



Memorandum

To: Gene Kim, City Traffic Engineer

From: Nicole Jules, Consulting Project Manager

Date: September 28, 2020

Re: South Bay Bicycle Master Plan Implementation Project
Public Works Commission Presentation

The City has received \$1.55M in grant funds from METRO to implement bicycle improvements within the City as identified in the South Bay Bicycle Master Plan (SBBMP). The grant project includes implementing Class II, Class III and ancillary bicycle facility improvements at various locations throughout the City. In an effort to complete this project as well as other bicycle improvements through on-going Capital Improvements, it is important to acknowledge the challenges of placing bicycle facilities within an already crowded footprint.

The City's rights-of-way is a confluence of competing uses: driving; parking; cycling; access; commerce; storage and greening. These competing uses must fit within a fixed-width right of way due to constraints created by adjacent uses and buildings. Given the public rights-of-way is limited, new bicycle facilities are considered with prioritizing parking, travel lanes, and/or lane widths. Minimum lane widths and intersection geometrics will be maintained for safe roadway operations. However, anything less than the minimums will compromise safety.

While new bicycle facilities can be accommodated within the existing roadway footprint by striping and signage, there are cases where adding a Class II or Class IV facility can only be accomplished by removing parking, narrowing lanes or even roadway widening by reducing the median or sidewalks. It is neither desirable nor feasible in most cases to narrow medians and/or sidewalks to accommodate bike facilities. Roadway widening and/or median and sidewalk narrowing is undesirable due to high construction costs associated with demolition and reconstruction of the roadway pavement, curb, gutter, parkway and sidewalk.

Staff is proceeding with implementing the grant-funded SBBMP Project however, it is important to note that bicycle facilities requiring anything more than pavement markings, striping and signage may not be implementable due to the inability to retain parking, travel lanes and/or minimum lane widths.

Tonight's presentation will provide a status update on the SBBMP Implementation project, identify current Capital Improvement projects where bicycle facility improvements will be incorporated and walk-through various roadway classifications and bicycle facility options. Staff will highlight existing conditions and run-through several scenarios for different bicycle facility types and the optional implementation trade-offs.

End of report

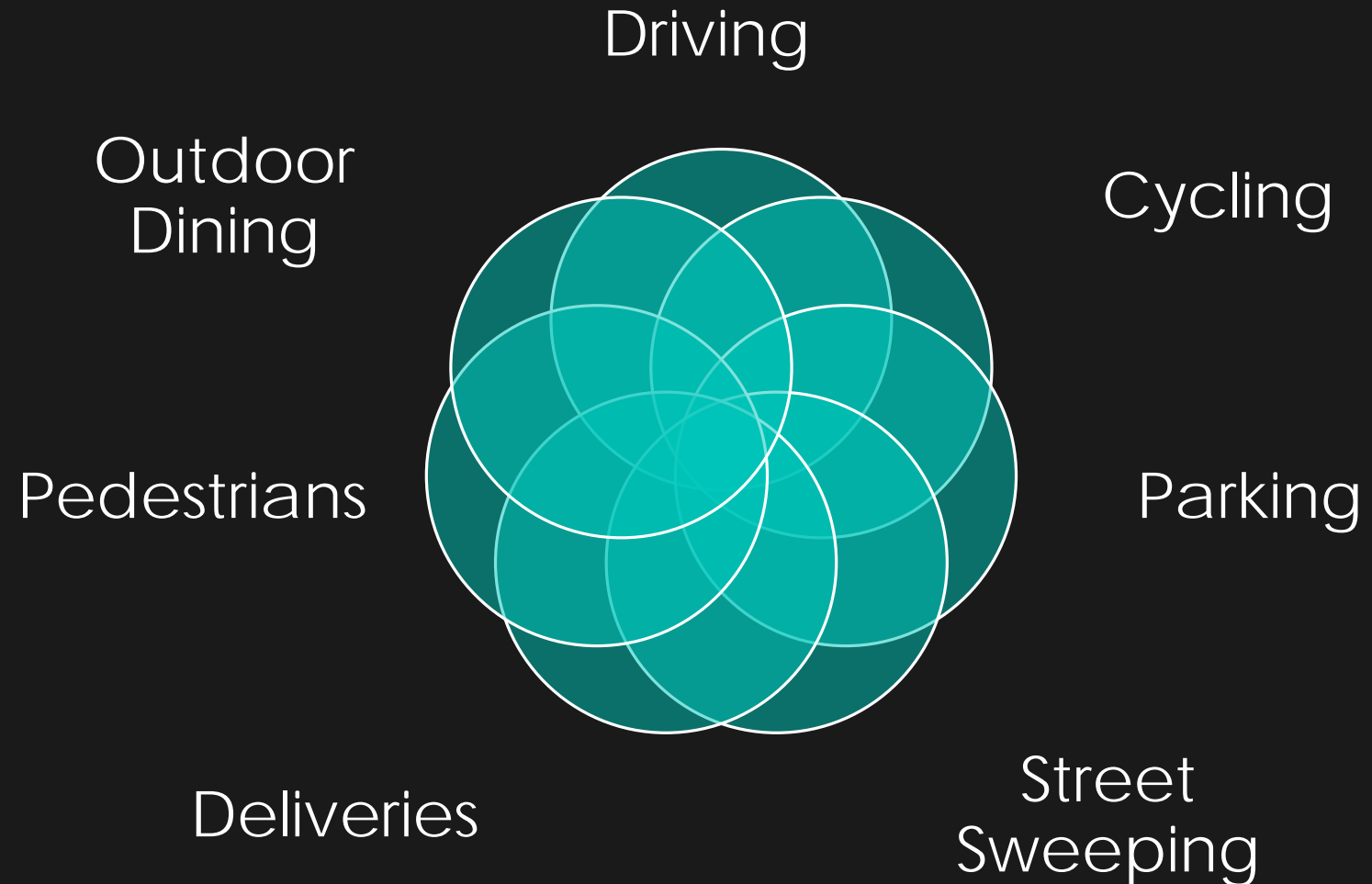
Public Right of Way Confluence of competing uses

Public Works Commission

September 28, 2020

Public Right of Way – Use of space

- ❖ Is where movement meets access
- ❖ Is valuable and flexible
- ❖ Confluence of competing uses



