

Agenda Date: 1/7/2014

TO:

Honorable Mayor and Members of the City Council

THROUGH:

John Jalili, Interim City Manager

FROM:

Richard Thompson, Director of Community Development
Jason Masters, Assistant Planner
Erik Zandvliet, T.E., Traffic Engineer

SUBJECT:

Consider Bikeways on Rosecrans Avenue West of Sepulveda Boulevard and Manhattan Avenue between 1st Street and 15th Street (Community Development Director Thompson).
APPROVE, APPROPRIATE \$175,000 FROM THE CAPITAL IMPROVEMENTS PROJECT FUND

RECOMMENDATION:

Staff recommends that the City Council approve the following:

1. Installation of bike lanes on Rosecrans Avenue between Highland Avenue and Sepulveda Boulevard,
2. Installation of bike lanes on Manhattan Avenue between 1st Street and 8th Street, and Class III Bike Route signs and bike sharrows between 8th Street and 15th Street,
3. Development of a safety education and enforcement campaign for motorists and bicyclists in conjunction with the opening of the new bikeway,
4. Appropriation of \$150,000 from the Capital Improvements Project Fund (Non-Motorized Transportation Fund) for design and construction costs related to bike lanes on Rosecrans Avenue, and
5. Appropriation of \$25,000 from the Capital Improvements Project Fund (Non-Motorized Transportation Fund) for design and construction costs related to bike lanes and sharrows on Manhattan Avenue.

FISCAL IMPLICATIONS:

The estimated project cost for bike lanes on Rosecrans Avenue is \$35,000 for design, \$100,000 for construction and \$15,000 for construction management, for a total of \$150,000. The estimated project cost for bike lanes/sharrows on Manhattan Avenue is \$25,000 for installation of Class II Bike Lanes and Class III Bike Route signs and sharrows as recommended. The City has an undesignated Capital Improvements Project Fund

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(Non-Motorized Transportation Fund) of \$100,000 in Fiscal Year 2013-14 for future capital projects related to pedestrian and bicycle facilities to be constructed on a priority basis.

BACKGROUND:

Since 2005, the City of Manhattan Beach has established a network of existing and proposed bikeways on city streets. The first Citywide Bicycle Transportation Plan was adopted by the City Council on February 1, 2005 pursuant to their 2004-05 Work Plan (Attachment 1). The Plan consisted of 2.1 miles of existing bike path (Class I), 3.2 miles of proposed bike lanes (Class II), and 13.3 miles of proposed bike routes (Class III) for a total of 18.6 miles.

On November 15, 2011, the City Council adopted the South Bay Bicycle Master Plan (Attachment 2). This plan is the subregion's first multi-jurisdictional bike plan which serves as a guiding document for increasing the City's bike facilities as well as providing connectivity throughout the South Bay. The Master Plan proposes to increase the amount of bikeways to a total of 31 miles throughout the City.

On February 12, 2012, the City Council designated Pacific Avenue and Redondo Avenue as "Bicycle Friendly Streets". Bike route signs have been installed on both streets, effectively increasing the amount of bicycle facilities by 2.9 miles to a total of 6.1 miles (Attachment 3).

On November 5, 2013, the City Council discussed the background and evolution of the City's Bikeway Master Plan. After discussing the merits of bike routes, "Sharrow" enhanced markings, and bike lanes, the Council decided not to pursue additional bike treatments on Pacific Avenue for at least 24 months, but directed staff to move forward with consideration of bike lanes on Rosecrans Avenue between Highland Avenue and Sepulveda Boulevard as well as bike sharrows on Manhattan Avenue between 1st Street and 15th Street.

Pursuant to this direction, staff has prepared this report to consider the installation of bikeways on Rosecrans Avenue and Manhattan Avenue. Public notices have been mailed to all adjacent properties along Rosecrans Avenue and Manhattan Avenue as well as to the City of El Segundo, the South Bay Bicycle Coalition, Vitality City/Blue Zones Project, Chamber of Commerce, Downtown Manhattan Business and Professional Association and North Manhattan Beach Business Improvement District.

DISCUSSION:

A "Bikeway" is defined as a facility that provides amenities for bicycle travel. There are three types:

Class I Bikeway (Bike Path) - A completely separated right of way for the exclusive use of bicycles with minimized crossflow, such as the pathway through the City west of The Strand. State guidelines require a width of at least eight feet for two-way bicycle movement.

Class II Bikeway (Bike Lane) - A striped lane for one-way bike travel on a street or highway. The minimum width required is four feet where there are no curbs, five feet adjacent to a curb, and five feet adjacent to an eight foot wide curb parking lane.

Class III Bikeway (Bike Route) - A shared use unstriped lane with bicycle and motor vehicle traffic with design criteria and uniform symbols. No minimum widths are required, but routes should only be designated after considering factors such as surface condition, obstructions, curb parking, and connections to other bikeways.

Bicycle Friendly Street - Bicycle Friendly Streets are Class III Bikeways that have been enhanced with sharrows, traffic calming measures, and other enhancements to encourage bicycling without dedicating exclusive pavement for bicyclists. Such streets generally feature lower speed limits, connections to City and school destinations, and have fewer stops.

Mobility Element

The City is currently preparing an update to its General Plan Circulation Element, known as the Mobility Plan. The Mobility Plan update will identify the goals and policies for a balanced, multi-modal transportation system serving all users, including motorists, pedestrians, bicyclists, seniors, persons with disabilities, and transit users. With regard to bicycle facilities, this update will incorporate the previously approved Bicycle Transportation Plans, and become the new framework for future bicycle related enhancements throughout the City.

The City held its first public workshop on Monday, February 4, 2013, and held a joint meeting with the Parking and Public Improvements Commission (PPIC) on November 12, 2013. The joint meeting reviewed the findings made by the study team and offered a first look at updates to certain Mobility Plan elements, such as bicycle infrastructure. The draft Mobility Plan is expected to be reviewed by the PPIC and Planning Commission in early 2014, and presented to the City Council in the spring for adoption.

Rosecrans Avenue Bike Lanes Between Highland Ave. and Rosecrans Ave.

Rosecrans Avenue is an 84-foot wide east-west major arterial highway as designated in the General Plan. The 2005 Citywide Bikeway Plan and South Bay Bicycle Master Plan both show planned Class II Bike Lanes on Rosecrans Avenue between Highland Avenue and Sepulveda Boulevard. Bike lanes are consistent with current General Plan Goals and Policies as well as preliminary Mobility Plan objectives. The City Traffic Engineer has prepared a Bike Lane Concept Sketch which details the proposed bike lanes and possible connections to other facilities (Attachment 4). To the west of Highland Avenue, Rosecrans Avenue narrows to 40 feet wide. While this is not wide enough for bike lanes, it could be signed as a Class III Bike Route, with a connection to The Strand Bike Path via Manhattan Avenue and 36th Street.

Rosecrans Avenue has two to three lanes in the westbound direction and two lanes in the eastbound direction. It carries approximately 19,400 vehicles per day and has a posted speed limit of 35 mph (eastbound) and 45 mph (westbound). The adjacent land use is the Chevron refinery and retail commercial on the north side and is primarily residential on the south side with commercial businesses near Highland Avenue and Sepulveda Boulevard. The north half of the street from the curve east of Alma Avenue to Sepulveda Boulevard is in the City of El Segundo.

Field observations confirm that the south side of the street is wide enough for a five foot wide bike lane beside the curb parking lane if the eastbound lanes are restriped to 10 feet wide. The bike lane would also act as a buffer between eastbound traffic and drivers entering the street from residential driveways. Parking along the south side would not be affected by a bike lane, except near Highland Avenue. Optionally, the center median can be narrowed between Highland Avenue and Alma Avenue to provide a five foot wide bike lane without removing curb parking (Attachment 5).

A bike lane on the north side of the street would require the removal of the third curbside westbound lane, and conversion to a bike lane with a three foot wide painted buffer between the bike lane and vehicle lane. The Traffic Engineer confirmed that existing and future traffic volumes can easily be accommodated in two westbound lanes, and the elimination of the third merge lane would remove an existing vehicle conflict point. However, due to physical constraints, the center median just west of Sepulveda Boulevard would have to be removed and changed to a painted yellow centerline to provide sufficient road width for a bike lane, or the City of El Segundo would have to acquire additional land from Chevron immediately north of the existing curb (Attachment 5).

