

Chapter 2

Goals, Objectives, and Policy Actions

2 Goals, Objectives, and Policy Actions

The vision of the South Bay Bicycle Master Plan is to create a bicycle-oriented South Bay region in which bicycling is a safe, convenient, attractive, and viable transportation option for all levels of bicycling abilities. This chapter outlines the goals, objectives, and policies that support this vision and will serve as guidelines in the development of a bicycle-friendly South Bay. These policies provide the framework and accountability for plan implementation. This chapter also includes the goals, objectives, and policy actions' relationship with regional existing plans and policies as mandated by State law. The relationship to existing City-specific plans and policies is located in each City's chapter.

2.1 South Bay Goals, Objectives, and Policies

In order to ensure a thorough and successful planning process, it is important to establish a set of goals, objectives, and policies that will serve as the basis for the recommendations in this Plan. The goals, objectives, and policies in this Plan are derived from information gathered over the course of the planning process, including community input from public workshops, as well as a review of bicycle master plans from other cities.

Goals are broad statements that express general public priorities. Goals are formulated based on the identification of key issues, opportunities, and problems that affect the bikeway system and were formed by public input.

Objectives are more specific than goals and are usually attainable through strategic planning and implementation activities. Implementation of an objective contributes to the fulfillment of a goal.

Policies are rules and courses of action used to ensure plan implementation. Policies often accomplish a number of objectives. Policies are generally carried out by the City. In the case that a particular group or individual is identified, the City will ensure those groups or individuals are in place to carry forward their responsibility or will find other means to implement the relevant policies.



The vision of the South Bay Bicycle Master Plan is to create a bicycle-oriented South Bay region in which bicycling is a safe, convenient, attractive, and viable transportation option for all levels of bicycling abilities.

The following tables outline the goals, objectives, and policies of the South Bay Bicycle Master Plan. Each policy has an implementation time frame assigned to it ranging from immediate (2012), to the first 0-5 years (2012-2017), 5-10 years (2017-2022), or ongoing throughout the length of the 20-year plan starting in 2012 (2012-2032).

Goal 1.0: Create a Bicycle-Friendly South Bay	
Create a bicycle-friendly environment throughout the South Bay region for all types of bicycle riders and all trip purposes in accordance with the 6 Es (Equity, Education, Encouragement, Enforcement, Engineering, Evaluation) as a means of improving regional health, increased road safety, reduced carbon emissions and an overall increase in bike ridership.	
<u>Objective 1.1</u>	<u>Connectivity through an Expanded Bikeway Network</u> Expand the existing bicycle network to provide a comprehensive, regional network of Class I, Class II, and Class III facilities that increases connectivity between homes, jobs, public transit, schools and recreational resources for a variety of road users in the South Bay.
Policy Actions	1.1.1 Develop a 20-year implementation strategy for the South Bay Bicycle Master Plan that will begin to implement the policies and facilities herein. Schedule: 2012 1.1.2 Develop an extensive bikeway network through the use of standard and appropriate innovative treatments as provided in the Manual on Uniform Traffic Control Devices or the National Association of City Transportation Officials and other such guidelines and standards, with available funding. Schedule: 2012-2032 1.1.3 Establish Bicycle Friendly Streets to encourage bicycling on streets with low traffic volumes (existing ADT under 7,000 and 3,000 ADT after implementation) and slow speeds (25 mph or under). Appropriate streets will be determined by staff review. Schedule: 2012 - 2032 1.1.4 Review and encourage implementation of policies and facilities proposed in the South Bay Bicycle Master Plan whenever planning new bicycle facilities or Capital Improvement Projects that may be related to bicycle improvements. Schedule: 2012-2032 1.1.5 Incorporate the proposed policies, facilities and programs from the South Bay Bicycle Master Plan in whole or by reference into the City's Circulation Element upon future General Plan updates. Schedule: 0 – 5 years 1.1.6 Coordinate with adjoining jurisdictions on bicycle planning and implementation activities on east-west corridors to link inland cities to coastal resources and on north-south corridors to link the region to neighboring communities. Schedule: 2012-2032
<u>Objective 1.2</u>	<u>Consistent Design and Engineering for Bicycles</u> Promote safe and equitable bicycle access on all roadways by integrating bicycle travel considerations into all roadway planning, design, construction and maintenance, as well as incorporation of Complete Street standards into all Capital improvements, in accordance with AB 1358.