6 Essential ROW Functions

1. Mobility
2. Access for people
3. Access for commerce
4. Activation (Parklets)
5. Greening (Parkway, trees)
6. Storage (Utility, Infrastructure)

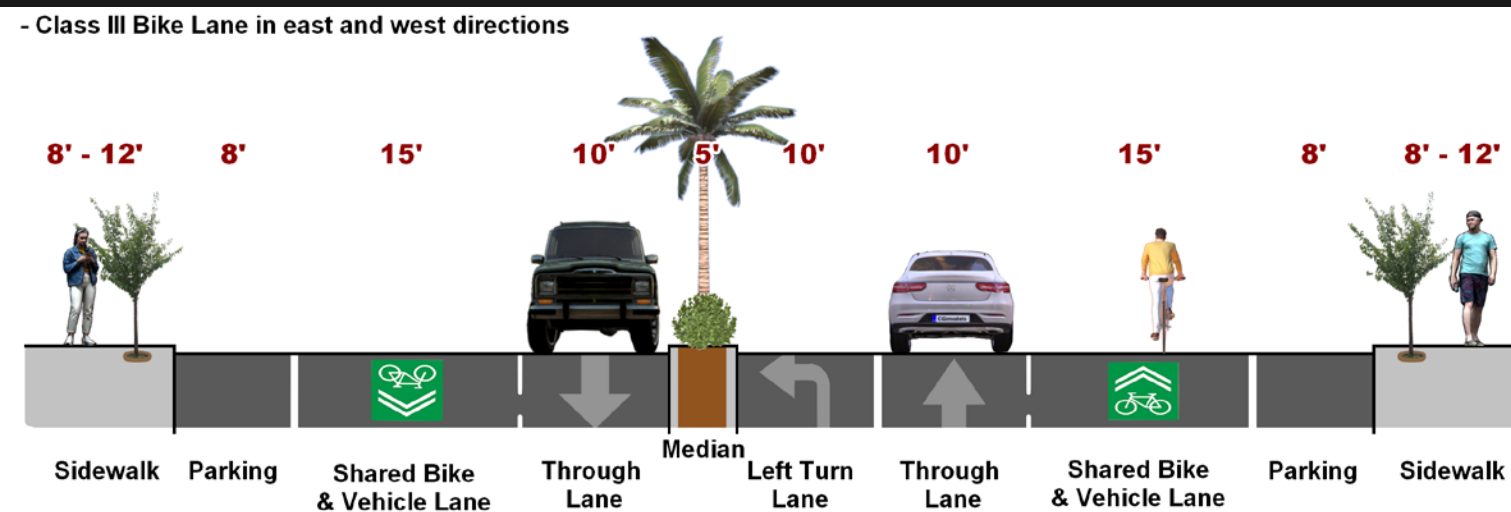
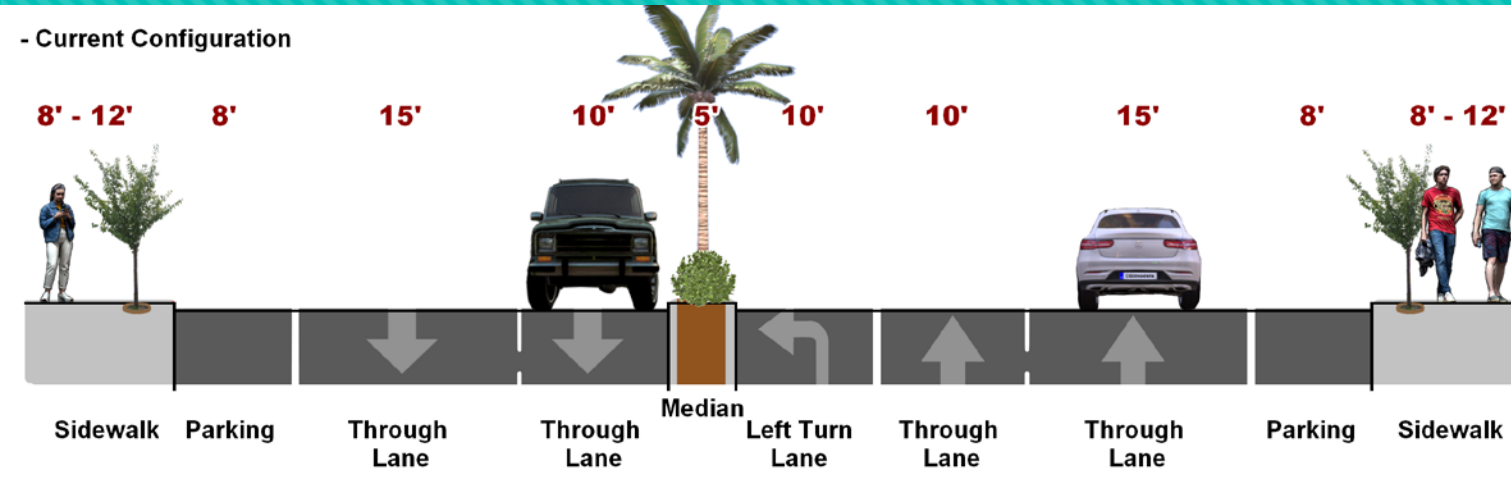


Competing Interests

1. Roadway widths are in-line with General Plan Circulation Element
2. Complete Streets sets stage for future project development
3. Physical cost to achieve the goal
4. Add bike facilities without sacrificing:
 - ❖ parking
 - ❖ Minimum lane width or
 - ❖ Number of lanes
5. Clear implementation priorities

