



South Bay Bicycle Master Plan Implementation Update

City Council Meeting
October 20, 2020

Background & History

- Developed by LA County Bicycle Coalition and South Bay Bicycle Coalition in partnership with the City (and other SB cities)
- Over a dozen community workshops in seven cities
- Adopted by City Council in 2011
- Recognized as a “planning level document” in the adoption
- Recognized 38.8 miles of proposed bike facility improvements
- 24 mile increase over the existing RB BMP
- 20 year implementation time line

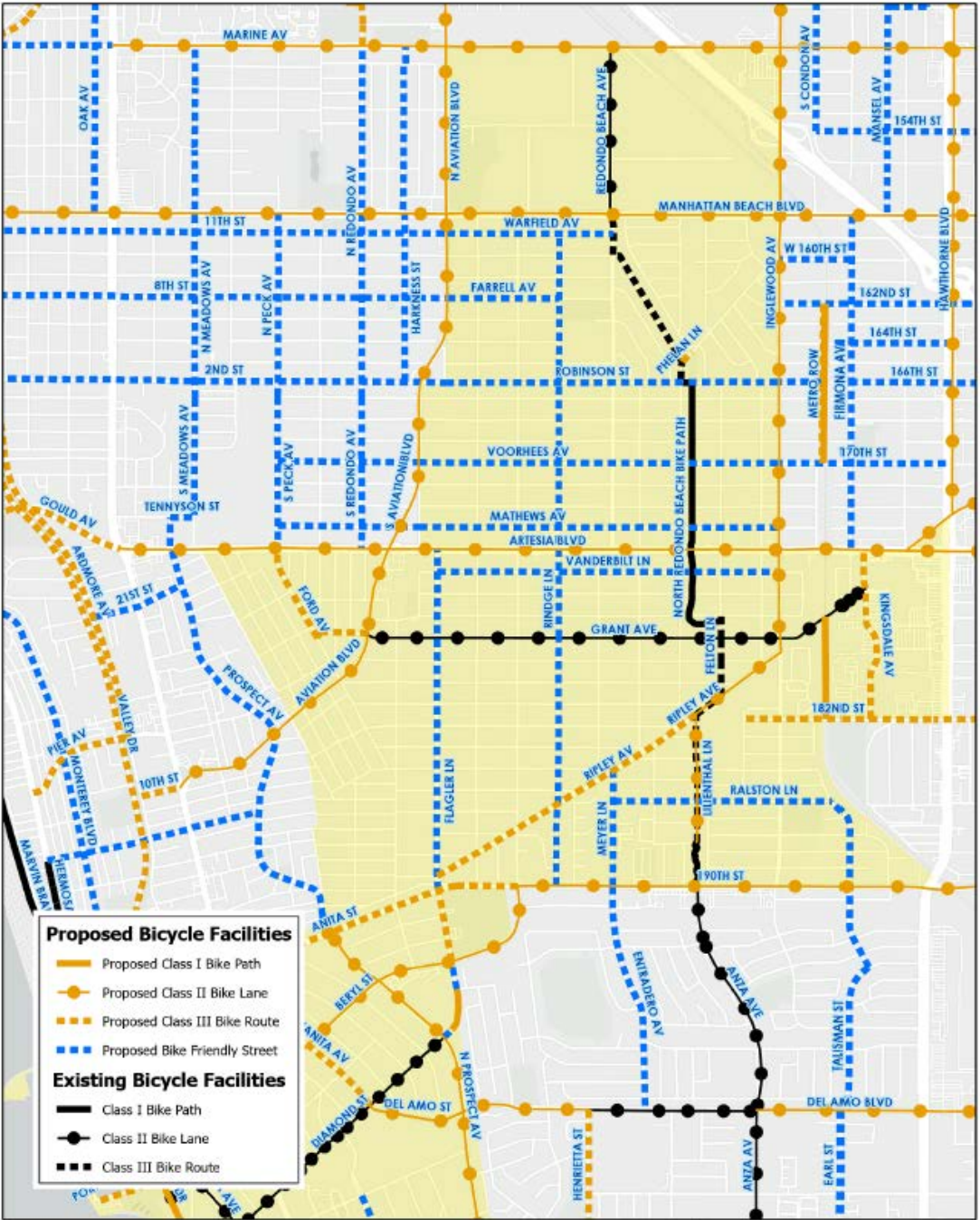
Purpose

- Implement policy to improve physical activity and public health through active transportation
- Promote and increase bicycle ridership at all levels
- Provide improved and increased connectivity across the SB cities

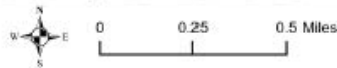
Benefits

- Improved community health
- Improved quality of life
- Increased property values
- Improved air quality
- Safety through reductions in bicycle collisions

