



# CITY OF CARSON

## PLANNING COMMISSION STAFF REPORT

NEW BUSINESS DISCUSSION: March 26, 2013  
SUBJECT: Workshop and update on the Master Plan of Bikeways  
APPLICANT: City of Carson  
REQUEST: Receive and File  
PROPERTY INVOLVED: City-wide

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### COMMISSION ACTION

- Concurred with staff
- Did not concur with staff
- Other

### COMMISSIONERS' VOTE

AYE	NO		AYE	NO	
		Chairman Faletogo			Goolsby
		Vice-Chair Verrett			Gordon
		Brimmer			Saenz
		Diaz			Schaefer

## I. Introduction/Background

The last update to the Planning Commission in regards to the Master Plan of Bikeways project was on September 25, 2012. Since then, staff organized bicycle counts at 8 locations in the city, held a second workshop on Saturday, January 26, 2013, distributed a survey to learn about the bicycling community and environment in Carson, provided an "interactive online map" to gather feedback and knowledge, and prepared a draft map and networks for public to review and comments (Exhibit No. 1).

In addition, staff is organizing the "Tour de Carson Bike Tour and Festival" scheduled for April 13, 2013 at City Hall to gather comments on the draft networks and for the public to participate in an organized bike ride along the proposed routes. The complete draft Master Plan of Bikeways will be made available for public review and comments mid-April 2013 and will be before the Planning Commission for consideration mid-May 2013.

### *Second Workshop – Saturday, January 26, 2013*

At this workshop, the Master Plan of Bikeways consultant, Ryan Snyder and Associates introduced the draft bikeway network to the public. The goal of the workshop was to invite community members to provide feedback on the draft network and to prioritize draft routes. A brief explanation of the types of bikeways and design treatments were discussed and attendees were asked to participate in two feedback exercises where they could mark their preferences for which projects to prioritize. The projects that received the most dots were: Victoria Street, University Drive, Figueroa Street south of Del Amo Boulevard, and 223<sup>rd</sup> Street.

Another roadway treatment dot exercise was conducted where attendees were asked if they supported the use of road diets and narrow travel lanes to implement bikeways (road diets would only be recommended when traffic impacts are negligible). All attendees supported the use of road diets and narrower travel lanes to implement bikeways. In order to receive additional feedback from the public, staff provided the two surveys/exercises and a copy of the draft networks and map on the City's bikeways website (<http://ci.carson.ca.us/bikeways>) and have made them available until April 13, 2013 (Exhibit No. 2). The results of the surveys will be included in the draft Master Plan of Bikeways.

### *Survey – Bicycling Community and Environment in Carson and Interactive Map*

The City distributed a survey to learn about the bicycling community and environment in Carson. The survey was available online from July 9, 2012 to October 2, 2012 and paper copies were also available at City Hall and the Community Center. The survey asked (1) information on the surveyor, (2) reasons for bicycling in Carson, (3) barriers to bicycling in Carson, and (4) suggestions for bikeways and bicycle parking location. 102 people responded to the survey and ages ranged from 13 to 78 years old. The vast majority of respondents (92%) stated one of the major barriers to riding bicycles in Carson is the lack of safe streets to ride on. Complete survey results will be included in the draft Master Plan of Bikeways.



### *Tour de Carson Bike Tour and Festival*

A large component of the project and requirements for the grant funding for the Master Plan of Bikeways includes garnering public participation, educating the public, and encouraging active public involvement throughout the planning process. Therefore, as part of the Master Plan of Bikeways project, staff and the Los Angeles County Bicycle Coalition (LACBC) are organizing a community bicycle event, Tour de Carson Bike Tour and Festival on Saturday, April 13, 2013 at the City Hall parking lot. The event will focus on gathering comments for the draft networks and map currently released for public comments and a guided bike ride of the proposed routes. The event will also include bicycle education sessions to promote bicycle safety and awareness. Local bicycle and health vendors have also been invited to provide additional information for participants. The event is fully funded by the Master Plan of Bikeways grant, therefore is free to the public. Up to 200 people who participate in the event will be offered a free lunch and opportunities to win prizes such as bicycle safety wear, lights, helmets and a bicycle (Exhibit No. 3 and 4).

