



The South Bay Bicycle Master Plan

Draft Final Plan - August 2011



South Bay Bicycle Master Plan: Draft Final Plan

Acknowledgements

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Table of Contents

Foreword	xi
Executive Summary	xiii
1 Introduction.....	3
1.1 Setting.....	3
1.2 Purpose of the Bicycle Master Plan	5
1.3 Bicycle Facility Types.....	7
1.4 Benefits of Bicycling.....	11
1.5 Public Participation	14
1.6 Plan Organization.....	16
2 Goals, Objectives, and Policy Actions	21
2.1 South Bay Goals, Objectives, and Policies	21
2.2 Relevant Regional Existing Plans and Policies	32
3 El Segundo	41
3.1 Bicycle Transportation Account (BTA) Compliance	41
3.2 Existing Conditions	41
3.3 Needs Analysis	49
3.4 Proposed Bicycle Network.....	58
3.5 Project Costs	65
3.6 Project Prioritization	66
3.7 Project Sheets.....	69
4 Gardena	77
4.1 Bicycle Transportation Account (BTA) Compliance	77
4.2 Existing Conditions	77
4.3 Needs Analysis	83
4.4 Proposed Bicycle Network.....	92
4.5 Project Costs	99
4.6 Project Prioritization	100
4.7 Project Sheets.....	105
5 Hermosa Beach.....	113
5.1 Bicycle Transportation Account (BTA) Compliance	113

Table of Contents

5.2 Existing Conditions 113

5.3 Needs Analysis 121

5.4 Proposed Bicycle Network 130

5.5 Project Costs 137

5.6 Project Prioritization 138

5.7 Project Sheets 141

6 Lawndale 149

6.1 Bicycle Transportation Account (BTA) Compliance ... 149

6.2 Existing Conditions 149

6.3 Needs Analysis 155

6.4 Proposed Bicycle Network 164

6.5 Project Costs 170

6.6 Project Prioritization 171

6.7 Project Sheets 174

7 Manhattan Beach 181

7.1 Bicycle Transportation Account (BTA) Compliance 181

7.2 Existing Conditions 181

7.3 Needs Analysis 188

7.4 Proposed Bicycle Network 198

7.5 Project Costs 205

7.6 Project Prioritization 206

7.7 Project Sheets 210

8 Redondo Beach 219

8.1 Bicycle Transportation Account (BTA) Compliance 219

8.2 Existing Conditions 219

8.3 Needs Analysis 229

8.4 Proposed Bicycle Network 238

8.5 Project Costs 245

8.6 Project Prioritization 248

8.7 Project Sheets 252

9 Torrance 261

9.1	Bicycle Transportation Account (BTA) Compliance ...	261
9.2	Existing Conditions	261
9.3	Needs Analysis	270
9.4	Proposed Bicycle Network.....	279
9.5	Project Costs	289
9.6	Project Prioritization.....	290
9.7	Project Sheets.....	294
10	Recommended Programs	303
10.1	Education Programs.....	303
10.2	Public Awareness Campaigns and Marketing	306
10.3	Enforcement Programs.....	308
10.4	Encouragement Programs	309
10.5	Monitoring and Evaluation.....	312
11	Wayfinding and Signage Plan	317
11.1	Signage Design.....	317
11.2	Signage Locations	333
11.3	Kiosks.....	336
11.4	Collaborative Efforts.....	340
12	Funding.....	343
	Appendices	357
	Appendix A: Large Scale Maps	359
	Appendix B: New York City Bicycle Collision vs Ridership Data	383
	Appendix C: Bicycle Facility Standards	384
	Appendix D: Online Survey Analysis	385
	Appendix E: BTA Compliance Tables.....	391
	Appendix F: Participating City Existing Bicycle Plan Maps....	405
	Appendix G: City Municipal Code Bicycle Parking Related Sections.....	413
	Appendix H: Bicycle Count Data	417
	Appendix I: Opportunities and Constraints.....	421

Appendix J: Recommended Bicycle Parking Standards 424
Appendix K: Prioritization Methodology 427
Appendix L: Proposed Kiosk and Signage Routes 431
Appendix M: Glossary of Terms..... 441
Appendix N: Complete Streets Policy Language..... 443
Appendix O: Summary of Public Comments Received..... 451

List of Figures

Figure 1-1: South Bay master plan cities within the Los Angeles region..... 4
Figure 1-2: Typical Distribution of Bicyclists in the United States .. 5
Figure 1-3: Bicycle Path and Bicycle Lane Recommended Standards 8
Figure 1-4: Bicycle Route and Bicycle Friendly Streets Recommended Standards 9
Figure 2-1: City of Los Angeles Proposed Bicycle Facilities..... 33
Figure 2-2: County of Los Angeles Proposed Bicycle Facilities 35
Figure 3-1: El Segundo General Plan Land Uses 42
Figure 3-2: Existing Bicycle Facilities in El Segundo 46
Figure 3-3: Proposed Bicycle Facilities in El Segundo 61
Figure 3-4: Proposed End-of-Trip Facilities in El Segundo 64
Figure 4-1: Gardena General Plan Land Uses..... 78
Figure 4-2: Existing Bicycle Facilities in Gardena..... 81
Figure 4-3: Proposed Bicycle Facilities in Gardena..... 93
Figure 4-4: Gardena Proposed End-of-Trip Facilities..... 98
Figure 5-1: City of Hermosa Beach Zoning Map 114
Figure 5-2: Existing Bicycle Facilities in Hermosa Beach..... 118
Figure 5-3: Proposed Bicycle Facilities in Hermosa Beach..... 133
Figure 5-4: Hermosa Beach Proposed End-of-Trip Facilities..... 136
Figure 6-1: City of Lawndale General Plan Land Use Map 150
Figure 6-2: Existing Bicycle Facilities in Lawndale 154
Figure 6-3: Proposed Bicycle Facilities in Lawndale..... 167
Figure 6-4: Lawndale Proposed End-of-Trip Facilities..... 169
Figure 7-1: Existing Bicycle Facilities in Manhattan Beach 186
Figure 7-2: Proposed Bicycle Facilities in Manhattan Beach..... 201
Figure 7-3: Manhattan Beach Proposed End-of-Trip Facilities 204
Figure 8-1: Existing Bicycle Facilities in North Redondo Beach .. 224
Figure 8-2: Existing Bicycle Facilities in South Redondo Beach ... 225
Figure 8-3: Proposed Bicycle Facilities in North Redondo Beach 242
Figure 8-4: Proposed Bicycle Facilities in South Redondo Beach . 243