Major Arterial + Class III

Torrance Blvd
Marine Avenue
Manhattan Beach Blvd
Inglewood Ave
Artesia Blvd

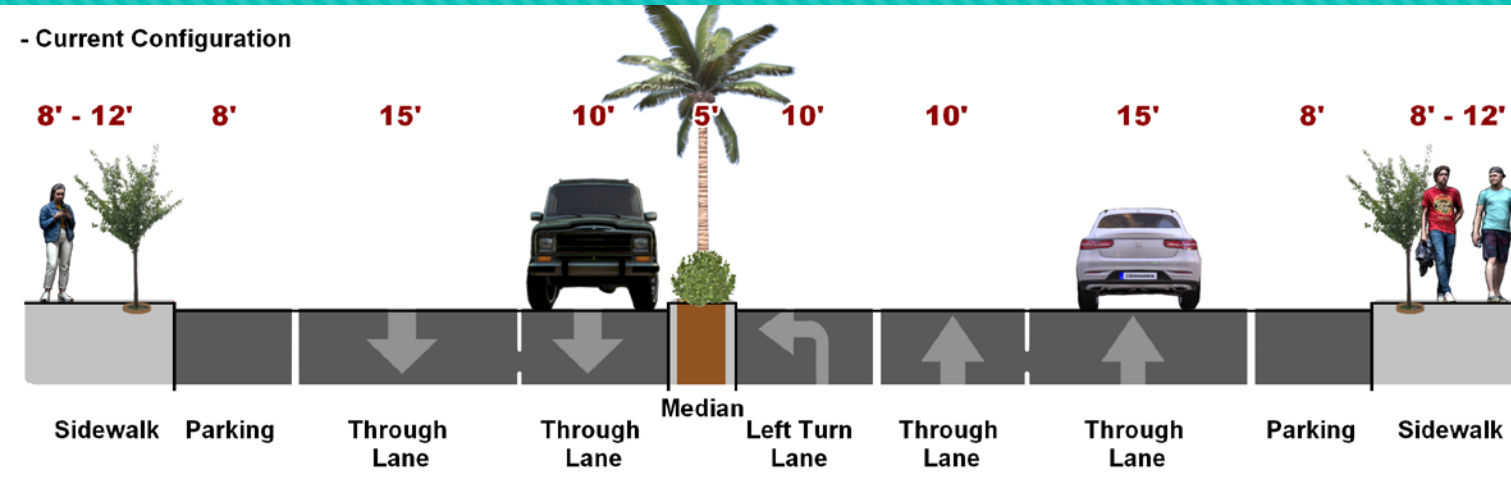


- ❖ ~ 80' - 90' roadway width
- ❖ Two travel lanes in each direction
- ❖ Raised or striped median
- ❖ On-street parking
- ❖ Wide parkway and sidewalk

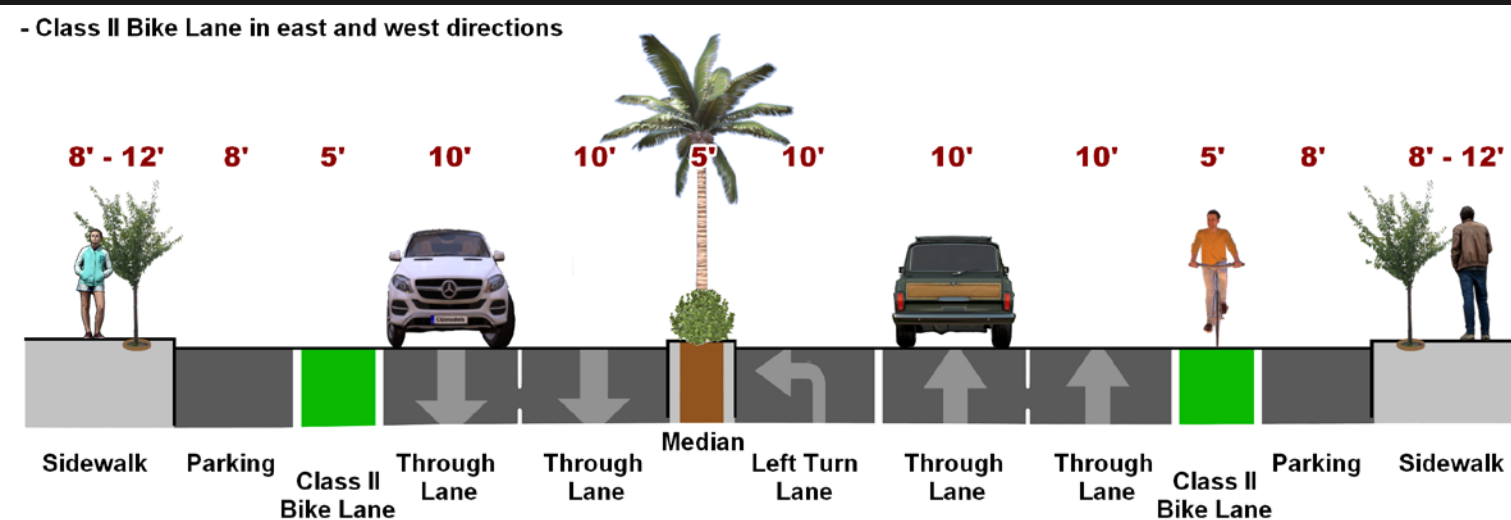
- ❑ Limited changes
- ❑ Added pavement markings & signs