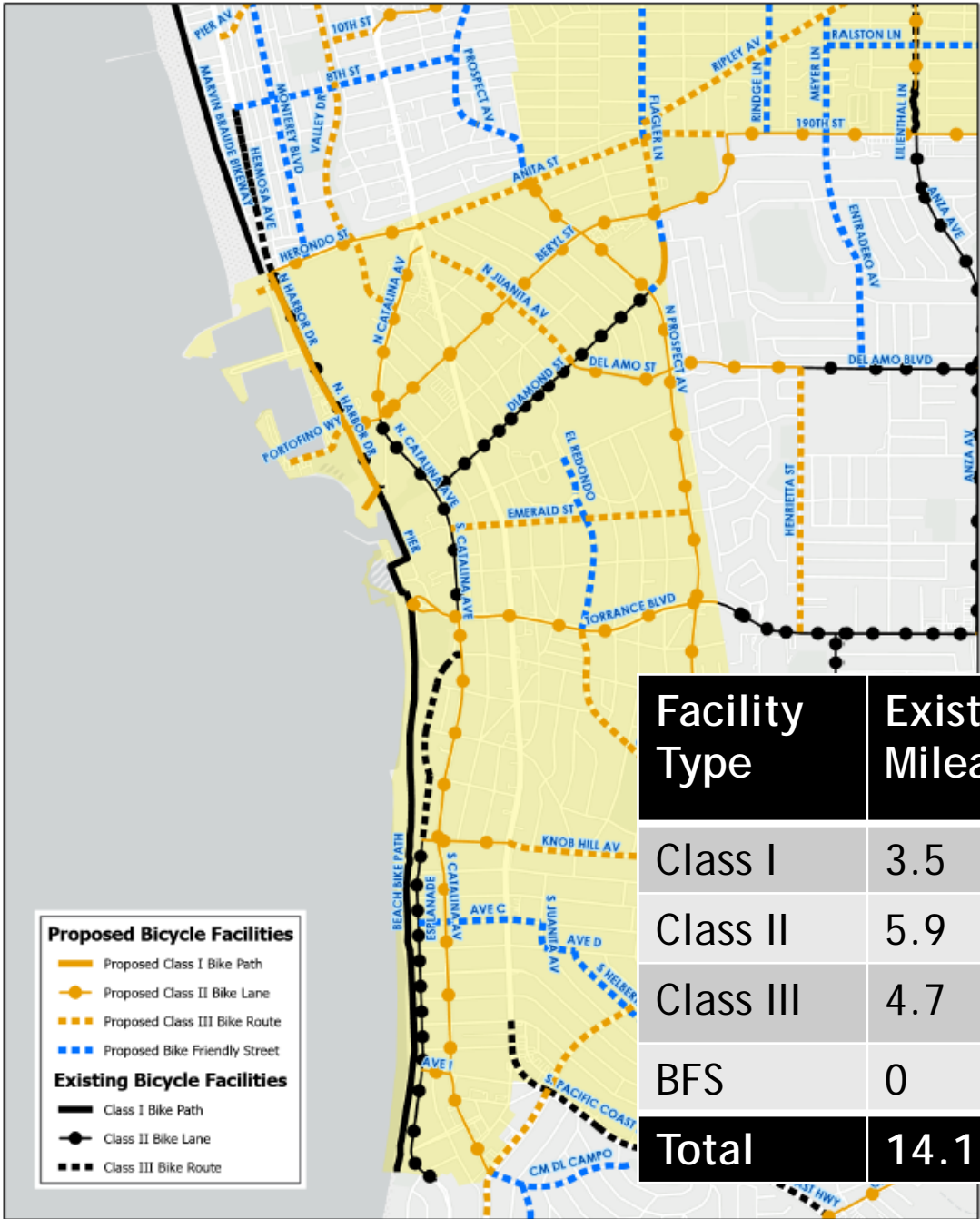
SBBMP
Existing and
Proposed
Facilities



Bicycle Facilities North Redondo Beach
South Bay Master Bicycle Plan

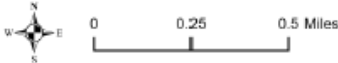


SBBMP
Existing and
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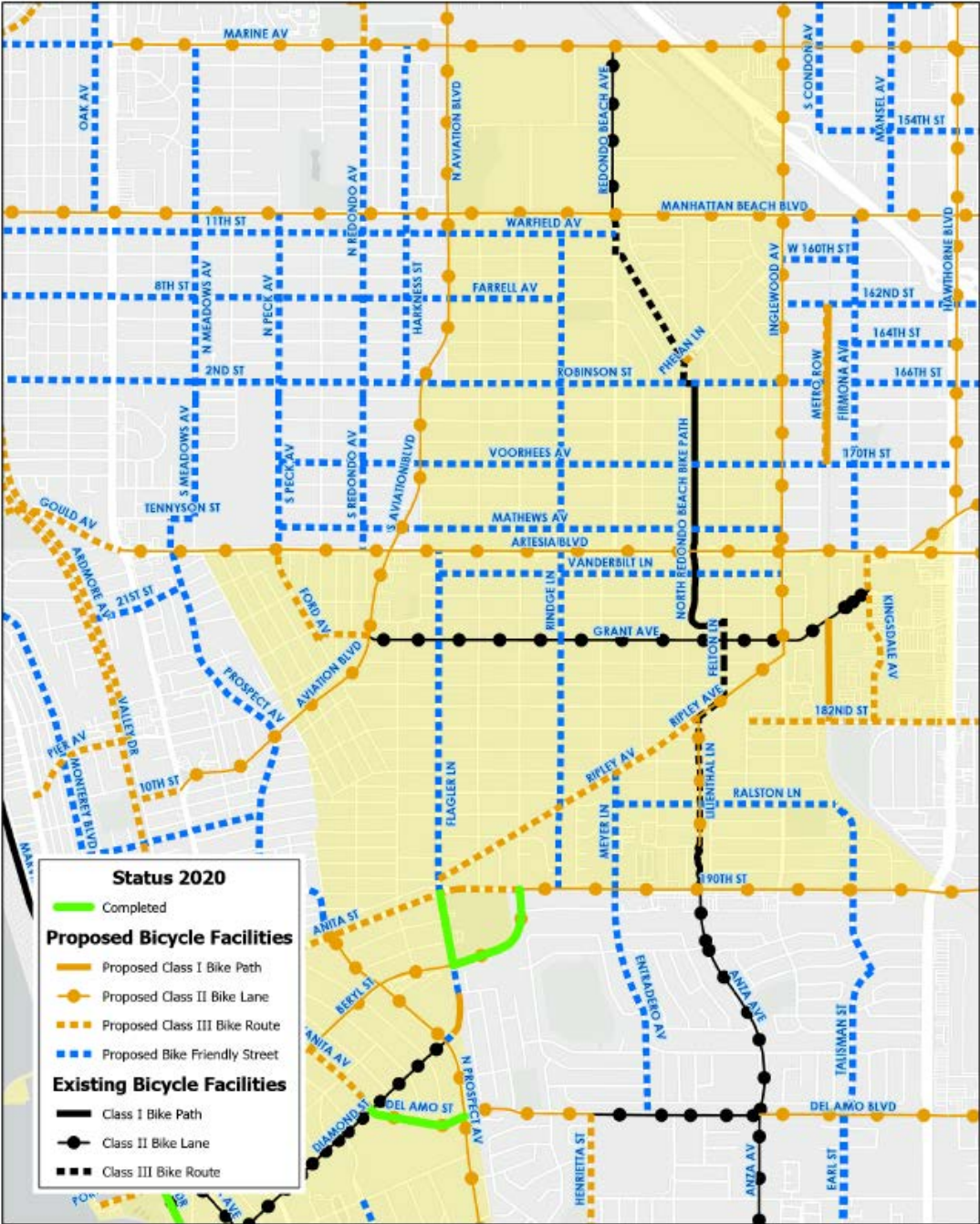


Facility Type	Existing Mileage	Proposed Mileage
Class I	3.5	0.9
Class II	5.9	19.6
Class III	4.7	7.6
BFS	0	10.7
Total	14.1	38.8

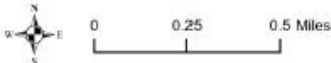
Bicycle Facilities South Redondo Beach
South Bay Master Bicycle Plan



