map_printed.pdf; path_details.doc

SUBJ: Bicycle Masterplan - Traffic Commission 8/1/2011

Please have this email forwarded to the Traffic 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 Torrance. 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 387 people many of whom are Torrance residents.

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 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 it. And this is important for the citizens of Torrance that use the strand and/or use one of the main east/west bike routes to the beach (190th street/Beryl to Harbor Drive). The cyclist using this route enter Harbor Drive and either head north or south to the beach bike paths. According to the masterplan you are reviewing, it is recommending a 2-way bike path on one side of the street. Can you image the dangers and confusing signals for cyclists to travel down Beryl Street and turn left or right across 4 lanes of traffic to get to a 2 way bike path on the west side of the street? 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. Several years elected as chair . I have designed, developed and funded many bike ways including the North Redondo bike path which links up the bike lanes on Anza ave.

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 1st 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 387 signatures on 22 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 draft masterplan located 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.. 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 1st 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 Torrance 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**

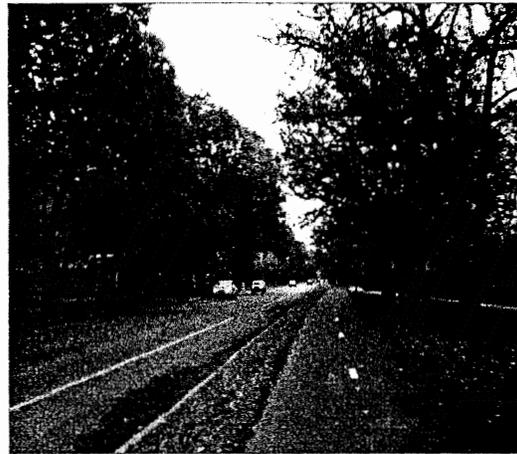
|

Class I Bikeways Along Roadways

Discussion

Concerns about Class I bikeways directly adjacent to roadways (e.g., with minimal or no separation) are:

- Half of bicycle traffic may ride against the flow of vehicle traffic, contrary to the rules of the road.
- 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.
- At intersections, motorists crossing the facility often do not notice bicyclists approaching from certain directions, especially where sight distances are poor.
- Bicyclists are required to stop or yield at cross-streets and driveways, unless otherwise posted.
- Stopped vehicles on a cross-street or driveway may block the facility.
- 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.
- Class I bikeways directly adjacent to high-volume roadways diminish users' experience by placing them in an uncomfortable environment.



Class I bikeways directly adjacent to roadways can be challenging for users at roadway intersections.

Design Considerations

- 5' minimum buffer should separate the facility from the edge of the roadway, or a physical barrier should be installed.

Class I bikeways may be considered along roadways under the following conditions:

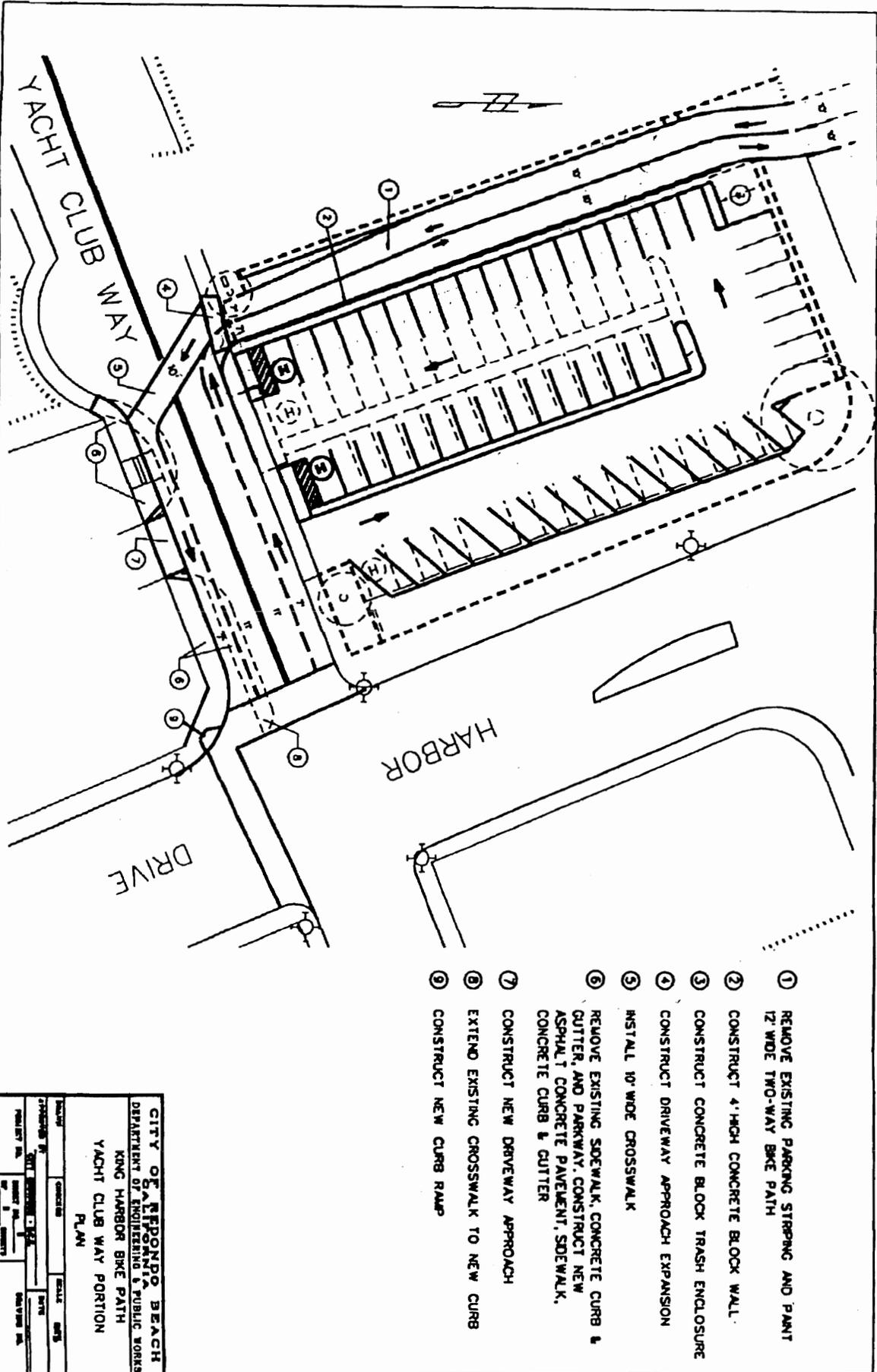
- The facility will generally be separated from all motor vehicle traffic.
- Bicycle and pedestrian use is anticipated to be high.
- To provide continuity with an existing off-street facility through a roadway corridor.
- The bikeway can be terminated at each end onto streets or trails with good bicycle and pedestrian facilities.
- There is adequate access to local cross-streets and other facilities along the route.
- Any needed grade separation structures do not add substantial out-of-direction travel.