Safety banners will also be displayed in the medians of the major intersections of the bike ride to provide awareness and educate drivers to "Be Safe and Share the Road".

### *Complete Draft Master Plan of Bikeways*

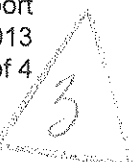
The results and feedback from the workshops, surveys, and the Tour de Carson bike ride will be fully implemented in the complete draft Master Plan of Bikeways. The Master Plan of Bikeways will identify bicycle routes/networks, policies for community involvement/integration, utilization of existing resources, facility design, implementation, maintenance, funding, and special programs. The plan will serve as a planning document to guide future city improvements, development and maintenance of the city's bicycle network for local and regional commuters and recreational riders. The survey results will identify projects for capital improvements and provide a priority list of projects depending on public opinion, public safety, and feasibility. The goals of the Master Plan of Bikeways will reflect the public's needs and comments gathered during this process, which include improving bicycle safety, mobility, and connectivity within the city and South Bay region.

The draft networks and map are currently available and under review, however the full draft will be released for public comments after the Tour de Carson event and scheduled for Planning Commission consideration and recommendation in mid-May. Staff anticipates the final Master Plan of Bikeways to be adopted by City Council by June 2013.

## **II. Recommendation**

That the Planning Commission:

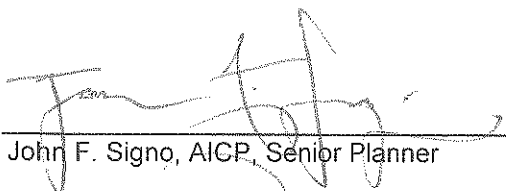
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**III. Exhibits**

1. Planning Commission Staff Report, dated September 25, 2012
2. Draft networks and map
3. Flyer for Tour de Carson and Mock-up of Safety Banners
4. Draft routes for the Tour de Carson guided Bike Ride

Approved by:   
Sharon Song, AICP, Associate Planner

Reviewed by:   
John F. Signo, AICP, Senior Planner

Approved by:   
Sheri Repp Loadsmán, Planning Officer





**CITY OF CARSON**

**PLANNING COMMISSION AND PARKS AND RECREATION COMMISSION STAFF REPORT**

NEW BUSINESS DISCUSSION: September 25, 2012  
 SUBJECT: Workshop on the Master Plan of Bikeways  
 APPLICANT: City of Carson  
 REQUEST: To discuss and provide comments on the draft Master Plan of Bikeways  
 PROPERTIES INVOLVED: City-wide

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**COMMISSION ACTION**

- Concurred with staff
- Did not concur with staff
- Other

**COMMISSIONERS' VOTE**

AYE	NO		AYE	NO	
		Chairman Faletogo			Gordon
		Vice-Chair Verrett			Saenz
		Brimmer			Schaefer
		Diaz			Williams
		Goolsby			

## I. Introduction/Background

On February 16, 2011, the City Council approved Resolution No. 11-016 to submit an application for the Community Based Transportation Planning (CBTP) grant from the California Department of Transportation (Caltrans) to create a Comprehensive Master Plan of Bikeways. Staff submitted the complete application on March 30, 2011. On July 25, 2011, staff was contacted by Caltrans via email and informed of the \$90,000.00 grant award for Fiscal Year 2011/12. On September 6, 2011, the City Council accepted the 2011 CBTP grant.

On March 26, 2012, staff issued a Request for Proposals (RFP) for the preparation of the city's first Master Plan of Bikeways since 1978. On June 19, 2012, the City Council approved a contract with Ryan Snyder Associates/RBF Consulting to create the City of Carson Comprehensive Master Plan of Bikeways.

Staff is also consulting with the Los Angeles County Bicycle Coalition (LACBC) for assistance with public outreach and awareness for the Master Plan of Bikeways.

The project officially commenced in June 2012 and is expected to be completed by December 2013. Several community meetings and events are scheduled to garner public participation and comments. Events include a city bicycle tour, bicycle safety/education event, and community meetings.