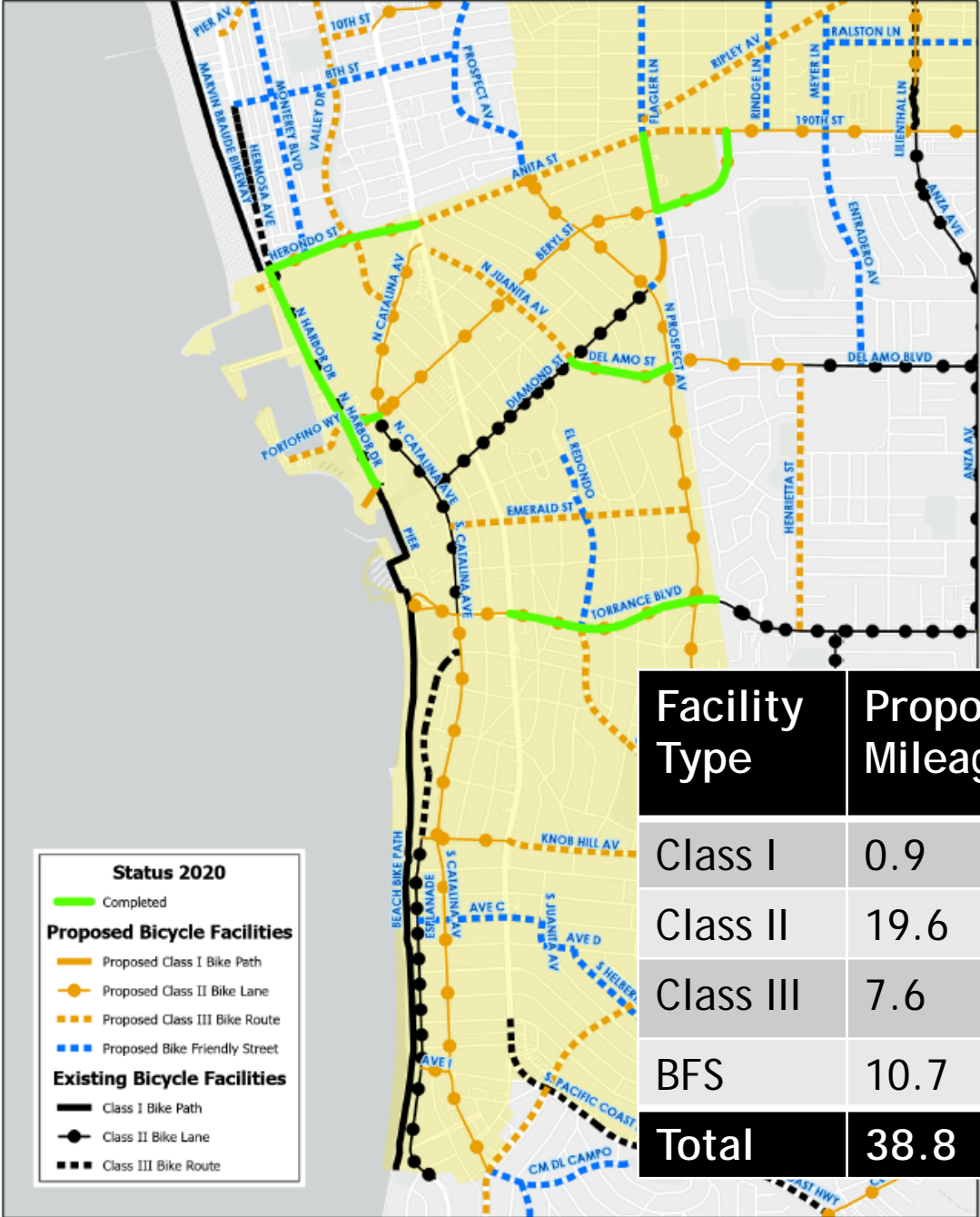
Completed
Facilities
proposed by
SBBMP



Bicycle Facilities North Redondo Beach 2020
South Bay Master Bicycle Plan

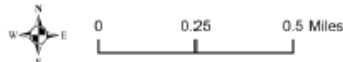


Completed
Facilities
proposed by
SBBMP

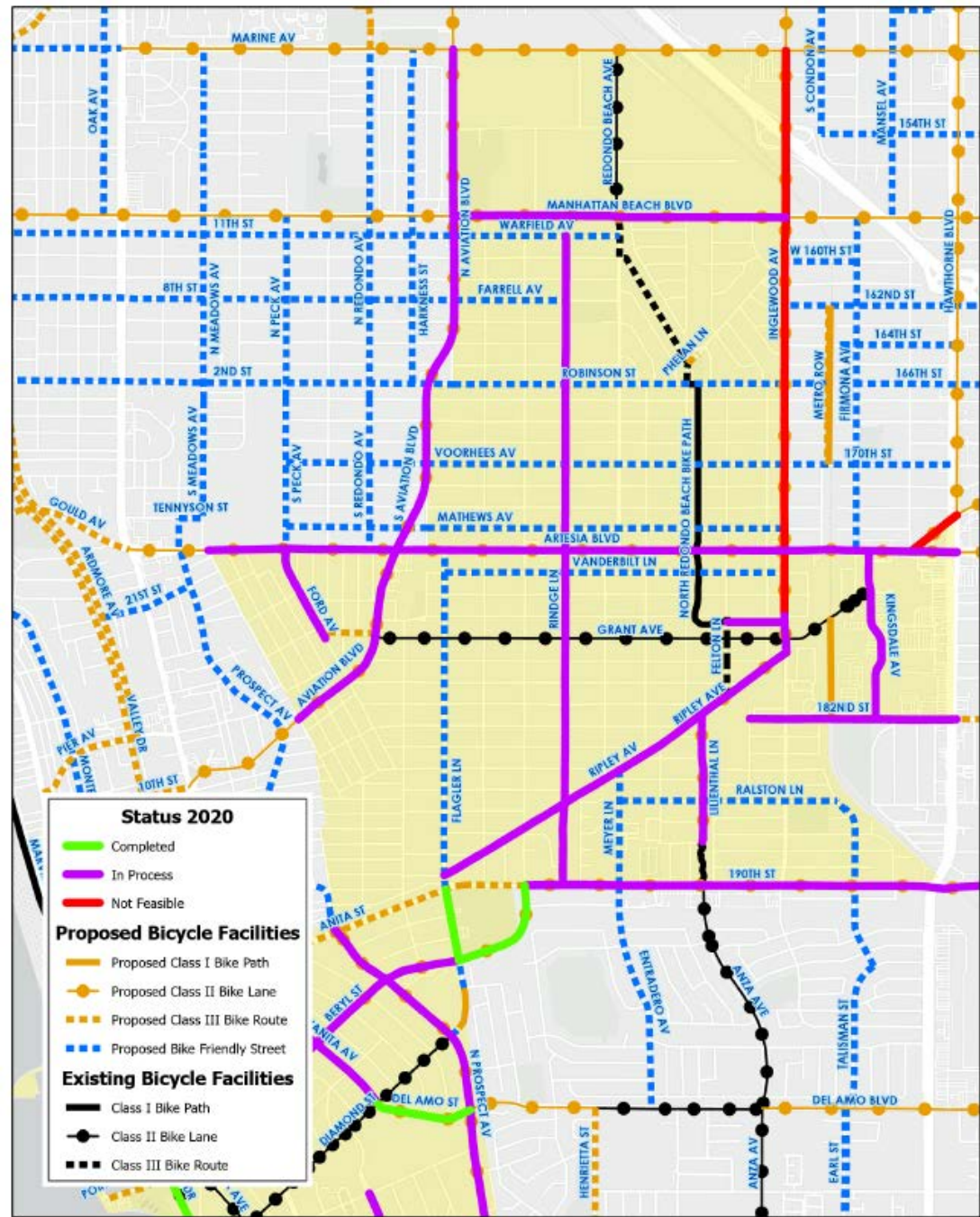


Facility Type	Proposed Mileage	Completed Mileage
Class I	0.9	0.8
Class II	19.6	2.5
Class III	7.6	0.2
BFS	10.7	0
Total	38.8	3.5

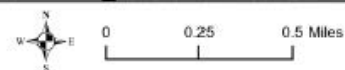
Bicycle Facilities South Redondo Beach 2020
South Bay Master Bicycle Plan



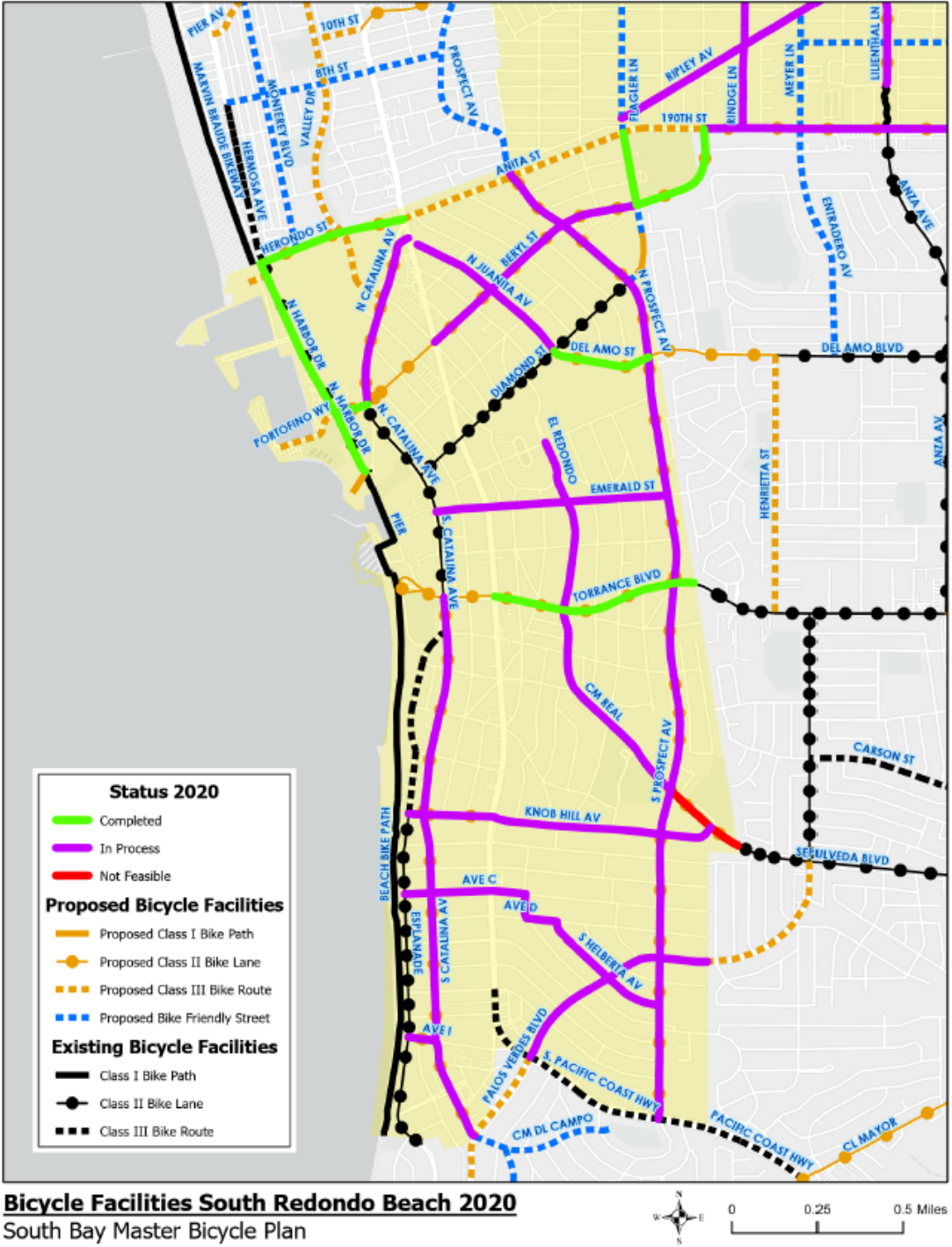
Completed,
In Progress
and On Hold
Facilities
proposed by
SBBMP



Bicycle Facilities North Redondo Beach 2020
South Bay Master Bicycle Plan



Completed,
In Progress
and On-Hold
Facilities
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SBBMP



Work to Date

Proposed mileage data in this table is slightly different than that proposed in the SBBMP, and is provided by SBBC. City staff have used it in their analysis of work to date.

Facility Type	Proposed	Completed	In Process	City Crews	On Hold	% Addressed in next 3 years
Class I	0.9*	0.8	0.0	0.0	0.1	89%
Class II	19.6	2.5	3.3	4.0	9.8	50%
Class III	7.6	0.2	5.8	1.6	0.0	100%
BFS	10.7	0	4.2	6.4	0.1	99%
Total	38.8	3.5	13.3	12	10	74%

* Values given are mileage, except for last column

Recommendation

- Receive and file this report
- Provide any input to staff regarding upcoming implementation

