

BICYCLE NETWORK

With rain falling less than 30 days a year and moderate temperatures most of the year, the Southern California climate is perfect for bicycling. Cycling to work or school is a popular means of transportation for short distances. Allowing bicycles on buses or providing secure bicycle parking facilities can encourage bicycling for longer trips, provided safe routes are established. Bikeways in Manhattan Beach are categorized into four categories: bike paths, bike lanes, bike routes, and sharrows. A map of the existing bicycle network is provided in Figure 3.



The City's only Class I Bike Path west of The Strand near the Manhattan Beach Pier.

Bike Paths (Class I) – Bike paths are paved facilities physically separated from roadways by space or a physical barrier and are referred to as Class I bike paths. Currently, the only Class I bike path in Manhattan Beach is located on the Marvin Braude Bikeway west of The Strand.

Bike Lanes (Class II) – Bike lanes are lanes on the outside edge of roadways reserved for the exclusive use of bicycles, and designated with special signage and pavement markings. Bike lanes are referred to as Class II bike lanes. An example of a Class II bike lane is located on Manhattan Avenue between 1st Street and 8th Street, and on a portion of Rosecrans Avenue.

Bike Routes (Class III) - Bike routes are roadways recommended for bicycle use and often connect to bike lanes and bike paths. Routes are designated with signs only (no on-street striping) and may not provide additional pavement width for bikes. Bike routes are referred to as Class III bike routes. Examples of Class III bike routes are located on the following roadways:

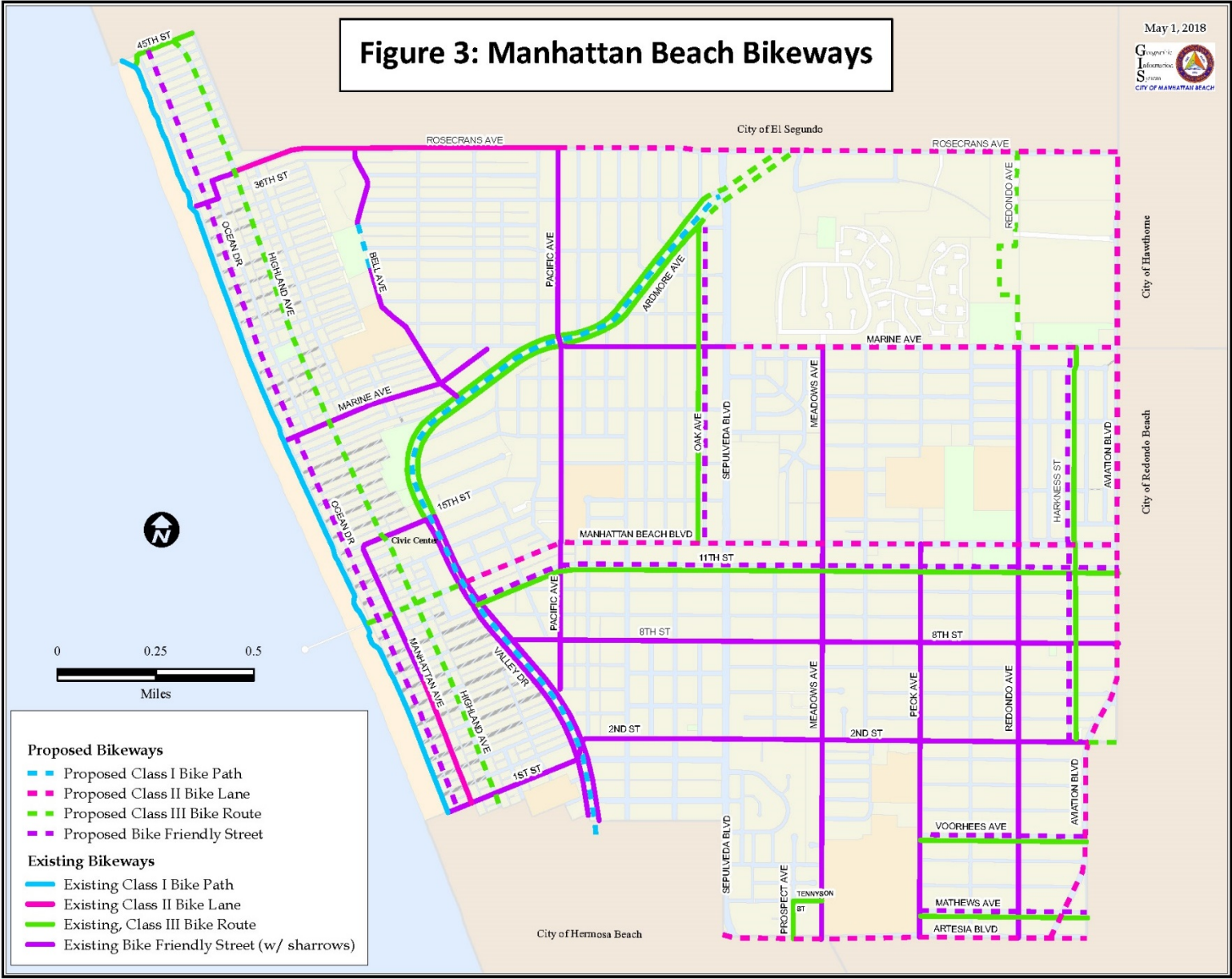
- Valley Drive from 15th Street to Oak Avenue
- Ardmore Avenue from 17th Street to Oak Avenue
- Redondo Avenue from Artesia Boulevard to Marine Avenue
- Pacific Avenue from 5th Street to Rosecrans Avenue