Figure 8-5: North Redondo Beach Proposed End-of-Trip Facilities 246

Figure 8-6: South Redondo Beach Proposed End-of-Trip Facilities247

Figure 9-1: City of Torrance General Plan Land Use Policy.....263

Figure 9-2: Existing Bicycle Facilities in Torrance.....267

Figure 9-3: Proposed Bicycle Facilities in Torrance283

Figure 9-4: Torrance Proposed End-of-Trip Facilities287

List of Tables

Table 1-1: Population of the South Bay Bicycle Master Plan Cities 3

Table 3-2: El Segundo Bicycle Network 47

Table 3-3: Means of Transportation to Work..... 50

Table 3-4: Existing Bicycling Demand51

Table 3-5: Existing Bicycling Air Quality Impact 52

Table 3-6: Projected Year 2030 Bicycling Demand 53

Table 3-7: Projected Year 2030 Bicycling Air Quality Impact54

Table 3-9: Proposed Class I Bicycle Paths in El Segundo 59

Table 3-10: Proposed Class II Bicycle Lanes in El Segundo..... 59

Table 3-11: Proposed Class III Bicycle Routes in El Segundo..... 59

Table 3-12: Proposed Bicycle-Friendly Streets in El Segundo60

Table 3-13: Unit Cost Estimates for Proposed Bicycle Facility Types 66

Table 3-14: Estimated Cost of Proposed Bicycle Network.....66

Table 3-15:El Segundo Prioritized Bicycle Projects..... 67

Table 4-1: Gardena Bicycle-Related Plans and Policies..... 80

Table 4-2: Gardena Bicycle Network 82

Table 4-3: Means of Transportation to Work 84

Table 4-4: Existing Bicycling Demand..... 85

Table 4-5: Existing Bicycling Air Quality Impact..... 86

Table 4-6: Projected Year 2030 Bicycling Demand..... 87

Table 4-7 Projected Year 2030 Bicycling Air Quality Impact 88

Table of Contents

Table 4-8: Bicycle Collision Data 2007-2009	91
Table 4-9: Proposed Class I Bicycle Paths in Gardena	94
Table 4-10: Proposed Class II Bicycle Lanes in Gardena	94
Table 4-11: Proposed Class III Bicycle Routes in Gardena	94
Table 4-12: Proposed Bicycle-Friendly Streets in Gardena	94
Table 4-13: Unit Cost Estimates for Proposed Bicycle Facility Types	99
Table 4-14: Estimated Cost of Proposed Bicycle Network	100
Table 4-15: Gardena Prioritized Bicycle Projects.....	101
Table 5-1: Hermosa Beach Bicycle-Related Plans and Policies ..	117
Table 5-2: Hermosa Beach Bicycle Network.....	119
Table 5-3: Means of Transportation to Work	122
Table 5-4: Existing Bicycling Demand.....	123
Table 5-5: Existing Bicycling Air Quality Impact.....	124
Table 5-6: Projected Year 2030 Bicycling Demand.....	125
Table 5-7: Projected Year 2030 Bicycling Air Quality Impact ...	126
Table 5-8: Bicycle Collision Data 2007-2009	129
Table 5-9: Proposed Class II Bicycle Lanes in Hermosa Beach .	131
Table 5-10: Proposed Class III Bicycle Routes in Hermosa Beach	131
Table 5-11: Proposed Bicycle-Friendly Streets in Hermosa Beach	131
Table 5-12: Unit Cost Estimates for Proposed Bicycle Facility Types	137
Table 5-13: Estimated Cost of Proposed Bicycle Network.....	138
Table 5-14: Hermosa Beach Prioritized Projects	139
Table 6-1: Lawndale Bicycle-Related Plans and Policies	152
Table 6-2: Means of Transportation to Work	156
Table 6-3: Existing Bicycling Demand	157
Table 6-4: Existing Bicycling Air Quality Impact.....	158
Table 6-5: Projected Year 2030 Bicycling Demand.....	159
Table 6-6: Projected Year 2030 Bicycling Air Quality Impact...	160

Table 6-7: Bicycle Collision Data 2007-2009 163

Table 6-8: Proposed Class I Bicycle Paths in Lawndale 165

Table 6-9: Proposed Class II Bicycle Lanes in Lawndale 165

Table 6-10: Proposed Class III Bicycle Routes in Lawndale 165

Table 6-11: Proposed Bicycle-Friendly Streets in Lawndale..... 165

Table 6-12: Unit Cost Estimates for Proposed Bicycle Facility Types 171

Table 6-13: Estimated Cost of Proposed Bicycle Network..... 171

Table 6-14: Lawndale Prioritized Bicycle Projects 172

Table 7-1: Manhattan Beach Bicycle-Related Plans and Policies 184

Table 7-2: Manhattan Beach Bicycle Network 185

Table 7-3: Means of Transportation to Work..... 190

Table 7-4: Existing Bicycling Demand 191

Table 7-5: Existing Bicycling Air Quality Impact 192

Table 7-6: Projected Year 2030 Bicycling Demand 193

Table 7-7: Projected Year 2030 Bicycling Air Quality Impact ... 194

Table 7-8: Bicycle Collision Data 2007-2009..... 197

Table 7-9: Proposed Class I Bicycle Paths in Manhattan Beach 199

Table 7-10: Proposed Class II Bicycle Lanes in Manhattan Beach 199

Table 7-11: Proposed Class III Bicycle Routes in Manhattan Beach..... 199

Table 7-12: Proposed Bicycle-Friendly Streets in Manhattan Beach..... 200

Figure 7-3: Manhattan Beach Proposed End-of-Trip Facilities 204

Table 7-13: Unit Cost Estimates for Proposed Bicycle Facility Types 205

Table 7-14: Estimated Cost of Proposed Bicycle Network..... 206

Table 7-15: Manhattan Beach Prioritized Bicycle Projects..... 207

Table 8-1: Redondo Beach Bicycle-Related Plans and Policies 222

Figure 8-1: Existing Bicycle Facilities in North Redondo Beach 224

Table of Contents

Figure 8-2: Existing Bicycle Facilities in South Redondo Beach	225
Table 8-2: Redondo Beach Bicycle Network.....	226
Table 8-3: Means of Transportation to Work	230
Table 8-4: Existing Bicycling Demand.....	231
Table 8-5: Existing Bicycling Air Quality Impact.....	232
Table 8-6: Projected Year 2030 Bicycling Demand.....	233
Table 8-7: Projected Year 2030 Bicycling Air Quality Impact ...	234
Table 8-8: Bicycle Collision Data 2007-2009	237
Table 8-9: Proposed Class I Bicycle Paths in Redondo Beach...	239
Table 8-10: Proposed Class II Bicycle Lanes in Redondo Beach	239
Table 8-11: Proposed Class III Bicycle Routes in Redondo Beach	239
Table 8-12: Proposed Bicycle Friendly Streets in Redondo Beach	240
Table 8-13: Unit Cost Estimates for Proposed Bicycle Facility Types	248
Table 8-14: Estimated Cost of Proposed Bicycle Network	248
Table 8-15: Redondo Beach Prioritized Bicycle Projects.....	249
Table 9-1: Torrance Bicycle-Related Plans and Policies.....	264
Table 9-2: Torrance Bicycle Network	265
Figure 9-2: Existing Bicycle Facilities in Torrance.....	267
Table 9-3: Means of Transportation to Work	271
Table 9-4: Existing Bicycling Demand.....	272
Table 9-5: Existing Bicycling Air Quality Impact.....	273
Table 9-6: Projected Year 2030 Bicycling Demand.....	274
Table 9-7: Projected Year 2030 Bicycling Air Quality Impact ...	275
Table 9-8: Bicycle Collision Data 2007-2009	278
Table 9-9: Proposed Class I Bicycle Paths in Torrance	280
Table 9-10: Proposed Class II Bicycle Lanes in Torrance.....	280
Table 9-11: Proposed Class III Bicycle Routes in Torrance	280
Table 9-12: Proposed Bicycle-Friendly Streets in Torrance	281

Table 9-13: Unit Cost Estimates for Proposed Bicycle Facility Types	289
Table 9-14: Estimated Cost of Proposed Bicycle Network	290
Table 9-15: Torrance Prioritized Bicycle Projects	291
Table 11-1: Design Standards for Recommended Sign Types	319
Table 11-2: Modifications to MUTCD Design Sign Layout Specifications	325
Table 11-3: Specifications for Implementation of signage	333
Table 11-4: Key Destinations by Participating City.....	334
Table 12-1: Funding Sources.....	343
Table D-1: Barriers to Commuting by Bicycle	388
Table D-2: Barriers to Riding in the South Bay	388
Table D-3: Factors that Influence Decisions to Ride a Bicycle..	389
Table D-4: Bicycle Program Interest.....	390
Table E-1: El Segundo BTA Requirement Check List	391
Table E-2: Gardena BTA Requirement Check List	393
Table E-3: Hermosa Beach BTA Requirement Check List	395
Table E-4: Lawndale BTA Requirement Check List.....	397
Table E-5: Manhattan Beach BTA Requirement Check List	399
Table E-6: Redondo Beach BTA Requirement Check List.....	401
Table E-7: Torrance BTA Requirement Check List.....	403
Table H-1: South Bay Bicycle Counts Thursday, November 4, 2010 3:00 p.m. to 6:00 p.m.	417
Table H-2: South Bay Bicycle Counts Saturday, November 6, 2010 10:30 a.m. to 1:30 p.m.	419
Table K-1: Proposed Facility Weight and Scoring.....	429

Foreword

The South Bay Bicycle Master Plan is the result of an innovative partnership between long-standing bike advocacy non-profit Los Angeles County Bicycle Coalition (LACBC) and local grass-roots bike advocates the South Bay Bicycle Coalition (SBBC). The two groups came together with the common goal of improving the safety and convenience of bicycling in Los Angeles County, and specifically in the South Bay Region.

In December of 2009, the South Bay Bicycle Coalition approached a number of South Bay cities (defined as those cities encompassed by the South Bay Cities Council of Governments) to ask for their support and involvement in a multi-city bicycle master planning process. Seven of the cities responded favorably and within the specified time frame for grant eligibility. Those seven responsive cities are the cities that are represented in this master plan. The participating cities include: El Segundo, Gardena, Hermosa Beach, Lawndale, Manhattan Beach, Redondo Beach, and Torrance. This plan seeks to provide improved and increased connectivity across these seven cities. All seven City Councils have adopted supportive resolutions and have dedicated in-kind staff time to assist with plan review and data gathering.