Public Right of Way Confluence of competing uses

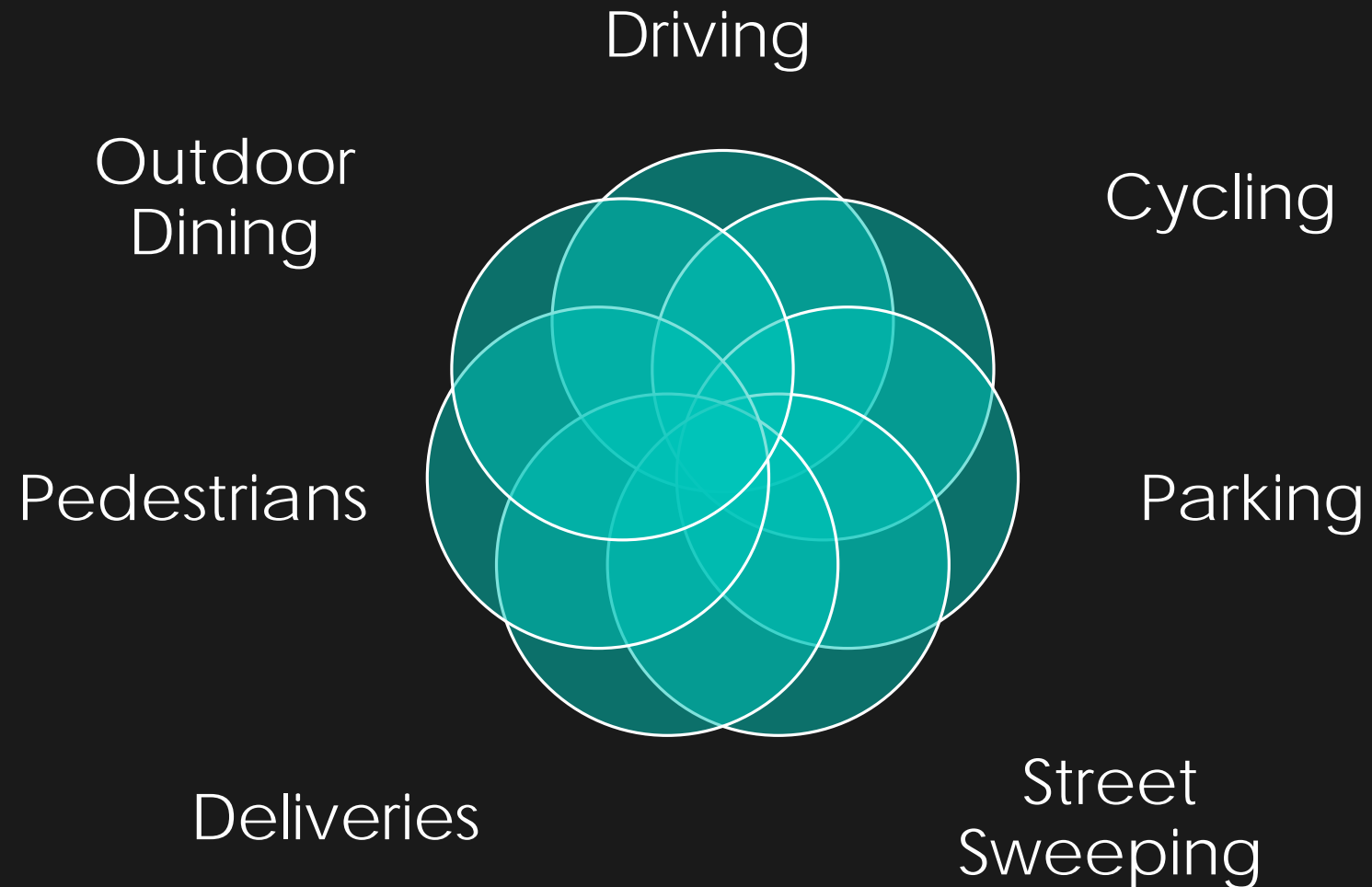
Redondo Beach

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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)

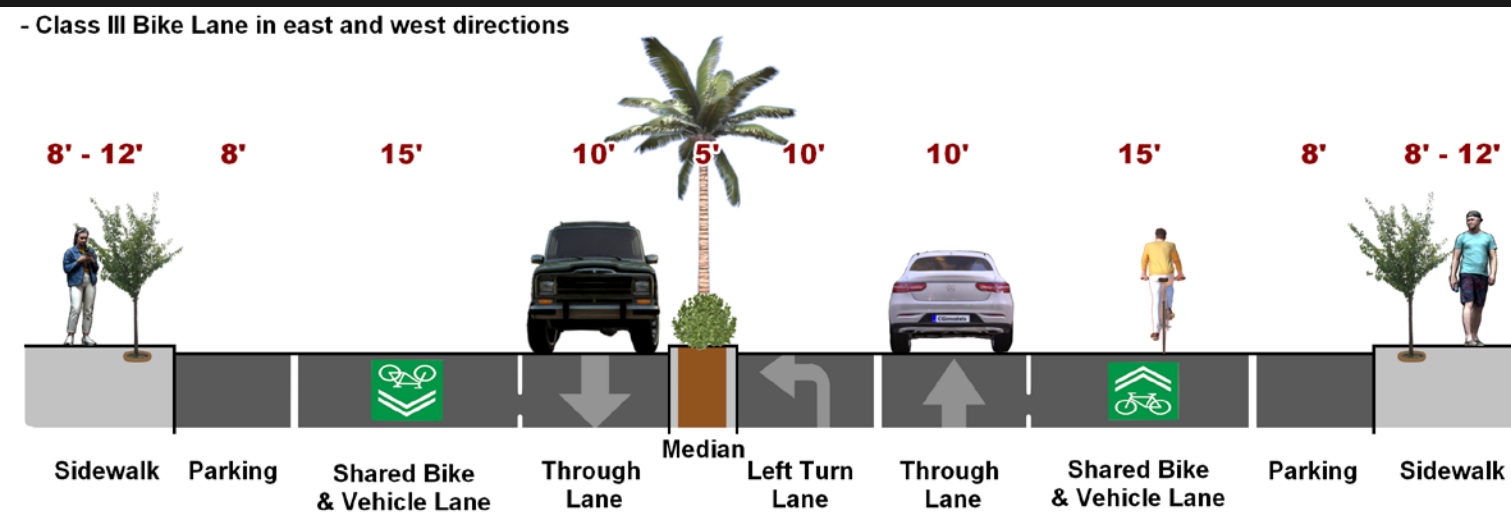
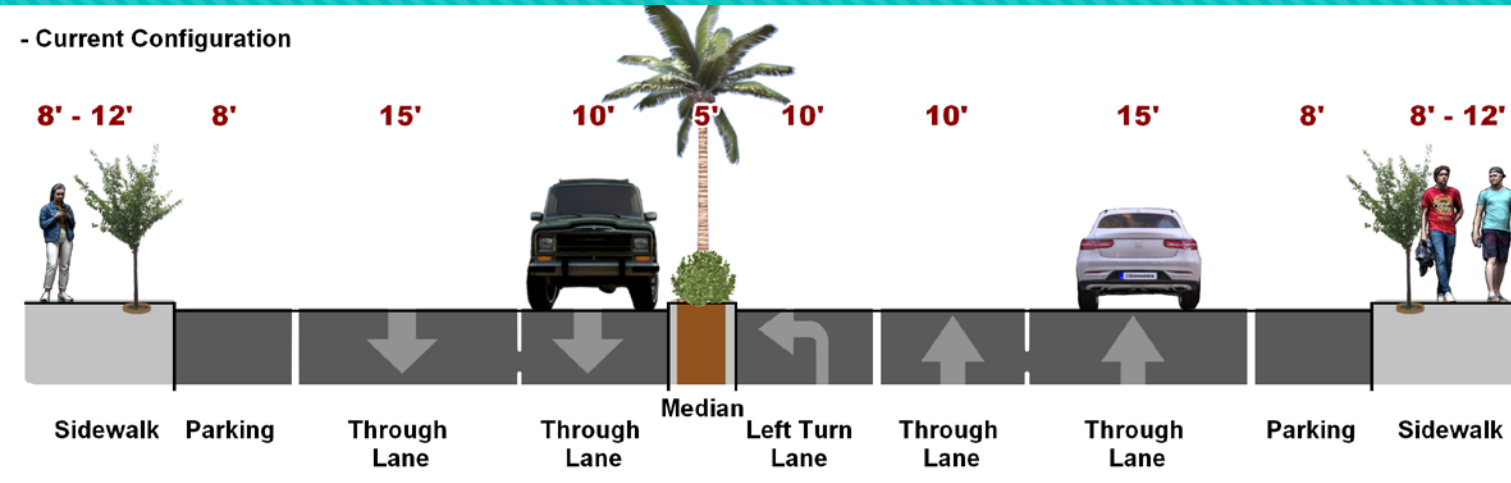


