**Nhung Madrid**

**From:** Richard Thompson
**Sent:** Wednesday, April 24, 2013 7:43 AM
**To:** Nhung Madrid
**Subject:** FW: council stuff about the bike path on pacific

**Richard Thompson**
**Director of Community Development**
P: (310) 802-5502
E: rthompson@citymb.info

CITY OF
MANHATTAN BEACH
1400 HIGHLAND AVENUE, MANHATTAN BEACH, CA 90266
WWW.CITYMB.INFO

Please consider the environment before printing this email.

**From:** Amy Howorth [mailto:amyhoworth@gmail.com]
**Sent:** Wednesday, April 24, 2013 7:04 AM
**To:** David Lesser; Mark Burton; Tony D'Errico; Wayne Powell; David N. Carmany; Richard Thompson; Jim Arndt; Richard Gill
**Subject:** Fwd: council stuff about the bike path on pacific

My friend asked that i forward this to all council members. I included some city staff.

Begin forwarded message:

> **From:** Jennie Kim <mrsjenkim@gmail.com>
> **Date:** April 23, 2013, 5:08:55 PM PDT
> **To:** Amy Howorth <amy.howorth@verizon.net>
> **Subject: council stuff about the bike path on pacific**
>
> My 2 cents as a resident who lives on Pacific.
>
> I hate the idea but I understand that Manhattan Beach wants to promote biking as an alternative to driving. Pacific Ave is very busy road especially where I live... not just with car traffic but foot traffic as well because of a huge elementary school, Pacific School and also because of American Martyrs School as well as the Church.
>
> We all have to be careful backing out of our driveway because of it as we always should be anyway. No matter how careful we are, BIKERS need to understand that they are not easily visible and the ones with the racing outfits on tend to think they don't need to obey traffic rules, race through town as if we should all get out of their way whether we are in our cars or walking down the street.

If the bike lane is going there to promote bike riding as a healthy way to get around then I'm all for the bike lane. My kids ride bikes too so I understand. But if it's for the bike racing crowd that thinks everyone should get out of their way, then I'm totally against it.

If I'm pulling out of my driveway slowly, and someone sees me they can stop and check to see that I've seen them. A biker going full speed because they haven't stopped at the stop sign or is accelerating up from a stop sign is going to be pissed off if they have to stop short if I don't see them coming down the street very close to the sidewalk.

So I'm all for the bike lane as long as the bikers are understanding and as careful as the drivers are because from my experience the racing bikers have an attitude and don't seem to realize that they are hard to see sometimes as they're zipping around like they own the road.

While I'm on the topic of bike paths..... do you know why one of the lanes going along the side of the ocean is closed to cars and only open to bikers during PM RUSH HOUR traffic. Is it that there is not bike path on the strand at that part of the road?

I hope this email doesn't sound like it's angry. I don't mean it to sound angry. Just concerned that I'm going to hit a speeding biker while backing out of my driveway at 6:30 am every morning because it's still kinda dark then.

Jennie

2

**Nhung Madrid**

**From:** drjhendricks@gmail.com on behalf of j hendricks <dr4goodhealth@gmail.com>
**Sent:** Wednesday, April 24, 2013 8:57 AM
**To:** List - City Council
**Cc:** Nhung Madrid
**Subject:** Sharrows

Dear Mayor Lesser, Mayor Pro Tem Howorth, Council Member Powell, Council Member Burton, and Council Member D'Errico,

I have been a resident near Pacific Avenue for over 25 years. I enjoy walking, biking and driving through our city and hope to keep it a safe and people-friendly community. It's not unusual when I'm walking my dog for the considerate drivers to jester for me to go ahead and cross, as I might do for them as well. Our consideration of each other is a lovely way to start the morning and end the evenings. We can all share in the benefits Manhattan Beach has to offer.

I am writing to ask that you support the Parking and Public Improvements Commission's unanimous recommendation to install shared roadway bicycle markings (sharrows) on Pacific Avenue from 5th Street to Rosecrans Avenue. These markings are approved by the CA MUTCD and are widely supported as a tool to make roadways safer for bicyclists of all ages, as well as motorists. By adding markings to make this street a more desirable route for bicyclists, we are making the healthy choice the easy choice for our community.

In addition, the installation of sharrows on Pacific will help the city adhere to it's commitments to the Master Bicycle Plan, the Vitality City Project, and the Cool Cities U.S. Mayors Climate Protection Agreement.

Thank you in advance for your anticipated support of this very important recommendation!

Jeanne Hendricks

3

## Nhung Madrid

**From:** Larisa New Email <larisa6@roadrunner.com>
**Sent:** Wednesday, April 24, 2013 2:05 PM
**To:** Nhung Madrid
**Subject:** Sharrows on Pacific Ave

Dear Nhung Madrid...