Funding for this master planning process is made possible through the Department of Health and Human Services through the Los Angeles County Department of Public Health's Renew Environments for Nutrition, Exercise and Wellness in Los Angeles County (RENEW-LAC) initiative. RENEW-LAC is made possible by funds from the Center for Disease Control and Prevention – Communities Putting Prevention to Work Initiative. RENEW seeks to implement policy, systems and environmental change to improve nutrition, increase physical activity and reduce obesity, especially in disadvantaged communities. Engaging communities in active transportation through pedestrian and bicycle-friendly policies is one objective of the RENEW initiative.



The Los Angeles County Bicycle Coalition and the South Bay Bicycle Coalition are partnering to improve bicycling in the South Bay.

Photo Source: Kelly Morphy/WALC Institute for Vitality City

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Executive Summary

The South Bay Bicycle Master Plan is intended to guide the development and maintenance of a comprehensive bicycle network and set of programs and policies throughout the cities of El Segundo, Gardena, Hermosa Beach, Lawndale, Manhattan Beach, Redondo Beach, and Torrance for the next 20 years. As the first-ever multi-jurisdictional bike plan, it has a unique focus on cross-city consistency and connectivity that is often lacking in singular city bike plans. Upon plan adoption, each participating city will be eligible for grant funding sources which they are not currently receiving.

Implementation of this plan is meant to promote and increase bicycle ridership for all levels of ability across the South Bay. The South Bay has an existing base of recreational and enthusiast bicyclists; this plan's primary objective is to increase the number of those bicyclists, as well as create a larger base of utilitarian bicyclists, including bicycle commuters, through safe, accessible and consistent bicycle infrastructure, and the policies and programs that support it.

As discussed in Chapter One, there are numerous benefits that a bicycle master plan provides to both community members and the cities that implement it, including improved community health and quality of life, increased property values, decreased bicycle collisions and improved air quality mitigation, among others.

For a condensed review of the plan, please see the following sections:

- **Chapter Two: Goals, Objectives, and Policies** are meant to compliment the proposed network and are focused upon the six Es of a successful bike plan: evaluation and planning, engineering, education, enforcement, encouragement, and equity
- **Chapters Three through Nine: Individual City Chapters** include a discussion of a given city's existing bikeways, a high-level needs analysis, and the proposed bicycle facility improvements; the verbiage presented in each of these chapters is very similar to one another; as such it is recommended that the reader focuses on the city chapter of their preference



Implementation of this plan is meant to promote and increase bicycle ridership for all levels of ability across the South Bay.

- **Chapter Ten: Recommended Programs** expands upon a few of the ideas presented through policy and provides the cities with further toolbox strategies to address the “six E’s” of a successful bike plan
- **Chapter Eleven: Wayfinding and Signage** presents the regional wayfinding plan for the participating cities to inform bicyclists how to navigate through the network
- **Chapter Twelve: Funding** identifies potential funding sources that the cities could apply for to implement the proposed network presented in this Plan

As previously stated, this plan has a 20-year implementation time line. Adoption of this plan is the first of many steps that will need to be taken prior to implementation of any given proposed facility. Prior to facility implementation, each city will need to have their traffic engineering staff review the proposed facility and design the appropriate treatments. The majority of these facilities will be exempt from environmental review, although some may be subject to the California Environmental Quality Act (CEQA), as well as further public hearings and Council approval.

This Executive Summary contains a glossary of terms; the existing regional bike network; proposed regional and city-specific bikeway network maps; and a city-by-city breakdown of proposed bikeway mileage.

The following table discusses terms that are presented in this plan.

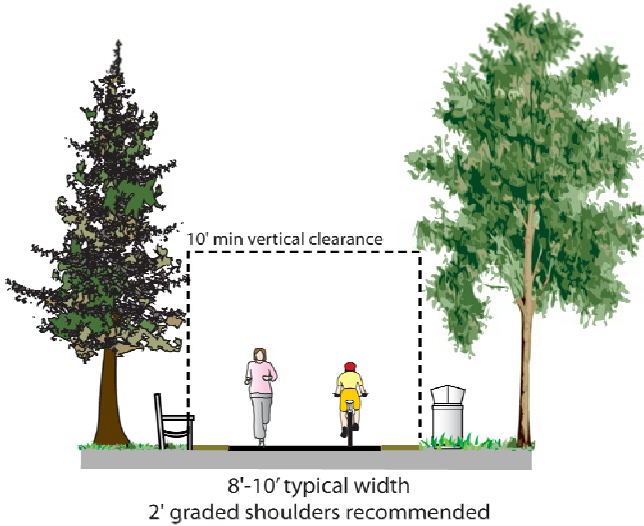
Word	Definition
Assembly Bill 1358	California Assembly Bill 1358, also known as the Complete Streets Act of 2008, amended the California Government Code §65302 to require that all major revisions to a city or county’s Circulation Element include provisions for the accommodation of all roadway users including bicyclists and pedestrians. Accommodations include bikeways, sidewalks, crosswalks, and curb extensions.. See section 2.2.2.1 of this plan for more information.
Mobility Coordinator	A part- or full-time employee dedicated to the implementation of alternative transportation, which can include bicycle program administration. As related to bicycles, a mobility coordinator tracks, coordinates and oversees implementation of bike facilities, programs, grant applications and data collection.
Bicycle Facility	A street or off-road path designed for bicycle travel
Bike Path	A completely separated, paved right-of-way designated for the exclusive use of bicycles and pedestrians
Bike Lane	A restricted right-of-way striped on a street and designated for the exclusive use of bicycles, with crossflows by pedestrians and motorists permitted

Word	Definition
Bike Route	An on-street right-of-way designated by signs or pavement markings to be shared between bicyclists and motorists
Bicycle Transportation Account (BTA)	An annual program of the State of California providing state funds for city and county projects that improve safety and convenience for bicycle commuters. To establish eligibility for these funds, local agencies must have a Bicycle Transportation Plan that complies with Caltrans requirements in CA Streets and Highways Code Section 891.2. This plan complies with BTA requirements.
Class I, II, and III Bikeways	State of California definitions for Bicycle Paths, Bicycle Lanes, and Bicycle Routes, respectively, in the California Streets and Highways Code Section 890.4. For additional detail see Section 1.3 of this plan.
Complete Streets	Complete streets refers to the principle that all transportation improvements should address the safety, access, and mobility of all travelers, including motorists, bicyclists, pedestrians, transit riders, and the disabled. Caltrans Deputy Directive 64 formally states that Caltrans views all transportation improvements as opportunities to improve conditions for all users, and adopts such a policy for all planning, programming, design, construction, operations, and maintenance activities and products on the State Highway System.
Bike Friendly Street	Local roads that have been enhanced with treatments that prioritize bicycle travel. These treatments include wayfinding signage, pavement markings and traffic calming
Bike Station	Modeled after the secure indoor bicycle parking facilities provided by the private firm BikeStation, these are locations that provide bicycle storage and other amenities such as showers and bicycle repair stations. They are often located near transit stations.
Bike Valet	The provision of monitored bicycle parking, typically at a large event
Sharrows	Pavement markings denoting the safe and legal riding position for bicyclists. The name "sharrows" derives from "shared-use arrows." Among other things, sharrows clarify bicyclists' right to occupy the center of a travel lane, and encourage bicyclists to ride away from parked cars, so that they are not in danger of being struck by opening doors.

The following graphics describe the proposed bicycle facility types presented in this Plan: Class I Bike Paths, Class II Bike Lanes, Class III Bike Routes, and Bicycle Friendly Streets.

Class I Bike Paths

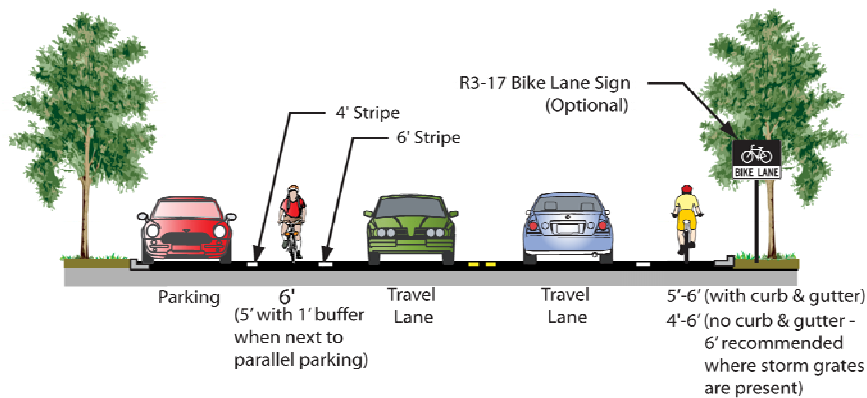
Provide completely separated right-of-way for exclusive use by bicycles and pedestrians with cross-flow minimized.