Policy Actions	1.2.1 Evaluate and encourage reallocation of roadway rights-of-way where appropriate to accommodate bicycling and bicycle facilities. Schedule: 2012-2032 1.2.2 Consider adopting Complete Streets policies that are incorporated into all Capital Improvements and generally align with the policy elements defined by the National Complete Streets Coalition (see Appendix N for policy language from the Complete Streets Act of 2008 and complete streets policies from the National Complete Streets Coalition). Schedule: 1.2.3 Prioritize opportunities that improve walkability and bikeability by utilizing Complete Streets standards for all Capital Improvement Projects. Schedule: 2012-2032 1.2.4 Consider removal of on-street parking to accommodate striped bike lanes, to the extent feasible. Schedule: 2012-2032 1.2.5 Ensure that existing on-street bicycle routes, bicycle lanes, and off-street bicycle paths are appropriately signed, marked, and/or traffic-calmed. Schedule: 0-5 years 1.2.6 Promote consistent signage that directs bicyclists to neighborhood destinations and increases the visibility of the regional bicycle network and is consistent with the signage plan herein. Schedule: 2012-2032 1.2.7 Provide amenities and enhancements, such as traffic calming treatments, streetscape improvements, bicycle parking and wayfinding signage along City bikeways that increase their utility and convenience for all bicyclists. Schedule: 2012-2032 1.2.8 Explore the use of the “sharrow” markings on all existing and proposed Class III facilities, as feasible and in accordance with the most current edition of the Manual on Uniform Traffic Control Devices. Schedule: 0-5 years 1.2.9 Coordinate bicycle facility improvements or upgrades with the City’s resurfacing schedule. Schedule: 2012-2032 1.2.10 Explore opportunities to include bicycle detection as part of all traffic signal improvements in conformance with the current edition of the California Manual on Uniform Traffic Control Devices, to the extent feasible.
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	Schedule: 2012-2032 1.2.11 Considering adopting an updated streets and highways manual that includes comprehensive Complete Streets standards. Schedule: 0-5 years 1.2.12 Begin to utilize new signage, markings and facility designs as new and innovative treatments become adopted standards at the State and Federal levels. Schedule: 2012-2032 1.2.13 Consider instituting a pilot program that will test new facility types aimed at improving bicycle safety and convenience before they are adopted standards. Schedule: 2012-2032
Objective 1.3	<u>Increased Mobility through Bicycle-Transit Integration</u> Further improve access to major employment and activity centers and encourage multi-modal travel for longer trip distance by supporting bicycle-transit integration.
Policy Actions	1.3.1 Support the development of bicycle facilities that provide access to regional and local public transit services. Schedule: 2012-2032 1.3.2 Coordinate with transit providers to ensure bicycles can be accommodated on all forms of transit vehicles in the immediate future and that adequate space is devoted to their storage on board whenever possible. Schedule: 2012-2032 1.3.3 Coordinate with transit agencies to install and maintain convenient and secure short-term and long-term bike parking facilities – racks, on-demand bike lockers, in-station bike storage, and staffed or automated bicycle parking facilities – at transit stops, stations, and terminals. Schedule: 5-10 years 1.3.4 Provide current and relevant information to bicyclists regarding bike parking opportunities and bicycle access located at transit stations through a variety of formats, such as on City websites and regional bike maps. Schedule: 0-5 years
Objective 1.4	<u>Provide Convenient and Consistent Bicycle Parking Facilities</u> Encourage the use of bicycles for everyday transportation by ensuring the provision of convenient and secure bicycle parking and support facilities region-wide and promote facilities to the public.
Policy Actions	1.4.1 Establish bicycle parking standards for City-owned bicycle parking facilities that address the location, design and capacity that should be provided by all City bicycle parking facilities. Schedule: 0-5 years 1.4.2 Install and support high-quality, bicycle parking within the public right-of-way and on public property, especially in high demand locations, such as near commercial centers,