In the future, a bike lane along Rosecrans Avenue could connect to a bikeway along Veterans Parkway and under the Sepulveda Bridge via Pine Avenue or another north-south street. At the west end, a bikeway could connect to The Strand Bike Path by continuing west on Rosecrans Avenue, then south on Manhattan Avenue and west on 36th Street down to the beach access driveway (Attachment 4).

Manhattan Avenue Bike Lanes

Manhattan Avenue is a 50-foot wide north-south collector street as designated in the General Plan. It has one lane in each direction, carries approximately 9,000 vehicles per day and has a posted speed limit of 25 mph. The adjacent land use is residential between 1st Street and 8th Street, and retail commercial between 8th Street and 15th Street. Manhattan Avenue terminates at 15th Street and extends south into the City of Hermosa Beach. Parking is allowed on both sides of the street.

The 2005 Citywide Bikeway Plan shows planned Class II Bike Lanes on Manhattan Avenue between 1st Street and 8th Street and Class III Bike Route between 9th Street and 15th

Street, while the South Bay Bicycle Master Plan shows a planned Class III Bike Route only. Bike routes and lanes are consistent with current General Plan Policies and Goals as well as preliminary Mobility Plan objectives. The City Traffic Engineer has prepared a Bikeway Concept Sketch which details the proposed bike lane, bike routes and sharrows lanes and possible connections to other bike facilities (Attachment 6).

There is parallel curb parking on both sides of Manhattan Avenue between 1st Street and 8th Street, which allows sufficient width for painted bike lanes. Bike lanes would provide a designated area for bicyclists outside of the travel lanes, so motorists would not be impeded by slow bikes. Additionally, a bike lane would define the curb parking area so that residents would clearly know how far parked cars can extend into the street. This would address an ongoing problem caused by residents who park their vehicles partly in their driveways and overhang too far into the street. Bike lanes would also provide a buffer between parked cars and traffic. This street section could alternately be signed with "BIKE ROUTE" signs and marked with sharrows.

North of 8th Street, there is angled parking on one or both sides of Manhattan Avenue. Bike lanes are not recommended behind angled parking due to the restricted sight distance of motorists backing into the street, and the legal requirement for bicyclists to stay in a bike lane. A Class III Bike Route and sharrows are more appropriate in this street segment. Bicyclists riding in the travel lane would not be expected to delay motorists because of the low speeds in the downtown area.

Field observations confirm that Manhattan Avenue is wide enough for sharrows or five foot wide bike lanes south of 8th Street. Bike lanes would have the added benefit of acting as a buffer between the travel lanes and drivers entering the street from residential driveways. Parking would not be affected by either sharrows or a bike lane. It should be noted that there are an extensive number of existing pavement markings that should be removed to emphasize sharrows and highlight the crosswalk markings (Attachment 7).

In the future, a bikeway along Manhattan Avenue could connect to The Strand Bike Path by continuing south on Manhattan Avenue and west on 35th Street in Hermosa Beach. The north end could also connect with planned bikeways on Highland Avenue and along Valley Drive/Ardmore Avenue via 15th Street (Attachment 6).

Public Education and Enforcement

It is important that the development of additional bike facilities be accompanied by a public education campaign to encourage safe and legal use of the bikeways. This includes the need to educate adults, children, motorists, bicyclists, residents, and others to respect the rules of the road and keep the street safe for all users. Therefore, staff intends to develop multi-media educational materials to be published in conjunction with the rollout of each new bike facility. This outreach will be conducted with the help of the Vitality City/Blue Zones

committee and South Bay Bicycle Coalition. Also, enforcement will be needed to reinforce the rules-of-the-road for both motorists and bicyclists.

Construction Costs

The estimated cost to install east and west-bound bike lanes on Rosecrans Avenue is \$150,000. This amount includes engineering design, restriping, modification of the center median and relocation of existing median street lighting.

The estimated cost to install Class III Bike Route signs and sharrows on Manhattan Avenue is \$10,000 for Class III Bike Route signs. The estimated cost for Class II Bike Lanes south of 8th Street and sharrows north of 8th Street is \$25,000. Engineering design for proposed signs and striping could be performed by staff.

Both projects could be funded through the City's Capital Improvements Project Fund (Non-Motorized Transportation Fund), which currently has \$100,000 in undesignated reserves.

Tonight's meeting was noticed by way of a mailed postcard notice to all adjacent residents and property owners along Rosecrans Avenue and Manhattan Avenue (Attachment 9). The City also worked with Vitality City/Blue Zones Project and the South Bay Bicycle Coalition on additional outreach efforts through email notification. The City Police and Fire Departments have no objection to the proposed bike lanes and/or sharrows on Rosecrans Avenue or Manhattan Avenue.

City staff spoke with the City of El Segundo Public Works Director regarding the proposed bike lanes on Rosecrans Avenue. While the Public Works Director supports bike way installations on both sides of Rosecrans Ave as designated in the approved South Bay Bicycle Master Plan, she indicated that formal approval would need to come from the El Segundo City Council. The City's current focus is on installing bikeways that connect its employment centers east of Sepulveda Boulevard with four Metro Greenline stations. Additional bikeway installations would come at a later date when funding becomes available. If this project is approved by the Manhattan Beach City Council, we will work with El Segundo's staff to obtain necessary approvals for Manhattan Beach to complete any work within El Segundo's city limits. The proposed work in El Segundo would include striping modifications in the westbound direction, proper bike lane signage, and removal of the raised center median just west of Sepulveda Boulevard.

Public Comments

Staff has received over ten letters both in support and opposition of the two proposed bikeways. Safety was the primary theme of those opposed to the bike projects with residents citing concerns of vehicles backing into bikes out of parking spaces and the dangers of passing bicyclists on narrow and busy streets. There was concern with both

bicyclists and drivers not adhering to the law, such as speeding and not obeying stop signs which has been an ongoing enforcement issue. There was also concern about bicyclists creating dangerous situations by not yielding to pedestrians. Finally, residents were curious about affects the projects would have on existing parking .

Some residents were in support of the bike lanes only for the north (west bound) lane on Rosecrans Avenue, while others requested that the City also consider installing additional bikeways on Highland Avenue.

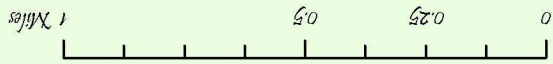
CONCLUSION:

In conclusion, staff recommends that the City Council approve the following :