R5-3: No Motor Vehicles sign
R9-7: Shared-Use Path Restriction sign

Class II Bike Lanes

Provide striped lane for one-way bike travel on a street or highway



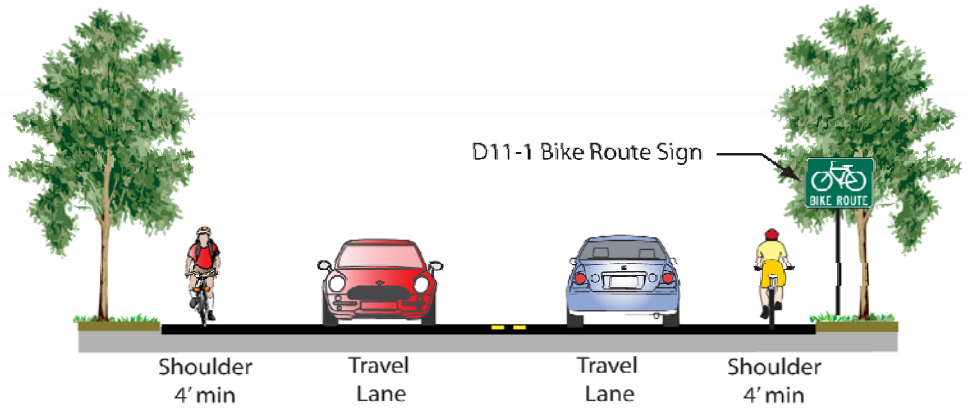
R3-17: Bike Lane sign
Placed at periodic intervals along bicycle lanes

Class III Bike Routes

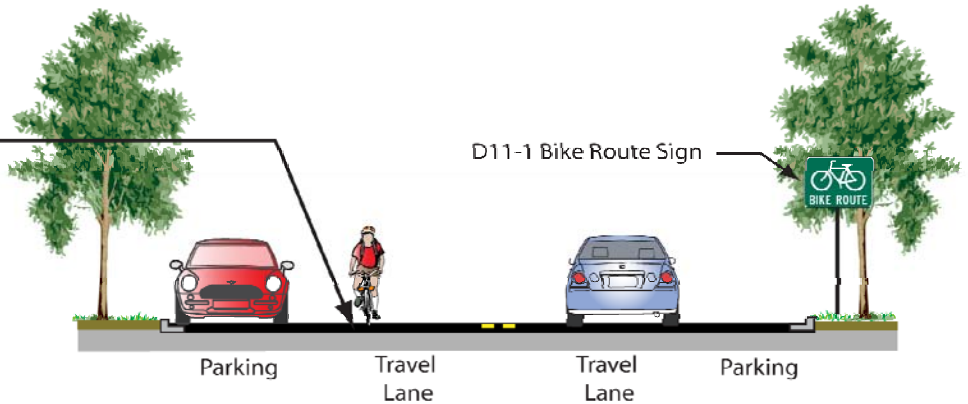
Provide for shared-use with motor vehicles, typically on lower volume roadways.



D11-1
 Bike Route sign

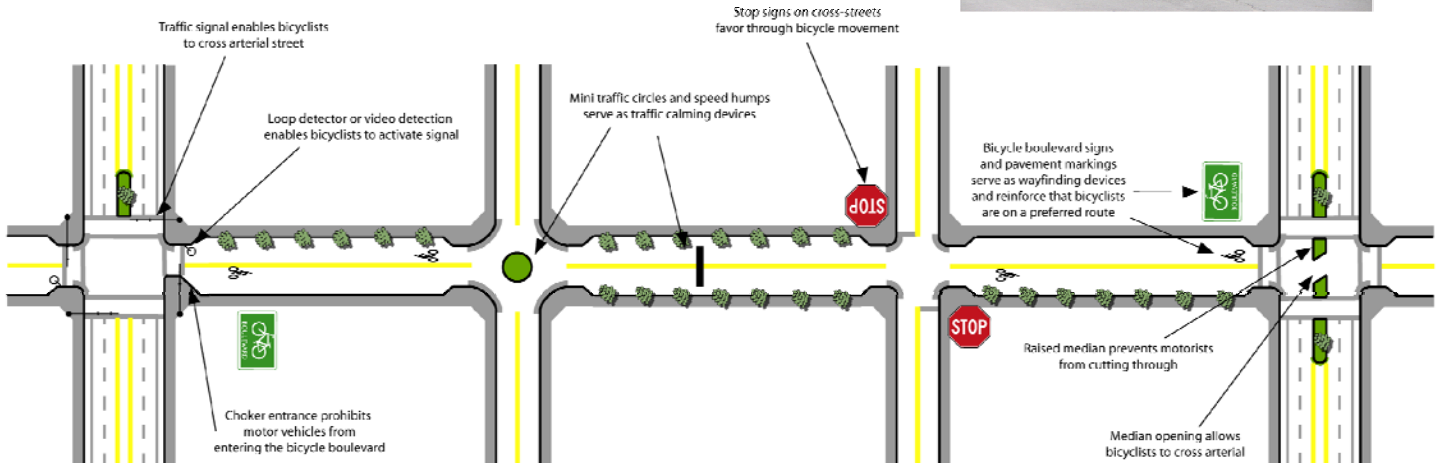


Recommended
 Shared Lane Marking
 11' (min) center to curb



Bike Friendly Streets

Local roads or residential streets that have been enhanced with traffic calming and other treatments to prioritize children, pedestrians, neighborhood traffic, and bicycles



Executive Summary

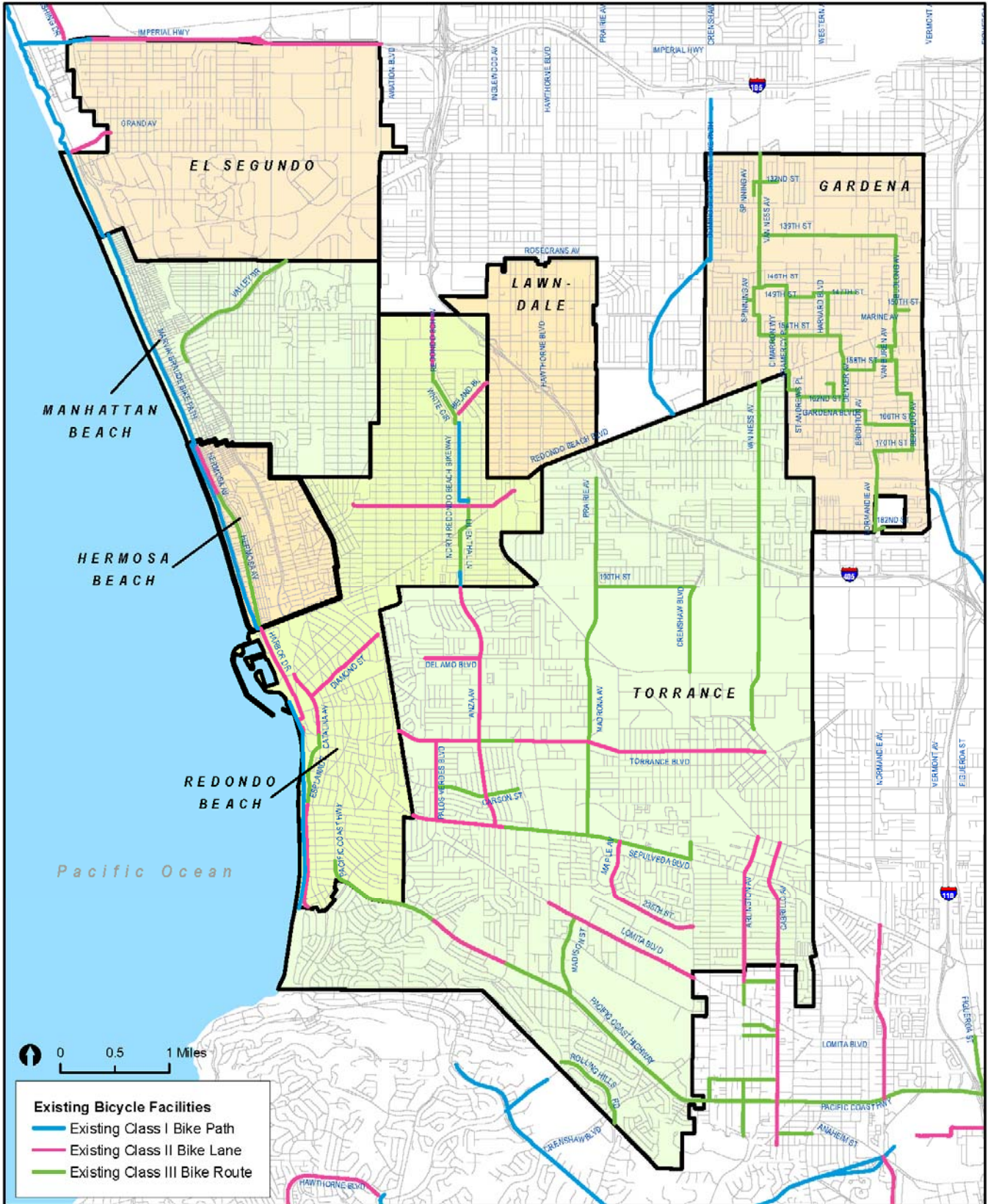
The table below displays the mileage of existing and proposed bicycle facilities in each city by facility type. There are 73.2 existing miles of bikeways in the South Bay region. This Plan proposed an additional 213.8 miles of bicycle facilities. Following the table are maps presenting the existing and proposed bikeways in the seven participating cities.