The total cost of providing the proposed path is proportionate to the need, compared to the cost of providing on-street facilities.

Guidance

- Both the California *Highway Design Manual* Chapter 1000, and the AASHTO *Guide for the Development of Bicycle Facilities* recommend against the development of multi-use paths directly adjacent to roadways.

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



- ① REMOVE EXISTING PARKING STRIPING AND PAINT 12' WIDE TWO-WAY BIKE PATH
- ② CONSTRUCT 4'-HIGH CONCRETE BLOCK WALL
- ③ CONSTRUCT CONCRETE BLOCK TRASH ENCLOSURE
- ④ CONSTRUCT DRIVEWAY APPROACH EXPANSION
- ⑤ INSTALL 10' WIDE CROSSWALK
- ⑥ REMOVE EXISTING SIDEWALK, CONCRETE CURB & GUTTER, AND PARKWAY, CONSTRUCT NEW ASPHALT CONCRETE PAVEMENT, SIDEWALK, CONCRETE CURB & GUTTER
- ⑦ CONSTRUCT NEW DRIVEWAY APPROACH
- ⑧ EXTEND EXISTING CROSSWALK TO NEW CURB
- ⑨ CONSTRUCT NEW CURB RAMP

CITY OF PONTOIAC			
DEPARTMENT OF ENGINEERING & PUBLIC WORKS			
KING HARBOR BIKE PATH			
YACHT CLUB WAY PORTION			
PLAN			
DATE	SCALE	DATE	SCALE
DESIGNED BY	CHECKED BY	DATE	SCALE
DRAWN BY	DATE	SCALE	SCALE

SUMMARY

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.

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.

Semaan, Ted

From: Dean Francois [savethestrand@yahoo.com]
Sent: Monday, August 01, 2011 8:56 AM
To: Semaan, Ted
Subject: Petition-No Bike Path on Harbor Drive (1 of 2 emails 10 pages attached)
Attachments: st1.pdf; st2.pdf; wk.pdf; co.pdf; 11-1.pdf; 11-2.pdf; 11-3.pdf; 11-4.pdf; 11-5.pdf; 9-1.pdf

please have this petition received and filed for the traffic commission meeting tonight.

We have collected 387 signatures on 22 pages from those that do not want to see a bike path next to Harbor Drive and want it removed from the masterplan and the vitality cities plan. Many of these people are Torrance residents as well.

I will attempt to transmit these 22 pages in 2 emails in order to save your in-box from cluttering up too much. I would appreciate a reply that you have received them and will use them.

Thanx.

Dean Francois

Friends of the South Bay Bicycle Path

www.SaveTheStrand.info

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

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

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.

PRINT NAME	PHONE #	E-MAIL	ADDRESS
Lisa Grogan Dennis France	(818) 701-0963 323 846 6200	photochance@gmail.com dfrance@mailboxes.com	1704 Cassinich Terrace 90504 609 177th 90817 90286
Caylin Behrens	310 408 1489	Caylin-behrens@yahoo.com	2809 Vista Dr. 78 90266
Dorothy Moore	310 372 1588		6260 N. Paulina Ave RB 90271
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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). WE SUPPORT A REVISION TO THE MASTERPLAN THAT KEEPS THE BIKE LANES AND REMOVES A 2-WAY BIKE PATH PROPOSED 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 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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1-2011

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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ALREADY REPLY
EMAILS V.9.1

ALREADY REMOVED
EMAILS V. 9

TO 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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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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ALREADY REPLY
EMAILS V09

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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ALREADY REPLYING
EMAILS

3rd 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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Semaan, Ted

From: Dean Francois [savethestrand@yahoo.com]
Sent: Monday, August 01, 2011 8:56 AM
To: Semaan, Ted
Subject: Petition-No Bike Path on Harbor Drive(2 of 2 emails w 12 attachments)
Attachments: 9-2.pdf; 9-3.pdf; 9-4.pdf; 9-a-1.pdf; 9-a-2.pdf; 9-a-3.pdf; 9-a-4.pdf; 8-1.pdf; 8-2.pdf; 8-3.pdf; 8-4.pdf; 8-5.pdf

Please have this petition received and filed for the traffic commission meeting tonight.

We have collected 387 signatures on 22 pages from those that do not want to see a bike path next to Harbor Drive and want it removed from the masterplan and the vitality cities plan. Many of these people are Torrance residents as well.

I will attempt to transmit these 22 pages in 2 emails in order to save your in-box from cluttering up too much. I would appreciate a reply that you have received them and will use them.

Thanx.

Dean Francois

Friends of the South Bay Bicycle Path

www.SaveTheStrand.info

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

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

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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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RB 90277

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Veronique Nowen	1756 5th St	310-376-5275	→ rowen@newool.com
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John Roberts	310-376-6443	jroberts@csuch.edu	
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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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4/has Ginifer Mason	310-372-2696		1753 Valley Park Ave. HB, 90254
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Name	Phone (with area code)	Email Address	Address
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Brent Young	949-636-6812	bryoung@gmail.com	4306 Highland Ave., MB CA 90266
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Bob Berg		jonc.chaykowski@boeing.com	M.B.

Jon Chaykowski

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.