Major Arterial + Class II

Torrance Blvd
Marine Avenue
Manhattan Beach Blvd
Inglewood Ave
Artesia Blvd



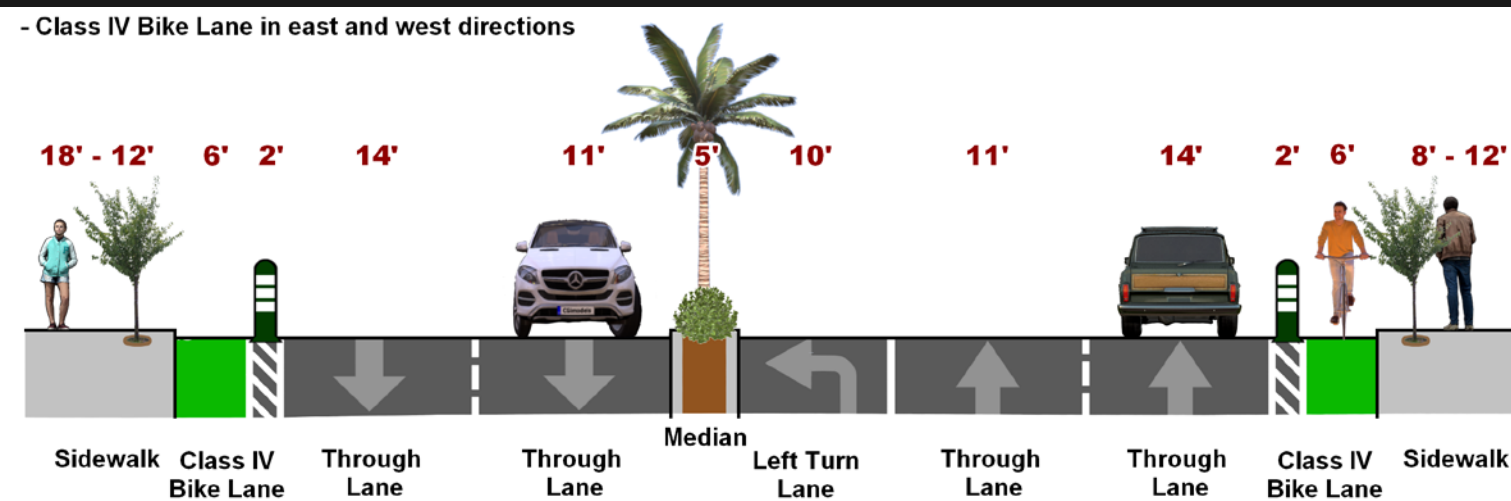
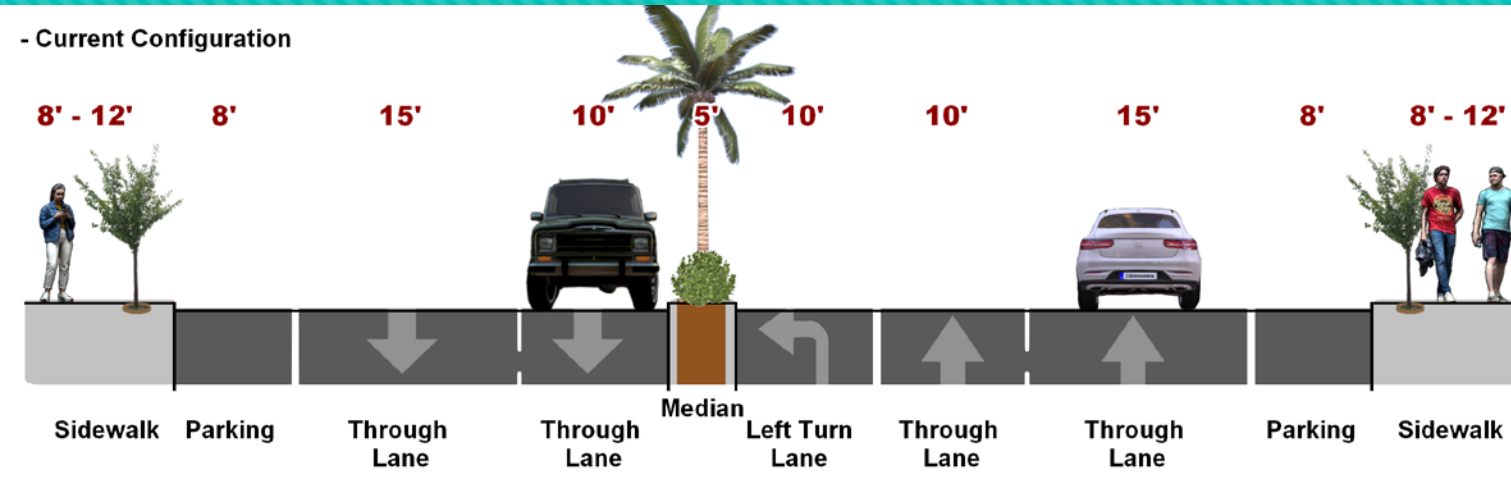
- ❖ ~ 80'-90' roadway width
- ❖ Two travel lanes in each direction
- ❖ Raised or striped median
- ❖ On-street parking
- ❖ Wide parkway and sidewalk



- ❑ Reduced lane widths
- ❑ Retain parking

Major Arterial + Class IV

Torrance Blvd
Marine Avenue
Manhattan Beach Blvd
Inglewood Ave
Artesia Blvd



- ❖ ~ 80' -90' roadway width
- ❖ Two travel lanes in each direction
- ❖ Raised or striped median
- ❖ On-street parking
- ❖ Wide parkway and sidewalk