City	Existing Mileage	Proposed Mileage
El Segundo		
Class I Bike Path	1.0	1.2
Class II Bike Lane	2.8	8.7
Class III Bike Route	2.0	5.0
Bicycle Friendly Street	0.0	6.4
TOTAL	5.8	21.3
Gardena		
Class I Bike Path	1.1	0.2
Class II Bike Lane	1.9	10.4
Class III Bike Route	12.7	3.9
Bicycle Friendly Street	0.0	16.8
TOTAL	15.7	31.3
Hermosa Beach		
Class I Bike Path	1.8	0.0
Class II Bike Lane	0.5	0.9
Class III Bike Route	2.8	4.7
Bicycle Friendly Street	0.0	3.8
TOTAL	5.1	9.4
Lawndale		
Class I Bike Path	0.0	0.4
Class II Bike Lane	0.0	9.7
Class III Bike Route	0.0	0.4
Bicycle Friendly Street	0.0	9.2
TOTAL	0.0	19.7

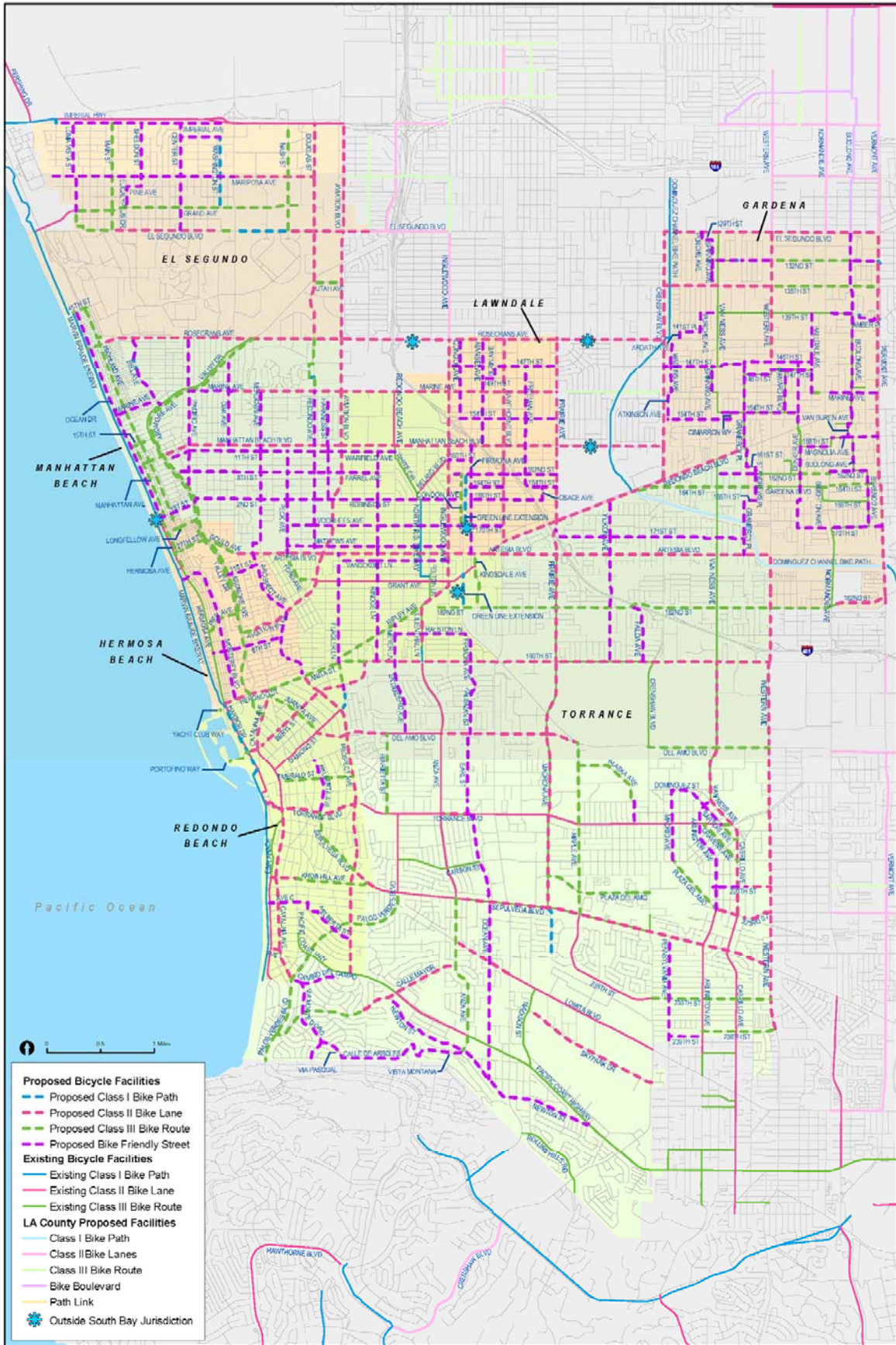
Los Angeles County Bicycle Coalition and South Bay Bicycle Coalition
South Bay Bicycle Master Plan - Draft

City	Existing Mileage	Proposed Mileage
Manhattan Beach		
Class I Bike Path	2.1	0.2
Class II Bike Lane	0.0	7.0
Class III Bike Route	1.1	7.1
Bicycle Friendly Street	0.0	16.7
TOTAL	3.2	31.0
Redondo Beach		
Class I Bike Path	3.5	0.8
Class II Bike Lane	5.9	18.9
Class III Bike Route	4.7	7.5
Bicycle Friendly Street	0.0	10.9
TOTAL	14.1	38.1
Torrance		
Class I Bike Path	0.0	0.5
Class II Bike Lane	14.3	28.0
Class III Bike Route	15.0	16.2
Bicycle Friendly Street	0.0	18.3
TOTAL	29.3	63.0
TOTAL	73.2	213.8