Sharrows – A shared-lane marking, or “sharrow”, is a street marking in the center of a travel lane to indicate a lane should be shared between motor vehicles and bicyclists. Sharrows are also intended to alert drivers of the presence of bicyclists in the roadway and encourage caution. Manhattan Beach implemented its first sharrow in 2014 on Manhattan Avenue between 8th Street and 15th Street.



Figure 3: Manhattan Beach Bikeways

May 1, 2018



BICYCLING

Improving the City's bicycle network and connectivity to adjacent bike facilities and popular destinations in and around the City is a key piece of the puzzle to achieve the multi-modal goals set forth in this Mobility Plan. After talking to the community and various stakeholder groups, several key themes began to emerge regarding bicycling in Manhattan Beach.

The goal of this bicycle component of the Mobility Plan is to bridge the gap between the City's multi-modal goals and the bicycle-related desires of the community, and to build a convenient and safe bicycle network for users of all ages and abilities. It is the City's hope that the needs of existing cyclists in the City will be met and exceeded, and new riders will venture out and discover the benefits and joys of bicycling in Manhattan Beach.

*Marvin Braude
 Class I Bike Path*



KEY BICYCLING THEMES

- Use South Bay Bicycle Master Plan as starting point for the Mobility Plan bicycle recommendations
- The community wants a bicycle system for families (recreational and transportation cyclists), not only experienced cyclists
- How do we address the terrain in the City (steep grades)?
- East/West Connections - Sepulveda Boulevard divides the City
- Need to educate bicyclists on safety and the rules associated with biking on the road
- Bicycle facilities are not in demand at elementary schools – City needs to focus on improving bicycle facilities around middle and high schools
- Highland Avenue – Bicyclists conflict with cars
- Need some type of bike facility along Veterans Parkway alignment, but not at the expense of the current pedestrian trail
- Need more bicycle racks and corrals in key places

THE SOUTH BAY BICYCLE MASTER PLAN

The South Bay Bicycle Master Plan (SBBMP) is the result of a joint-partnership between the Los Angeles Bicycle Coalition (LACBC) and the local bike advocates of the South Bay Bicycle Coalition (SBBC). The goal of the Master Plan is intended to guide the development and maintenance of a comprehensive bicycle network and set of programs and policies throughout the South Bay region. Seven of the 16 South Bay cities within the South Bay Cities Council of Governments (SBCCOG) area participated in the exercise, including Manhattan Beach. As part of the Master Plan, several roadways in Manhattan Beach were recommended for inclusion in the City’s bicycle network.

In 2011, the City adopted the South Bay Bicycle Master Plan, in concept. Some routes identified in The Plan are difficult to implement due to lack of adequate roadway width, public opposition to some routes, and/or route redundancy. For these reasons, the City will review and analyze each segment and include public engagement strategies before presenting to the City Council for consideration.



South Bay Bicycle Master Plan Proposed Bikeways

BICYCLE RECOMMENDATIONS

Using the overarching bicycle-related themes presented by the community, a phasing approach can be used to implement the South Bay Bicycle Master Plan (SBBMP) recommendations for Manhattan Beach. Table 4 shows the net new mileage of bicycle facilities if all components of the SBBMP were to be implemented.

TABLE 4: NET NEW MILEAGE OF BICYCLE FACILITIES

	Existing	Existing + Planned	Net Increase
Bike Path	2.11	2.27	0.16
Bike Lane	1.17	8.23	7.06
Bike Route	2.67	6.21	3.54
Sharrows / Bike-Friendly Street	16.99	23.45	6.46

BICYCLE SYSTEM RECOMMENDATIONS

The goal of phasing the implementation of the SBBMP is to initially form a “backbone” of connections to serve key activity centers, and provide much needed east-west connectivity through the City and to the adjacent cities of El Segundo, Hawthorne, Hermosa Beach and Redondo Beach. Key activity centers the City aimed to initially accommodate include the Manhattan Village Mall, Manhattan Beach Middle School/Polliwog Park, Mira Costa High School, Downtown Manhattan Beach and Pier, North Manhattan Beach, Live Oak Park/Joslyn Center, and Marine Avenue Sports Park.

