

# CITY OF TORRANCE

## INTEROFFICE COMMUNICATION

DATE: August 5, 2011

**TO:** Transportation Committee  
**Via:** Jeffery W. Gibson, Community Development Director  
**FROM:** Jill Crump, Planning Associate  
**SUBJECT:** Review of the South Bay Bicycle Master Plan



In September 2010, the City of Torrance adopted a Resolution to support the joint efforts of the Los Angeles County Bicycle Coalition (LACBC) and their local affiliate, the South Bay Bicycle Coalition (SBBC), to create a multi-jurisdictional Bicycle Master Plan with grant funds awarded to them by the Los Angeles County Department of Health.

The seven cities that are participating in the project called the "South Bay Bicycle Master Plan" include Torrance, Gardena, Redondo Beach, Hermosa Beach, Manhattan Beach, El Segundo, and Lawndale. Each city designated a staff representative(s) to support the efforts of the coalition and to attend round-table meetings with other city staff representatives. Further, each city appointed a City Council representative to serve on a Blue Ribbon Committee, which is an elected-official advisory committee. The Councilmember representing the City of Torrance is Councilman Cliff Numark.

The South Bay Bicycle Master Plan Initiative Director, Ms. Marissa Christensen, and the consulting team, Alta Planning and Design, began the process for creating the draft bicycle plan began in early Fall 2010. The consultant team began collecting data, creating maps, engaging the public and city staff, and writing programs and policies, to name a few tasks. To allow the opportunity for public input with this process, the Consultants, along with staff from each city, hosted two public meetings in each city. The City of Torrance hosted their first public meeting on January 24<sup>th</sup>, 2011 and the second meeting was on June 27<sup>th</sup>, 2011 at the Katy Geissert Library Meeting Room. The first meeting was an introduction to the project and a variety of boards with bikeway ideas and information were displayed. The June 27<sup>th</sup> meeting was an opportunity for the public to comment on the draft Bicycle Plan that was posted on-line June 13<sup>th</sup>. Approximately 50 attendees at each meeting offered their support, expressed concerns, provided comments, and offered their input on proposed bikeways maps.

The written draft of the Bicycle Plan became available on-line for public review on June 13, 2011, and included a 30-day public comment period ending July 13, 2011. The City's Traffic Team, which is comprised of staff from various City departments, reviewed and commented on the Plan July 13<sup>th</sup>. The City's Traffic Commission was first introduced to the project on March 7<sup>th</sup> and most recently had another opportunity to provide their comments and input at their August 1, 2011 meeting. They have requested to review the Final Draft of the Bicycle Plan at their September 6, 2011 meeting.

The draft Bicycle Master Plan is organized by chapters. Most of the chapters contain information that applies to all seven participating cities. However, each city has a chapter dedicated to their

city-specific information. One of the goals for the creation of this Bicycle Master Plan is to meet the requirements set forth by Caltrans to pursue bicycle grant funds. The adoption of this Plan could be a valuable tool in Torrance becoming eligible to apply for bikeway funding grants.

Chapter 1 is a comprehensive introductory chapter that includes their purpose of the Bicycle Master Plan, types of bike facilities, benefits of bicycling, and the public participation opportunities. Chapter 2 is the Policies chapter that contains goals, objectives, and policies that would apply to all of the participating cities. Staff has provided comments and suggestions to tailor policies that could maximize the implementation and execution of the proposed plan, yet maintain the flexibility for each City to retain their local control. Chapters 3 thru 8 contain the specific chapters relating to the other six cities participating in this Plan.

Chapter 9 begins the information for the City of Torrance. There are various sub-sections within this Chapter. They include information on bicycle trip generators, bicycle commuter estimates, prioritization, education, and enforcement strategies. Notably, there is a recommended bikeway facilities map. This map was created to establish a framework for linking future bikeway facilities between Torrance and other South Bay Cities.

Chapter 10 discusses Recommended Programs and is the outreach and education chapter. It contains a toolbox of ideas for Cities to consider incorporating into their communities to encourage cycling, that range from bicycle education, public awareness and marketing of bicycle laws, enforcement programs, encouragement programs, special events, and how to monitor and evaluate bicycling in our communities.

Chapter 11 discusses a regional Wayfinding and Signage Plan for the participating cities. The Bike Master Plan has incorporated a new "logo" that is proposed to be placed on all posted bikeway signs and related facilities. The logo on the signs is intended to provide a unique identity to the bikeway signs within the South Bay Bicycle Master Plan network, and proposed additional signage ideas would direct bicyclists to major activity centers or points of interest.

Chapter 12 is dedicated exclusively to providing a spreadsheet of a variety of funding sources. Cities may pursue grants to implement bikeway projects and bicycle amenities. Grant funds are generally competitive and may require a local match. Depending on the source, grant funds could be applied for a variety of bicycle amenities, like design, construction, signage, bike racks or educational materials.

The last section is the Appendices. Generally, this provides support material for the Plan that includes maps, tables, criteria, and survey data results. Specifically, the coalition members volunteered to conduct bicycle counts in each city. With staff's suggestion of locations in Torrance, bicycle counts were conducted at three locations, 190<sup>th</sup> and Anza; Palos Verdes Blvd and Catalina Avenue; and Sepulveda and Crenshaw.

Staff is seeking comments and feedback from the Committee and staff is available to assist in answering any questions.

Attachments: A) Material submitted by Marissa Christiansen: Latest Policy Language and Comment Tracking Table  
B) Public Comments  
C) Materials from the Traffic Commission Meeting of August 1, 2011