Staff conducted the project's first community "ideas and suggestions" meeting on September 8, 2012 to receive comments from the public and incorporate them into the draft Master Plan of Bikeways. Approximately 25-30 participants attended the meeting and were seated into small groups of 6-8 people. A presentation explaining different bike lane types, striping options, bicycle parking, available amenities, and support facilities were provided by Ryan Snyder Associates. A question and answer portion was followed by group discussions and an opportunity to comment on the maps. Participants were asked to draw on maps to show preferred bike routes, new paths, locations for bicycle amenities, areas of safety concerns, and any other comments they wished to submit. The comments submitted on the maps will be reviewed and incorporated into the draft Master Plan of Bikeways.

Staff has also launched a website (<http://ci.carson.ca.us/bikeways>) and a dedicated Facebook page (Carson Comprehensive Master Plan of Bikeways) to generate interest and public participation.

### *Master Plan of Bikeways*

The Master Plan of Bikeways will identify bicycle routes/networks, policies for community involvement/integration, utilization of existing resources, facility design, implementation, maintenance, funding, and special programs. The plan will serve as a planning document to guide future city improvements, development and maintenance of the city's bicycle network for local and regional commuters and recreational riders. The plan will identify projects for capital improvements and provide a priority list of projects depending on public opinion, public safety, and



feasibility. The goals of the Master Plan of Bikeways include improving bicycle safety, mobility, and connectivity within the city and South Bay region.

A large component of the project includes garnering public participation, educating the public, and encouraging active public involvement throughout the planning process. The Master Plan of Bikeways website provides an interactive map for the community to draw and provide comments. Participants can draw on a map of the city and identify areas of safety concerns, desired bicycle routes, locations for additional bicycle parking, and other bicycle amenities. A bicycle survey is also being distributed to the public to gather data for the preparation of the draft plan. Comments from the public, community meeting, Facebook page, interactive map, survey results, and commission members will be incorporated into the draft plan.

A 50% complete draft Master Plan of Bikeways will be submitted to staff by November 2012 for review and comments. A 75% complete draft plan will be distributed for public comments and presented to the Planning Commission and Parks and Recreation Commission for review in early 2013.

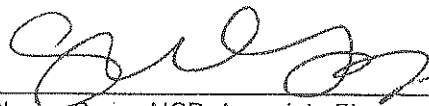
**II. Recommendation**

That the Planning Commission:

- CONSIDER and DISCUSS the information provided for in this workshop; and
- PROVIDE comments for the draft Master Plan of Bikeways.

**III. Exhibits**

None.

Prepared by:   
Sharon Song, AICP, Associate Planner

Reviewed by:   
John F. Signo, AICP, Senior Planner

Approved by:   
Sheri Repp, Planning Officer



# OVERVIEW

This chapter details the network of bikeways proposed in Carson. (“Bikeways” and “bicycle facilities” are catchall terms used to describe any and all types of bicycle infrastructure.) We begin by defining the various bikeway types recommended for Carson—from standard bike lanes and paths to newer cycletracks and colored sharrows. Each bikeway description includes a summary of its defining characteristics as well as an example photo.

A series of tables describes each of Carson’s proposed bikeways in detail. Each bikeway is broken into segments corresponding with major changes in roadway configuration or width. For each segment, we describe the existing roadway configuration, width, and speed limit before listing proposed modifications to add bikeways. The tables include both on- and off-street bikeways; they present east-west bikeways first and then show north-south routes. Within these groupings, east-west bikeways are ordered from north to south; north-south bikeways, from east to west. All the proposed bikeways are also mapped and shown in a summary table.

This chapter concludes with a discussion of recommended bicycle parking and cyclist amenities, such as showers and clothing lockers.

# BIKEWAY TYPES

## BIKEWAY TYPES IN CARSON

The following bicycle facility types are proposed in Carson:

- Bicycle paths (also known as Class I facilities)
- Bicycle lanes (also known as Class II facilities), including:
  - Buffered bike lanes
  - Colored bike lanes
- Bicycle routes (also known as Class III facilities), including:
  - Routes with sharrows
  - Routes with Type B sharrows
- Cycletracks

The plan also recommends a number of “road diets” to implement certain bike lanes and cycletracks.