1. Installation of bike lanes on Rosecrans Avenue between Highland Avenue and Sepulveda Boulevard,
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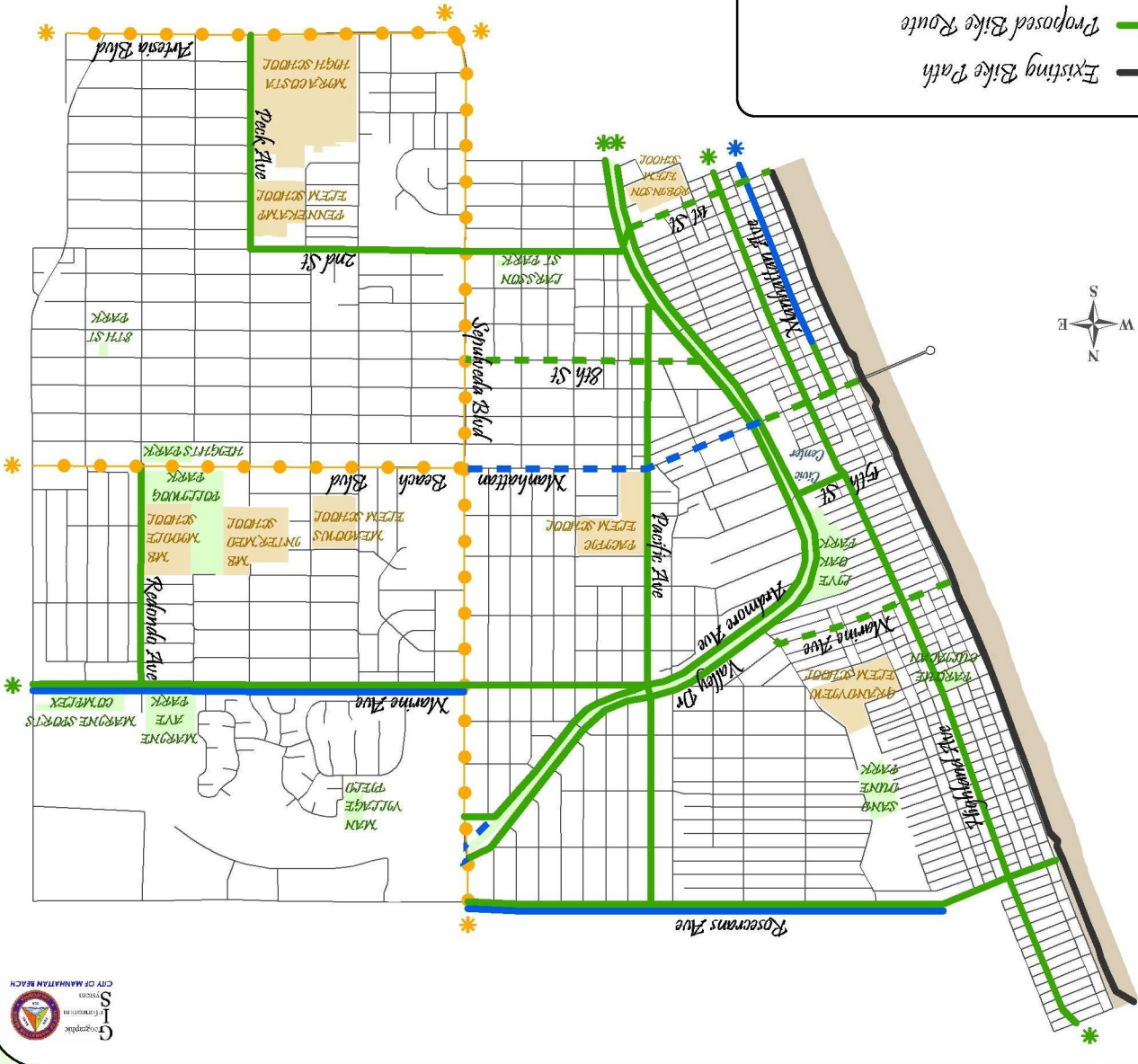
Attachments:

1. 2005 Citywide Bikeway Plan
2. 2011 South Bay Bicycle Master Plan
3. Current Bikeway Facilities
4. Rosecrans Avenue Bikeway Connections
5. Rosecrans Avenue Bike Lane Detail Sketch
6. Manhattan Avenue Bike Lane Concept Sketch
7. Manhattan Avenue Bike Lane/Sharrows Photo Simulation
8. Site Photos
9. Public Comments
10. Public Notice



02/01/05

- Existing Bike Path
- Proposed Bike Route
- Future Bike Route
- Proposed Bike Lane
- Future Bike Lane
- Future Regional Bikeway
- Connects To Other Agency Bikeway



Draft City-wide Bikeway Plan

Sharrows on Manhattan Ave

As part of the implementation of the South Bay Bicycle Master Plan, the City Council will be discussing the installation of shared roadway bicycle markings (sharrows) on Manhattan Avenue.

City Council Meeting

TUESDAY, JANUARY 7, 2014 6:00 P.M.

CITY COUNCIL CHAMBERS

1400 HIGHLAND AVE, MANHATTAN BEACH, CA 90266

Please submit comments to Jason Masters at 310-802-5515 or
jmasters@citymb.info

Rosecrans Ave Bike Lane

As part of the implementation of the South Bay Bicycle Master Plan, the City Council will be discussing the installation of a Bike Lane on Rosecrans Avenue.

City Council Meeting

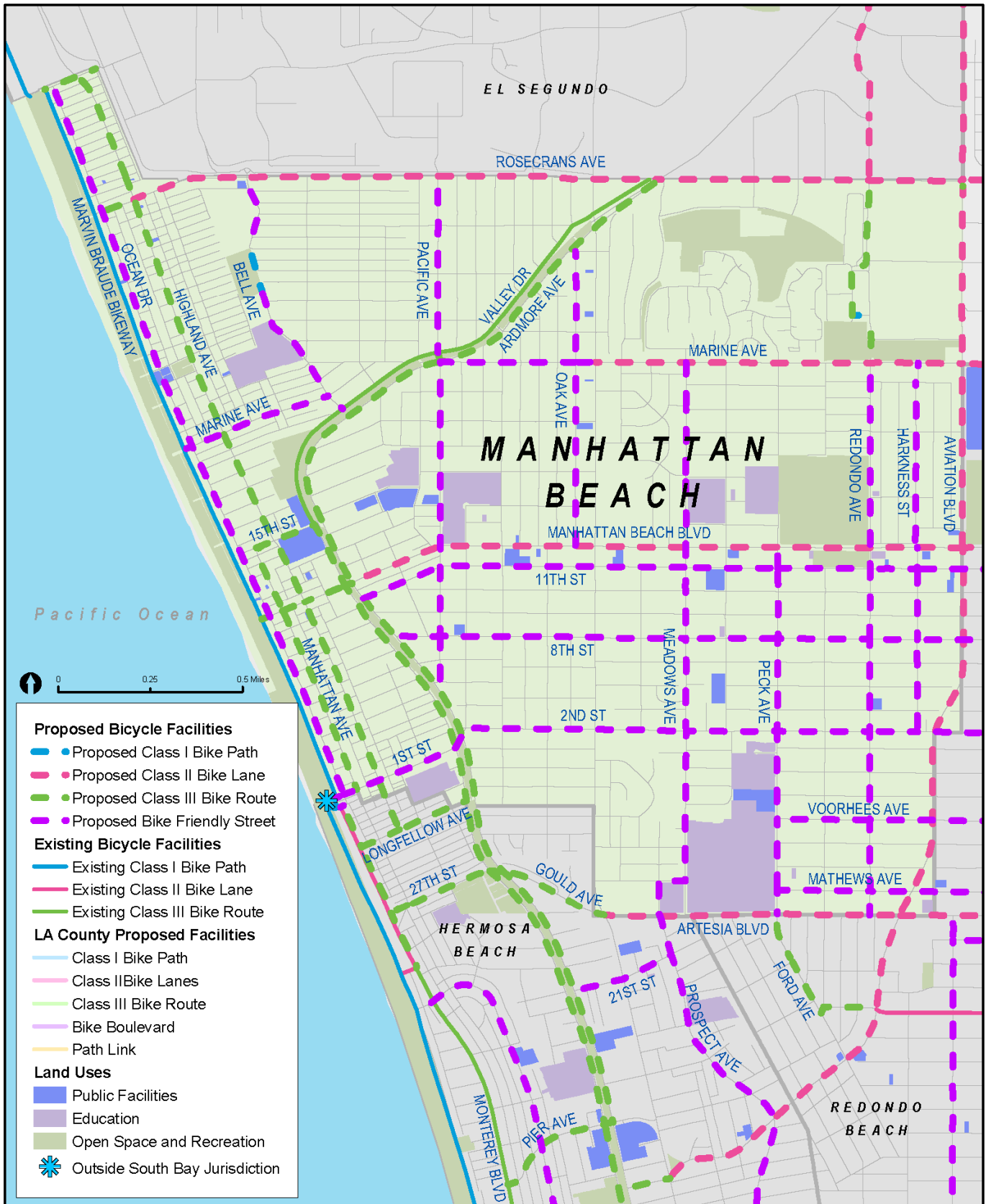
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1400 HIGHLAND AVE, MANHATTAN BEACH, CA 90266

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South Bay Bicycle Master Plan: Draft Final Plan