	employment centers, schools, colleges and parks. Schedule: 5-10 years 1.4.3 Consider providing bicycle parking (sheltered where feasible and appropriate) at all new and existing City-owned facilities, public parking lots and recreational facilities that will support an appropriate ratio of the estimated employees and daily visitors of that location. Schedule: 2012-2032 1.4.4 Consider adopting bicycle parking ordinances or modifying existing sections of the municipal code to require bicycle-parking in new large commercial or multi-family developments. Cities with existing bike parking ordinances or Municipal Code sections exempted. Schedule: 0-5 years 1.4.5 To the extent feasible, consider conditions of approval or appropriate incentives for new commercial developments and employment to provide showers and clothing lockers along with secure bike parking in areas where employment density warrants. Schedule: 2012-2032 1.4.6 Consider amending the Municipal Code to decrease the number of required automobile parking spaces in commercial buildings where bicycle parking is provided, as feasible and appropriate. Schedule: 0-5 years 1.4.7 Require secure bike parking at large or heavily attended events or destinations, by providing permanent bicycle parking facilities at event locations or requiring use of temporary portable facilities, such as bike valets. Schedule: 0-5 years 1.4.8 Work with Metro, local transit agencies and adjacent property owners to provide bicycle parking in proximity to bus stops and other transit facilities. Schedule: 2012-2032
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Goal 2.0: Create a Safer Bicycling Environment in the South Bay	
Create a safe bicycling environment in the South Bay through comprehensive education of all road users, enforcement efforts focused on cycling safety and reduced cycling conflicts, and consistent maintenance of a variety of bikeways.	
<u>Objective 2.1</u>	<u>Increase Bicycle Education and Awareness for All Road Users</u> Increase education of bicycle safety through programs and trainings of the general public and City employees.
Policy Actions	2.1.1 Partner with local bike advocacy groups, bicycle related businesses, or other such organizations to provide bicycle-safety curricula to the general public and targeted populations, including diverse age, income, and ethnic groups. Schedule: 0-5 years 2.1.2 Provide multi-lingual bicycle safety information in languages that are widely used throughout the South Bay region. Schedule: 2012-2032 2.1.3 Work with local bike advocacy groups and schools to develop and provide bicycle-safety curricula for use in elementary, middle, and high schools. Schedule: 2012-2032 2.1.4 Support continuous bicycle education to City staff that are involved in the design or other such decisions that affect roadways; such as traffic engineers, planners, public works engineers, and parks and recreation staff. Schedule: 2012-2032 2.1.5 Support programs and public service announcements that educate motorists, bicyclists, and the general public about bicycle operation, bicyclists' rights and responsibilities, and safe road-sharing behavior via city's website, local newspapers, and other such publications. Schedule: 2012-2032 2.1.6 Provide increased bicycle safety education to law enforcement that focuses on safe cycling, relevant traffic laws, and safe sharing of the roadway. Schedule: 2012-2032
<u>Objective 2.2</u>	<u>Enforcement for Improved Cycling Safety</u> Increase enforcement activities that enhance safety of bicyclists on bike paths and roadways.
Policy Actions	2.2.1 As appropriate and feasible, increase enforcement of unsafe bicyclist and motorist behaviors and laws that reduce bicycle/motor vehicle collisions and conflicts, and bike lane obstruction. Schedule: 2012-2032

	2.2.2 Explore opportunities to increase motorist awareness of possibility of the presence of bicyclists, specifically at locations with a high incidence of bicycle collisions. Schedule: 2012-2032 2.2.3 To the extent feasible, consider utilizing bicycle-mounted patrol officers to promote bicycling awareness, prominence and law enforcement accessibility. Schedule: 2012-2032 2.2.4 Develop or promote existing mechanisms for reporting behaviors that endanger cyclists. Schedule: 2012-2032
Objective 2.3	<u>Maintenance for Safe and Consistent Bikeability</u> Maintain bikeways that are clear of debris and provide safe riding conditions.
Policy Actions	2.3.1 Coordinate with Public Works Department regarding existing routine maintenance schedules for bikeway sweeping, litter removal, landscaping, re-striping, signage, and signal actuation devices to provide increased priority to bike facilities. Schedule: 2012-2032 2.3.2 Prioritize roadways with existing or proposed bike facilities in the City's street resurfacing plan, as necessary or appropriate. Schedule: 2012-2032 2.3.3 Plan for bicyclist safety during construction and maintenance activities, including prominent signage and public announcements regarding construction and improvements that may affect bicycle travel. Schedule: 2012-2032 2.3.4 Establish a maintenance reporting program to receive and respond to issues that impact bicyclist safety, such as potholes and street sweeping. Schedule: 2012-2032