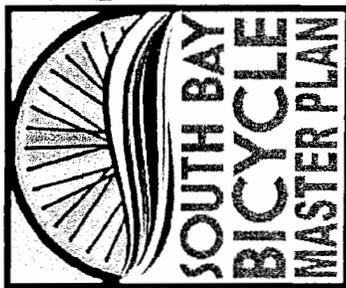
NAME	PHONE #	E-MAIL	ADDRESS
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Silena Liu	310 265 7729	cropanadarap@yahoo.com	CA
Florence	(310) 318-3340		

... AND THE FRIENDS OF THE SOUTH BAY BICYCLE PATH AND THEIR EFFORTS TO GET A BIKE PATH / 5
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Johanna August	310-387-7558	jea09just2002@yahoo.com	LAUNDRY
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Aaron Rawling	702-336-2222	SPR2146@att.net	44 1/2 Cottage Fellow Ave Hermosa Beach CA 90254

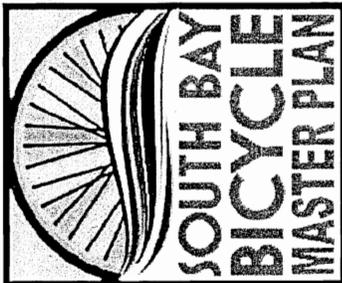


The South Bay Bicycle Master Plan

Made possible by funding from the Department of Health and Human Services through the Los Angeles County Department of Public Health



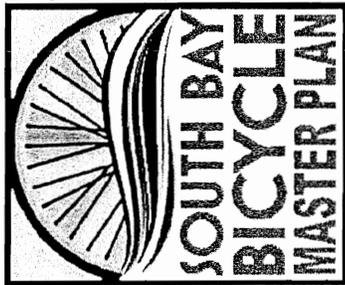
Grant Partners



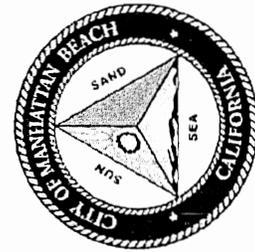
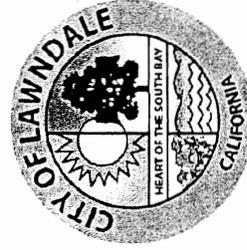
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Grant Goal



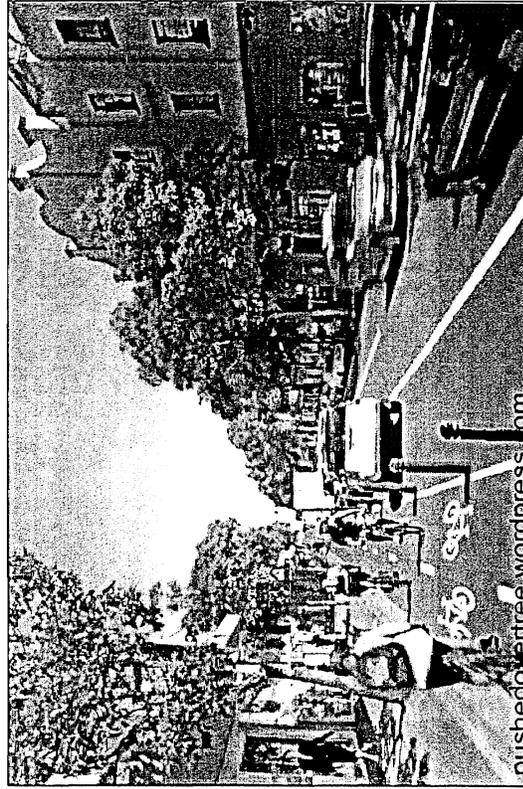
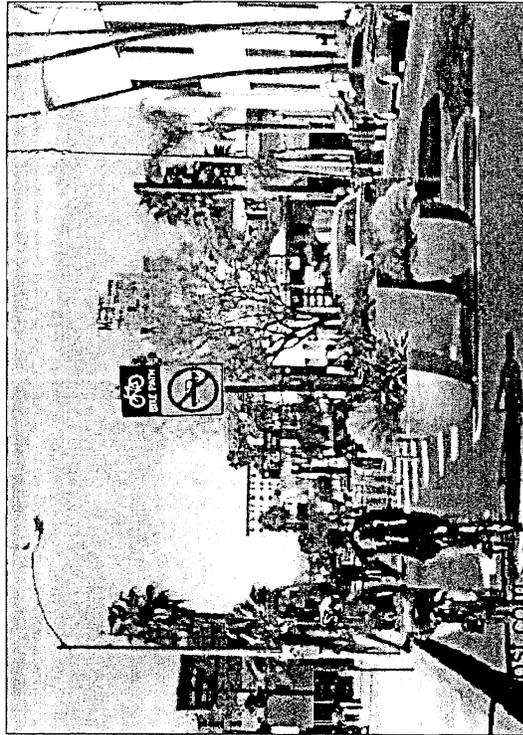
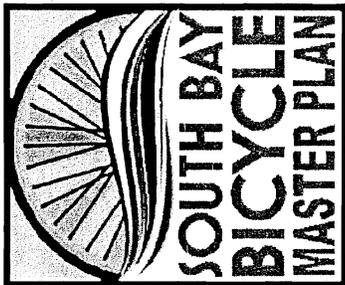
To create one bike plan with proposed policies, bikeway network and signage that all seven cities adopt.



Made possible by funding from the Department of Health and Human Services through the Los Angeles County Department of Public Health.

Plan Purpose

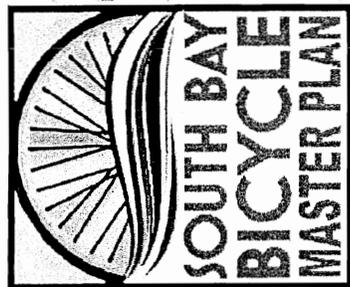
To provide the strategies and actions necessary for an improved bike environment across the seven cities, through **bikeway expansion, increased connectivity, and policies and programs that work to support increased biking and road safety.**