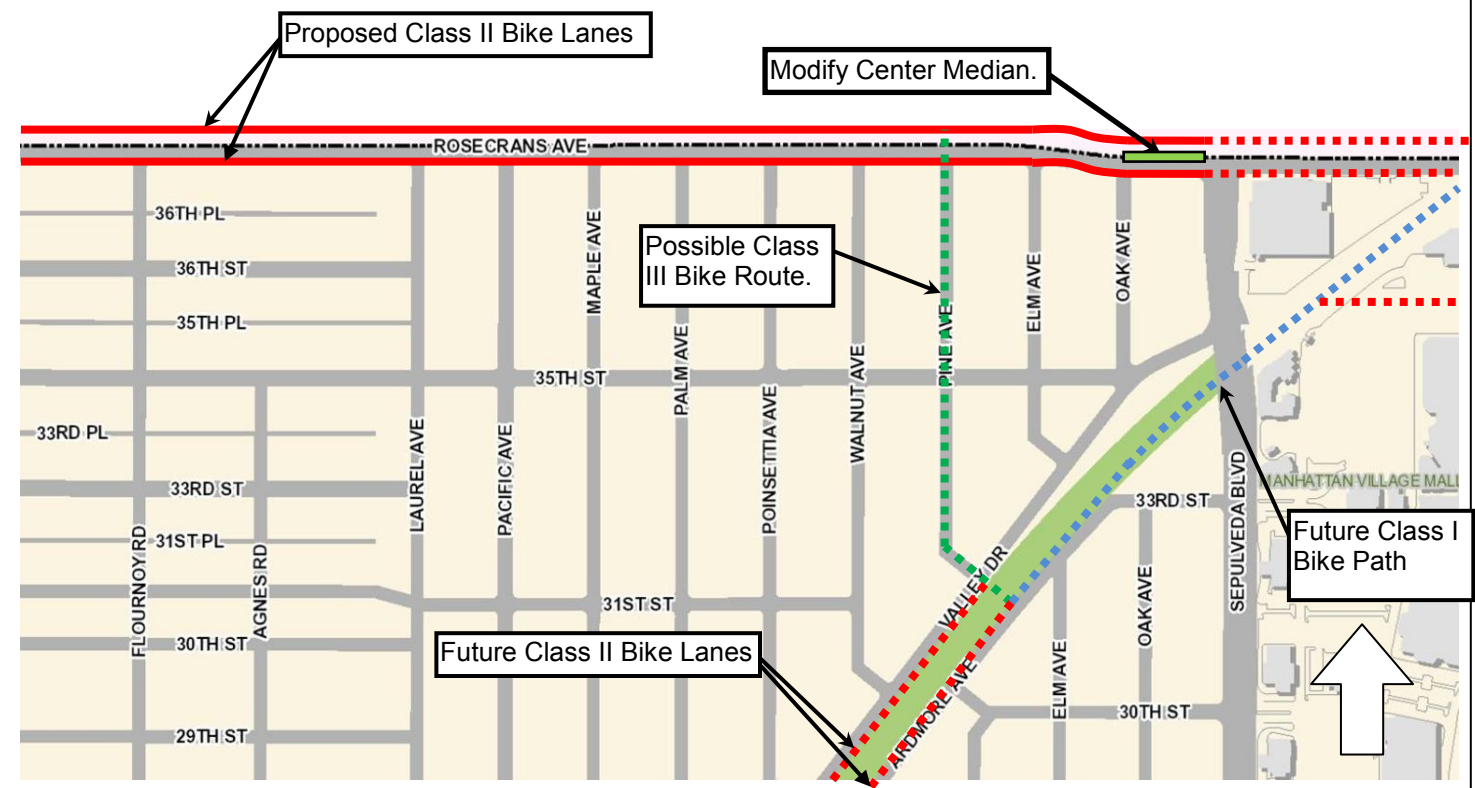
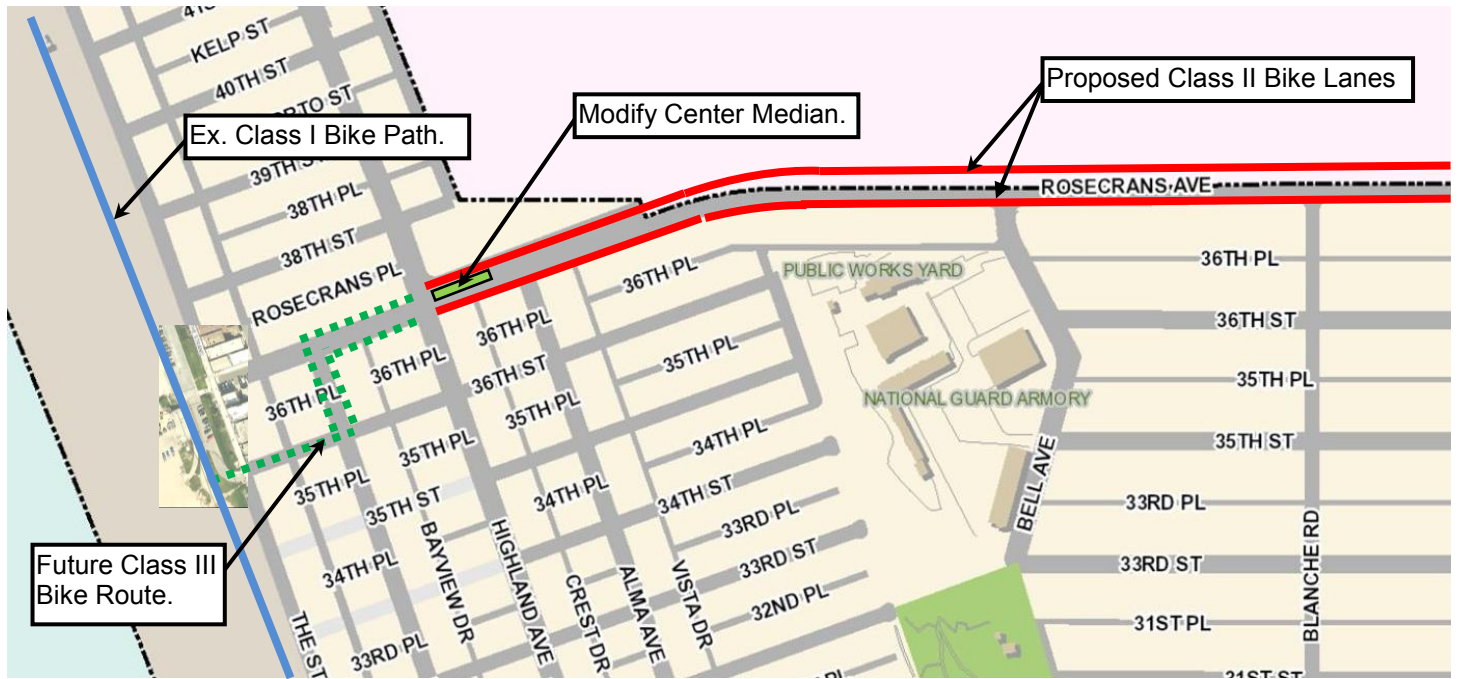