Goal 3.0: Ensure an Enduring Bicycling Culture	
Develop infrastructure and a City-wide culture that respects and accommodates all users of the road, leading to a more balanced transportation system and measurable increases in bike ridership.	
Objective 3.1	Partner with Local Bike Advocacy Groups Foster community support for bicycling by raising public awareness about bicycling and supporting programs that encourage more people to bicycle.
Policy Actions	3.1.1 Partner with local bike advocacy groups to publicize updated bike maps, safety tips, bike events, classes and commuting advice. Schedule: 0-5 years 3.1.2 Provide information to local bike groups, such as the South Bay Bicycle Coalition, to assist in promoting bicycling at public events, such as Bike to Work Day/Month and various City events. Schedule: 0-5 years 3.1.3 Upon meeting eligibility requirements, apply for designation of “Bicycle Friendly Community” through the League of American Bicyclists. Schedule: 0-5 years 3.1.4 Pending funding availability, expand bicycle promotion and incentive programs for City employees to serve as a model program for other South Bay employers. Schedule: 0-5 years
Objective 3.2	Continuous Evaluation of Implementation and Performance Establish accountability mechanisms that will ensure the plan’s success through continuous monitoring of the implementation progress of Bicycle Master Plan policies, programs, and projects.
Policy Actions	3.2.1 Designate a Mobility Coordinator within the City or assist the South Bay Cities Council of Governments (SBCCOG) in establishing a regional position to coordinate and oversee implementation of bike facilities, programs, grant applications and data collection, and provide regular updates to SBCCOG’s Livable Communities Working Group and City Councils regarding plan implementation and progress. Schedule: 2012 3.2.2 Mobility Coordinator or designated city staff will track city and/or region-wide benefits of plan implementation and trends in bicycle commuting through the use of Census data, travel surveys, and volunteer-led bicycle counts. Schedule: 2012-2032 3.2.3 Mobility Coordinator or designated city staff will also regularly monitor bicycle safety and seek a continuous reduction in bicycle-related collisions on a per capita basis over the next twenty years.

	Schedule: 2012-2032 3.2.4 Mobility Coordinator or designated City staff will ensure that Bicycle Master Plan programs and projects are implemented in an equitable manner, both geographically and socioeconomically. Schedule: 2012-2032 3.2.5 Designate a council liaison to serve on a regional Bicycle Advisory Committee (BAC) comprised of community members and council members from each City that will meet regularly and will monitor the progress of bikeway implementation for each City. Schedule: 2012-2032 3.2.6 To ensure continued eligibility for additional funding, update the City's section of the South Bay Bicycle Master Plan every five (5) years. Schedule: 2012-2032 3.2.7 Amend the Municipal Code to require a public hearing with the appropriate Traffic, Public Works, Planning, or other such Commission for the removal of any existing bikeway. Cities with such existing policy are exempted. Schedule: 0-5 years 3.2.8 Coordinate with SBCCOG to integrate the electric local use vehicle program with proposed bike facilities and programs, as appropriate and as government code and guidelines allow. Schedule: 2012-2032
Objective 3.3	<u>Consistently Apply for Available Funding Sources</u> Ensure implementation of bikeways in the South Bay is prompt and continuous by consistently applying to the numerous local, state and federal funding sources available for which the City is eligible.
Policy Actions	3.3.1 To the extent feasible, consistently pursue diverse sources of funding and support efforts to maintain or increase federal, state and local funding for the implementation of the South Bay Bicycle Master Plan programs and infrastructures. Funding sources that may be applied for annually or bi-annually as well as apportioned funds that may be partially dedicated to bicycle projects, include the following: A. Metro Call for Projects (bi-annual) B. State Safe Routes to School Funding (annual) C. Office of Traffic Safety Grants (annual) D. Caltrans Highway Safety Improvement Program (annual) E. Federal Safe Routes to School Funding (annual) F. Prop A Funds (annual) G. Coastal Conservancy Funds (annual) H. Federal Lanes Highway Funds (annual)