Following implementation of the “backbone” of the City’s bicycle infrastructure, the next step would be to improve connectivity to other activity centers, beyond those established previously. Topographic constraints must be considered when implementing facilities beyond the “backbone,” and the focus should be on improving family friendly facilities, as discussed further in the next section. These include a connection through the downtown area and the Civic Center, a second connection to Mira Costa High School, a connection to Meadows Elementary School, a connection between Valley Drive/Ardmore Avenue to Rosecrans Avenue, a second coastal route parallel to the beach path, and improved connectivity to El Segundo and Hermosa Beach.

The remaining bicycle facilities would mostly complete the City’s portion of the Master Plan. The facilities include a future east/west corridor that could be on Manhattan Beach Boulevard or another parallel route. All future long-term bicycle facilities will need additional research and outreach, as some may not be feasible due to physical or cost constraints. These facilities serve secondary activity centers, and are parallel routes to the facilities identified previously.

FAMILY-FRIENDLY RECOMMENDATIONS

With its mild climate and year-around sunshine, Manhattan Beach offers the perfect opportunity for families to get out and ride their bikes together. However, with relevant safety concerns, many parents are hesitant to ride on some streets with young, novice riders who may not be accustomed to the biking rules of the road.

The family-friendly bicycle facilities in Manhattan Beach are geared toward the group of riders that fall in the “Interested, but Concerned” category. All of the designated family-friendly bicycle facilities in the SBBMP are either Class II or Class III bike lanes or routes. These corridors offer riders of all ages and experience levels a safe and comfortable biking environment, and were selected because they provide the most level terrain in the City, relatively low traffic volumes and travel speeds for the Class III corridors (Redondo Avenue, Meadows Avenue, and Peck Avenue), minimal major intersection crossings, and higher potential to implement greater level of protection for cyclists in on-street facilities (Valley Drive/Ardmore Avenue). To further enhance these facilities, the family friendly facilities would be upgraded with additional traffic calming elements (potentially including mini-traffic circles and curb extensions) to further calm vehicle traffic, and in the case of Valley Drive/Ardmore Avenue, evaluating the feasibility of installing upgraded lanes, such as on-street cycle tracks, by utilizing a modest amount of the curbside right-of-way in Veterans Parkway.

TRANSIT

Transit availability and accessibility will play a crucial role in the City’s effort toward building a convenient, efficient, and safe multi-modal transportation network in Manhattan Beach.

Improving the City’s transit system will not only give residents the opportunity to get out of their car and use alternative modes of transportation, but it will also enhance the mobility of residents who are dependent on transit due to age, ability and/or access

KEY TRANSIT THEMES

- The senior community needs improved mobility options
- The disabled community needs improved mobility options
- Seniors would benefit from additional services that would improve their feelings of safety
- Maintain the Dial-a-Ride services
- Make public transit information more accessible
- Publish a transit map on the City’s website (not only text) and links to providers
- Improve public education on transit options
- Provide convenient and frequent transit service to the beach/downtown
- Improve bus stops – Most only have a sign and/or trash can

to a vehicle. After talking to the community and various stakeholder groups, several key transit themes began to emerge. In an effort to address the comments and concerns of the community, the City has developed the following set of transit improvements.

GOALS AND POLICIES: ACCOMMODATING PEDESTRIANS AND BICYCLISTS

Goal I-4: Create well-marked pedestrian and bicycle networks to facilitate these modes of circulation.

Policy I-4.1: Strive to promote bicycle facilities that are family-friendly and designed to account for various ages, skill levels and topographical constraints.

Policy I-4.2: Protect and enhance the walkstreets as important pedestrian access corridors to the beach. Implement enhanced/improved crossings where the walkstreets connect to the street system.

Policy I-4.3: Consider and protect the character of residential neighborhoods in the design of pedestrian access.

Policy I-4.4: Develop and implement standards to encourage pedestrian-oriented design for commercial properties.

Policy I-4.5: Incorporate bikeways and pedestrian ways as part of the City's circulation system where safe and appropriate.

Policy I-4.6: Encourage features that accommodate the use of bicycles in the design of new development.

Policy I-4.7: Encourage the development of bikeways to link residential, schools, and recreational areas east of Sepulveda Boulevard with the Marvin Braude bike path.

Policy I-4.8: Work with local stakeholders to promote safe and attractive bikeways and supporting facilities for both

transportation and recreation and implement bicycle facilities identified in the South Bay Bicycle Master Plan.

Policy I-4.9: Encourage education and enforcement of bicycle and pedestrian safety.

Policy I-4.10: Identify and analyze locations with higher number of pedestrian and/or bicycle involved collisions and implement appropriate engineering, education, enforcement and other countermeasures at these locations.

Policy I-4.11: In areas with no sidewalks, review parking and other potential obstacles (such as patios and landscaping) into the public right-of-way that interferes with pedestrian ways and bikeways and develop solutions to reduce and minimize those impacts on walking and biking in these areas.

Policy I-4.12: Improve auto-oriented streets so pedestrians using the adjacent businesses or services can walk comfortably and feel safer navigating the thoroughfare.