City of Manhattan Beach

Bike Facilities

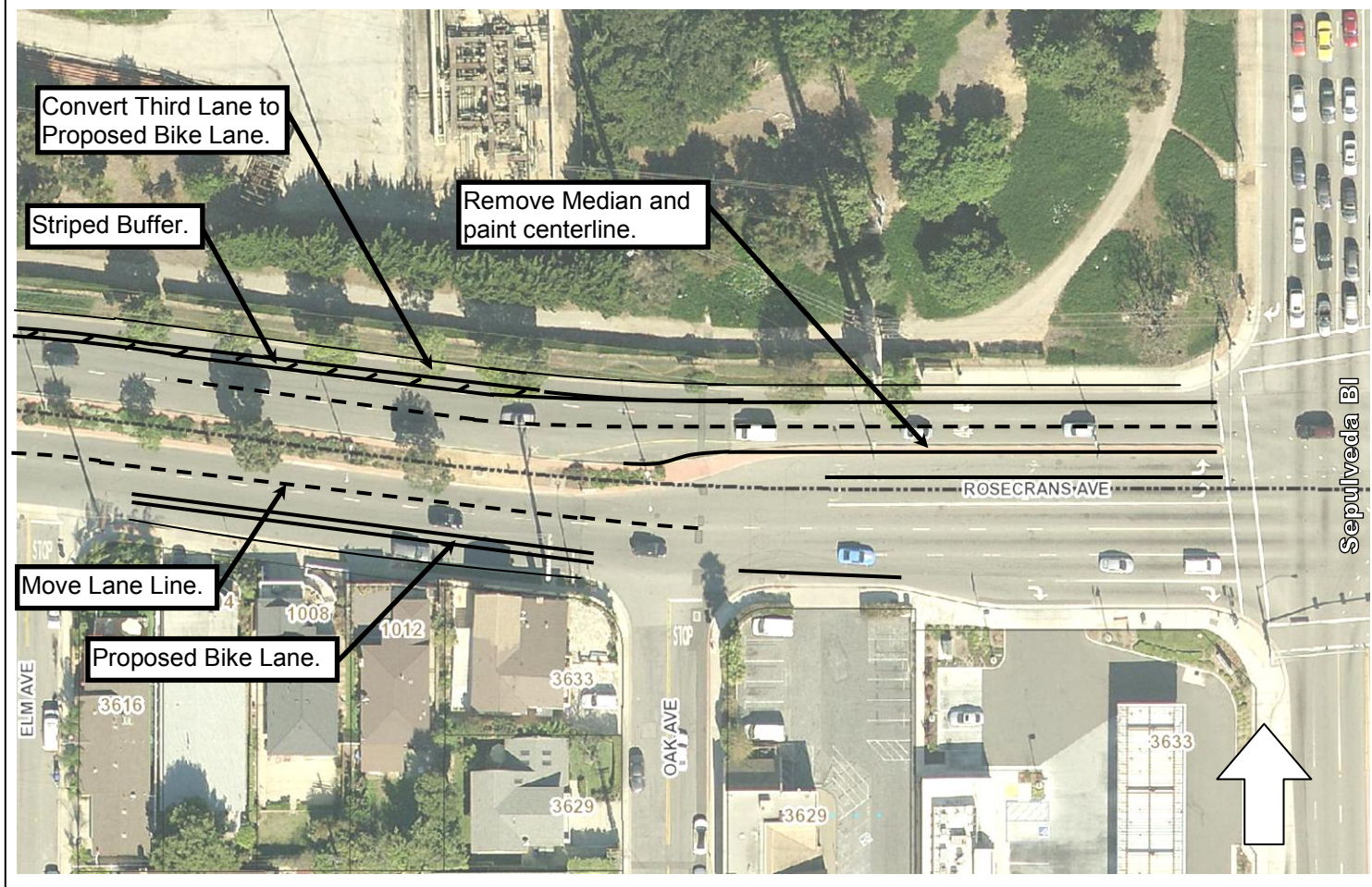
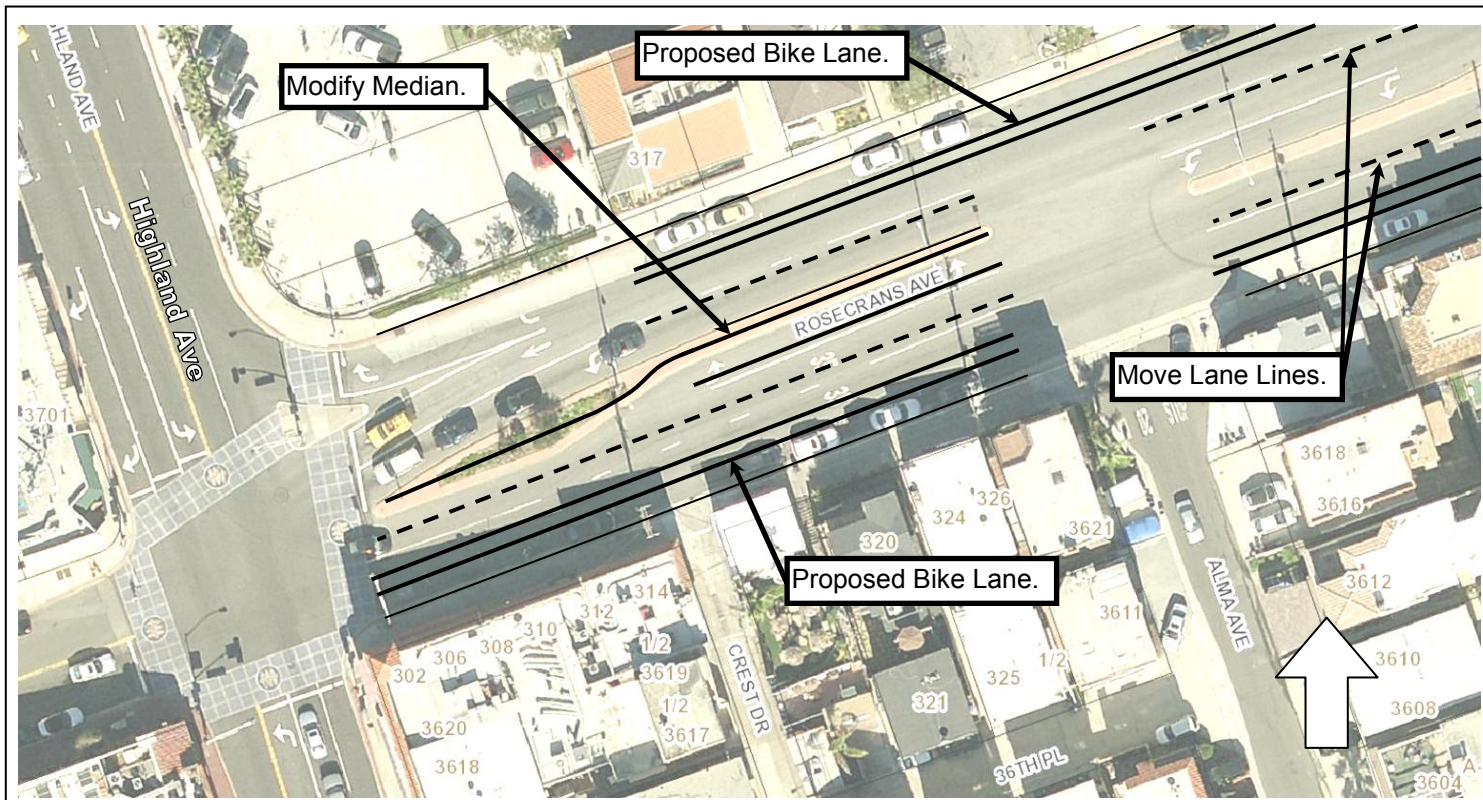