Competing Interests

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

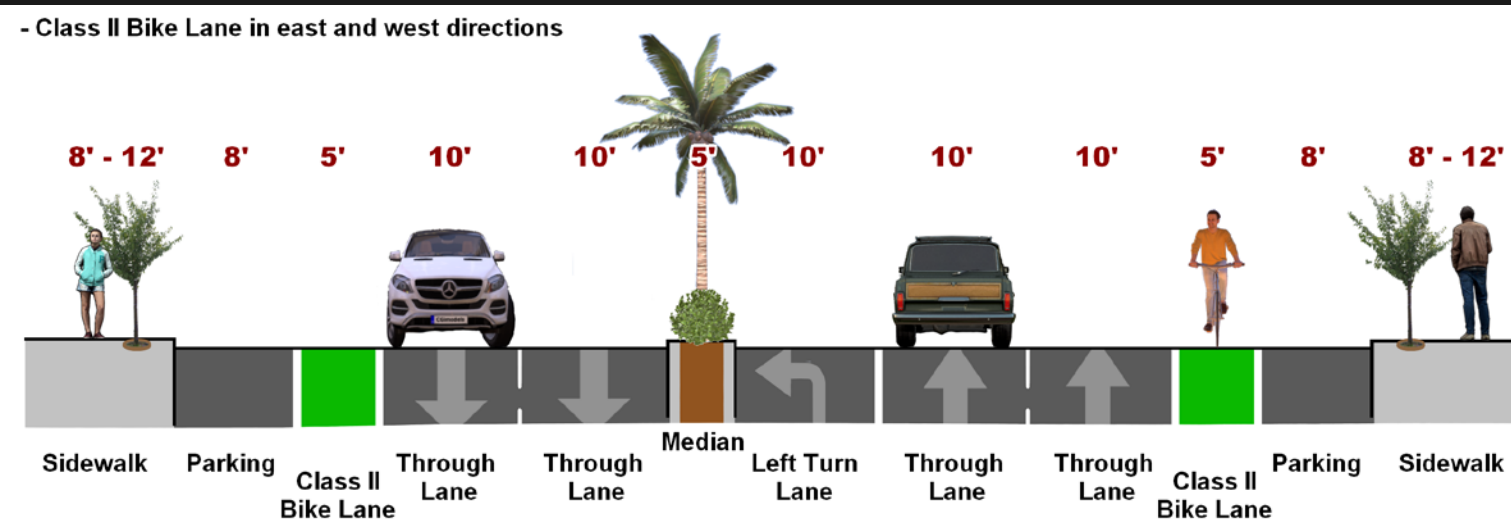
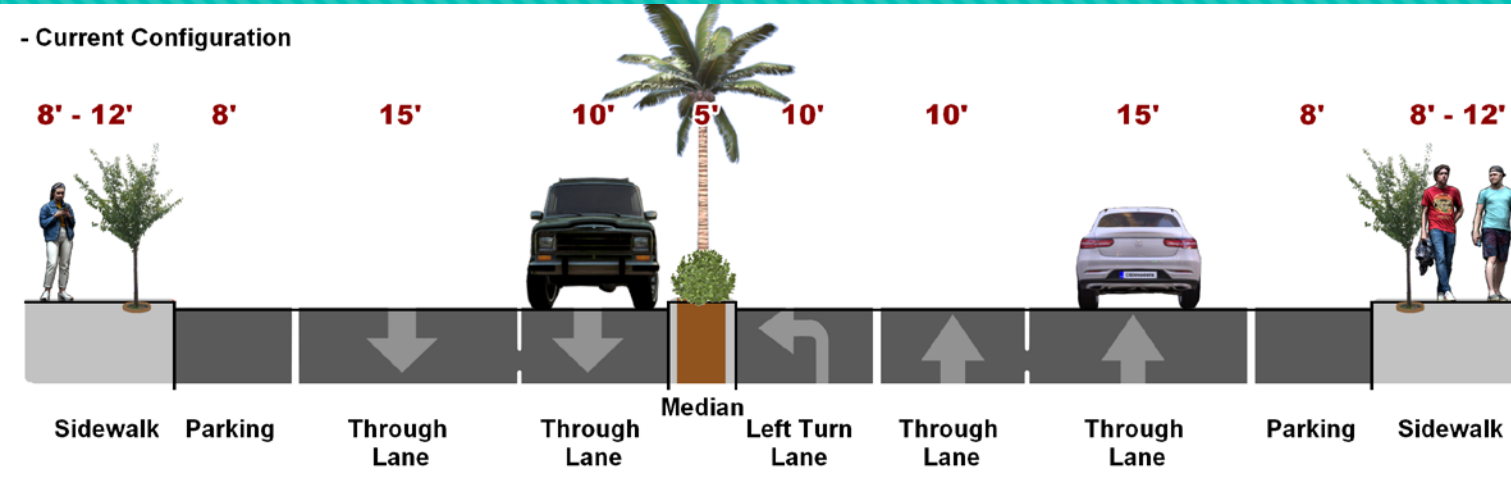


- ❖ ~ 80' - 90' roadway width
- ❖ Two travel lanes in each direction
- ❖ Raised or striped median
- ❖ On-street parking
- ❖ Wide parkway and sidewalk

- ❑ Limited changes
- ❑ Added pavement markings & signs

Major Arterial + Class II

Torrance Blvd
Marine Avenue
Manhattan Beach Blvd
Inglewood Ave
Artesia Blvd

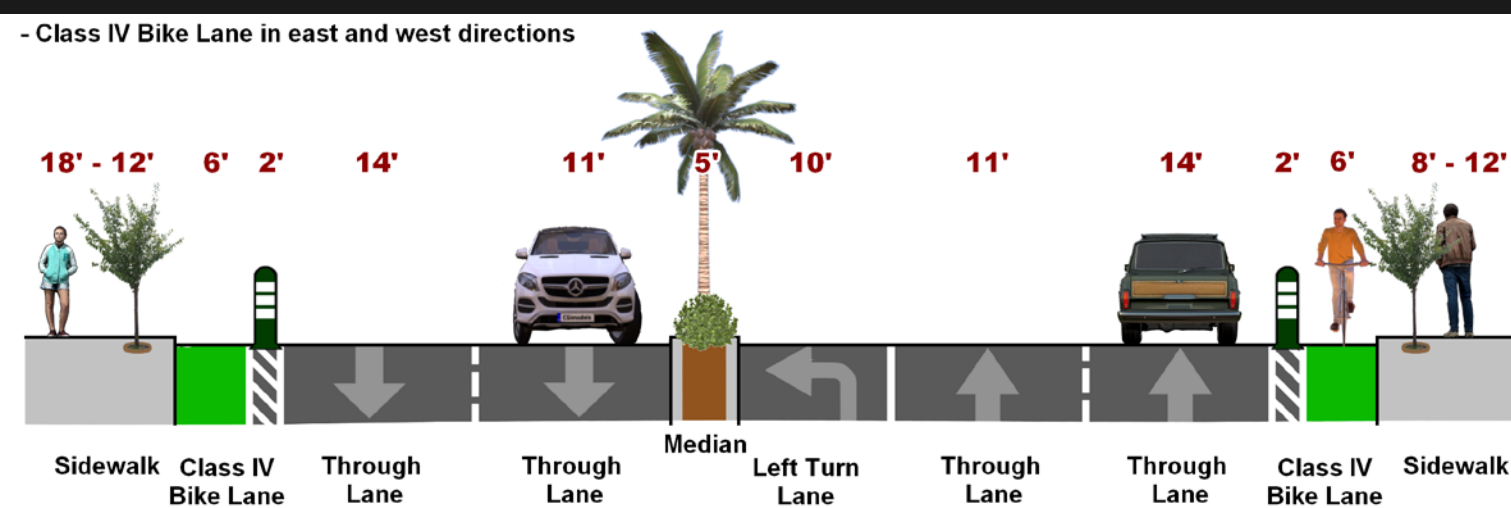
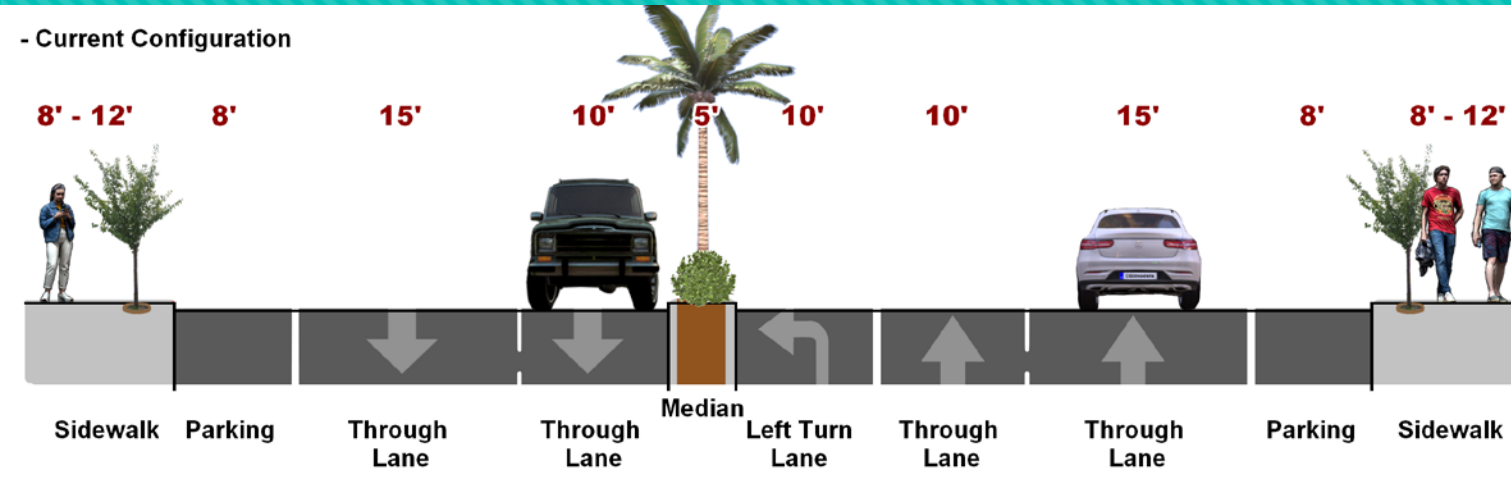


