

BLUE FOLDER ITEM

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CITY COUNCIL MEETING January 19, 2021

N.2 DISCUSSION AND POSSIBLE ACTION REGARDING THE DESIGN ALTERNATIVES FOR MANHATTAN BEACH BOULEVARD - AVIATION BOULEVARD TO INGLEWOOD AVENUE PROJECT, JOB NO. 41190

CONTACT: TED SEMAAN, PUBLIC WORKS DIRECTOR

PUBLIC COMMUNICATION

January 19, 2021

The Honorable Mayor Bill Brand and City Council Members
Redondo Beach City Council
415 Diamond St
Redondo Beach, CA 90277

RE: Road infrastructure projects H.11, L.1 and N.2

Honorable Mayor Bill Brand and Redondo Beach City Council Members,

You are considering three road infrastructure projects tonight that will determine the direction of our community for decades to come. I am writing to urge you to give as much or more consideration to the safety and convenience of people outside of automobiles as the ones inside of them. Sadly, the 14 pedestrians and cyclists who have died on Redondo Beach roads between 2009 and 2019 cannot give testimony tonight. I want us to do better going forward, starting now.

This is especially urgent due to the doubling of pedestrian and cyclist deaths in the US since the prevalence of SUVs and pickup trucks have skyrocketed. We need to engineer our roads as if our lives depended on it--because it does.

I cheer you on as you finally make concrete plans to implement the South Bay Bicycle Master Plan (SBBMP, Item H.11) that you adopted in 2011. Please remember that it is most useful as a complete network that connects our community safely to all the places we need to go for work, school and play. It can't be piecemeal.

Furthermore, it must work for all levels of riders from the very young to the very old. In the decade since you adopted the plan, the Beach Cities vehicle fleet has become more numerous, larger, heavier, taller and more dangerous. We have learned what has improved and harmed safety in other cities around the US and the world. We should use the lessons learned to improve road safety for all road users, particularly the most vulnerable, as we build out the SBBMP.

Speaking of safety, long street crossings are especially dangerous for people outside of cars and Aviation and Artesia (Item L.1) is no exception. I found it strange that the 250+ page traffic report is concerned only with improving the flow rate of cars. Both Aviation and Artesia are part of the SBBMP due to have on-street bicycle lanes. Why didn't the traffic study look at how to create safe bicycle crossings at this very busy intersection? Given how many people walk to the businesses at the corner, why aren't there any plans to create pedestrian islands to give people a shorter and safer street crossing?

As someone who rides my bike to shop at Trader Joe's on the corner of Manhattan Beach Boulevard (MBB) and Aviation, I am very concerned with safety on MBB. It is absolutely terrifying to ride eastbound on MBB with traffic whizzing by on the left at 40+ mph and the constant threat of being doored by a driver parked on the right. A 7' parking lane is narrow and parked vehicles, particularly today's larger ones, will encroach on the 5' bike lane. Dooring is a major cause of death and injury.

Please give safety a higher priority than car storage. Don't use alternative 1. Sacrifice the parking instead of people. A protected bike lane would be ideal. Why wasn't it considered? Of the alternatives presented, I prefer alternative 2B.

In December 2020, LA Metro cancelled line 126, which ran along MBB. It was used by Beach Cities kids to get to El Camino Community College and workers in DTMB. Given the high costs of car ownership and greenhouse gas emissions, it's especially important to give people safe alternatives to using cars. Students will be biking eastbound to school while motorists speed by at 40+ mph with the sun in their eyes. DTMB workers will be bicycling home after dark with drunk drivers behind them. We must design MBB with the safety of vulnerable road users to end the carnage on our streets.

Grace Peng, PhD