June 7, 2012
Geographic Information Systems
CITY OF MANHATTAN BEACH



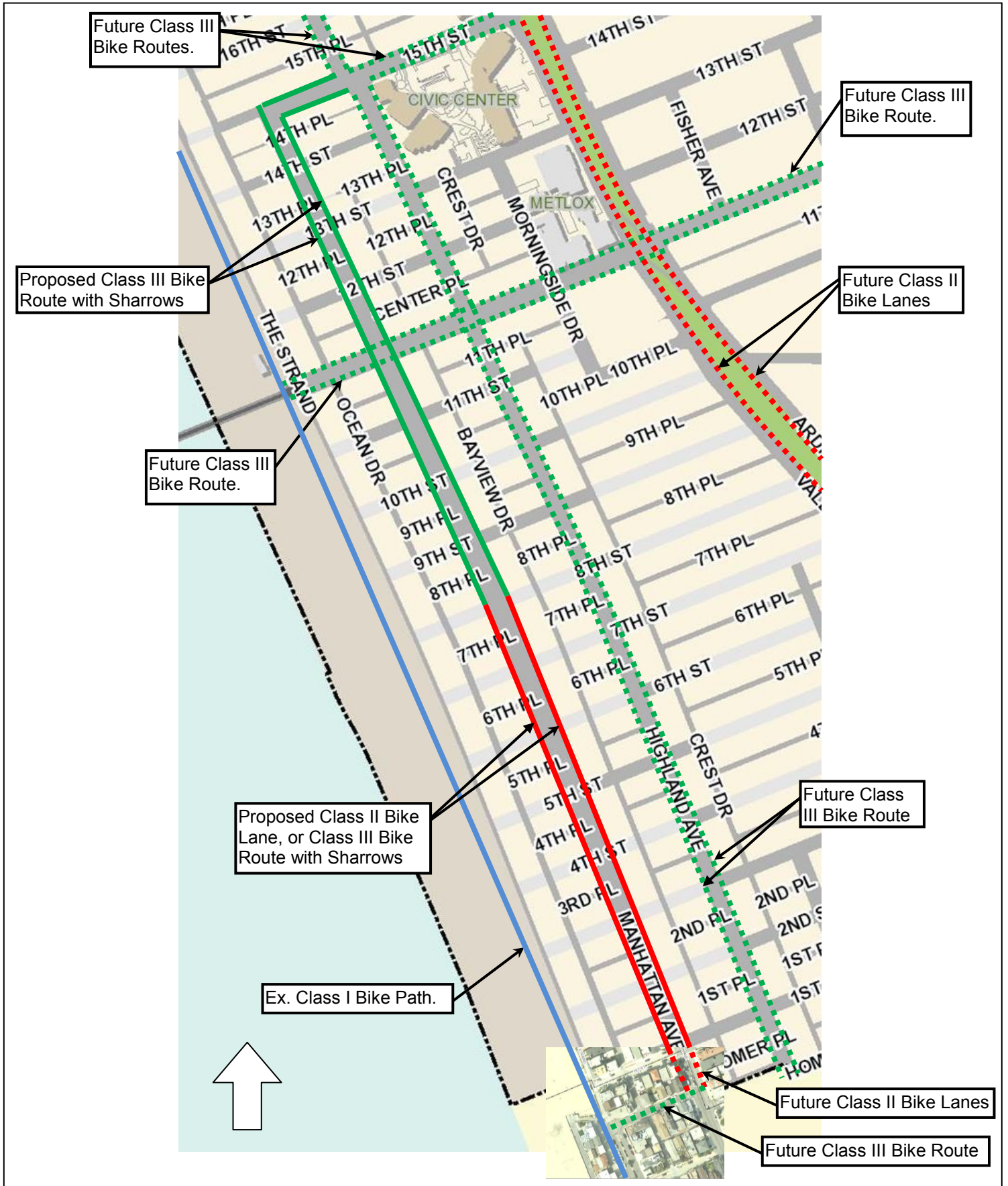
City of Manhattan Beach
 Department of Community Development

**Attachment 4
 Rosecrans Avenue
 Bikeway Connections**



City of Manhattan Beach
 Department of Community Development

Attachment 5
Rosecrans Avenue
Bike Lane Detail Sketch



City of Manhattan Beach
 Department of Community Development

Attachment 6
**Manhattan Avenue
 Bikeway Concept Sketch**

**Attachment 8
MANHATTAN AVENUE BIKEWAY
SITE PHOTOS**



Manhattan Avenue at 15th Street Looking South



Manhattan Avenue at 9th Street Looking South



Manhattan Avenue at 5th Street Looking South



Manhattan Avenue at 2nd Street Looking North

Attachment 7
PHOTO SIMULATION



Manhattan Avenue Class II Bike Lane Concept



Manhattan Avenue Class III Bike Route with Sharrows Concept

**Attachment 8
ROSECRANS AVENUE BIKE LANES
SITE PHOTOS**



Eastbound Rosecrans Avenue at Elm Avenue Looking West



Westbound Rosecrans Avenue at Elm Avenue Looking East



Eastbound Rosecrans Avenue at Bell Avenue Looking West



Westbound Rosecrans Avenue at Bell Avenue Looking East

November 21, 2013

Mayor David Lesser and City Council
City of Manhattan Beach
1400 Highland Avenue
Manhattan Beach, CA 90266

RE: Shared bicycle lanes of Rosecrans Avenue and Manhattan Beach Boulevard

Dear Mayor and Council,

I read in the Beach Reporter dated November 14, 2013 that the Council approved shared bicycle lanes on Rosecrans Avenue and Manhattan Beach Boulevard.

I am opposed to such a change on important commuter routes in our city. They are already very congested. Was an Environmental Impact Report prepared for this project? Was a traffic study prepared for this project? Was a safety study prepared for a project that will mix bicycles with heavy traffic? I thought Rosecrans Avenue was a county road under the Los Angeles County jurisdiction. If this is so, has the County given approval?

Encouraging bicycles on the busiest streets in Manhattan Beach seems like a bad idea. Commuters depend on these streets. Allowing or encouraging bicycles to "share" a lane on a major street is dangerous for many reasons. There is no age minimum for bicycles on the street. Eight year olds are as welcome to share the lane as anyone. There is no skill test for bicycle riders. It allows for inept and careless riders. There is no mechanical safety minimum for bicycles. Some types of bicycles are fixed-gear, or breakless. There is no helmet requirement for adults, only one for children, and bicyclist helmets do not meet the same standards for protection as motorcycle helmets. Sharing the lane is in direct conflict with the new state law that requires three feet of automobile clearance when passing a bicycle. This would require cars to cross into the next lane to pass a cyclist. Most cyclists do not obey traffic laws, often times not stopping at stop signs or signals. Redondo Beach routinely sends out patrol cars to ticket cyclists running stop signs and signals on Catalina Avenue. How does Manhattan Beach plan to maintain safety?

Please respond to my questions as soon as possible. I would like to know which studies have been completed to encourage the Council to vote for such a dangerous impact on our community. I urge the Mayor and Council re-evaluate the negative impact this will have for our commuters and for the safety of our residents and discontinue moving forward with this agenda.

Sincerely,

Thomas H. Corley



City of Manhattan Beach

Community Development

1400 Highland Avenue, Manhattan Beach, CA 90266
Phone: (310) 802-5500 FAX: (310) 802-5501 TDD: (310) 546-3501

December 3, 2013

RE: Shared bicycle lanes on Rosecrans Avenue and Manhattan Beach Boulevard

Dear Mr. Corley,

Your letter dated November 21, 2013, was forwarded to me for response. The Beach Reporter erroneously reported that the City Council approved any bicycle related improvements on Rosecrans Avenue and Manhattan Beach Boulevard. Instead, the Council directed City Staff to provide a Staff Report and presentation by the City Traffic Engineer to consider sharrows on Manhattan Avenue and a bike lane on Rosecrans Avenue. These items will be presented at the City Council meeting on January 7, 2014, and your letter will be attached to the Staff Report.

Pursuant to CEQA Section 15304 (H) bicycle lanes are a Categorical Exemption; accordingly an Environmental Impact Report was not prepared for these projects. The South Bay Bike Master Plan was adopted by the City Council in 2011. It identified streets appropriate for bicycle improvements, including the proposed sharrows on Manhattan Avenue and bike lane on Rosecrans Avenue. These streets were chosen because they were identified as suitable for bicycle facilities in consideration of safety and utility in addition to other factors. The Federal Highway Administration studies have shown that both bike lanes and sharrows increase bicyclist's safety, and work as traffic calming measures which increases safety for all roadway users. Furthermore, please note that sharrows do not change the law. In California, bicyclists are allowed to use the roadway the same as other vehicles regardless of whether signs or sharrows identify a street as bicycle friendly.


The recently adopted Assembly Bill 1371 specifies what drivers need to do when following or passing bicycles. Previous state law simply required a "safe distance" which was not specified. Sharrows are shown to encourage safe positioning for both cyclists and drivers to allow for the required three foot separation consistent with AB 1371. You are correct that vehicles may have to cross into the next lane to pass a cyclist, but this is true with or without the installation of sharrows.

Regarding bicyclists obeying traffic laws, the City of Manhattan Beach has been made aware of this concern, and the Police Department is actively enforcing traffic laws for all roadway users including bicyclists. Furthermore, the Police Department in coordination with the South Bay Bicycle Coalition is educating bicyclists regarding obeying all traffic laws to eliminate unsafe and unlawful activities.