	I. Caltrans Bicycle Transportation Account (annual) J. Caltrans Community Based Transportation Planning Grant (annual) K. Prop C Transportation Demand Management Funds (annual) Schedule: 2012-2032 3.3.2 Reference the prioritized project list provided in this plan when determining how to prioritize funding applications and City budget allocations for bikeways and support facilities. Schedule: 2012-2032 3.3.3 Mobility Coordinator or designated City staff should coordinate bicycle improvement funding applications among all involved cities to increase probability of receiving grant funding. Schedule: 2012-2032 3.3.4 Mobility Coordinator or designated City staff will develop a regular report to City Council that will include a summary of funds applied for, funding applications due in the short term, and an overview of implementation progress. Schedule: 2012-2032 3.3.5 Consider a bicycle improvements line item in the City's Capital Improvements Program (CIP). Schedule: 2012-2032 3.3.6 Consider allocating a proportional percentage of the City's local return Measure R funds specifically to active transportation infrastructure, such as bicycle and pedestrian facilities. Schedule: 0-5 years
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2.2 Relevant Regional Existing Plans and Policies

The South Bay Bicycle Master Plan is an opportunity to coordinate with neighboring communities' efforts to plan and build bicycle infrastructure. A number of different jurisdictions border the project area, including the City of Los Angeles, unincorporated areas of the County of Los Angeles, and other incorporated cities. This section discusses the relationship between the South Bay Bicycle Master Plan and existing plans in neighboring communities.

2.2.1 Local and Regional Plans

There are six incorporated cities that lie adjacent to at least one participating city in the South Bay Bicycle Master Plan. These cities include:

- City of Hawthorne
- City of Inglewood
- City of Lomita
- City of Los Angeles
- City of Palos Verdes Estates
- City of Rolling Hills Estates

The City of Los Angeles is the only adjacent community with a Bicycle Master Plan, which is discussed in the following section.

2.2.1.1 City of Los Angeles Bicycle Plan (2010)

The City of Los Angeles Bicycle Plan proposes 1,680 miles of bicycle facilities to promote bicycling as a viable transportation alternative. Of the proposed facilities, there are several that link to the participating cities of El Segundo, Gardena, and Torrance. The City of Los Angeles' proposed bikeways adjacent to the participating South Bay cities are shown in Figure 2-1.

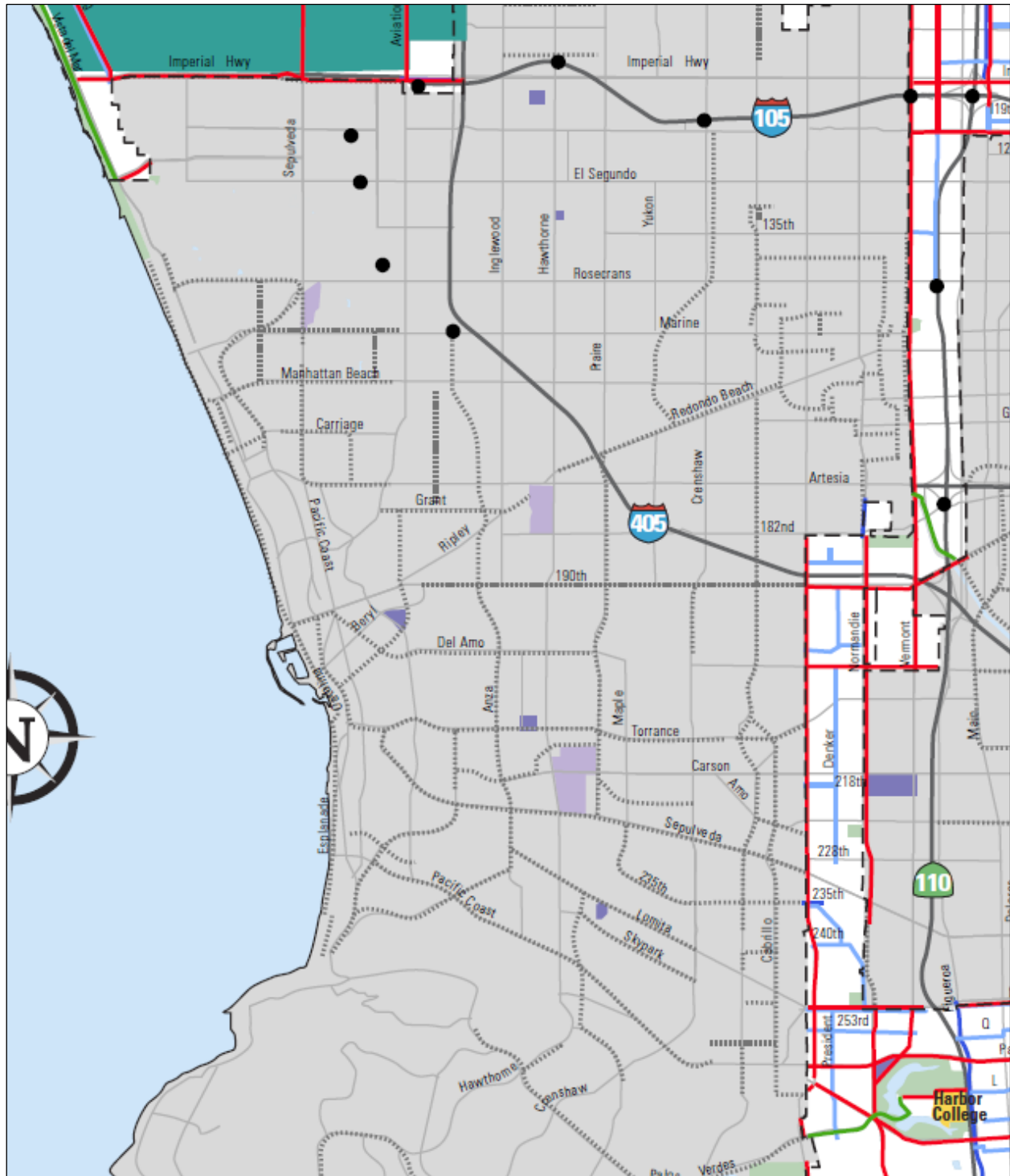
2.2.1.2 Metro Bicycle Transportation Strategic Plan

