



South Bay Bicycle Coalition

OVERVIEW SOUTH BAY BICYCLE COALITION GRANT PROPOSAL RENEWING ENVIRONMENTS FOR NUTRITION, EXERCISE AND WELLNESS (RENEW) IN LOS ANGELES COUNTY (LAC) INITIATIVE

Overview

The South Bay Bicycle Coalition (SBBC) is applying for a federal stimulus grant to fund creation of a Master Bicycle Plan for participating cities in the South Bay. By participating as a partner in this grant application, cities will receive a regional bicycle transportation plan with individual city-specific implementations. Given the geography and size of individual cities in the South Bay, a regional approach to creating a bicycle network is strategically and logistically the best solution to create viable and productive pathways to work, school, shopping and recreation.

Grant Information

- Two year, \$250,000 opportunity, with additional monies available for technical studies.
- The grant is federal CDC funding from the American Recovery and Reinvestment Act of 2009
- Grant is administered and awarded through the Los Angeles County Department of Public Health
- RFP released Nov 19 with deadline of Dec 21, with awardees notified by Feb 27
- Tight timeline rewards

Application Period until Dec 21

- The SBBC is communicating with local governments and adding partner cities to the application.
- SBBC intends to have the LA County Bicycle Coalition, a 501c3 with expertise helping the cities of Glendale and Culver City create master plans, and the South Bay Council of Government apply for the grant.
- SBBC has secured funds to hire a professional grant writer to craft winning application
- Grant Period Feb 09-Feb 11
- Hire staff and consultants with the grant monies to begin master plan process
- Conduct outreach events in each city
- Utilize professional staff such as traffic engineers to analyze and recommend safe routes to create a South Bay network
- Work with cities and their staff throughout the process to ensure final bike plan product is a document that City Councils will embrace
- City Councils will evaluate the master plan and individual decide to what degree they will implement the plan.
- City Councils choosing to implement the plan will receive funds to help implement.
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A REGIONAL PLAN: FOR IT TAKES COLLABORATION TO BRING CONSENSUS

As a new organization, the South Bay Bicycle Coalition is turning to support from our regional leaders in making this program a reality. According to the LA County grant information, a CBO applicant may propose to work in one or two cities. If the Applicant chooses to work in two or more cities the Applicant must fulfill all of the partnership requirements and deliverables described for both cities.

Exception: Regional Initiatives

Initiatives may propose a regional policy change, such as a bike master plan across multiple cities. In this case, the Applicant must provide a strong justification as to why a regional policy/systems/environmental change is appropriate and will be more effective than a policy change in a single city. Applicants must also demonstrate (through letters of support etc) that all cities are ready to pass and implement the policy and have the political will to do so. Such Applicants are not required to provide a ½ time person for each city impacted by the proposal. However, at least one city must serve as the initiative's

required partner and provide a ½ time staff person. Applicants must provide a strong justification as to how the proposed staffing pattern is sufficient to complete the work of passing and implementing the policy in each city. The Applicant must also specify how the deliverables in the Action Plan/Scope of Work will be completed for all cities

Why Bicycle Routes?

- A proven, low-cost method to fight childhood obesity and produce healthier residents. Provides, both quality of life improvements and decrease in long-term medical expenses
- 100% carbon-free bicycle use vastly reduces greenhouse gas emissions on a per capita basis. Helps cities and state meet emission reduction targets. Cuts dangerous tailpipe pollution at the local level where it impacts South Bay residents most significantly.
- Provides a safe route to school
- Public safety improvement, fewer accidents and deaths from citizens doing something green and healthy
- Helps to create a more livable community through increased interaction with other individuals and neighborhoods
- Fewer parking spaces needed
- Decrease in street wear and tear from reduction of motorized vehicle traffic
- Proactive response to projected population increase in South Bay - Decrease in need to street widen or provide additional traffic lanes and infrastructure

New Bicycle Traffic Device- Sharrows

- Sharrows stand for “Share the Road Arrows.”
- Sharrows allow cities to create immediate bike routes on streets without removing any parking or driving lanes.
- Sharrows are inexpensive to implement, requiring only paint with optional additional signage.
- Sharrows are "bicycle use" road markings that do not actually change the roadway, instead they use simple signage to clearly communicate bike riding rights from CA state law and proper riding habits.
- Sharrows will be closely examined as a device in the South Bay Master Plan

Studies demonstrate that sharrows make drivers more aware of cyclists and more likely to make room for them. Studies also demonstrate that sharrows make cyclists more likely to obey the rules of the road and ride predictably in the correct direction and safest placement in the lane

Recently implemented in Hermosa’s Master Plan as seen on this picture of the Hermosa Pier.



SELECTED SOUTH BAY CITY GENERAL DEMOGRAPHICS

El Segundo

As of 2007, El Segundo's population is 16,526 people. Since 2000, it has had a population growth of 3.07 percent.

Gardena

As of the census[13] of 2000, there were 57,746 people, 20,324 households, and 14,023 families residing in the city. The population density was 3,830.9/km² (9,921.3/mi²).

Hawthorne

As of the census[13] of 2000, there were 84,112 people, 28,536 households, and 19,775 families residing in the city. The population density was 5,359.0/km² (13,879.4/mi²). There were 29,629 housing units at an average density of 1,887.8/km² (4,889.1/mi²).

Hermosa Beach

As of the census[8] of 2000, there were 18,566 people, 9,476 households, and 3,553 families residing in the city. The population density was 5,012.8/km² (12,982.4/mi²).

Inglewood

Inglewood's population of 129,900 in 2006 was relatively youthful, with a median age of 31, compared to 36 in the nation as a whole.

Lawndale

As of the census[13] of 2000, there were 31,711 people, 9,555 households, and 7,022 families residing in the city. The population density was 6,183.7/km² (16,036.7/mi²). There were 9,869 housing units at an average density of 1,924.5/km² (4,990.9/mi²). .

Lomita

As of the census[6] of 2000, there were 20,046 people, 8,015 households, and 5,033 families residing in the city. The population density was 4,073.6/km² (10,572.7/mi²). There were 8,295 housing units at an average density of 1,685.6/km² (4,375.0/mi²).

Manhattan Beach

As of the census[18] of 2000, there were 33,854 people, 14,474 households, and 8,394 families residing in the city. The population density was 3,325.8/km² (8,606.7/mi²).

Redondo Beach

As of the census[12] of 2000, there were 63,261 people, 28,566 households, and 15,254 families residing in the city. The population density was 3,889.4/km² (10,065.4/mi²). There were 29,543 housing units at an average density of 1,816.3/km² (4,700.6/mi²).

Torrance

As of the census[12] of 2000, there were 137,946 people, 54,542 households, and 36,270 families residing in the city. The population density was 2,593.1/km² (6,715.7/mi²). There were 55,967 housing units at an average density of 1,052.0/km² (2,724.7/mi²).

GENERAL BICYCLE ACCIDENTAL STATISTICS

In one of the local beach cities, from 2004 to 2008, at least 66 cyclists were involved in accidents. This surprisingly high accident rate is probably understated as it only reflects the number of incidents reported to the police. Even more sobering and significant is the fact that in the three years from 2005 to 2008, 4 people were killed riding their bikes in one of the South Bay Cities. A key factor is bicycle accidents are more common when there is no identifying street signage to protect both the bike rider, pedestrian and motorized traffic.