The issue of "Sharrows on Pacific Ave" concerns me greatly. The corner of Manhattan Beach Blvd and Pacific I feel is one of the most dangerous intersections of our city. I have know people getting injured and KILLED at and around this intersection. The city MUST reconsider this... There are two schools in this area and it is dangerous enough for pedestrians. I don't feel this intersection needs more directed activity.
And if the city goes though with these "Sharrows" what additional safety measures will be installed? Flashing lights? More crossing guards? Flashing signs?

This issue needs much more discussions and consideration by the people of Manhattan Beach before the decision is made.
There is clear path to get a bike from A to B without involving cars and pedestrians and its called the "Bike path!"

Sincerely,
Larisa Plaga

**Nhung Madrid**

**From:** Todd Dipaola <todd.dipaola@gmail.com>
**Sent:** Wednesday, April 24, 2013 6:34 PM
**To:** List - City Council
**Cc:** Nhung Madrid
**Subject:** Support for Sharrows on Pacific

Dear Council members,

I write to you in strong support of Sharrows on Pacific Avenue.

Across California and Los Angeles County, sharrows are making a measurable improvement in safety. http://thesource.metro.net/2011/08/01/yearlong-ladot-study-of-sharrows-finds-safety-benefits/

Sharrows have now been in use for years in Southern California. They started as pilot projects that rapidly went mainstream. You can see them throughout the City of LA, Pasadena, Santa Monica, Hermosa Ave, and there are even Sharrows on Sepulveda in Culver City.

The opposition to sharrows I have seen comes as a result of a misunderstanding of how they function and a lack of familiarity with seeing them on the road.

**What are sharrows? Sharrows are simply asphalt markings that remind cars and bikers alike to comply with existing law. They do change the rules of the road one iota. However they have proven to increase drivers and cyclists compliance with the rules of the road.**

**How do drivers react when they encounter sharrows? Studies show, they pay more attention to the road, look out for bikes, and pass bikes with a greater cushion.** http://www.sfmta.com/cms/uploadedfiles/dpt/bike/Bike_Plan/Shared%20Lane%20Marking%20Full%20Report-052404.pdf

As part of our master plan process in 2011, the city held numerous public workshops, commission meetings, and council meetings that resulted in passage of our historic 10 year bicycle master plan. http://www.dailybreeze.com/news/ci_19351901

We are 15% into our 10 year timeline for the master bike plan. Now is the time for the city to demonstrate its leadership in the field of health, community, and environmental stewardship by making the city more bike friendly and safer.

I urge you to follow the unanimous vote of the PPIC as well as previous unanimous votes on the Bicycle Master Plan by Council, the Parks & Rec commission, and the PPIC and approve sharrows on Pacific Avenue.

I also urge Council to direct staff to implement the city's bike plan on pace with the 10 year goal. We have low hanging opportunities in front of us each year such as the upcoming Rosecrans repaving from Sepulveda to the Strand that have plenty of room on the street for bike lanes and sharrows. If you speak up and make these community improvements a priority, the families of Manhattan Beach today and generations into the future will have you to thank.

Respectfully,
Todd Dipaola
Founder, Board member

(5)

## Nhung Madrid

**From:** John Wilcox <johnwilcoxrealty@gmail.com>
**Sent:** Thursday, April 25, 2013 9:10 AM
**To:** List - City Council
**Cc:** Nhung Madrid
**Subject:** Sharrows on Pacifc

City of Manhattan Beach
City Council Members
1400 Highland Ave.
Manhattan Beach, CA 90266

Dear Mayor Lesser, Mayor Pro Tem Howorth, Council Member Powell, Council Member Burton, and Council Member D'Errico,

I want to start by saying "thank you" for your commitment to public service, and the sacrifices that accompany that commitment. Your efforts to effect positive change in our city are sincerely appreciated!

**In addition, I want to express my unwavering support for the installation of sharrows on Pacific as unanimously recommended by the PPIC.**

The benefits resulting from the installation of sharrows are many and include:

- **A reduction in unsafe wrong-way riding and sidewalk riding**
- **Safer sidewalk travel for walkers**
- **Increased safety from bikes avoiding doors of parked vehicles opening**
- **Increased awareness and space cushioning from car drivers passing bikes**

Sharrows help everyone use the streets more safely. When drivers know there are bike riders expected in a certain place, they are more attentive and tend to drive more carefully. Studies have continuously shown that adding bike pathways to streets reduce the number of collisions both between bikes and cars and bikes and pedestrians.

As a resident of Manhattan Beach, and the father of 2 daughters, ages 3 and 5, both of whom ride a bike, I find our options for safe north/south bike travel limited to the strand walking path, a path not intended for bike travel. The installation of sharrows on Pacific will provide my family and many others throughout Manhattan Beach and adjoining communities a desperately needed safe north/south route for family bike rides!