- ❖ ~ 80' - 90' roadway width
- ❖ Two travel lanes in each direction
- ❖ Raised or striped median
- ❖ On-street parking
- ❖ Wide parkway and sidewalk

- ❑ 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

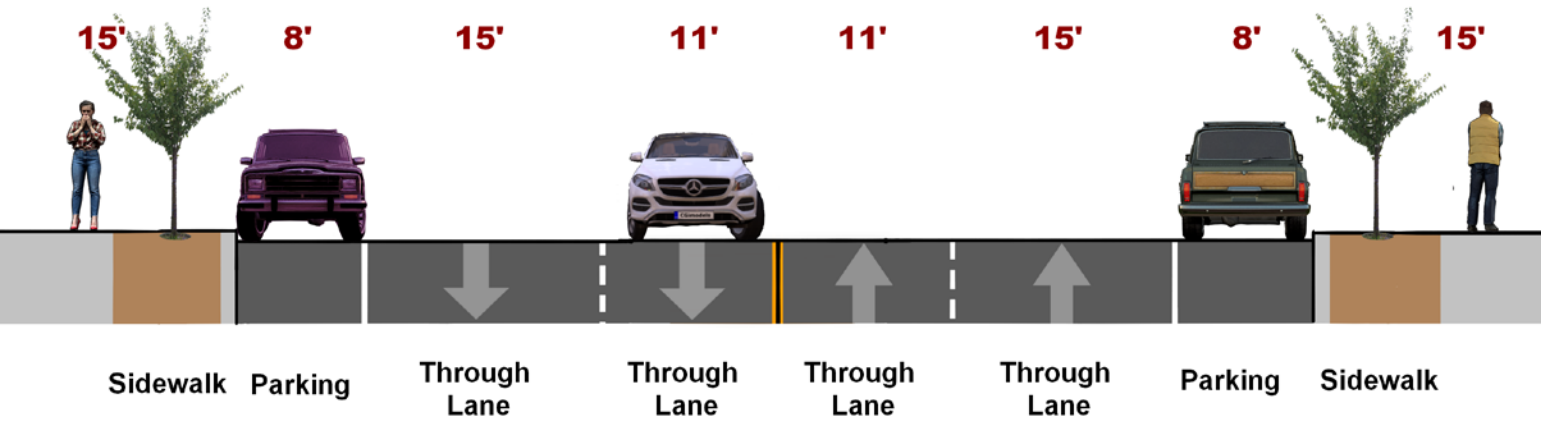
Beryl Street

Catalina Avenue

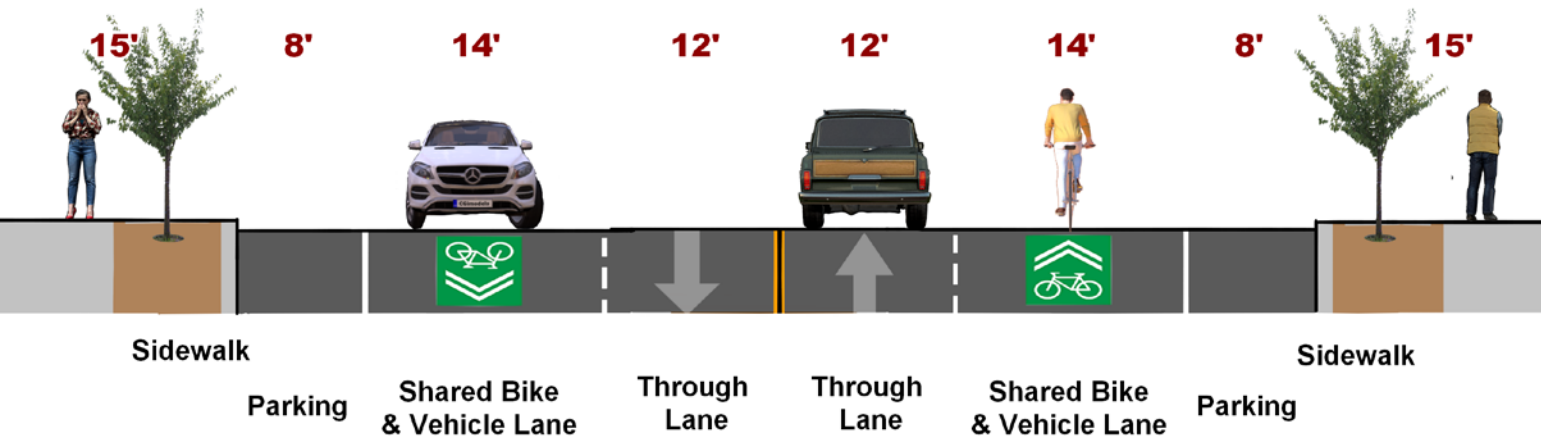
Palos Verdes Blvd

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

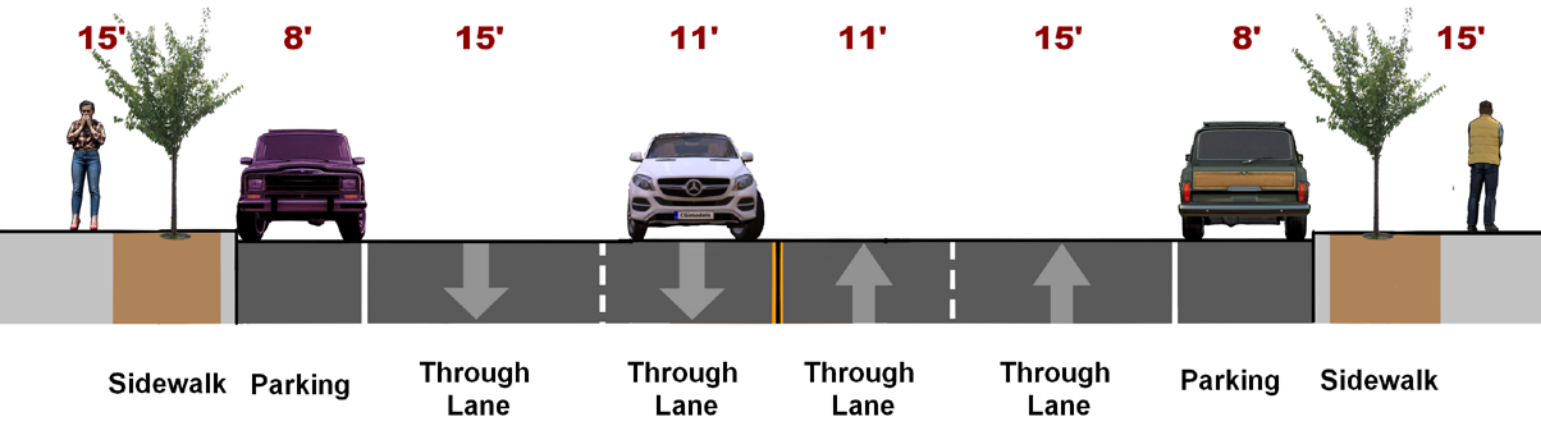
Beryl Street

Catalina Avenue