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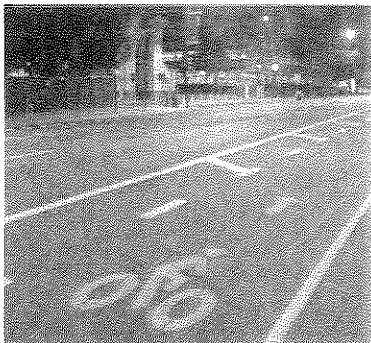




*Dominguez Channel bicycle path in Carson.*



*Bicycle lane in San Luis Obispo, CA.*



*Buffered bicycle lane in San Jose, CA.*



*Colored bicycle lane in Santa Monica, CA.*

Chapter 10, "Design," includes more details on design features and recommended design guidance for each bikeway type.

## BICYCLE PATH (CLASS I)

**Bike paths** are paved corridors completely separate from streets that are reserved for the exclusive use of bicyclists. Some bike paths, known as **multipurpose paths**, also allow pedestrians and other non-motorized travelers. It is important to note that sidewalks are not bike paths or multipurpose paths. Sidewalks are typically reserved only for pedestrians and are not designed to accommodate safe or convenient bicycle travel. Bicycle paths are often planned along uninterrupted linear rights-of-way and commonly take one of two forms:

- Off-street rights-of-way, often paralleling waterways or railroad tracks
- Roadway-adjacent sidepaths parallel to, but separate from, streets

## BICYCLE LANE (CLASS II)

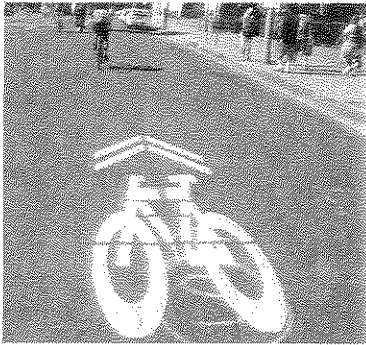
**Bike lanes** are on-street lanes reserved for the exclusive use of bicyclists. Bike lanes are painted (or "striped") with a white line and a bicycle stencil. Bike lanes may also include the following additions, either independently or in combination:

- **Buffered bike lanes**, which include additional space between the bike lane and auto travel lanes or on-street parking. This buffer space is painted with a hatched striping pattern
- **Colored bike lanes** painted a bright, chartreuse green to enhance their visibility. The color may be applied in a continuous strip or used only at conflict points such as intersections and driveways

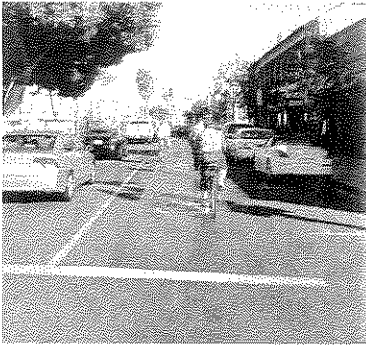
## BICYCLE ROUTE (CLASS III)

**Bike routes** are preferred travel routes for bicyclists on which a separate lane or path is not feasible or not desirable. Bicy-

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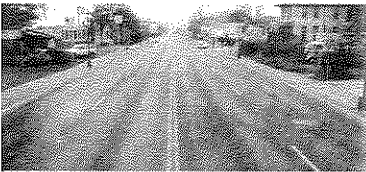
*Sharrow in Los Angeles, CA.*



*Type B sharrow lane in Long Beach, CA.*



*Cycletrack in Long Beach, CA.*



*Road diet used to achieve bike lanes in Albuquerque, NM. Top: before. Bottom: after.*

cyclists and cars share lanes on bike routes (and typically cyclists must ride in the rightmost lane). Traditionally, bike routes have been demarcated only with "Bike Route" signs. Recently though, cities have begun to use the following additional features to indicate bike routes:

- **Shared lane markings**, or "**sharrows**," which are pavement markings that a) alert motorists that a particular travel lane is to be shared with bicyclists, b) indicate to cyclists the preferred riding position within the lane, and c) assist bicyclists with wayfinding
- **Type B sharrows**, which are experimental sharrow treatments with enhanced visibility. Long Beach, CA uses a painted green lane underneath the sharrow. Brookline, MA uses large, frequently-spaced sharrows with dashed lateral lines resembling lane lines.
- **Bicycle wayfinding signage**, which helps cyclists navigate by illustrating turns in bike routes and providing directions to key destinations

All planned bike routes in Carson include, at a minimum, one form of sharrows and wayfinding signage.