❑ Loss of parking

Secondary Arterial + Class III

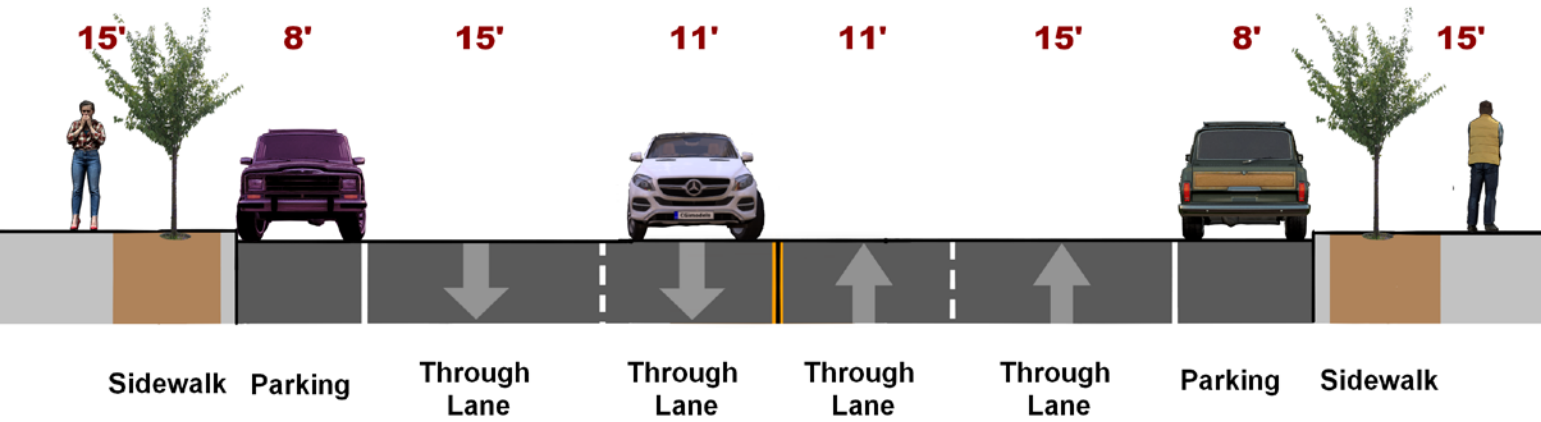
Beryl Street

Catalina Avenue

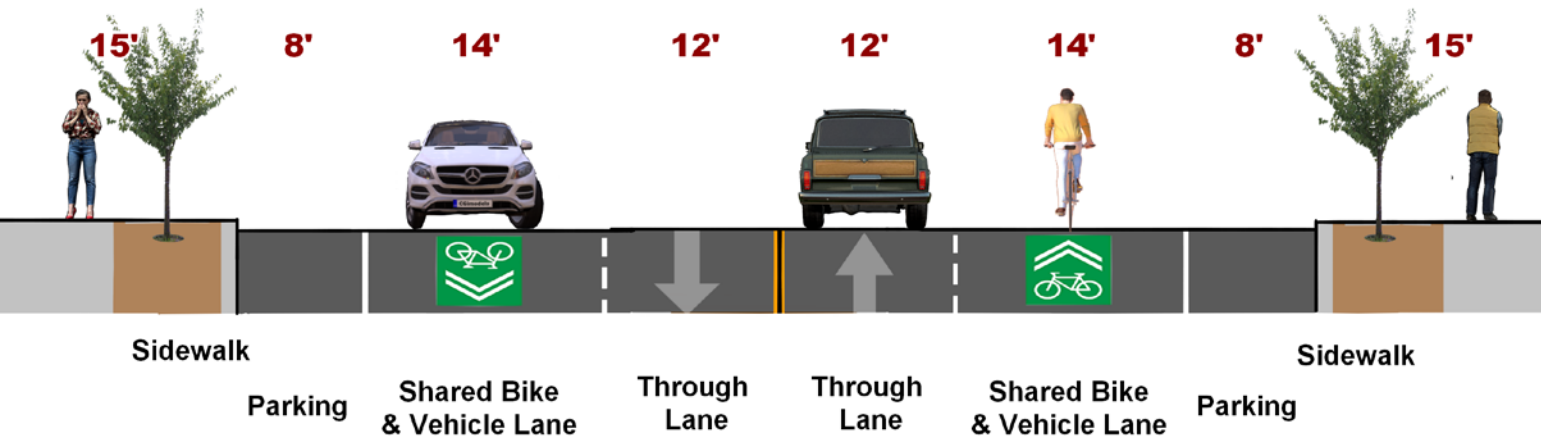
Palos Verdes Blvd

Prospect Avenue

- Current Configuration



- Added Class III Bike Lane in east and west directions



- ❖ ~ 50' - 80' roadway width
- ❖ Two travel lanes in each direction
- ❖ On-street parking
- ❖ Parkway and sidewalk

- ❑ Limited changes
- ❑ Added pavement markings & signs

Secondary Arterial + Class II

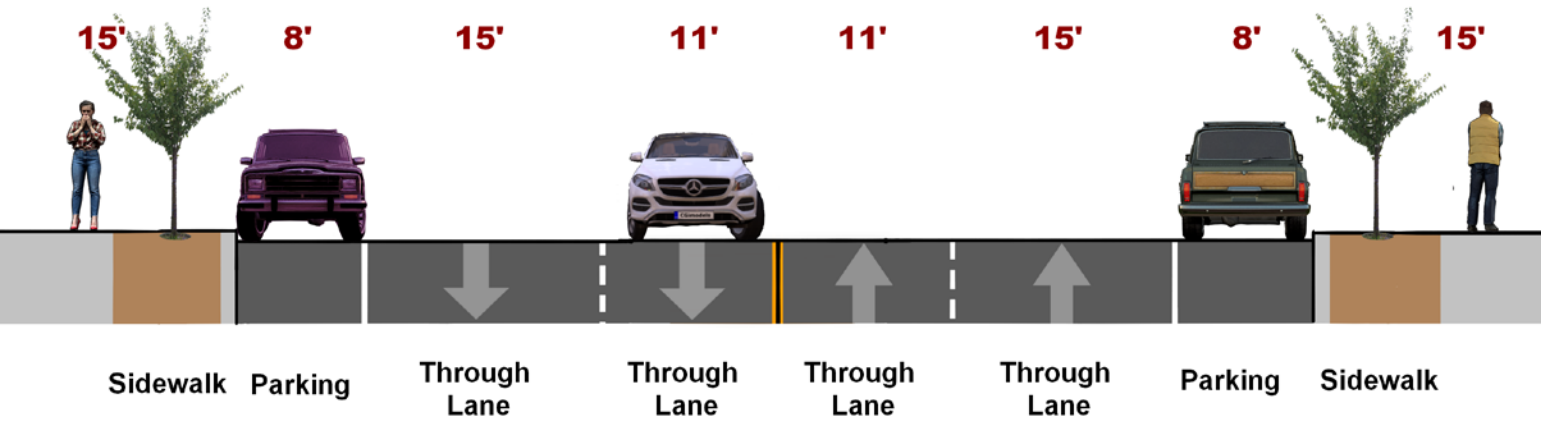
Beryl Street

Catalina Avenue

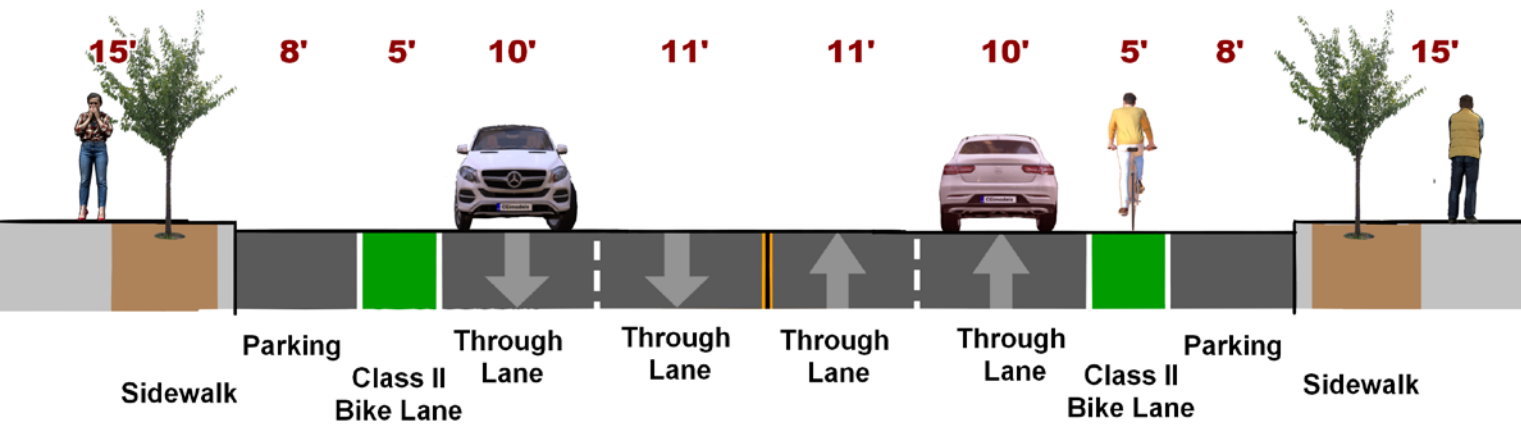
Palos Verdes Blvd

Prospect Avenue

- Current Configuration



- Added Class II Bike Lane in east and west directions



- ❖ ~ 50' - 80' roadway width
- ❖ Two travel lanes in each direction
- ❖ On-street parking
- ❖ Parkway and sidewalk