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Benefits of a Bike Plan

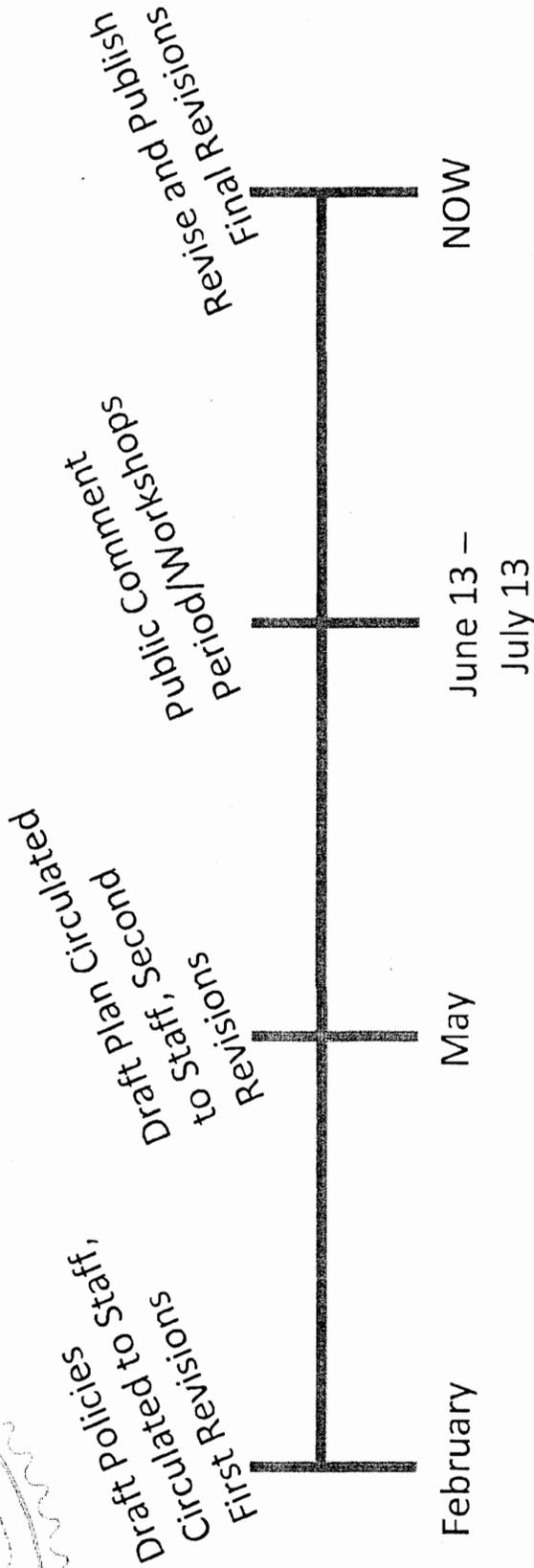
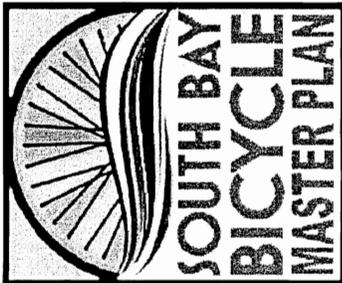


- Eligibility for grant funding that the City is not currently getting
- Aligns with Torrance's commitment to sustainability
- Assists with City's air quality impact mitigation requirements
- Increased bike ridership
- Decreased bicycle collisions
- Improved road safety
- Comparatively cost-effective infrastructure

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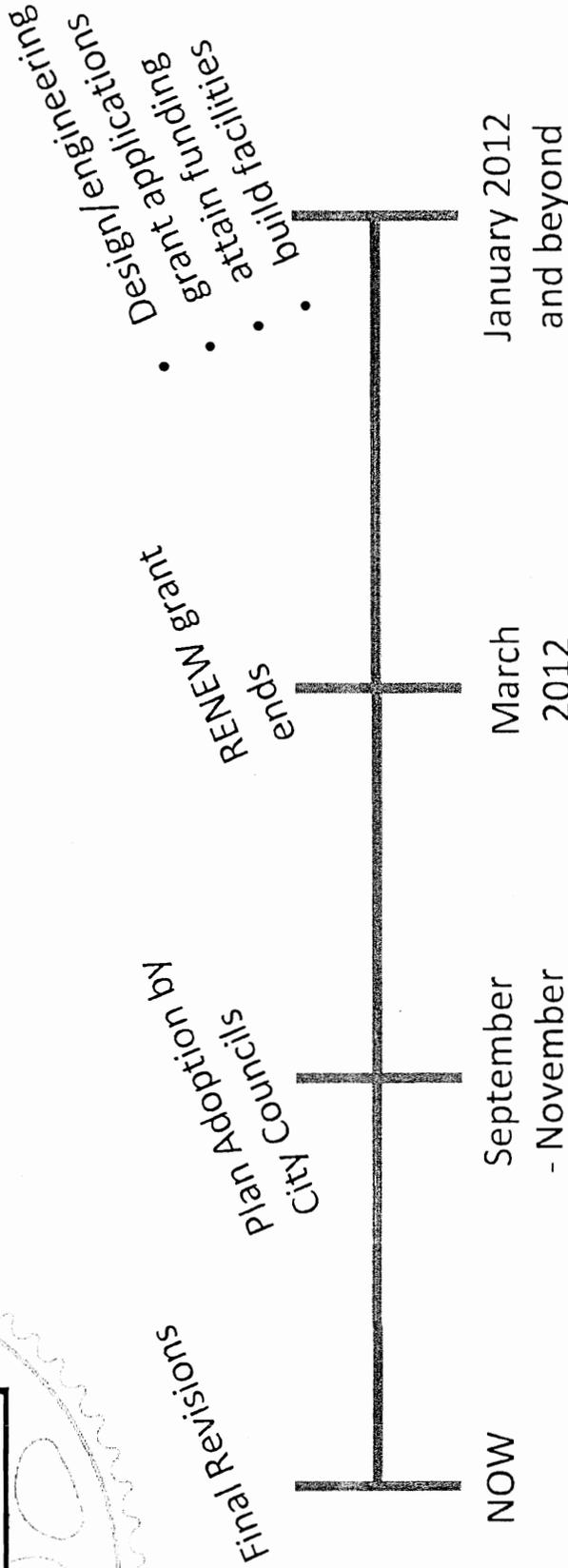
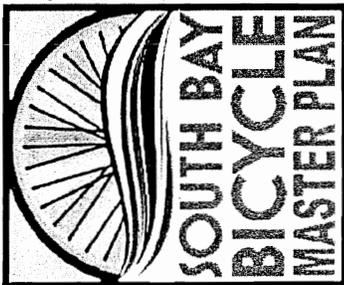


Process To Date



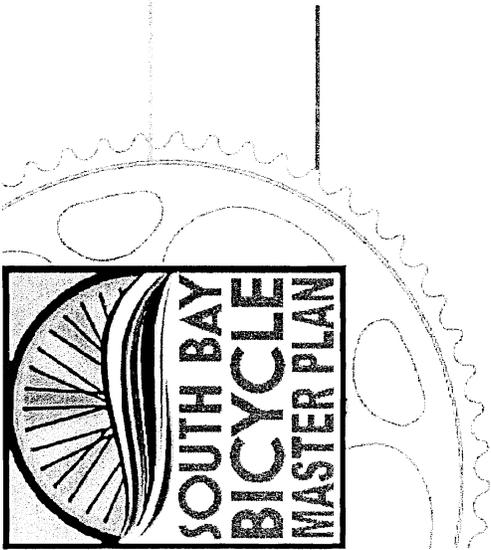
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Process To Date