## CYCLETRACKS

**Cycletracks** (also referred to as **protected bikeways**) function like on-street Class I paths (and are considered Class I paths in some cities). These facilities, which may either accommodate one-way or two-way bicycle travel, are physically separated from auto traffic, usually by parked cars, curbs, or planters. Cycletracks typically require special treatments at intersections.

## ROAD DIETS

This plan recommends a handful of "**road diets**." A road diet is the removal of at least one travel lane or on-street parking to accommodate bikeways. Road diets are only recommended in conditions where removing a travel lane or parking will not adversely affect driving conditions. More detailed traffic studies will be required prior to implementing road diets.

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# PROPOSED BIKEWAYS

## EAST-WEST BIKEWAYS

### ALONDRA BOULEVARD

FROM **Figueroa St. (Los Angeles city limit)**

TO **Compton city limit**

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>• 4 lanes with on-street parking/peak hour lanes and median/center turn lane</li> <li>• 32' wide curb-to-median</li> <li>• 24-hour traffic volume in May 2012: 9,400-10,700</li> <li>• Truck route</li> <li>• Posted speed limit: 40 mph</li> <li>• North side of street is in unincorporated Los Angeles County</li> </ul>	<ul style="list-style-type: none"> <li>• Road diet to one lane in each direction, make on-street parking permanent, and add 6' bike lanes with 2' buffer on travel lane side and 2' buffer on parking side of bike lane</li> <li>• Coordinate with Los Angeles County</li> </ul>

### GARDENA BOULEVARD

FROM **Figueroa St. (Los Angeles city limit)**

TO **Broadway**

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>• 4 lanes with on-street parking</li> <li>• 63' wide</li> <li>• 24-hour traffic volume in December 2009: 6,000</li> <li>• Posted speed limit: 40 mph</li> </ul>	<ul style="list-style-type: none"> <li>• Road diet to 2 lanes, center turn lane, and on-street parking; add 6' bike lanes with 2' buffer</li> <li>• Option: Add sharrows and wayfinding signage</li> </ul>

FROM **Broadway**

TO **Main St.**

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>• 4 lanes with center turn lane</li> <li>• 63' wide</li> <li>• 24-hour traffic volume in December 2009: 6,000</li> <li>• Posted speed limit: 40 mph</li> </ul>	<ul style="list-style-type: none"> <li>• Road diet to 2 lanes, center turn lane, and on-street parking; add 6' bike lanes with 2' buffer</li> <li>• Option: Add sharrows and wayfinding signage</li> </ul>



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## GARDENA BOULEVARD (CONTINUED)

FROM Main St.

TO Avalon Blvd.

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>4 lanes with on-street parking</li> <li>63' wide</li> <li>24-hour traffic volume in December 2009: 5,100</li> <li>Posted speed limit: 40 mph</li> </ul>	<ul style="list-style-type: none"> <li>Road diet to 2 lanes, center turn lane, and on-street parking; add 6' bike lanes with 2' buffer</li> <li>Option: Add sharrows and wayfinding signage</li> </ul>

## ALBERTONI STREET

FROM Figueroa St.

TO Star of India Ln.

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>4 lanes with median/center turn lane and on-street parking</li> <li>84' wide curb-to-curb</li> <li>35' wide curb-to-median</li> <li>Truck route</li> <li>Posted speed limit: 40 mph</li> </ul>	<ul style="list-style-type: none"> <li>Add 6' bike lanes</li> </ul>

FROM Star of India Ln.

TO Avalon Blvd.

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>5 lanes (3 eastbound, 2 westbound) with center turn lane and on-street parking on the north side only</li> <li>84' wide</li> <li>Posted speed limit: 40 mph</li> </ul>	<ul style="list-style-type: none"> <li>Add 5' bike lanes with 2' buffer</li> </ul>

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## ALBERTONI STREET (CONTINUED)

FROM **Avalon Blvd.**

TO **SR-91 eastbound off-ramp**

### EXISTING

- 4 lanes with median, on-street parking on the north side, and on-street parking/peak-hour travel lane on the south side
- 34' wide curb-to-median
- 24-hour traffic volume in December 2009: 13,700
- Truck route
- Posted speed limit: 45 mph
- Minimal use of on-street parking observed