Providing safe routes of travel through the installation of sharrows will help give those concerned for their safety and the safety of their family members the peace of mind necessary to consider bike rides and walking as a safe form of recreation, for travel to and from school, or simply as a healthy option to jumping in the car for running errands close to home. This shift in thinking and behavior will make us a healthier community due to an increase in exercise and reduction in greenhouse gas emissions!

To help the city adhere to it's commitments to the Master Bicycle Plan, the Vitality City Project, and the Cool Cities U.S. Mayors Climate Protection Agreement, I am hopeful you will exercise your authority to approve the installation of sharrows every 250 feet on Pacific Avenue.

Thank you again for all you do for our community!

With gratitude,

John Wilcox
SBBC Advocate for Manhattan Beach, and 10 year Manhattan Beach resident
Cell: 310-386-5646

(6)

**Nhung Madrid**

**From:** Mikelyn Dooley <mikelyn.dooley2@gmail.com>
**Sent:** Thursday, April 25, 2013 11:13 AM
**To:** Nhung Madrid
**Cc:** Chris Vargas
**Subject:** Sharrows on Pacific Avenue

Dear Nhung,

We are writing to let you know our thoughts about the proposed sharrows on Pacific Avenue. We think it is a great idea to make Manhattan Beach more bike-friendly; that being said, we feel obligated to express our concerns about encouraging more bikes through the intersection of Pacific Avenue and Manhattan Beach Boulevard.

We cross the intersection of Pacific Avenue and Manhattan Beach Boulevard every weekday morning and afternoon in order to take our children to and from school. This intersection is the site where both a boy walking to school and crossing guard were struck last school year and a man was killed on his bike approximately 5 years ago; it remains extremely dangerous. Large trucks returning from downtown, in addition to cars and SUV's, routinely run the red light as they travel east from downtown going toward Sepulveda Boulevard. The manner in which the hill crests and curves at Pacific Avenue gives drivers the illusion they are closer to the intersection than they really are. Drivers routinely enter the intersection after the light has already turned red, putting anybody traveling north or south on Pacific Avenue in danger. Another common problem is vehicles turning right on red through the intersection as they head north on Pacific Avenue.

As concerned citizens, we encourage everybody in a decision-making capacity to spend just 15 minutes parked at this intersection, preferably at the south side, to watch what really happens. We understand that the police cannot be here all the time, and this is not what we propose. It does seem neglectful to us to make this a more desirable route for bicyclists before implementing some sort of safety feature. Most of the bicyclists would (a) not be aware of just how dangerous this intersection is, and (b) gain a false sense of security from the bicycle markings.

While the goal is to make the road safer for cyclists we are concerned that this will have the opposite effect and make cyclists less safe. Living in the immediate area, we believe it is only a matter of time before this results in a tragedy.

Regards,
Patrick and Mikelyn Dooley
900 Pacific Avenue
Manhattan Beach
310-798-4353

7

## Nhung Madrid

**From:** Kimberley <yogashmoga@me.com>
**Sent:** Thursday, April 25, 2013 2:43 PM
**To:** Nhung Madrid
**Subject:** Sharrows on Pacific

Hello Ms Madrid,

I recently became aware of the sharrows project for bicycles on Pacific St in Manhattan Beach. I am the mother of four children, and work in the fitness field, so nothing makes me happier than to see a city making an effort in the area of family fitness for our already healthy community. Unfortunately, there are several intersections along Pacific that are simply not safe for bicycles, and in some cases, they are not even safe enough for pedestrians.

Nearly two years ago, my eighth grade son was hit by a car in the crosswalk at Pacific and Manhattan Beach Blvd. He was walking to school and on this particular day, the crossing guard did not come to work on time. He was hit by a mother going south on Pacific, and making a left turn to go east on Manhattan Beach Blvd. She claimed on that day that since there was no crossing guard, she didn't think she had to stop, and later she claimed that the sun was in her eyes. Either way, she was making a simple turn with a carload of children going toward MBMS, and she was distracted. If my son did not see her making her left into his body, and if he did not jump partially out of the way, he may not have survived this accident. He is affected by his injuries to this day, and no child should have to go through this preventable experience. There have been other pedestrians and bicyclists hit at this intersection, and more near misses than anyone could ever count. The problems at this intersection are numerous, and all you would have to do is talk to the dozen or so crossing guards who have worked there, and resigned from that corner.

We live on Manhattan Beach Blvd between Pacific and Poinsettia, and over the years I have had the opportunity to watch commuters going eastbound accelerate suddenly before Pacific Ave in order to make the green light at Poinsettia, and make it up to the light at PCH without stopping at any other lights. There is inadequate signage going eastbound toward Pacific Street from Valley/ Ardmore to make drivers aware that a school zone is coming and that they should slow down. A great percentage of drivers are speeding on their eastbound commute, and I know this because when I drive to Target, I am insulted by the honking and road rage that is directed at me because I am driving the speed limit.