As you know, the south side of Rosecrans Avenue is under City jurisdiction throughout the entire length of the proposed bike lane, from The Strand east to Sepulveda Boulevard. The north side of Rosecrans Avenue is under the City of El Segundo's jurisdiction beginning just east of Alma Avenue.

Please let me know if you would like a copy of the South Bay Bike Master Plan for your reference. If you have any further questions or concerns, don't hesitate to contact me at rthompson@citymb.info or (310) 802-5503.

Sincerely,


Richard Thompson, Director of Community Development

CC: City Council

Visit the City of Manhattan Beach web site at www.citymb.info

Jason Masters

From: Wendy Gilbert <wendylgilbert@gmail.com>
Sent: Wednesday, December 11, 2013 11:54 AM
To: Jason Masters
Subject: Rosecrans Bike Lan



I am just wondering if the bike lane will impact the parking on the south side of Rosecrans.

Thank you for your help!

Wendy



Jason Masters

From: John Wilcox <johnwilcoxrealty@gmail.com>
Sent: Monday, December 09, 2013 9:19 AM
To: Jason Masters
Subject: Bike Lanes On Rosecrans

Hi Jason,

As a homeowner living on Rosecrans, I am in full support of bike lanes on Rosecrans. I have lived on Rosecrans for over 10 years and have seen a noticeable increase in bike traffic, especially in the last 12 months. This traffic includes both recreational and commuter bike activity.

Installing bike lanes on Rosecrans is a great start to providing a safe east/west bike path of travel for individuals of all ages.

Kind regards,

John Wilcox
Cell: 310-386-5646

Jason Masters

From: Robert LaFond <lafond.bob@gmail.com>
Sent: Sunday, December 08, 2013 10:09 AM
To: Jason Masters
Subject: Bike Lane

Mr. Masters,

My wife and I have live on Rosecrans Avenue for 40 years. Here are a few comments on this bike-lane proposal which I would like to express because we will be unable to attend the January 7 meeting.

A bike lane can only exist on the north side of the avenue due to the heavy parking use on the south side next to the houses. That puts everyone traveling east or west in each other's way. A lane next to all those parked cars would inevitably cause minor accidents of scraped automobiles, bumps and bruises etc. That spells lawsuit. (We don't park in front of our house so we don't have a dog in that fight, I might add).

People already use Rosecrans for bike access to the beach and back. They generally ride either on the north side of the street or use the sidewalk on the south, other brave souls travel amongst the cars. I am not aware of multiple bike/car accidents over the many years we have lived here.

Putting in a bike lane may increase bike traffic. In doing so the cities, El Segundo and Manhattan Beach, will increase their liability proportionately. Automobile traffic rarely resists the temptation to "speed" on this open road. Whereas a limit of 40 mph exists for much of the road and 35 mph as one approaches the beach after Blanch, in reality these limits are rarely observed voluntarily. People "hot rod" in both directions as a matter of course. Hourly there are speeders who exceed 50 mph and 75-80 mph is commonly observed.

Motorcyclists take advantage as well by winding their motors out and jumping on the gas. To place more bicycle traffic in harms way seems to be a very foolish move to me unless further interdiction of the speeding was to occur. Such measures as reduced speed limits may help but don't count on it. Increased traffic patrols, permanent signage displaying traffic speeds may help and an additional traffic control light at Flournoy Ave. may slow them down. That is all speculative.

Bicycles are a clean and healthy form of transportation no doubt. Encouraging their usage is both environmentally friendly and a health conscious promotion. One needs to take a careful and thoughtful, knowledgeable approach when seeking to further join the cars with the bikes. Hopefully wisdom and insight will prevail so that a good decision is made by our city leaders. Forewarned is forearmed. Good luck as you pursue this course.

Regards,

Robert La Fond
712 Rosecrans Ave.
MB.

Jason Masters

From: alanron <alanron@verizon.net>
Sent: Sunday, December 08, 2013 9:31 AM
To: Jason Masters
Subject: Bike Lane on Rosecrans

Hello Jason!

I live at the corner of Elm and Rosecrans (3616 Elm.)...I am in support of the Lane. I hope that it is planned for the north side of the street. If it is planned on the south side there will be problems that will have to be rectified.

We have a lot of foot traffic, joggers, bikers, people going to the beach, people coming off the bus at Sepulveda and Rosecrans walking to work in the homes around here. Especially in the mornings-there is intense traffic on Oak, Elm, Pine and Walnut heading for Rosecrans. They travel from Valley and cut through our streets to get in the Rosecrans traffic heading for the 405. They speed down our streets and disregard the stop signs.

Not only these drivers but I have witnessed careless speeders racing down these streets heading both ways! I have seen accidents on my corner as well as near missed pedestrians, bikers, joggers, etc. on my corner.

I feel it would be the easiest solution to put the bike lane on the north side and perhaps Chevron could help in the cost of installation and upkeep?

If is planned for the south side-

1. There needs to be pedestrian crosswalks painted across all these streets.
2. Because we have people parking their cars right up to the corner, sometimes blocking the stop sign- They need to paint red zones 15-20' around each corner so the drivers can see the bikers and pedestrians.

I know that if these items are not implemented, if it is indeed the south side- we will see an increase in accidents for the bikers as well as pedestrians and speeding cars and trucks!

Please let me know which side it is planned for, hopefully the north.

Thank You for your time and I know you will address the safety of the situation.
Again, I totally support the bike lane on the north side of Rosecrans!

Best Holiday Regards,
Ron Stevenson
3616 Elm Ave.
Alanron@verizon.net

Jason Masters

From: Sjburrin <sjburrin@aol.com>
Sent: Tuesday, December 17, 2013 7:52 PM
To: Jason Masters
Subject: Re: Sharrows

Jason, it would be good for you to look at Manhattan Ave from 1st St into the city and up to 15th St. The most common car parking position is a car parked on a driveway orthogonal to bikes, the second most common parking position is angular with the rear of the car pointed into bike traffic and the least common is parallel parking. The least common, parallel parking, is the only one the three ways that has a car door issue. The real issue on Manhattan Ave is cars backing into bikes NOT car doors opening and hitting bikers. In fact, the width of Manhattan Ave almost prevents car doors from really being an issue in my mind. The greatest fear that I'd have as a biker is someone backing into me. (And by the way back up cameras are pretty worthless in this scenario.) If sharrows are a solution to car doors opening to endanger bikers, I'd say it doesn't apply to biker safety issues on Manhattan Ave. The parallel and angular parked cars backing into bikes are the real issue.

Good Luck at the meeting, and thanks for listening.

Steve Burrin

Sent from my iPad

> On Dec 16, 2013, at 10:47 AM, Jason Masters <jmasters@citymb.info> wrote:

>
> Steve,
>
> Thank you for your comments. The idea behind Sharrows is to help encourage bicyclists to ride in the correct direction with traffic and outside of the "door zone" but to the right of traffic. The City is aware of and actively enforces bicyclists who violate the law such as not stopping at stop signs, etc. These are the kinds of issues that will be discussed at the City Council Meeting on 1/7/14.

>
> Please let me know if you have any further concerns, take care.

>
>
> Jason Masters
> Assistant Planner
> (310) 802-5515
> jmasters@citymb.info
> City of Manhattan Beach, CA

>
> -----Original Message-----
> From: Sjburrin [mailto:sjburrin@aol.com]
> Sent: Wednesday, December 11, 2013 10:20 PM
> To: Jason Masters
> Subject: Re: Sharrows

>
> Thanks for sending me the link to the report when you do. As a follow up thought, I would say I don't see how you will be sharing the road if you add an exclusive area for bikes. (Perhaps I misunderstand this.) My greatest fear is that you put down bike path markings which create a sense of entitlement for bikers. For example, right now I don't think I have ever seen a bike stop for pedestrians; they usually swing by in front of or behind them. Right now everyone shares the road and has a high sense of awareness about so much going on on Manhattan Ave. There are cars, bikes, peds, runners,

surfers, motorcycles, and so forth all feeling equally aware of sharing the road. My main concern is one of safety and awareness.

