

12. Consider Bikeways on Rosecrans Avenue West of Sepulveda Boulevard and Manhattan Avenue between 1st Street and 15th Street (Community Development Director Thompson). 14-0038

APPROVE, APPROPRIATE \$175,000 FROM THE CAPITAL IMPROVEMENTS PROJECT FUND

City Traffic Engineer Erik Zandvliet presented a summary of the staff report including background and prior direction by City Council. He addressed bike paths, bike lanes and bike routes, existing bike facilities in the City, locations for the proposed bikeways and specifications and requirements of each location.

Mayor Pro Tem Powell stated that a bike lane is a good idea for keeping oversized vehicles off the street but noted they also park into the sidewalk blocking it. He asked if that will be a problem relative to ADA requirements.

City Traffic Engineer Zandvliet responded that it can be a problem with oversized vehicles but that generally, a passenger vehicle would fit between the bike lane and the curb and the eight feet would be between the driveway and the ramp portion of the curb. He added that typically, the Police Department enforces the restriction by making sure there is a space in front of the parked car that a person could walk through. If a vehicle is too large, they would have to park parallel to the street.

City Traffic Engineer Zandvliet continued with his presentation addressing sharrows, public education and enforcement, noticing for this item and recommendations.

Mayor Pro Tem Powell referenced recommendations by the South Bay Bicycle Coalition that there should be a Class 3 bikeway on Rosecrans and noted that staff is recommending a Class 2 bike lane. He also pointed out the need for approval by the City of El Segundo and asked why that was not obtained in advance.

City Traffic Engineer Zandvliet stated that staff has verbal support from the City of El Segundo Director of Public Works who indicated the matter would need to be approved by their City Council. In terms of financing, it would be the responsibility of the City of Manhattan Beach. Additionally, he reported that the South Bay Master Plan shows a proposed bike route and that the area is wide enough to accommodate bike lanes. Because of the speed limit on that street, it would be safer to have bicycles in a separate area and it would benefit residents as the bike lane would provide an extra buffer between their homes and driveways and the travel lane.

Councilmember Lesser referenced the Manhattan Avenue proposal and asked regarding the criteria used to define success if sharrows were installed as a test case.

City Traffic Engineer Zandvliet stated that the evaluation would review complaints, possible accidents, the satisfaction of the general public, and surveys of the various groups can be taken. In terms of accident history, he stated there were two accidents in the last six (6) years along Manhattan Avenue and both were in the downtown area.

In response to Councilmember Lesser's inquiry regarding prioritizing projects within the South Bay Master Plan and the criteria to be used to do so, City Traffic Engineer Zandvliet stated that staff does not know which ones to pick first because the Mobility Plan is pending and staff has not yet identified priority projects. He indicated that the two choices being presented are appropriate choices noting that some of the factors relate to cost. He added that he would not recommend continuing this process and

circumventing the Mobility Plan.

Councilmember Burton stated that bike lanes have been recommended on Rosecrans in the 2005 as well as the 2011 plan.

The Mayor opened the floor for public comment.

Todd Dipaola noted that one of the benefits of having bike lanes is that it gets people to drive slower than usual. He stated that people tend to prefer bike lanes over bike routes and that where there is a chance to do both, bike lanes would be preferable. He expressed appreciation that the matter has gotten to this point noting that it has been in the works for a long time. He indicated that this will make it safer for cyclists and will increase access to the community.

John Russo reported that Manhattan Avenue is one of the busiest streets in the City and commented on diagonal parking. He referenced AB 1371 requiring a three (3) foot clearance for bikes; spoke against impeding traffic; commented on bike usage on Manhattan Avenue and opposed adding a bike lane on same.

Sharlene Apalla spoke in support of the proposed plan to add bike lanes/sharrows noting that it will be good for residents' health, increase safety and is good for the environment.

Joe Galliani, Torrance, Founding Board Member of the South Bay Bicycle Coalition, spoke in support of the proposed plan. He noted that bicycles are considered vehicles and have the same rights to be on public streets as automobiles. He indicated the need to have a sense of urgency on this issue beyond transportation, in terms of climate change and the need to cut carbon and the use of fossil fuels. He encouraged City Council to move forward with the plan as soon as possible.

Fred Manna spoke in support of the plan noting that the issue is about increased safety and that people are already using the pathways. He indicated he does not understand the resistance to sharrows adding that there are already markings in the street for pedestrian crossing, stops and speed limits.

Bill Victor spoke in opposition to installing sharrows on Manhattan Avenue and stated that Manhattan Avenue is dangerous as it is. He reported that he has seen three (3) accidents on Manhattan Avenue in the last six (6) months; that the Police Department does not enforce speeding taxi drivers and that consideration has not been given to the valet service where cars are double- and triple-parked. He agreed with the implementation of bike lanes but questioned the safety of sharrows.