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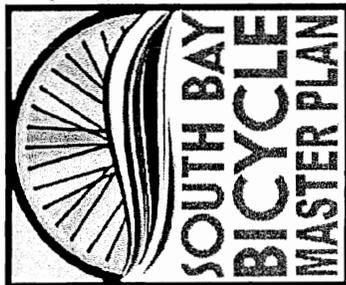
Existing Conditions



[will add a few photos of existing conditions]

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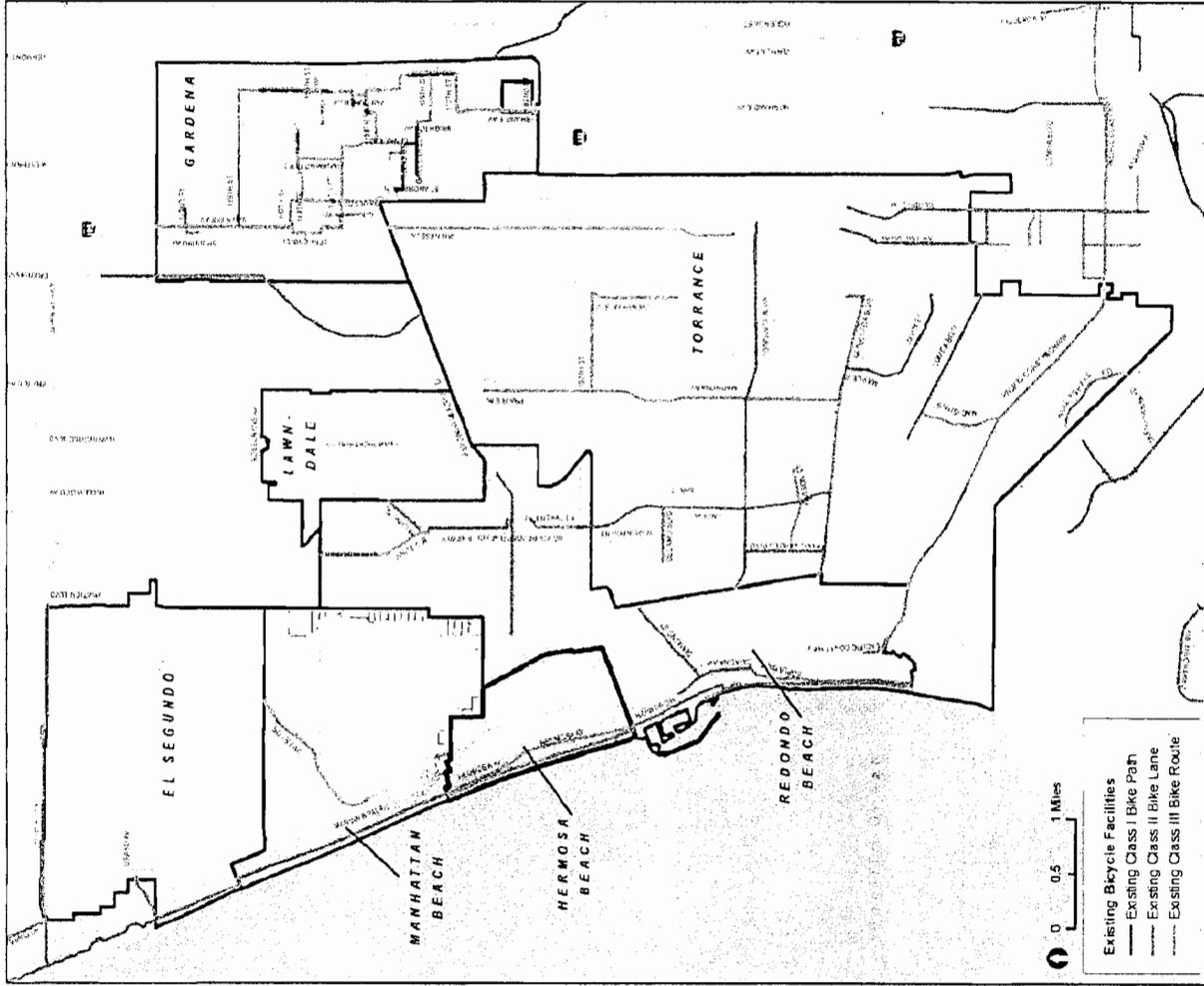
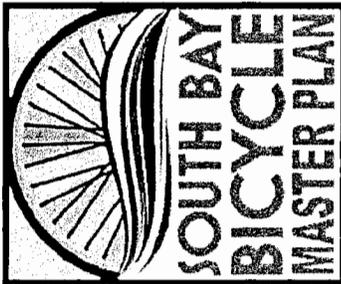


Existing Conditions

City	Existing Mileage	Proposed Mileage	Roadway Mileage
El Segundo	5.8	23.6	84.8
Gardena	15.7	45.0	114.7
Hermosa Beach	5.1	8.3	44.3
Lawndale	0.0	16.7	44.1
Manhattan Beach	3.2	27.4	105.3
Redondo Beach	14.1	36.7	128.0
Torrance	29.7	76.9	355.4
TOTAL	73.6	234.6	876.6