- ❑ Reduced lane widths
- ❑ Retain parking

Secondary Arterial + Class IV

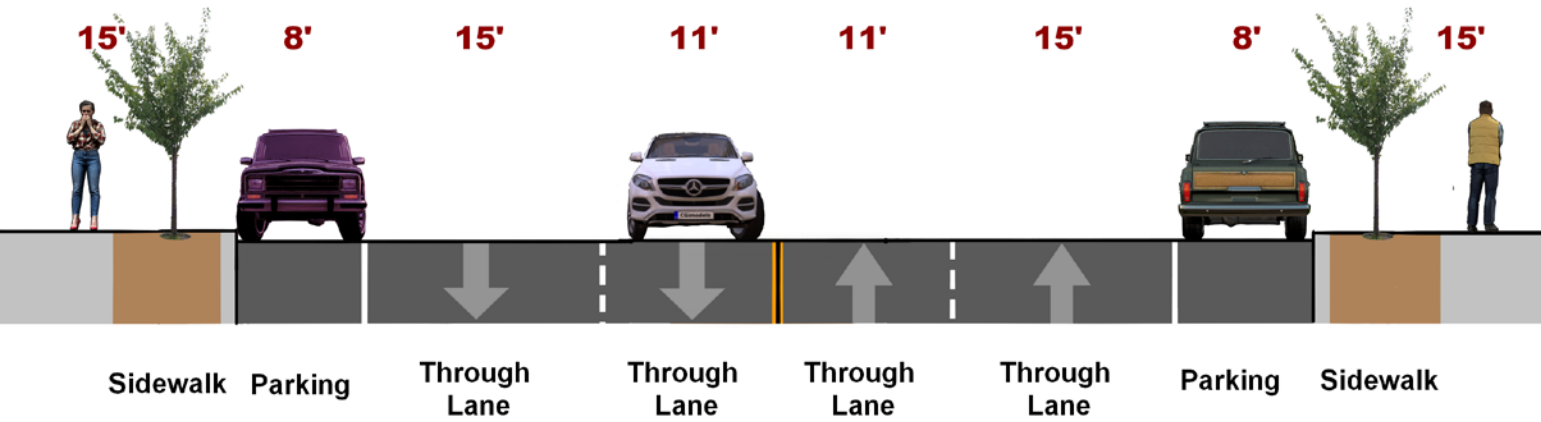
Beryl Street

Catalina Avenue

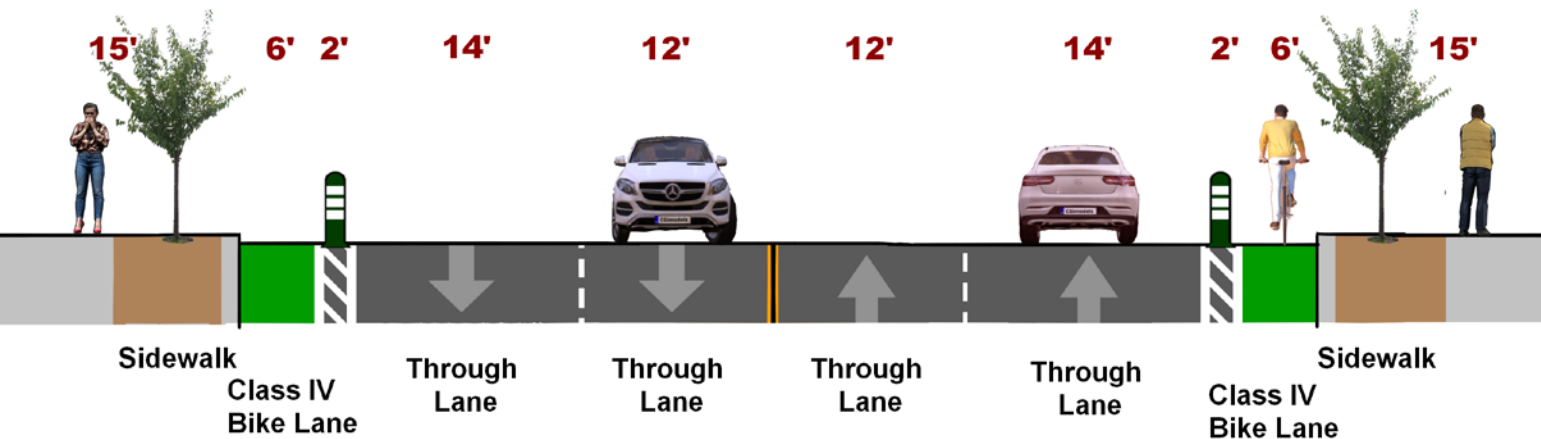
Palos Verdes Blvd

Prospect Avenue

- Current Configuration



- Added Class IV Bike Lane in east and west directions



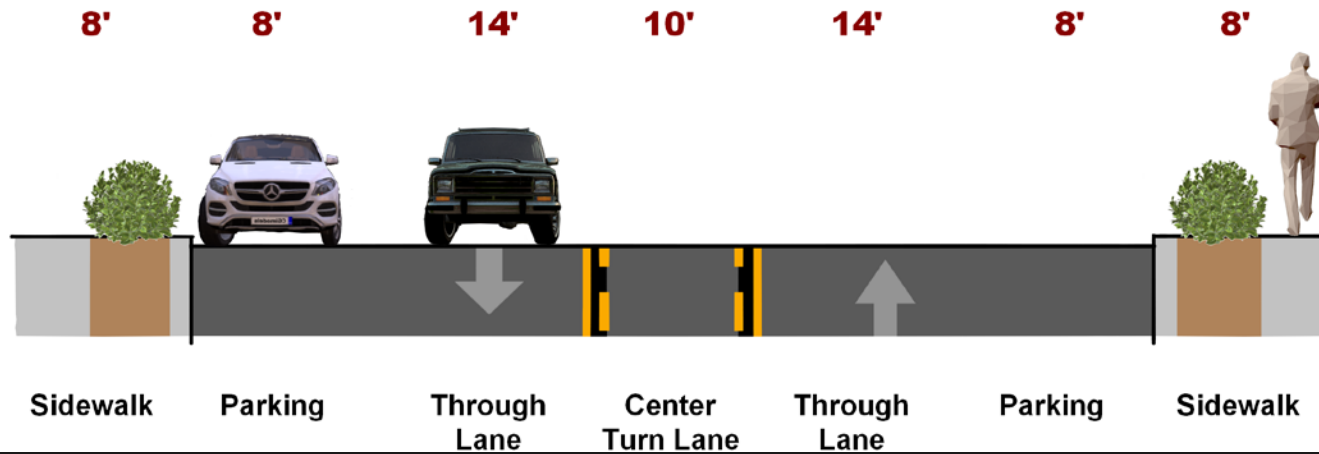
- ❖ ~ 50' - 80' roadway width
- ❖ Two travel lanes in each direction
- ❖ On-street parking