> Good luck with the report.

> Steve Burrin

>

> Sent from my iPad

>

>> On Dec 11, 2013, at 8:38 AM, Jason Masters <jmasters@citymb.info> wrote:

>>

>> Steve,

>>

>> Thank you for emailing me your concerns. At this time, we are still working on the report, but I will send you a link to the final report once it has posted.

>>

>> I will also be sure to attach your comments to the Staff Report so that the City Council is aware of your concerns.

>>

>> Please let me know if you have any further questions or concerns, thank you.

>>

>>

>>

>> Jason Masters

>> Assistant Planner

>> (310) 802-5515

>> jmasters@citymb.info

>> City of Manhattan Beach, CA

>>

>> -----Original Message-----

>> From: Sjburrin [mailto:sjburrin@aol.com]

>> Sent: Tuesday, December 10, 2013 9:13 PM

>> To: Jason Masters

>> Subject: Sharrows

>>

>> Jason, hi my name is Steve Burrin and I live at 116 Manhattan Ave. I am not completely sure what value these additional marked lanes will be. And so I'd like to ask what problem are you attempting to fix. I feel that the current single lane with bikes riding in the ample space currently available should be fine. Once you get into town, where you have a lot of parking and parkway obstructions, there may be a small problem, but traffic is slow there with many crosswalks to further complicate trying to add another lane.

>> Also I think having 2 bike paths so closely together will invite more bike traffic up on Manhattan Ave where there are cars parking and leaving, doing U-turns, backing out of driveways and turning up and down other streets. That would certainly be a mistake.

>> Also coming onto Manhattan Ave from either end you have narrow streets and now you will have a very temporary and confusing situation for bikes and cars.

>> My greatest fear is that, if you put lane markings down, cars, golf carts, etc will try to make the added lane for vehicular traffic like Hermosa has on Hermosa Blvd. (The current situation in Hermosa is a BIG problem as cars and bikes are competing for the same space.) There certainly is not room to try to have two lanes on each side of Manhattan Ave. Also there are many near accidents today as Manhattan Ave has so many residences that back out into the street. That does present an issue that sharrows might worsen as bikes might speed up.

>> I bike on Manhattan Ave a few times each week - more often I use the bike path. The only problem I have ever seen on Manhattan Ave is when large groups of bikes or even several bikes beside each other spread out into the traffic lanes. Often when that happens, cars try to pass and that can be dangerous.

>> Before considering the idea of sharrows, which potentially could cause contention for the road, I would try to define what the problem is and what options there are. Perhaps sharrows on Ocean Ave, if you could make it one way, would make more sense with fewer cars and slower traffic there.

>> Thanks for listening and good luck trying to improve a pretty satisfactory use of Manhattan Ave currently.

>> Steve Burrin

>>

>> Sent from my iPad

Jason Masters

From: Claudette Boehm <claudetteboehm@yahoo.com>
Sent: Thursday, December 12, 2013 1:11 PM
To: Wayne Powell (External); Jason Masters

Just to let you have my opinion about a bike lane on Manhattan Ave (where I live). Have any of the City Council ever drivernsdown this street? It is too narrow for a bike lane for racers who do not want to use the bike path. This would not be for residents but only out-of-town bike clubs who like to barrel along, never paying attention to traffic rules. There are many crosswalks here with people constantly going to beach and back. I think the people on the council go for anything they think is "Green" not matter the consequence. They should ban the huge SUV's that go speeding down the street at commuter hours. C. Boehm

Jason Masters

From: Sjburrin <sjburrin@aol.com>
Sent: Wednesday, December 11, 2013 10:20 PM
To: Jason Masters
Subject: Re: Sharrows

Thanks for sending me the link to the report when you do. As a follow up thought, I would say I don't see how you will be sharing the road if you add an exclusive area for bikes. (Perhaps I misunderstand this.) My greatest fear is that you put down bike path markings which create a sense of entitlement for bikers. For example, right now I don't think I have ever seen a bike stop for pedestrians; they usually swing by in front of or behind them. Right now everyone shares the road and has a high sense of awareness about so much going on on Manhattan Ave. There are cars, bikes, peds, runners, surfers, motorcycles, and so forth all feeling equally aware of sharing the road. My main concern is one of safety and awareness.

Good luck with the report.
Steve Burrin

Sent from my iPad

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>
> Please let me know if you have any further questions or concerns, thank you.

>
>
> Jason Masters
> Assistant Planner
> (310) 802-5515
> jmasters@citymb.info
> City of Manhattan Beach, CA

> -----Original Message-----

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> Sent: Tuesday, December 10, 2013 9:13 PM
> To: Jason Masters
> Subject: Sharrows

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- > Thanks for listening and good luck trying to improve a pretty satisfactory use of Manhattan Ave currently.
- > Steve Burrin
- >
- > Sent from my iPad

Jason Masters

From: kelly@downtownmanhattanbeach.com
Sent: Tuesday, December 10, 2013 5:15 PM
To: Nhung Madrid
Cc: Jason Masters
Subject: RE: Sharrows on Manhattan Ave and Bike Lanes on Rosecrans Ave Notice

Hi Nhung and Jason,
Can you tell me what portion of Manhattan Ave. might be impacted by the proposed bike lane?

Kelly Stroman
Executive Director/
Downtown Manhattan Beach
Business & Professional Association
P.O. Box 3298
Manhattan Beach, CA 90266
O:310-379-9901
M:310-413-0836
www.downtownmanhattanbeach.com

-----Original Message-----

From: Nhung Madrid [<mailto:nmadrid@citymb.info>]
Sent: Tuesday, December 10, 2013 4:54 PM
To: kelly@downtownmanhattanbeach.com; James O'Callaghan (james@manhattanbeachchamber.net); Jim Hannon (jim_hannon@bccclub.org); Lauren Nakano (lauren.nakano@bchd.org); Graves, Erika; James McCleary (james_mccleary@hotmail.com); mikedon56@gmail.com; John Wilcox (johnwilcoxrealty@gmail.com)
Cc: Jason Masters
Subject: Sharrows on Manhattan Ave and Bike Lanes on Rosecrans Ave Notice

Good Afternoon,

Please see the attached notice regarding a City Council staff report to install bike lanes on Rosecrans Avenue and sharrows on Manhattan Avenue. This notice has been mailed out to all properties fronting either Manhattan Avenue or Rosecrans Avenue. Please share with all other interested parties.

If you have any questions regarding this item, please contact Jason Masters at 310-802-5515 or jmasters@citymb.info.

Thanks,
Nhung

Nhung Madrid
Community Development Management Analyst
(310) 802-5540
nmadrid@citymb.info
City of Manhattan Beach, CA

Jason Masters

From: Audrey Judson <audreyjudson@verizon.net>
Sent: Tuesday, December 10, 2013 2:08 PM
To: Jason Masters
Subject: Sharrows on Manhattan Ave.

Hi Jason,

I think Sharrows would be a great idea on Manhattan Ave.. If Highland Ave. is wide enough, I'd like to see them there too.

Thank you.

Audrey Judson

Shorewood Realtors
916 Manhattan Ave.
Manhattan Beach, CA 90266
Cell: 310.902.3234
Fax: 888.819.0494

Jason Masters

From: Joy Curry <curryjoy1@gmail.com>
Sent: Monday, December 09, 2013 6:54 AM
To: Jason Masters
Subject: sharrows on Manhattan Ave

Good morning Jason,

We live at 1208 Manhattan Ave and I walk to Manhattan Market every day and do all of my retail shopping in downtown Manhattan so I am very familiar with the street. I think the shared roadway is a very dangerous idea for pedestrians and bicyclists.

Think about the cars exiting parking spaces and the cars impatiently waiting for the space and those cars that pull around them oblivious of a bicyclist on the road. Obviously we have cyclists on the street now but to encourage more seems foolish. We have the bike path just a block below if someone wants to shop on the Avenue, lock the bike at the bike stands along the Strand and walk up the hill.

I will try to attend the City Council meeting on the 7th.

Sincerely,
Joy Curry
1208 Manhattan Avenue