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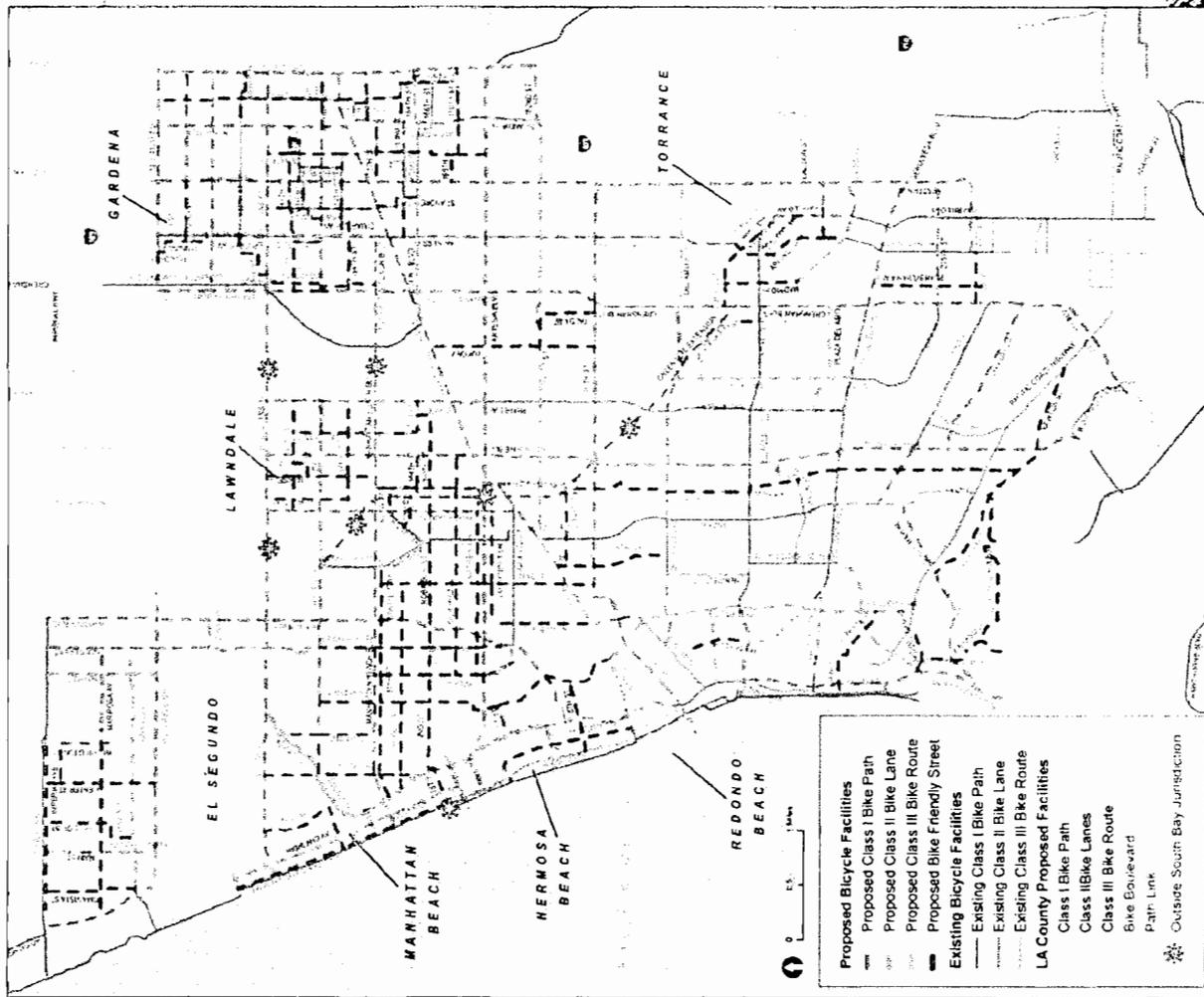
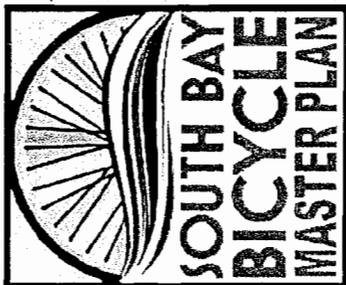
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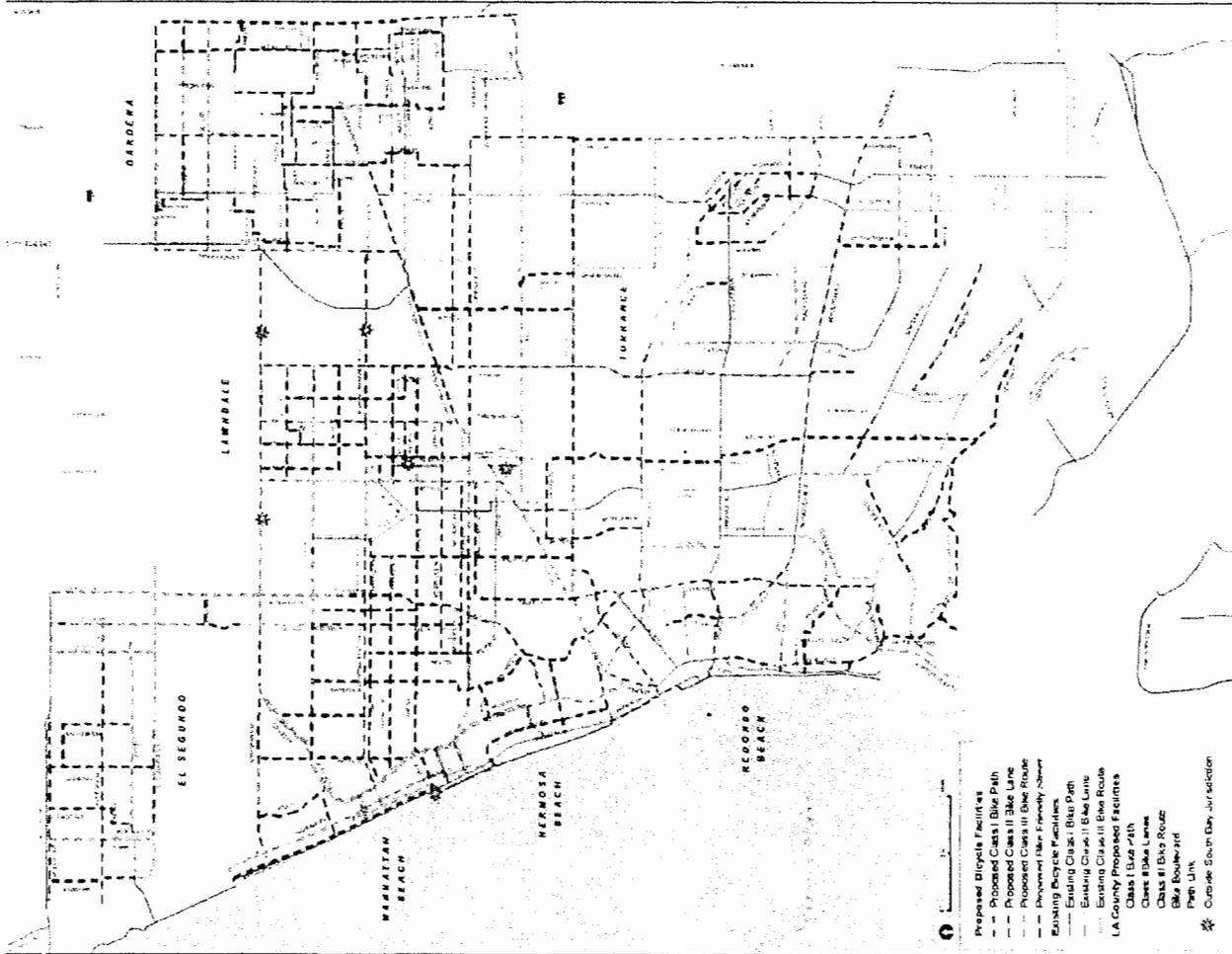
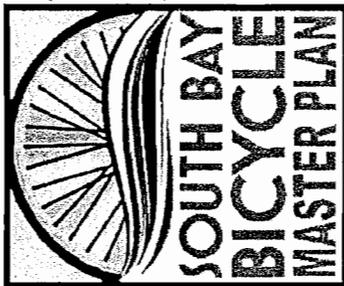
SOUTH BAY BICYCLE COALITION