### PROPOSED

- Remove on-street parking; add 12' two-way cycletrack on south side of street
- Add bicycle and pedestrian crossing of Bitterlake St. to provide access to Stevenson Park
- Add bike-only signal phase at Albertoni St./Avalon Blvd. intersection where bike lanes on both sides of the street transition to the cycletrack on south side

FROM **SR-91 eastbound off-ramp**

TO **SR-91 eastbound on-ramp**

### EXISTING

- 3 lanes, one-way eastbound only
- 34'-55' wide
- 24-hour traffic volume in December 2009: 13,700
- Truck route
- Posted speed limit: 45 mph

### PROPOSED

- In 34' section, remove 1 eastbound travel lane and add 12' two-way cycletrack on south side of street
- In 55' section, add 15' two-way cycletrack on south side of street

FROM **SR-91 eastbound on-ramp**

TO **Lysander Dr.**

### EXISTING

- 2 lanes, one-way eastbound only, and on-street parking on the south side only
- 32' wide
- Minimal use of on-street parking observed
- Truck route
- Posted speed limit: 45 mph

### PROPOSED

- Remove on-street parking; add 12' two-way cycletrack on south side of street
- Add short bike path connection across landscaped median between terminus of proposed cycletrack on Albertoni St. and Bitterlake St.



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**BITTERLAKE STREET/AMANTHA AVENUE/RADBARD STREET**

FROM **Lysander Dr.**

TO **Central Ave.**

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>• 2 lanes with on-street parking</li> <li>• 35' wide</li> <li>• Posted speed limit: 30/25</li> </ul>	<ul style="list-style-type: none"> <li>• Add bike route with sharrows and wayfinding signage</li> </ul>

**VICTORIA STREET**

FROM **Figueroa St. (Los Angeles city limit)**

TO **Main St.**

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>• 4 lanes with median and on-street parking</li> <li>• 32' wide curb-to-median</li> <li>• Truck route</li> <li>• Posted speed limit: 40 mph</li> </ul>	<ul style="list-style-type: none"> <li>• Add 5' colored bike lanes</li> <li>• Option: Add sharrows and wayfinding signage</li> </ul>

FROM **Main St.**

TO **Avalon Blvd.**

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>• 4 lanes with median</li> <li>• 32' wide curb-to-median</li> <li>• Posted speed limit: 40 mph</li> </ul>	<ul style="list-style-type: none"> <li>• Add 6' bike lanes with 2' buffer</li> </ul>

FROM **Avalon Blvd.**

TO **Central Ave.**

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>• 4 lanes with center turn lane and on-street parking on the north side only</li> <li>• 83' wide</li> <li>• Posted speed limit: 40 mph</li> </ul>	<ul style="list-style-type: none"> <li>• Add 15' two-way cycletrack on the south side of the street</li> <li>• Add 6' bike lanes with 2' buffer on the north side</li> <li>• Option: Add 6' bike lanes with 2' buffer on both sides</li> </ul>

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## VICTORIA STREET (CONTINUED)

FROM **Central Ave.**

TO **Wilmington Ave. (Compton city limit)**

### EXISTING

- 4 lanes with center turn lane
- 83' wide
- Truck route
- Posted speed limit: 40 mph

### PROPOSED

- Add 6' bike lanes with 2' buffer

## 192ND STREET

FROM **Main St.**

TO **West of Victoria Park parking lot**

### EXISTING

- 2 lanes with center turn lane and on-street parking
- 57'-65' wide
- Posted speed limit: 35 mph

### PROPOSED

- Add 7' bike lanes

FROM **Towne Ave.**

TO **Avalon Blvd.**

### EXISTING

- 4 lanes with center turn lane and on-street parking
- 65' wide
- Posted speed limit: 35 mph

### PROPOSED

- Road diet to 2 lanes, center turn lane, and on-street parking
- Add 6' bike lanes with 2' buffer

## UNIVERSITY DRIVE

FROM **Avalon Blvd.**

TO **Central Ave.**

### EXISTING

- 4 lanes with median/center turn lane and 5' bike lanes
- 65' wide curb-to-curb
- Posted speed limit: 45 mph

### PROPOSED

- Road diet to one westbound lane
- Add 15' two-way cycletrack on north side
- Keep eastbound bike lane on south side and widen it to 6' with a 3' buffer