Executive Summary

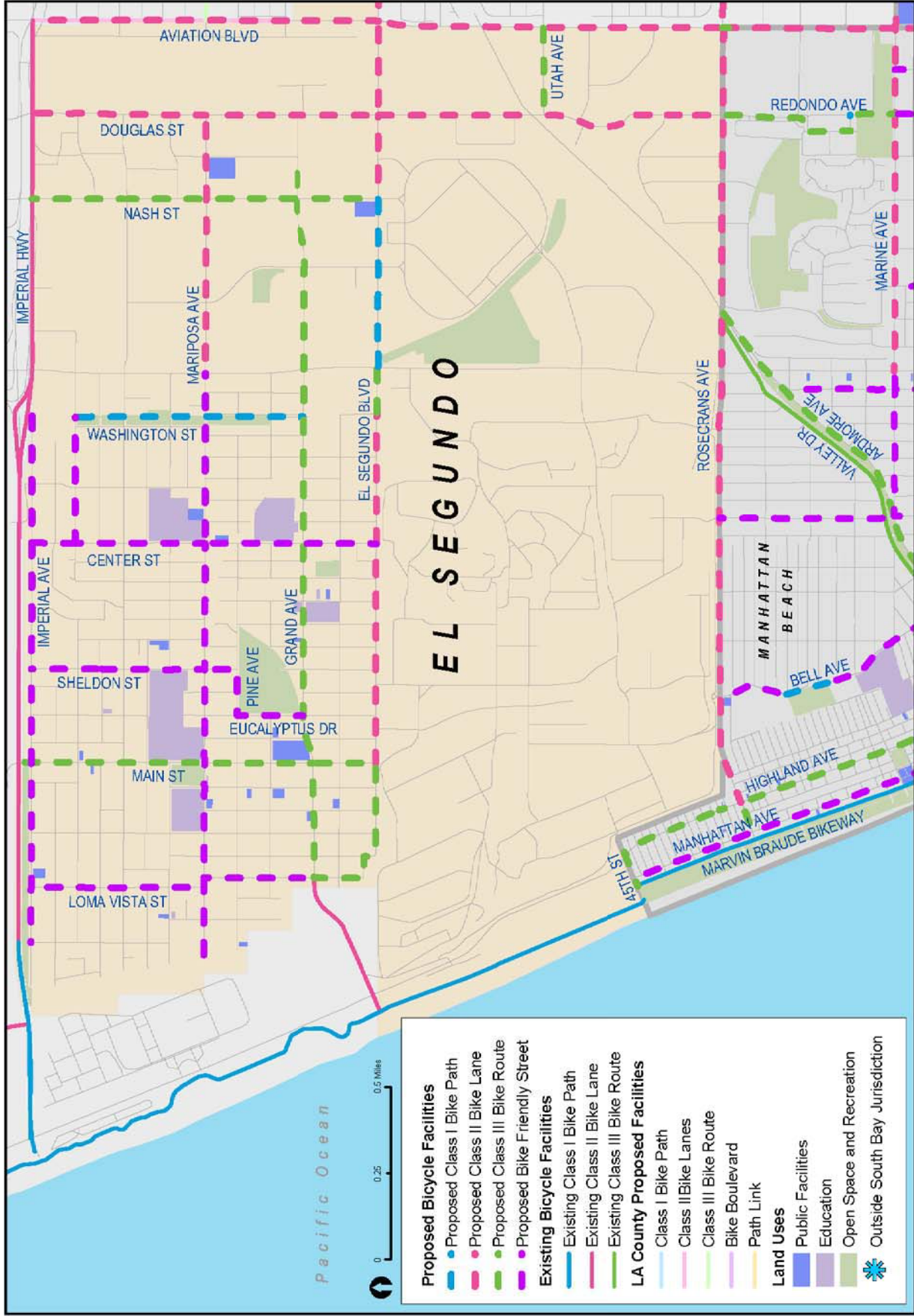


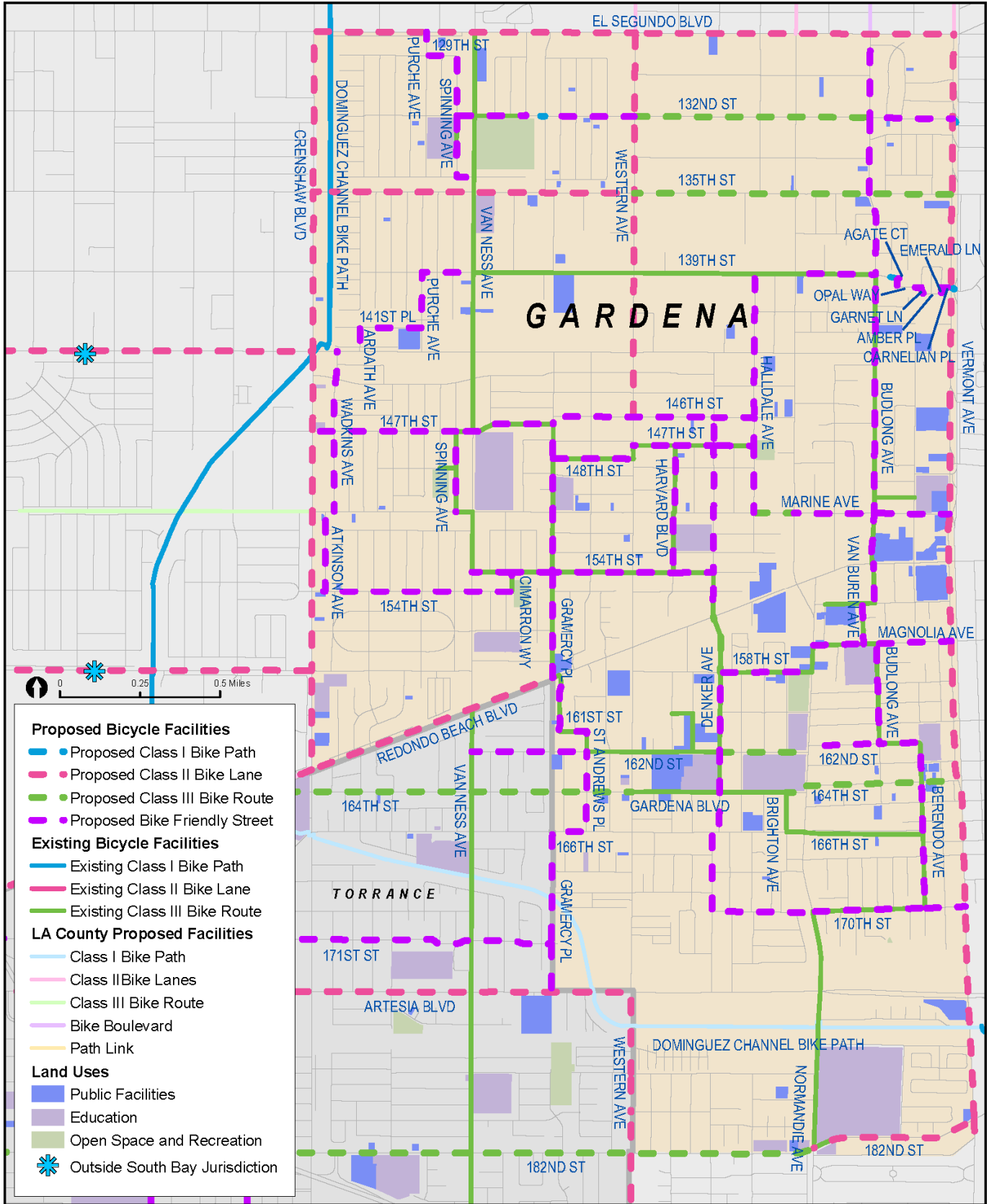
Existing Bicycle Facilities in the South Bay region



Proposed Bicycle Facilities in the South Bay region

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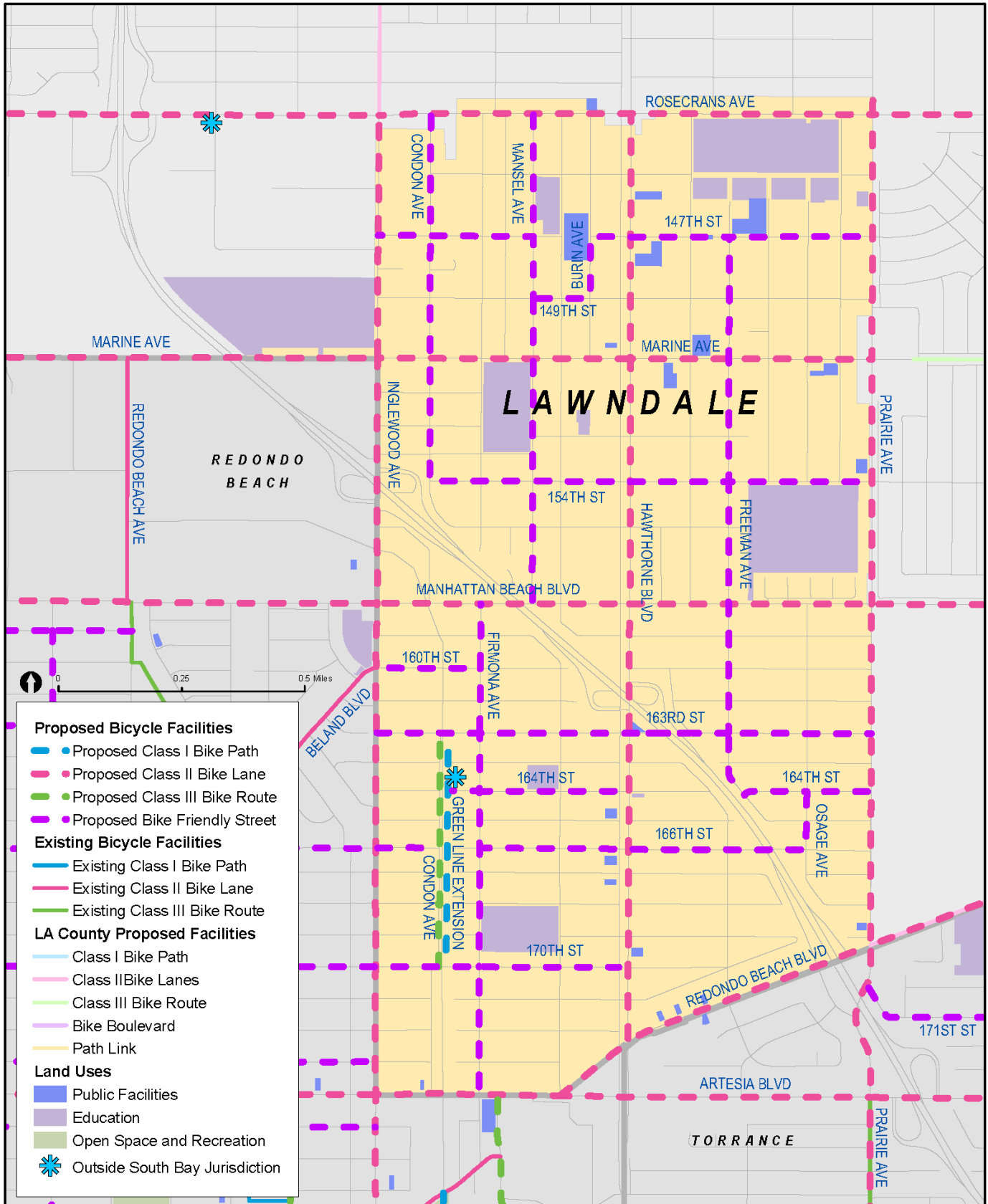




