

Citywide Class I, II, & IV Bikeway Status Update (October 2025)

<u>SBBMP Class I,II,IV Corridor</u>	<u>Class</u>	<u>Extents</u>	<u>BMP Length (mi.)</u>	<u>Shared Jurisdiction?</u>	<u>Built Mileage</u>	<u>Built Before BMP Adoption?</u>	<u>Constraints/Potential Upgrades</u>
Marine Av	II	Aviation-Inglewood	1	Hawthorne, Lawndale	0		Class II requires parking removal near Vons/Lawndale HS, Class IV requires lane removal
Redondo Beach Av	II	Marine-MBB	0.5		0.5	X	Class IV feasible if traffic volumes low enough to remove lanes, add landscape median, and add additional street parking for employees. Applied for Measure M funding to study this and first-last mile connections to Metro station. Project proposes to realign RBA/MBB/Vail intersection for improved efficiency and safety, and extend bike corridor south along Vail.
Manhattan Beach Bl	II+	Aviation-Inglewood	1		0.9		EB Class IV requires parking removal, WB Class IV requires vertical elements within existing buffers, remaining WB bike lane gap requires coordination/cooperation with Lawndale.
Beland Bl	II	Barkley-Inglewood	0.35		0.35	X	Buffered Class II+ with narrow landscape median possible if funded, doubles as speed/traffic calming.
NRBB	I	Robinson-Felton	0.8	So. Cal. Edison	0.8	X	Crossings will be restriped with high visibility markings to match NRBB extension to Inglewood.
Aviation Bl	II	Marine-Prospect	2.17	Manhattan Beach, Hermosa Beach	0		Marine-MBB requires lane removals, MBB-Artesia Class II feasible if MB removes ~20 parking spaces. Could be considered during Aviation resurfacing to address existing excessive speeds, potential higher speeds with new roadway surface. Artesia-Prospect requires total parking removal, but a side benefit would be left-turn lanes at Ford and other side streets (improved safety, less congestion, emergency bypass lane). Was considered by Beach Cities in the past but was not moved forward.
Inglewood Av	II	Marine-Rockefeller	1.7	Lawndale	0		SB Class II requires removing weekday 3-7PM peak period lane (MBB-Artesia), may be feasible if lane is underutilized. Restores full-time parking and can reduce red curbs. Full-time lane removal near the 405 may not be feasible. Requires median modification. NB Class II requires similar changes in Lawndale.
Artesia Bl	II	Harper-Hawthorne	2.2	Manhattan Beach, Lawndale	0		Requires median/trees modification and narrow median to 10' for Class II in order to keep existing lanes and parking. Class IV requires lane/parking removal (bus and freight loading impacts). Kingsdale-RBB segment to be MAT project subject to Galleria/SBSD development or additional funding. AACAP plans reference use of alternative streets instead of bicycle lanes on Artesia.
Redondo Beach Bl	IV	Artesia-Hawthorne	0.1		Design		MAT Project
Grant Av	II	Aviation-Kingsdale	1.5		1.3	X	Gaps at Aviation and Inglewood to be addressed with resurfacing Grant and upgrade corridor to buffered II+. East of Inglewood to be Class IV (MAT Project).
Lilienthal-Ripley	IV	190th-Inglewood	0.85		Design		MAT Project
Metro ROW	I	Grant-182nd	0.3	Metro	Planning		Subject to outcome of K Line alignment selection.
190th St	II/IV	Beryl-Hawthorne	1.2	Torrance	Design		MAT Project to build 0.5 mi between Beryl-Anza, Torrance TBD
Beryl St	II	Harbor-190th	1.45	Torrance	1.35		Last segment to Harbor Dr. requires left-turn lane removal from Catalina
Herondo St	II	Harbor-PCH	0.43	Hermosa Beach	0.43		
Harbor Dr	IV	Herondo-Pier	0.7		0.7		
Catalina Av	II	PCH-Beryl	0.5		0.3		Gap closures require lane reduction subject to lane removal/roundabout feasibility and potential Class IV. City is studying feasibility in lieu of necessary signal replacements. Extension to PCH not as likely since no facilities planned on PCH.
Catalina Av	II	Beryl-Torrance Bl	0.6		0.5	X	Gap closures and potential Class IV subject to lane removal feasibility in lieu of necessary signal replacments.
Catalina Av	II	Torrance Bl-Ave I	1.3		0.6		Gap closures require lane reduction subject to feasibility. Can introduce landscaped median, Class IV, additional crosswalks, traffic calming, safety improvements.
Catalina Av	II	Ave I-Palos Verdes Bl	0.3		Planning		Riviera Village Ped Improvements Project, potential slow/shared street design removes need for dedicated bicycle lanes.

Esplanade	II	Knob Hill-Calle Miramar	0.97		1.15	X	Extended past Knob Hill to Topaz. Future project south of Knob Hill could upgrade to two-way Class IV along coast with additional NB Class II along homes, similar to Ocean Av in Sta. Monica. Requires funding/design.
Diamond St	II	Catalina-Beryl	0.92		0.92	X	City studying Class IV upgrade around RUHS. Diamond/Flagler alley half-built, requires Torrance to approve other half.
Del Amo St	II	Diamond to Prospect	0.3		0.27		East of Prospect requires Torrance cooperation
Torrance Bl	II	RB Pier-Prospect	0.87		0.75		Last block to RB Pier requires lane removals at Pier parking/Torrance Circle, likely feasible if roundabout at Torrance/Catalina is feasible
Knob Hill Av	II	Esplanade-PCH	0.24		0.24		
Prospect Av	II	190th-PCH	3		0		Requires lane/parking removal feasibility, deemed infeasible by prior Council
Camino Real	II	Prospect-Border	0.25		0		Requires lane removal feasibility study, likely feasible

Total Mileage	25.5	11.1
Mileage Built Before BMP Adoption		5.5
Mileage After Before BMP Adoption		5.5
% Built Before BMP Adoption		22%
% Built Since BMP Adoption		22%
% In Design		8%
% In Planning		2%
%/Mileage Considered But Deemed Infeasible	3	12%

Complete or substantially complete (upgrades and minor gap closures possible)
Currently in design or planning
Not funded, not in design, feasibility unknown

Consists of Prospect corridor

Additional Class I, II, & IV Bikeways Not Designated in SBBMP

<u>Corridor</u>	<u>Class</u>	<u>Extents</u>	<u>Length (mi.)</u>	<u>Shared Jurisdiction?</u>	<u>Built Mileage</u>	<u>Constraints</u>
Knob Hill Av	II	PCH-Julia	0.36		0.36	Class II built, upgraded from Class III
NRBB	I	Felton-Inglewood	0.16	SCE	Const.	Under Construction
NRBB	IV	Inglewood-Grant	0.04		Design	In design
Palos Verdes Bl	II	Irena-Border	0.25		0.25	Class II built, upgraded from Class III
Esplanade	II	Topaz-Catalina	0.4			Gap closure upgrade from Class III to Class II possible with turn lane removal, likely feasible.
Camino Real	II/IV	Prospect-Torrance Bl	0.65			Can be upgraded from Class III to Class II/IV with lane removal, possibly feasible if traffic counts are within thresholds and if desired for speed reduction and addition of median turn lane.
Palos Verdes Bl	IV	PCH-Irena	0.38		Design	Design in progress
TOTAL			2.24		0.61	