Bill Hory thanked City Council and staff for considering this matter and spoke in support of the proposed plan. He commented on the need for increased safety noting that sharrows and bike lanes make streets safer and are very economical.

John Wilcox spoke in support of the proposed plan especially as it increases safety.

Lisa Ryder spoke in support of the proposed plan for increased safety. She noted that it will act to encourage people to get out and ride and stated that it will also be great for local businesses.

Andrea Giancoli, Blue Zones Project for Beach Cities Health District, spoke in support of the proposed plan to advance mobility and increase safety. She noted that the plan aligns with the City's upcoming Mobility Plan and commended staff for their efforts on this matter and encouraged City Council to vote in favor of the plan.

In addition to making the roads safer for cyclists, she reported there are other benefits including traffic-calming effects, provides a definition of travel lanes and provides benefits for pedestrians, motorists and wheelchair users.

Karol Wahlberg commended the City for addressing this issue but expressed concerns with the proposed plan, especially in relation to Manhattan Avenue and 15th Street. She reported that the City has diverted most commercial vehicles to 15th Street and stated that unless something is done to address that, the proposed plan will not be a safe bike route. She also expressed concern that the plan is "piece-meal" and opined that it is not viable. She preferred to divert commercial traffic from that area and implement bike paths along Manhattan Avenue but asked if consideration has been given to implementing bike lanes on Ocean Avenue since it is not as busy as Manhattan Avenue. Additionally, she noted that the area is intensely marked with signage and lines and expressed concerns regarding the aesthetics of adding markings for bicycle lanes.

Bill Fournell commented positively on the plan as it continues to integrate existing facilities in the City. He commented on the proposed plan for Rosecrans and stated that it will help alleviate some of the traffic, especially as it relates to the Manhattan Village Mall project. In terms of education, he stated this is a key opportunity to reinforce the rules of the road for both cyclists and drivers and for increased safety. Additionally, he addressed the South Bay Bicycle Coalition and noted they will be working with local schools to continue to educate students regarding roadway safety.

Sharon Stienstra spoke in support of the proposed plan noting that bike lanes would encourage more people to ride. She stated that the City has become more progressive and could be a leader in its efforts for a cleaner environment. She hoped that City Council will ban Styrofoam in the City as well.

Julian Katz Vice President of South Bay Bicycle Coalition and Member of the Hermosa Beach Public Works Commission commented in support of the proposed plan and stated that several beach cities have fallen behind the rest of the State regarding the matter. He addressed the importance of providing citizens with opportunities for exercise and stated that providing safe cycling lanes would serve to increase the number of people riding. He listed health, safety and carbon neutrality as good reasons in support of the plan and addressed the importance of public education in this matter.

Viet Ngo commented on the plan relative to Manhattan Avenue noting that the roads are very narrow and can be very dangerous. He opined that placing bike lanes on Manhattan Avenue will be impractical and cause added problems. He stated that often cyclists yell at pedestrians.

Steve Collins, Redondo Beach, commented on the efforts of Ted Ernst in support of bicycling and reported that Mr. Ernst felt that this is the age of the bicycle and that now, more than ever, people are embracing cycling as a means of transportation, health, carbon neutrality as well as other purposes. Mr. Collins spoke in support of the plan and moving it forward and encouraged City Council to vote to approve this item.

Craig Cadwallader spoke in support of the proposed plan and noted that riding on the Strand is not the answer, as he has suffered several accidents in the area as well as on Ocean Avenue. He believed that with the proper markings, people will become more educated and that safety will improve. He urged City Council to support the matter and move forward with implementation.

Janet Page spoke in support of the proposed plan and reported that currently she avoids Rosecrans because she does not feel safe riding on it. She reported that she is on the Board for Beach Cities Cycling and reported that the club has great programs for adult and youth education and urged City Council to approve the item.

Dave Sundes reported that he and his wife ride often and spoke in support of the proposed plan. He stated that he currently avoids Rosecrans because of the heavy traffic but indicated he would feel safe riding on it if it had designated bike lanes.

Mike Don noted that it is legal for bicycles to be on the streets and that installing bike lanes and Sharrows has been proven to increase safety and not that more cyclists will move in that particular area. He added that implementation of the program will not increase the City's liability. He addressed a previous comment that the plan is piece-meal and he stated that the start of anything is pretty much piece-meal. Mr. Don reported that there are many organizations and clubs in the City that have educational programs to promote bicycle safety.