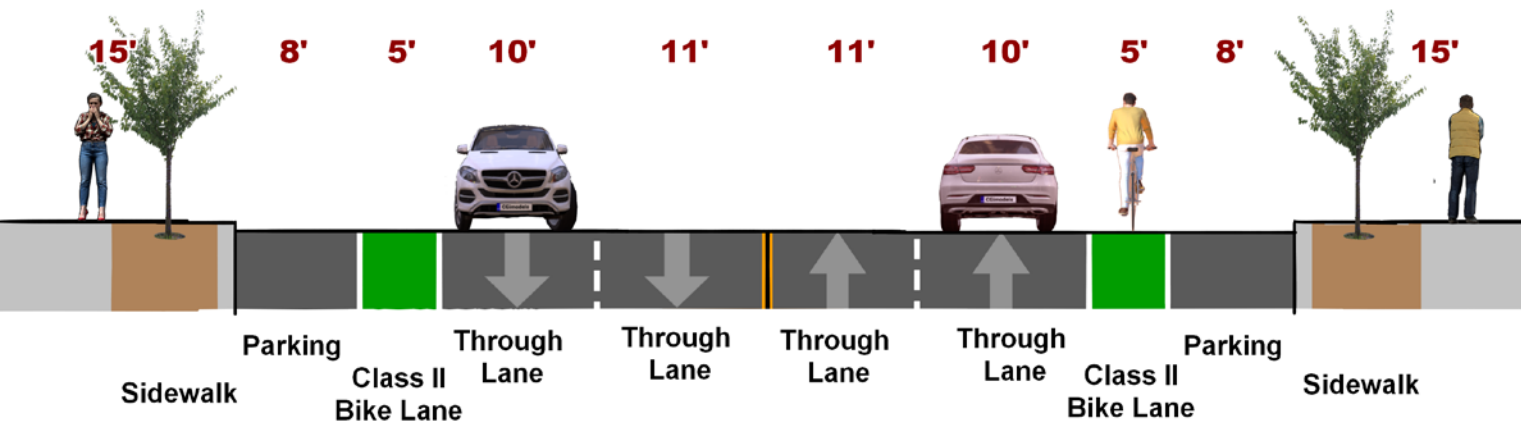
Palos Verdes Blvd

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

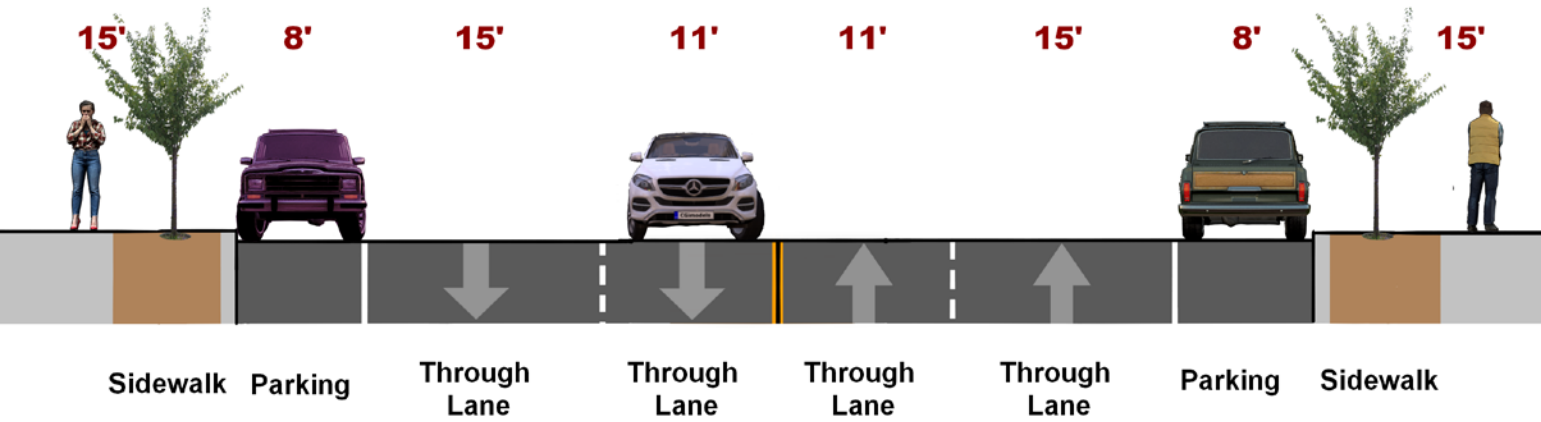
Beryl Street

Catalina Avenue

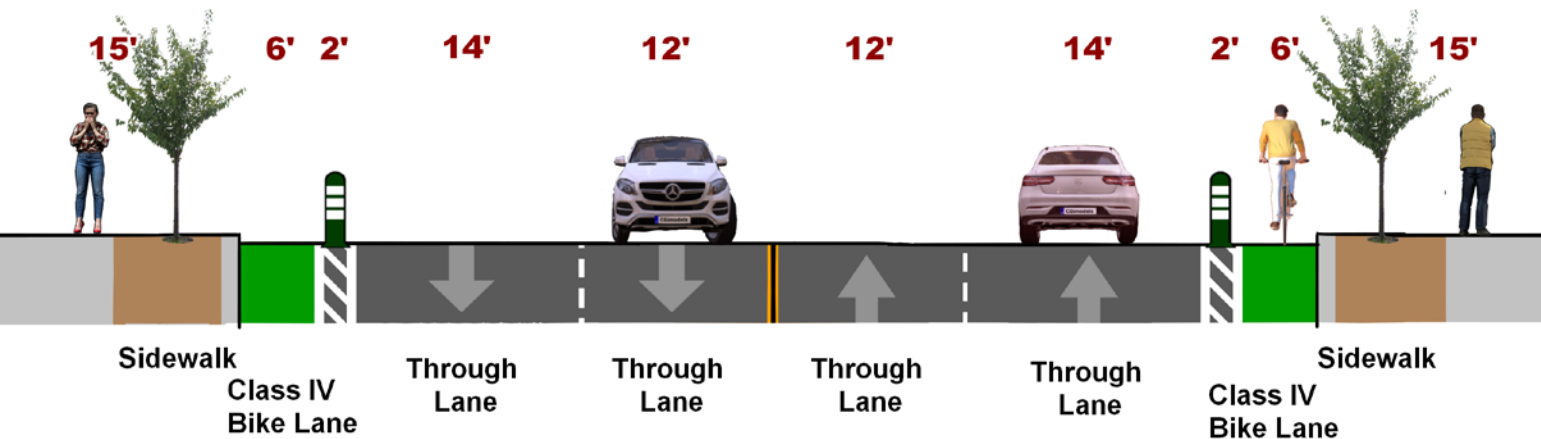
Palos Verdes Blvd

Prospect Avenue

- Current Configuration



- Added Class IV Bike Lane in east and west directions



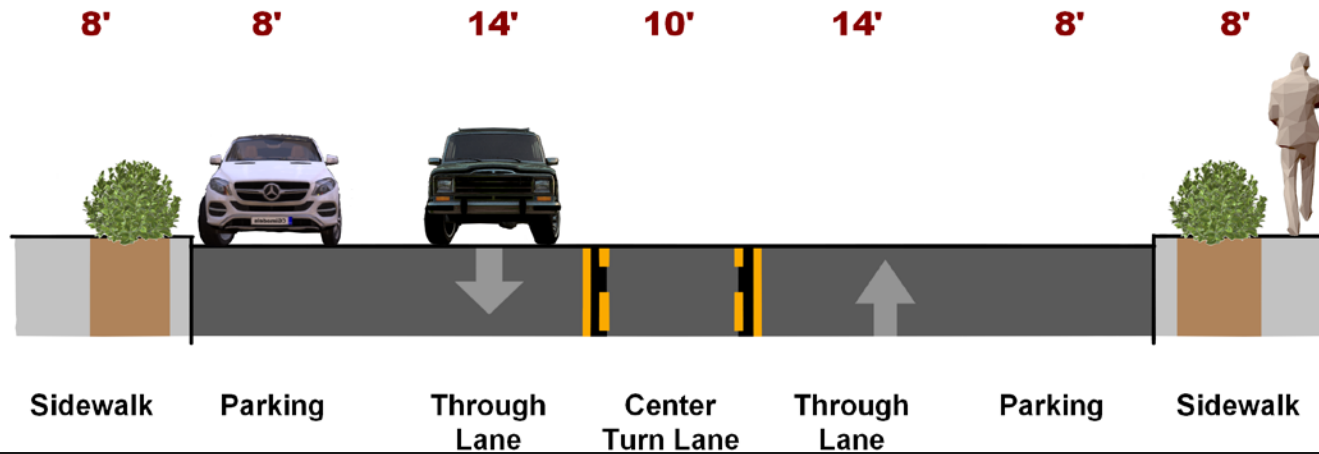
- ❖ ~ 50' - 80' roadway width
- ❖ Two travel lanes in each direction
- ❖ On-street parking
- ❖ Parkway and sidewalk