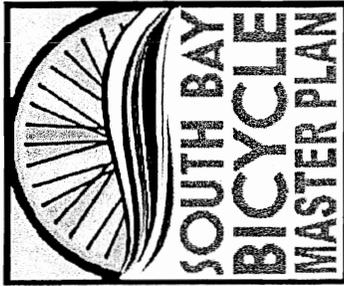
Public Health
LOS ANGELES COUNTY



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Made possible by funding from the Department of Public Health, Los Angeles County Department of Public Health



Goals and Objectives

Goal 1.0: Create a Bicycle-Friendly South Bay

Objectives

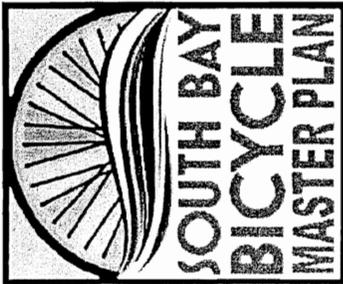
- 1.1 Connectivity Through an Expanded Bikeway Network
- 1.2 Consistent Design and Engineering for Bicycles
- 1.3 Increased Mobility Through Bicycle-Transit Integration
- 1.4 Provide Convenient and Consistent Bicycle Parking Facilities

Made possible by funding from the Department of health and human Services through the Los Angeles County Department of Public Health



LOS ANGELES COUNTY BICYCLE COALITION

Goals and Objectives



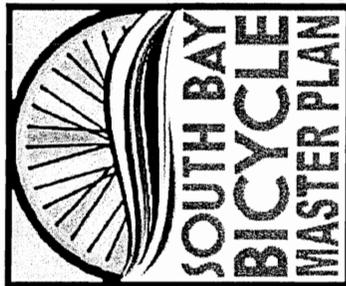
Goal 2.0: Create a Safer Bicycling Environment in the South Bay

Objectives

- 2.1 Increased Bicycle Education and Awareness for All Road Users
- 2.2 Enforcement for Improved Cycling Safety
- 2.3 Maintenance for Safe and Consistent Bikeability

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Goals and Objectives

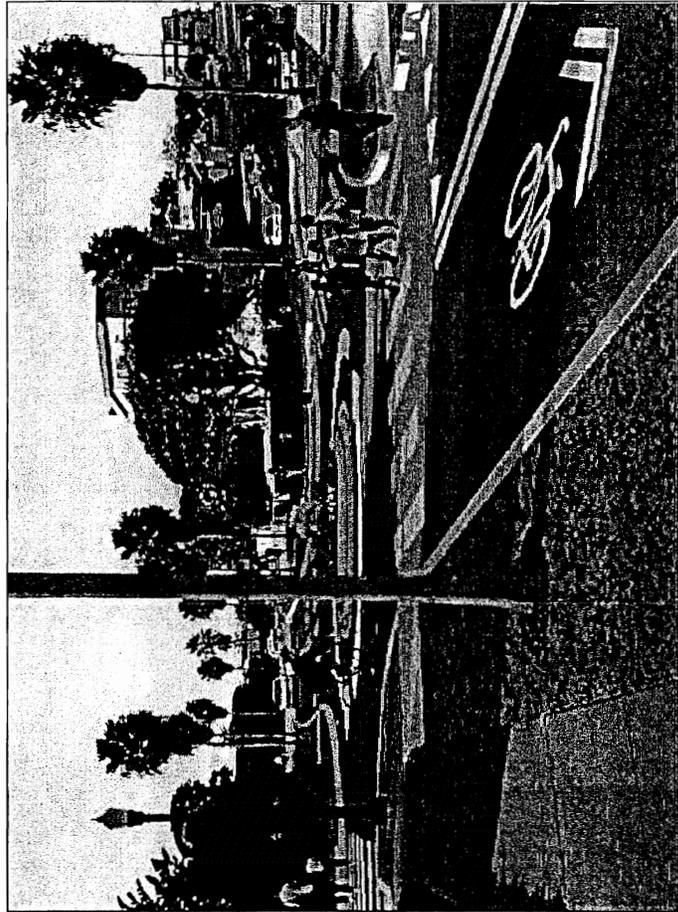
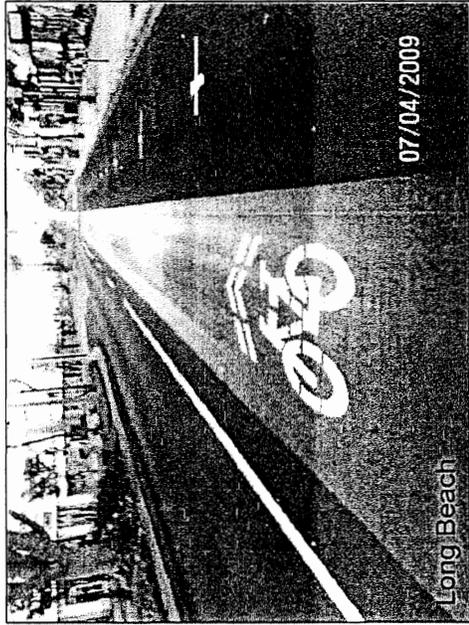
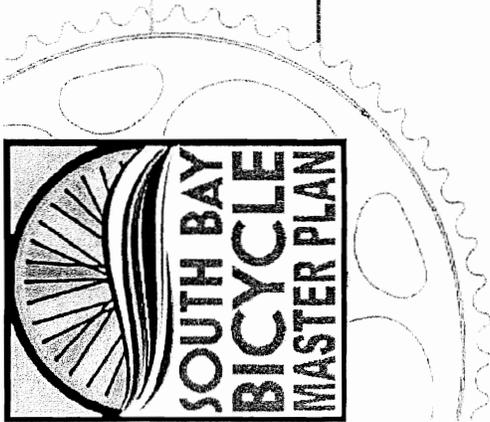
Goal 3.0: Ensure an Enduring Bicycling Culture