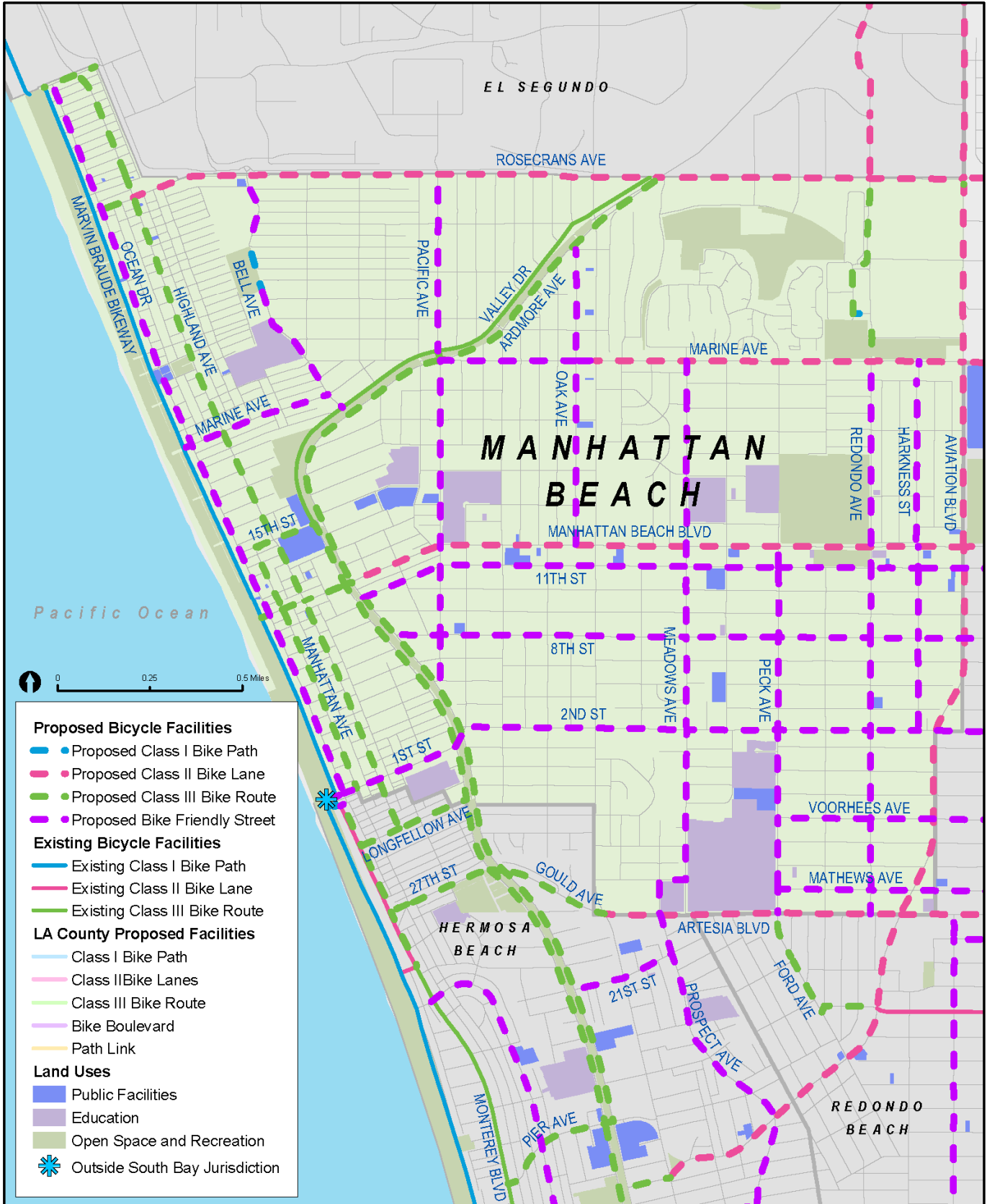
Proposed Bicycle Facilities in Gardena



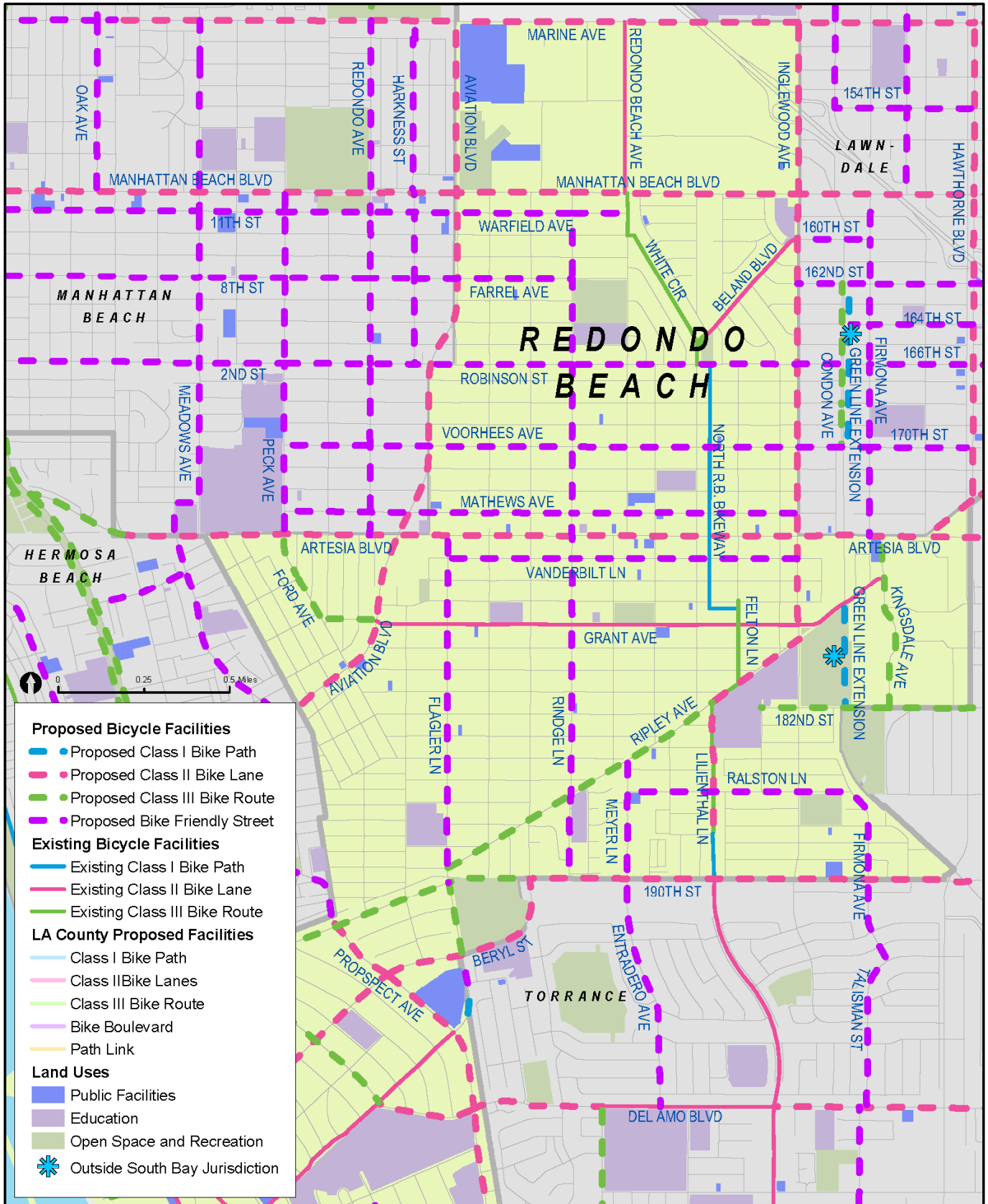
Proposed Bicycle Facilities in Hermosa Beach