- ❖ Parkway and sidewalk

- ❑ Modified lane widths
- ❑ Loss of parking

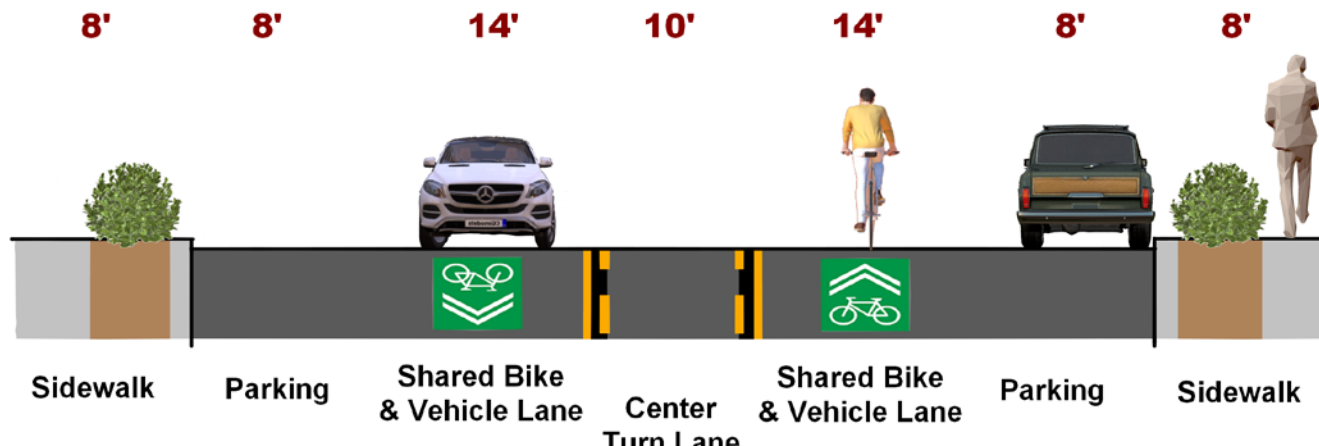
Collector Roadway + Class III

Camino Real
Del Amo Street
Grant Avenue
Kingsdale Avenue

- Current Configuration



- Added Class III Bike Lane in east and west directions



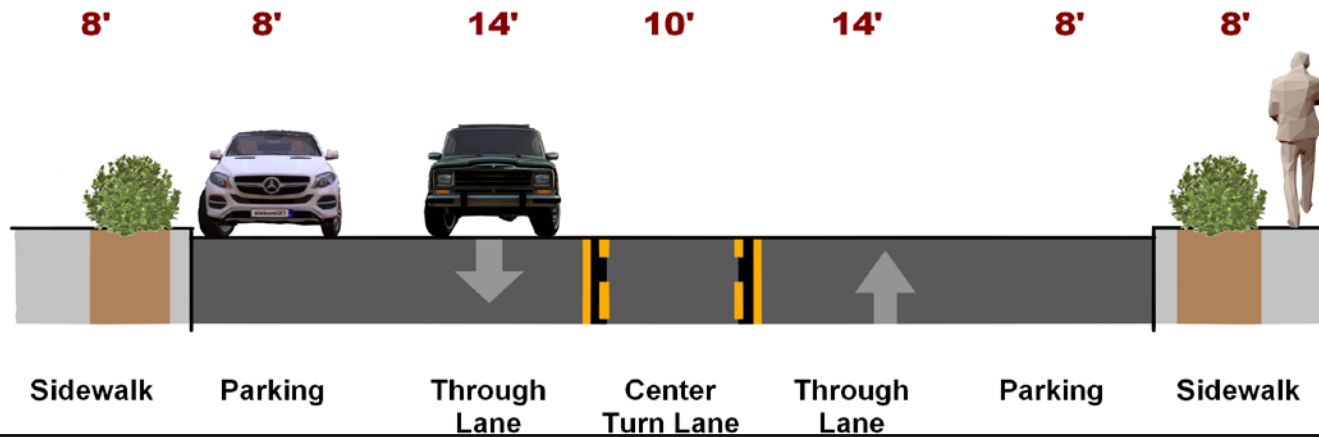
- ❖ ~ 36' - 65' roadway width
- ❖ One travel lane in each direction
- ❖ Center turn lane
- ❖ On-street parking
- ❖ Parkway and sidewalk