As the Regional Transportation Planning Agency for Los Angeles County, the Los Angeles County Metropolitan Transportation Authority (Metro) is the primary local funding source for transportation projects, including bicycle and pedestrian projects. The Bicycle Transportation Strategic Plan (BTSP) developed by Metro provides an inventory of existing and planned facilities within Los Angeles County. This inventory assisted in identifying routes that may eventually provide trans-jurisdictional continuity



The South Bay Bicycle Master Plan is an opportunity to coordinate with neighboring communities' efforts to plan and build bicycle infrastructure.

Figure 2-1: City of Los Angeles Proposed Bicycle Facilities



for bicyclists. Secondly, the BTSP outlines a strategy for prioritizing regional bikeway projects. The BTSP outlines a regional strategy to fund projects that improve bicycle access to transit or close gaps in the regional bikeway network. Upon adoption of the South Bay Bicycle Master Plan, the participating cities will have the opportunity to apply for funding through Metro to implement their proposed bikeways.

2.2.1.3 County of Los Angeles Bicycle Master Plan (BMP)

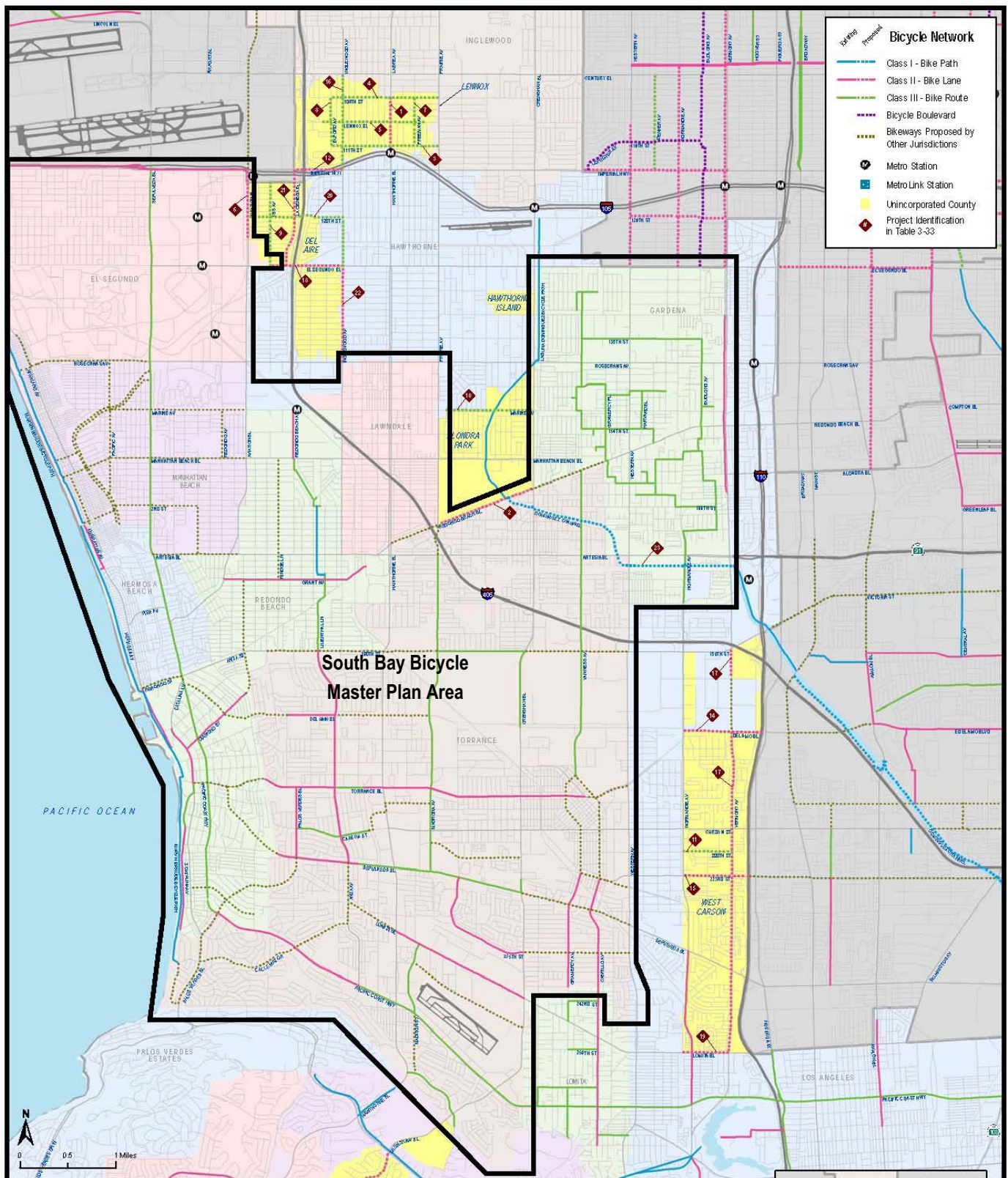
The County of Los Angeles Bicycle Master Plan guides the development and maintenance of a comprehensive bicycle network and programs within the unincorporated communities of the County of Los Angeles. The implementation of the Los Angeles County BMP will start in 2012 after California Environmental Quality Act (CEQA) review has been completed. Several proposed bikeways in the County provide potential connection opportunities to the participating South Bay cities of El Segundo, Lawndale, Gardena, and Torrance. These bikeways are shown in the yellow sections in **Figure 2-2**. The participating cities in the South Bay Bicycle Master Plan are outlined in black.



The Marvin Braude Bikeway is a prominent facility that is maintained by the County of Los Angeles and runs through five of the participating cities: El Segundo, Manhattan Beach, Hermosa Beach, Redondo Beach, and Torrance.