- ❑ Modified lane widths
- ❑ Loss of parking

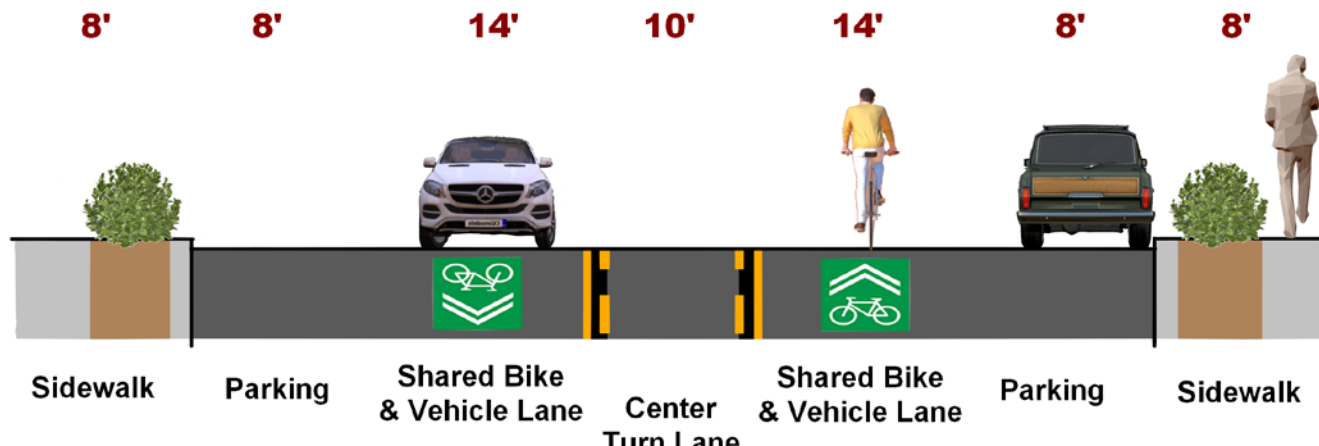
Collector Roadway + Class III

Camino Real
Del Amo Street
Grant Avenue
Kingsdale Avenue

- Current Configuration



- Added Class III Bike Lane in east and west directions



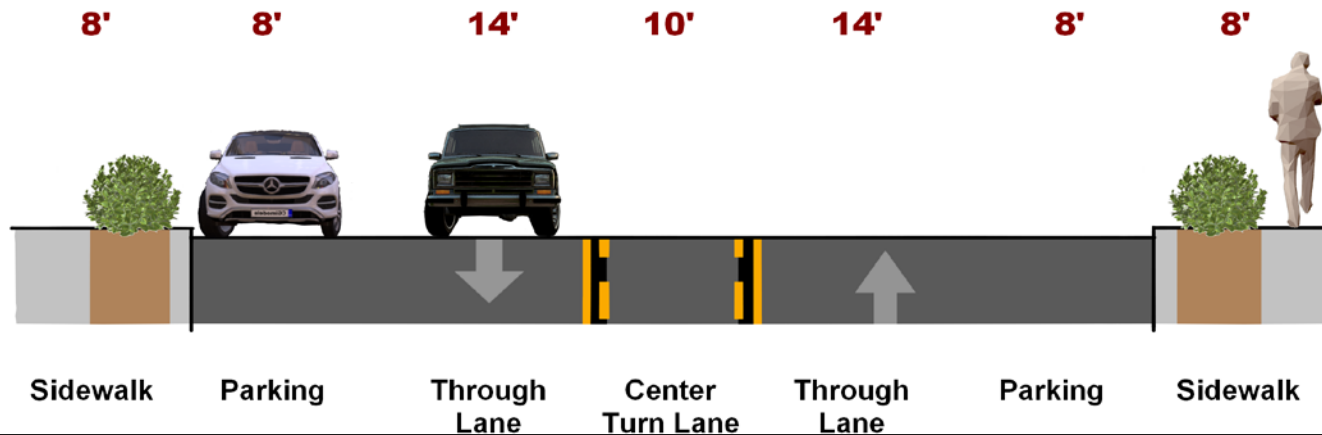
- ❖ ~ 36' - 65' roadway width
- ❖ One travel lane in each direction
- ❖ Center turn lane
- ❖ On-street parking
- ❖ Parkway and sidewalk

❑ Retain parking

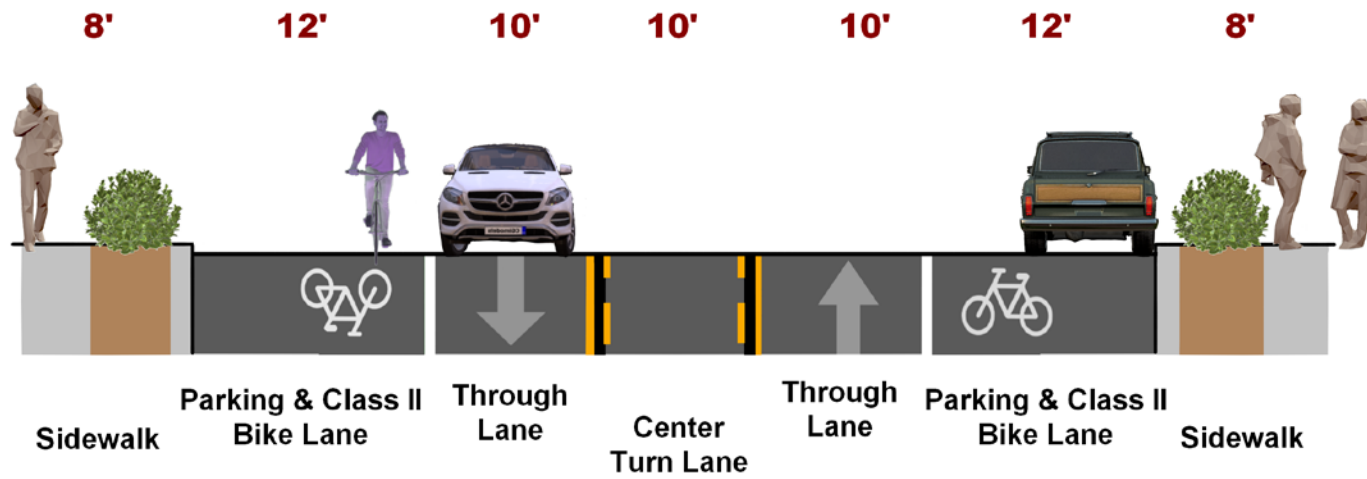
Collector Roadway + Class II

Camino Real
Del Amo Street
Grant Avenue
Kingsdale Avenue

- Current Configuration



- Added Class II Bike Lane in east and west directions



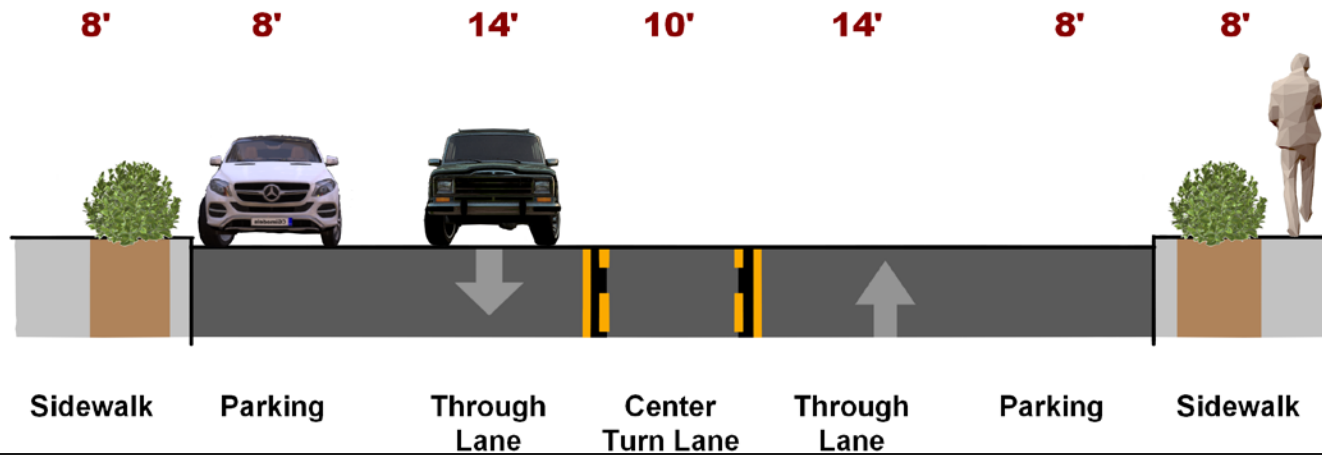
- ❖ ~ 36' - 65' roadway width
- ❖ One travel lane in each direction
- ❖ On-street parking
- ❖ Parkway and sidewalk

- ❑ Reduced lane widths
- ❑ Retain parking

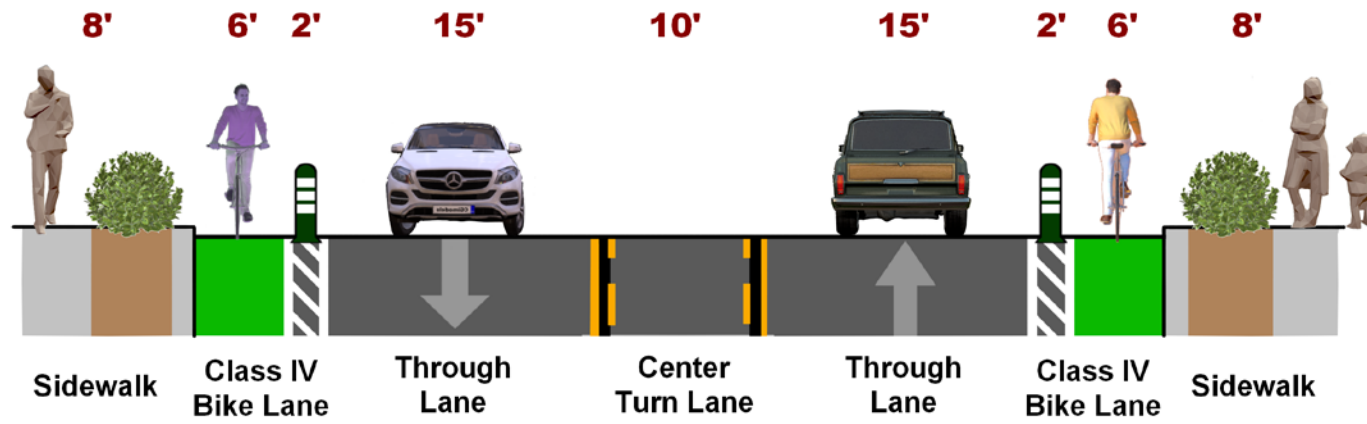
Collector Roadway + Class IV

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