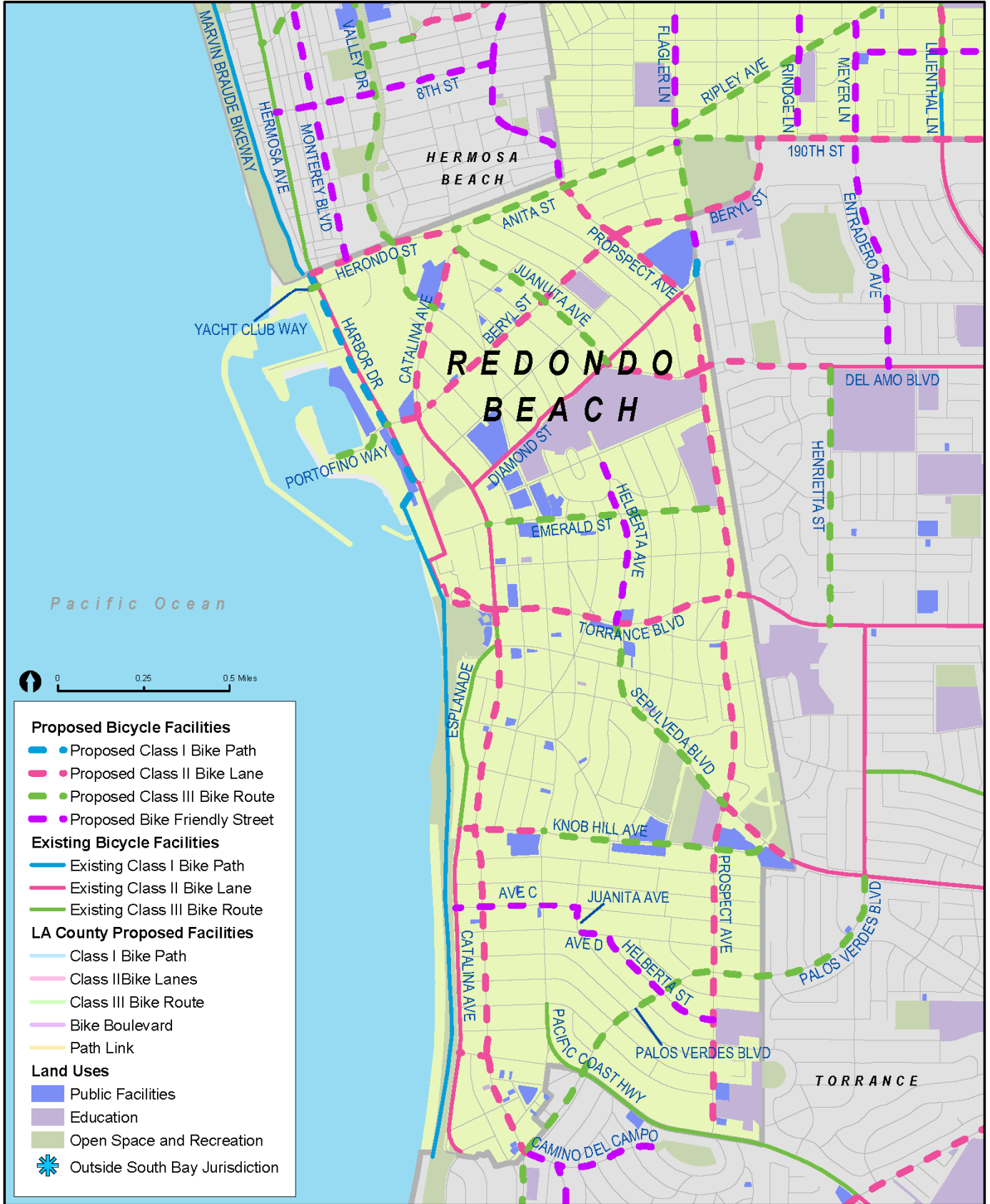
Proposed Bicycle Facilities in Lawndale



Proposed Bicycle Facilities in Manhattan Beach

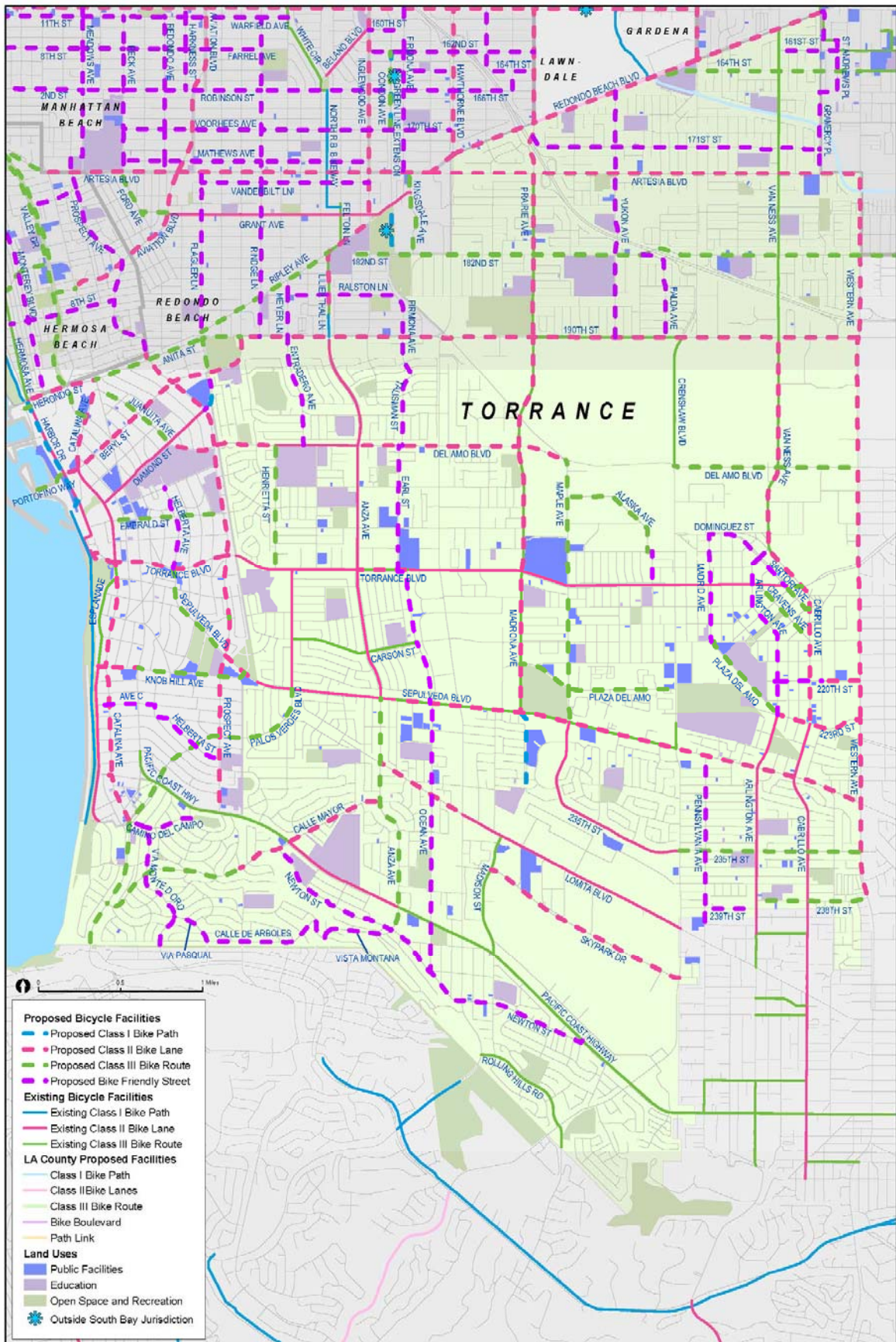


Proposed Bicycle Facilities in North Redondo Beach



Proposed Bicycle Facilities in South Redondo Beach

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Proposed Bicycle Facilities in Torrance

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