Appendix A-2 shows the existing bikeways in the County of Los Angeles that provide potential connection opportunities to the participating cities. The Marvin Braude Bikeway is a prominent facility that is maintained by the County of Los Angeles and runs through five of the participating cities: El Segundo, Manhattan Beach, Hermosa Beach, Redondo Beach, and Torrance. It extends for 21 miles parallel to the Pacific coastline, passing through the City of Santa Monica into the City of Los Angeles at its northernmost portion. Many bicyclists and pedestrians of all ages use the path, both for utilitarian and recreational purposes. As a consequence of its popularity, the path is often congested. Some areas have adopted measures to prevent conflicts between users; for example, when the path is crowded with pedestrians in Hermosa Beach, flashing lights and signs direct bicyclists to dismount and walk their bikes.

Figure 2-2: County of Los Angeles Proposed Bicycle Facilities





The SCAG RTP aims to integrate bicycling and other non-motorized transportation with transit to extend the commuting range of bicyclists in Southern California.

2.2.1.4 Southern California Association of Governments Regional Transportation Plan (2008)

This plan presents the transportation objectives through the year 2035 for the areas under the jurisdiction of the Southern California Association of Governments (SCAG), which includes the South Bay. The RTP aims to integrate bicycling and other non-motorized transportation with transit to extend the commuting range of bicyclists in Southern California, where the average commute length is approximately 19.2 miles.

Bicycle and pedestrian improvements are addressed as they relate to larger street maintenance and construction projects, and are recommended in general plan updates. SCAG's Compass Blueprint Program serves as a resource for local municipalities looking to enhance non-motorized transportation infrastructure under the principles of mobility, livability, prosperity and sustainability.