The other problematic area that comes to mind is the corner of Valley/Ardmore and Pacific. Confused drivers roll through stop signs and an intersection that already has at least 6 stop signs, nobody seems to know who has the right of way. Add a runner or two and a dog walker crossing the green belt in the middle of the intersection while not looking carefully at traffic, and this is already a recipe for disaster. Now add the ONE crossing guard (who is amazing and does the work of TWO) a few students and a long "walking school bus" led by a yellow vested parent to the high volume morning commute, and the intersection is bulging with dangerous possibilities. Now add sharrows and cyclists? Really? Is anyone thinking of safety at all?

I truly believe that cycling and walking are important for healthy living, and I love that Manhattan Beach is trying to provide safer cycling experiences for children and adults in our community, but in an already over crowded city, full of distracted drivers rushing to and from work all day long, there needs to be a safety study done first, and provisions put in place for the problems we already have along Pacific Ave that have not even begun to be addressed. Make the area safe first, and then add the sharrows. If Santa Monica can do it, we can too.

Thank you for reading my letter. Sharrows and cyclists mean more danger and more accidents. I hope that the city decides to make this a safe and sane project for all.

Kimberley Danza

(8)

## Nhung Madrid

**From:** Sue Chehade <schehade@gmail.com>
**Sent:** Thursday, April 25, 2013 3:16 PM
**To:** List - City Council
**Cc:** Nhung Madrid
**Subject:** Sharrows/ bike facilities

Dear Council members,

I write to you in strong support of Sharrows on Pacific Avenue.

Across California and Los Angeles County, sharrows are making a measurable improvement in safety.http://thesource.metro.net/2011/08/01/yearlong-ladot-study-of-sharrows-finds-safety-benefits/
Sharrows have now been in use for years in Southern California. They started as pilot projects that rapidly went mainstream. You can see them throughout the City of LA, Pasadena, Santa Monica, Hermosa Ave, and there are even Sharrows on Sepulveda in Culver City.
The opposition to sharrows I have seen comes as a result of a misunderstanding of how they function and a lack of familiarity with seeing them on the road.

What are sharrows? Sharrows are simply asphalt markings that remind cars and bikers alike to comply with existing law. They do change the rules of the road one iota. However they have proven to increase drivers and cyclists compliance with the rules of the road.

How do drivers react when they encounter sharrows? Studies show, they pay more attention to the road, look out for bikes, and pass bikes with a greater cushion.http://www.sfmta.com/cms/uploadedfiles/dpt/bike/Bike_Plan/Shared%20Lane%20Marking%20Full%20Report-052404.pdf
As part of the Bike Master Plan process in 2011, the city held numerous public workshops, commission meetings, and council meetings that resulted in passage of our historic 10 year bicycle master plan.http://www.dailybreeze.com/news/ci_19351901
We are 15% into our 10 year timeline for the master bike plan. Now is the time for the city to demonstrate its leadership in the field of health, community, and environmental stewardship by making the city more bike friendly and safer.
I urge you to follow the unanimous vote of the PPIC as well as previous unanimous votes on the 8icycle Master Plan by Council, the Parks & Rec commission, and the PPIC and approve sharrows on Pacific Avenue.
I also urge Council to direct staff to implement the city's bike plan on pace with the 10 year goal. We have low hanging opportunities in front of us each year such as the upcoming Rosecrans repaving from Sepulveda to the Strand that have plenty of room on the street for bike lanes and sharrows. If you speak up and make these community improvements a priority, the families of Manhattan Beach today and generations into the future will have you to thank.

Respectfully,

Sue Chehade

9

**Nhung Madrid**

**From:** bill@sunshinefam.com
**Sent:** Thursday, April 25, 2013 3:28 PM
**To:** List - City Council
**Cc:** David N. Carmany; Nhung Madrid
**Subject:** Support for Sharrows on Pacific

Dear City Council,

Sharrows are an important part of making a community's streets safer for all users (pedestrians, bike riders, automobiles). In particular, Pacific is also part of the Walking School Bus route which would beneift from calming traffic as well.

Sharrows are not an independent bike lane and Sharrows do not limit drivers of autombiles.

It seems there are two very basic benefits:
1. Create safer streets (awareness)
2. Provide more residents with healthier transportation options as individuals or as families.

As we all understand, unless one is riding on the strand, Manhattan Beach is not a very bicycle friendly city and this is an important and inexpensive step towards improving our community.

Regards,

Bill and Ana Hory
1321 Manhattan Beach Blvd