

BLUE FOLDER ITEM

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CITY COUNCIL MEETING DECEMBER 3, 2024

H.8 APPROVE A DESIGN MODIFICATION TO THE BICYCLE TRANSPORTATION PLAN IMPLEMENTATION PROJECT, JOB NO 40510 TO REMOVE THE INSTALLATION OF CLASS III BIKE ROUTE MARKINGS ON CERTAIN STREETS INCLUDING THOSE WITH A SPEED LIMIT OF MORE THAN 30 MILES PER HOUR FROM THE PROJECT, IN ACCORDANCE WITH SENATE BILL 1216 THAT TAKES EFFECT ON JANUARY 1, 2025

CONTACT: ANDREW WINJE, PUBLIC WORKS DIRECTOR

- **PUBLIC COMMUNICATION**

3 December 2024

Honorable Jim Light
Mayor, Redondo Beach
415 Diamond Street
Redondo Beach, CA 90277

Re: H6 & H8, Multi-modal facilities

Dear Honorable Mayor Light, City Council Members, and Staff,

H6

I want to thank you for completing the signal light improvements to Grant Avenue. I cross Grant by bicycle more often than I drive there. It is such an improvement not to have to push my heavy cargo eBike up on the sidewalk to push a beg button to cross the street. I hope we see those improvements throughout the city soon. I hope Artesia Blvd and Aviation Blvd corridors will be next.

H8

I also want to remind the city that SB1216 is a floor for safety, not a cap. While a sharrow on high-speed roads is extremely dangerous, a paint-only bike lane is only slightly less so. On Grant Ave, people routinely park in the bike lane, forcing me to merge into traffic. It's terrifying to do this in the late afternoon, when the sun is in drivers' eyes.

“Do they see me? Or is this where I die?”

I urge the city to build protected bike lanes whenever possible. If people didn't have to be so brave to ride a bike, more people would choose a bike. There would be less traffic congestion and less competition for car parking spaces. If residents can safely meet their needs with an eBike instead of a car, residents will be enriched by not needing to pay for a second family car.

Protected bike lanes save lives, save money, reduce traffic congestion, reduce car street-parking competition, reduce need for large parking lots and reduce polluted runoff, reduce air pollution, and show our children that we care about their safety and the climate they will inherit.

Moreover, protected bike lanes are mobility lanes. They can be used by all ages, including those who use motorized wheelchairs that go faster than sidewalk-appropriate speeds. I already see multiple seniors riding sit-down scooters in the right lane of Artesia Blvd. I wish we had separated mobility lanes along Artesia for them.

Please pass H8 and install protected bike lanes. Our lives and our climate depend on it.

Grace Peng, PhD