Jacque May spoke in opposition to the plan and commented on the City's parking problems and its small streets noting that they were not built for that kind of recreational use. She commented on the lack of connectivity in terms of Rosecrans and Manhattan Avenue and indicated the need to look at all of the facts.

Mayor Howorth closed the public comment period.

Councilmember Lesser reported that he has participated in all of the initiatives in which this plan has been addressed as either a Commissioner or a Councilmember. With all of the proposals, the goal was to develop an interconnected network on appropriate streets for biking and to serve as a foundation for seeking greater grant funds. He noted that no one is opposed to bicycle safety but there seems to be a difference of opinion as to how that goal is reached. He stated he would have liked to have greater criteria as to how the routes were selected and how to develop the greatest connectivity possible. He stated that he would be supportive of having a test case with sharrows.

A motion was made by Councilmember Burton, seconded by Councilmember D'Errico to approve staff recommendations numbers 1 and 4 (1. Installation of bike lanes on Rosecrans Avenue between Highland Avenue and Sepulveda Boulevard and 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).

Aye: 5 - Howorth, Powell, Burton, D'Errico and Lesser

Mayor Pro Tem Powell stated that it is inappropriate to make a motion before City Council has weighed in and disagreed with placing the matter under the Consent Calendar, but admonished that City Council specifically directed staff that when each component of the plan would be reviewed, there would be a public hearing with widespread noticing (including all Manhattan Beach residents). He added getting emails from residents complaining they had no idea that this matter was going to be heard. He asked the Police Department to enforce oversized vehicles that park into the roadway as well as onto the sidewalk. He agreed with the motion currently on the floor and that there should be criteria for prioritization as well as time certain set for the one-year period for the pilot program.

Mayor Howorth indicated that the matter was placed under the Consent Calendar at her direction and indicated it was her misunderstanding.

Councilmember D'Errico reported attending a presentation by California Judge David Rosenberg (author of Rosenberg's Rules of Order) at the last California League of Cities conference where he spoke in support of having a motion and second made prior to City Council deliberation because it gives focus and direction on what the discussion will be. He noted that it is not out of order and is a good idea.

Mayor Howorth stated that the issue of commercial traffic on Manhattan Avenue and 15th Street needs to be addressed and that providing access to safe roads does not necessarily make it worse. She commented positively on the staff report, expressed her appreciation to staff and addressed increased safety with implementation of bike lanes.

City Attorney Barrow requested clarity on the motion and Councilmember Burton noted that it was to approve staff's recommendations numbers 1 and 4.

Mayor Pro Tem Powell offered an apology to Councilmember Burton for his earlier comment regarding the appropriateness of making the motion.

A motion was made by Councilmember Burton, seconded by Mayor Pro Tem Powell to approve staff recommendation numbers 3 (Development of a safety education and enforcement campaign for motorists and bicyclists in conjunction with the opening of the new bikeway). The motion carried by the following vote:

Aye: 5 - Howorth, Powell, Burton, D'Errico and Lesser

Mayor Pro Tem Powell commended the South Bay Bicycle Coalition for their work in educating the community on bicycle safety.

Councilmember Burton stated that he would support a pilot program for Manhattan Avenue but asked if the intention is to place sharrows or bike lanes on that street

A motion was made by Councilmember Burton, seconded by Councilmember D'Errico to approve staff recommendations numbers 2 and 5 (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 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). The motion carried by the following vote:

Aye: 5 - Howorth, Powell, Burton, D'Errico and Lesser

Mayor Pro Tem Powell requested setting a time certain (twelve [12] months) for the pilot program.

Councilmember Burton added that the pilot program should be twelve (12) months from the installation after which staff was directed to provide a report to City Council.

Councilmember D'Errico stated that a good recommendation would be to ask staff to define the criteria by which the pilot program should be measured against prior to the end of the twelve (12) months.

Mayor Howorth stated she would like to hear from residents regarding the program and how it impacts their quality of life.

At 10:04 PM the City Council recessed and reconvened at 10:11 PM with all Councilmembers present.

The afoementioned item was heard as a General Business item following No. 15

- 13.** Consideration of Resolution No. 14-0004 Reclassifying the Management Analyst position in the Police Department to Senior Management Analyst (Human Resources Director Hanson).
ADOPT AND APPROVE

RES 14-0004

The Mayor opened the floor for public comment.

Bill Victor indicated he would waive his comments.

Mayor Howorth closed public comments.

A motion was made by Councilmember Burton, seconded by Councilmember D'Errico to adopt and approve RES 14-0004 reclassifying the Management Analyst position in the Police Department to Senior Management Analyst. The motion carried by the following vote:

Aye: 5 - Howorth, Powell, Burton, D'Errico and Lesser