The RTP allocates over \$1.8 billion for non-motorized transportation. Specific objectives regarding the future of bicycle transportation in the region and that apply to the South Bay Bicycle Plan include:

- Decrease bicyclist and pedestrian fatalities and injuries in the state to 25% below 2000 levels
- Increase accommodation and planning for bicyclists and pedestrians: The needs of non-motorized travel (including pedestrian, bicyclists and persons with disabilities) need to be fully considered for all transportation planning projects
- Increase bicycle and pedestrian use in the SCAG Region as an alternative to utilitarian vehicle trips: Create and maintain an atmosphere conducive to non-motorized transportation, including well-maintained bicycle and pedestrian facilities, easy access to transit facilities, and increasing safety and security. While pedestrian sidewalks are fairly well established in most areas, it is estimated that there are only 3,218 miles of dedicated bicycle facilities in the region, with an additional 3,170 miles planned
- Increase non-motorized transportation data: To make non-motorized modes an integral part of the region's intermodal transportation planning process and system, reliable data for planning are needed. Non-motorized transportation data needs include, but are not limited to, comprehensive user statistics; user demographics; bicycle

travel patterns/corridors; accident mapping; bikeway system characteristics; and sub-regional improvement projects and funding needs

- Bicyclists and pedestrians should always be included in general plan updates. SCAG also encourages the development of local Non-Motorized Plans. Also, Non-Motorized Plans that have been created or updated within the previous five years are eligible for bicycle transportation account (BTA) funds. SCAG can assist in the development of these plans through the Compass Blueprint Program
- Develop a Regional Non-Motorized Plan: SCAG will work with all counties and their cities to coordinate and integrate all Non-Motorized Plans from counties and jurisdictions in the SCAG Region in a collaborative process, including interested stakeholders

2.2.2 State of California

The State of California has recently passed several policies that affect bicycle planning in the South Bay, which are discussed in the following section.

2.2.2.1 AB 1358 - Complete Streets Act of 2008

California Assembly Bill (AB) 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. The Government Code §65302 reads:

(2)(A) Commencing January 1, 2011, upon any substantive revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.

(B) For purposes of this paragraph, "users of streets, roads, and highways" means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.



The Complete Streets Act of 2008 amended the California Government Code 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.

2.2.2.2 Deputy Directive 64

The California Department of Transportation (Caltrans) adopted two policies in recent years relevant to bicycle planning initiatives such as this Bicycle Master Plan, namely, Deputy Directive 64 (DD-64-R1) and Traffic Operations Policy Directive 09-06.

Similar to AB 1358, Deputy Directive 64 (DD-64-R1) sets forth that Caltrans addresses the “safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding.”

2.2.2.3 Traffic Operations Policy Directive 09-06

In a more specific application of complete streets goals, Traffic Operations Policy Directive 09-06 presents bicycle detection requirements. For example, 09-06 requires that new and modified signal detectors provide bicyclist detection if they are to remain in operation. Further, the Policy Directive states that new and modified bicycle path approaches to signalized intersections must provide bicycle detection or a bicyclist pushbutton if detection is required.

2.2.2.4 SB 375 – Sustainable Communities

Senate Bill (SB) 375 serves to complement Assembly Bill (AB) 32: The Global Warming Solutions Act of 2006 and encourages local governments to reduce emissions through improved planning. Under SB 375, the California Air Resources Board (CARB) must establish targets for 2020 and 2035 for each region covered by one of the State’s 18 metropolitan planning organizations (MPOs). Each of California’s MPOs must prepare a “Sustainable Communities Strategy (SCS)” that demonstrates how the region will meet its greenhouse gas (GHG) reduction target through integrated land use, housing and transportation planning. The Southern California Association of Governments (SCAG) is preparing the SCS for the County of Los Angeles.

One way to help meet the greenhouse gas emissions targets is to increase the bicycle mode share by substituting bicycle trips for automobile trips. When trips made by bicycle replace vehicle trips they reduce greenhouse gas emissions resulting from motorized transportation. The South Bay’s efforts to encourage bicycling will contribute to the regional attainment of these targets.



One way to help meet the greenhouse gas emissions targets is to increase the bicycle mode share by substituting bicycle trips for automobile trips.