Objectives

- 3.1 Partner with Local Bike Advocacy Groups
- 3.2 Continuous Evaluation of Implementation and Performance
- 3.3 Consistently Apply for Available Funding Sources



Local Examples

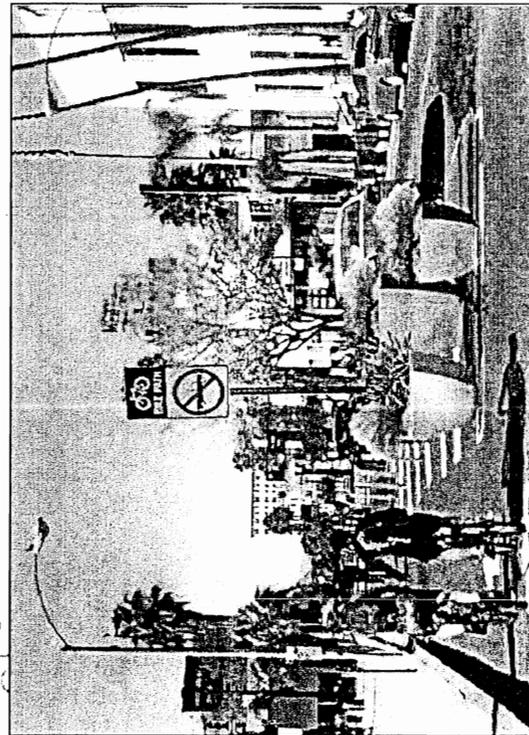


Healthways/Bluezones Vitality City and Walkable
Movable Communities Institute

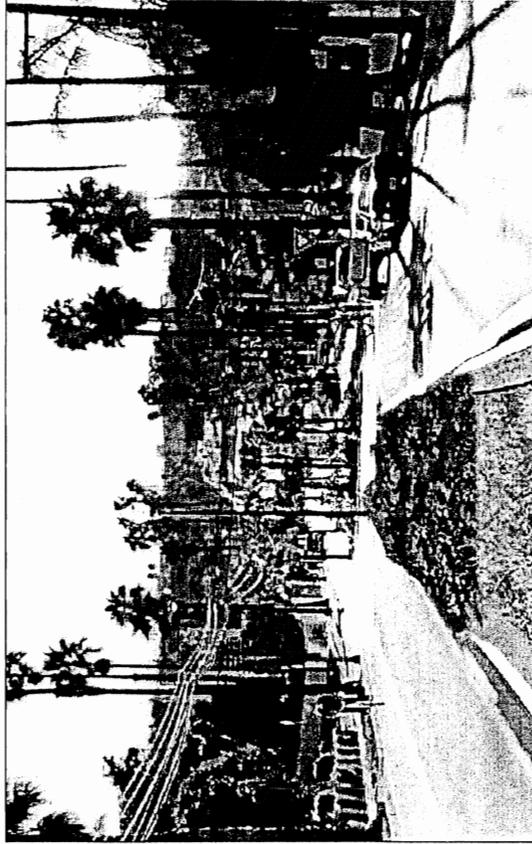
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Local Examples



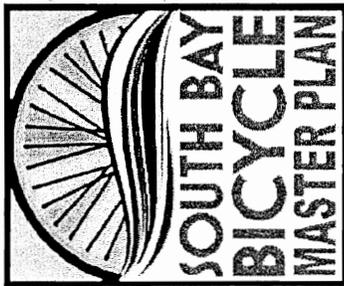
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Healthways/Bluezones Vitality City and Walkable
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Contact Information

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Made possible by funding from the Department of Health and Human Services through the Los Angeles County Department of Public Health



RESOLUTION NO.**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TORRANCE, CALIFORNIA, APPROVING THE SOUTH BAY BICYCLE MASTER PLAN**

WHEREAS, the Los Angeles Bicycle Coalition, and their local affiliate, the South Bay Bicycle Coalition, were awarded grant funds from the Los Angeles County Department of Public Health to create a multi-jurisdictional Bicycle Master Plan.

WHEREAS the City of Torrance seeks to promote bicycling as a means to decrease childhood and adult obesity, and establish a bikeway network connecting the South Bay Cities to each other and the Los Angeles areas for the benefit of residents and visitors of every City.

WHEREAS, the Cities of Gardena, Lawndale, El Segundo, Manhattan Beach, Hermosa Beach, Redondo Beach and Torrance participated in the Plan, named the South Bay Bicycle Master Plan. Staff from each of the seven cities committed their participation and support, as well as a City Councilperson from each City, who served as liaison to a Blue Ribbon Committee.

WHEREAS, the City of Torrance hosted public outreach meetings on January 24 and June 27, 2011 at the Katy Geissert Library Meeting Room. The Plan was reviewed by the Traffic Commission August 1, and September 6, 2011; and the Council Transportation Sub-Committee on August 9 and September 13, 2011. Both the Traffic Commission and the Council Sub-Committee have recommended their concurrence to forward this Plan to the City Council for their approval.

WHEREAS, this Plan supports Policies and Objectives outlined in the City of Torrance General Plan Circulation Element that was adopted April 6, 2010.

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 document consists of a planning study for possible future actions that are not yet approved, adopted or funded by the City of Torrance, and that a majority of the projects recommended by the South Bay Bicycle Master Plan are bikeways within existing rights-of-way facilities.

NOW, THEREFORE, THE CITY COUNCIL FOR THE CITY OF TORRANCE DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. That the City Council of the City of Torrance approves the South Bay Bicycle Master Plan.

INTRODUCED, APPROVED, and ADOPTED this 22nd day of November, 2011.

Frank Scotto, Mayor

APPROVED AS TO FORM:
JOHN L. FELLOWS III, City Attorney

ATTEST:

By _____
Patrick Q. Sullivan, Assistant City Attorney

Sue Herbers, City Clerk