❑ Retain parking

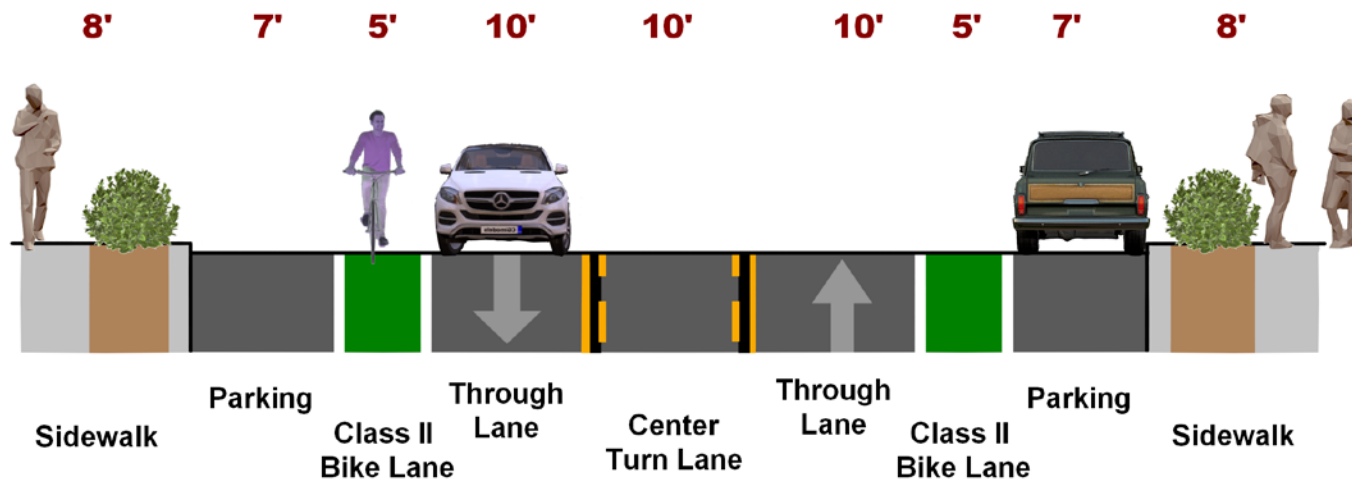
Collector Roadway + Class II

Camino Real
Del Amo Street
Grant Avenue
Kingsdale Avenue

- Current Configuration



- Added Class II Bike Lane in east and west directions



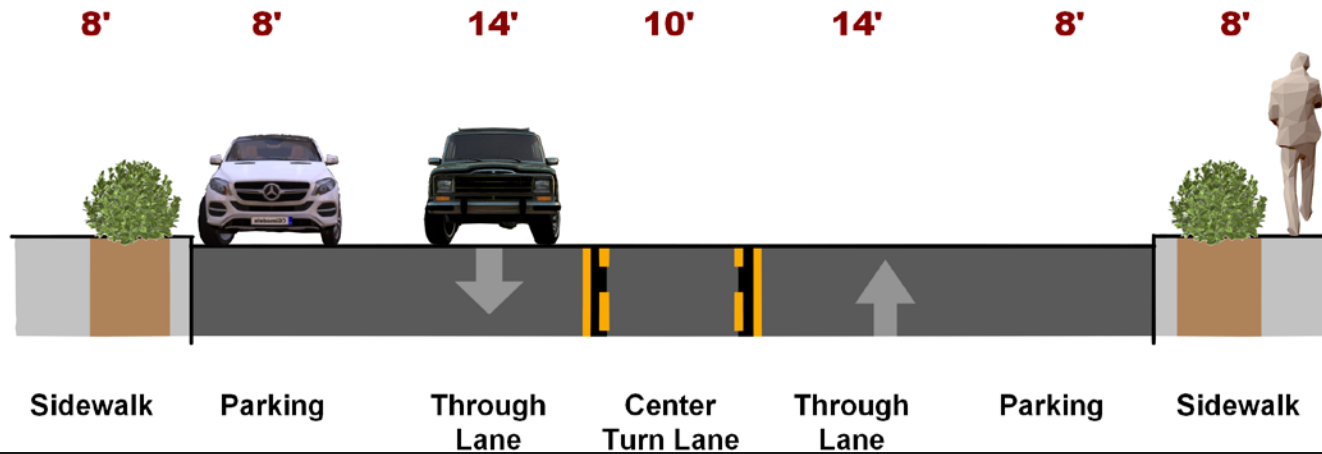
- ❖ ~ 36' - 65' roadway width
- ❖ One travel lane in each direction
- ❖ On-street parking
- ❖ Parkway and sidewalk

- ❑ Reduced lane widths
- ❑ Retain parking

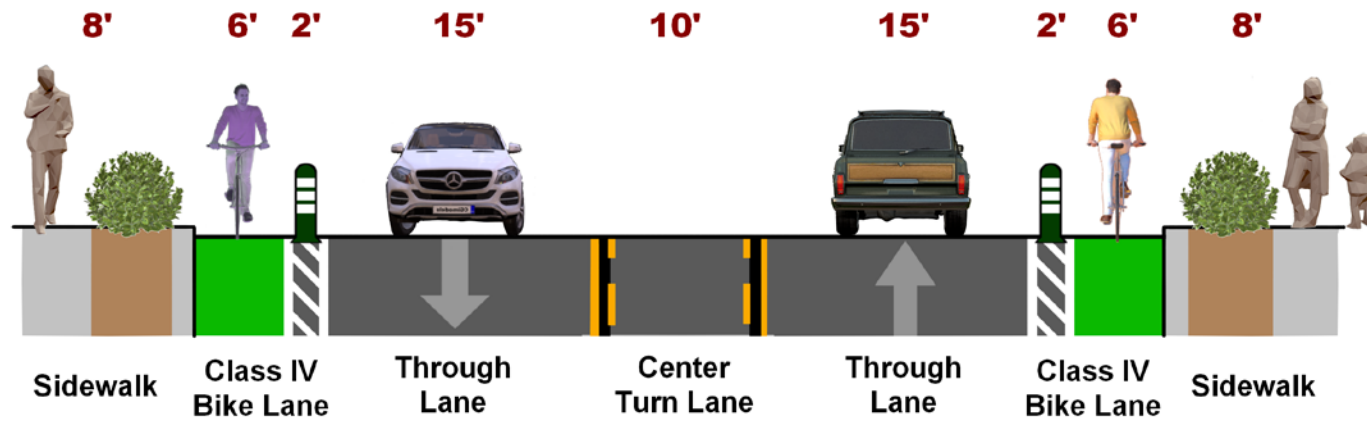
Collector Roadway + Class IV

Camino Real
Del Amo Street
Grant Avenue
Kingsdale Avenue

- Current Configuration



- Added Class IV Bike Lane in east and west directions



- ❖ ~ 36' - 65' roadway width
- ❖ One travel lane in each direction
- ❖ On-street parking
- ❖ Parkway and sidewalk

❑ Loss of parking