FROM **Central Ave.**

TO **Wilmington Ave.**

### EXISTING

- 4 lanes with median/center-turn lane and bike lanes
- 27' wide curb-to-median

### PROPOSED

- Add color to bike lanes

## TURMONT STREET/CRAIGJON AVENUE/CASHDAN STREET

FROM **Avalon Blvd.**

TO **Wilmington Ave.**

### EXISTING

- 2 lanes with on-street parking
- Signed bike route
- 36' wide
- Posted speed limit: 35 mph

### PROPOSED

- Add sharrows and wayfinding signage

## TURMONT WASH

FROM **Dominguez Channel**

TO **Central Ave.**

### EXISTING

- Channelized waterway with parallel paved path

### PROPOSED

- Add bike path along waterway east of Avalon Blvd.; align path with north side of Del Amo Blvd. west of Avalon Blvd.
- Add signalized crossing at Avalon Blvd.
- Coordinate with Los Angeles County Flood Control District

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# DEL AMO BOULEVARD

FROM I-110 (Unincorporated Los Angeles County limit)

TO Main St.

EXISTING

- 6 lanes with median
- 40' wide curb-to-median
- Truck route
- Posted speed limit: 45 mph

PROPOSED

- Add 5' colored bike lanes with 2' buffer

FROM Main St.

TO Avalon Blvd.

EXISTING

- 6 lanes with median
- 35'-37' wide curb-to-median
- 24-hour traffic volume in December 2009: 16,200
- Truck route
- Posted speed limit: 45 mph

PROPOSED

- Add 5' colored bike lanes with 2' buffer

FROM Avalon Blvd.

TO Wilmington Ave.

EXISTING

- 4 lanes with median and 5' bike lane
- 37' wide curb-to-median
- Truck route
- Posted speed limit: 45 mph

PROPOSED

- Widen bike lanes to 6' and add 3' buffer

FROM Wilmington Ave.

TO Reeves Ave.

EXISTING

- 5 lanes (3 eastbound, 2 westbound) with median and on-street parking on the north side only
- 35' wide curb-to-median
- Traffic volume data not available
- Truck route
- High volumes of truck traffic observed
- Posted speed limit: 45/50 mph
- North side of the street is owned by Los Angeles County

PROPOSED

- Add 6' bike lane with 2' buffer on the north side
- Add 5' colored bike lane on the south side
- If road is widened in the future, add 6' bike lane with 2' buffer on the south side
- Coordinate with Los Angeles County

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## DEL AMO BOULEVARD (CONTINUED)

FROM **Reeves Ave.**

TO **Alameda Corridor bridge west approach**

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>6 lanes with median</li> <li>35' wide curb-to-median</li> <li>Traffic volume data not available</li> <li>High volumes of truck traffic observed</li> </ul>	<ul style="list-style-type: none"> <li>Add 5' colored bike lanes</li> <li>If road is widened in the future, add 6' bike lanes with 2' buffer</li> <li>Coordinate with Los Angeles County</li> </ul>

FROM **Alameda Corridor bridge west approach**

TO **Alameda Corridor bridge east approach**

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>6 lanes with median</li> <li>37' wide curb-to-median</li> </ul>	<ul style="list-style-type: none"> <li>Add 7' colored bike lanes</li> <li>Coordinate with Los Angeles County</li> </ul>

FROM **Alameda Corridor bridge east approach**

TO **"RXR" (railroad crossing ahead) striping east of Alameda St. access road**

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>6 lanes with median</li> <li>32' wide curb-to-median</li> <li>Traffic volume data not available</li> <li>High volumes of truck traffic observed</li> </ul>	<ul style="list-style-type: none"> <li>Add Type B sharrows</li> <li>Coordinate with Los Angeles County</li> </ul>

FROM **"RXR" (railroad crossing ahead) striping east of Alameda St. access road**

TO **Santa Fe Ave. (Del Amo Metro Blue Line Station)**

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>5 lanes (3 eastbound, 2 westbound) with median and on-street parking on the north side only</li> <li>34' wide curb-to-median</li> <li>Traffic volume data not available</li> <li>High volumes of truck traffic observed</li> </ul>	<ul style="list-style-type: none"> <li>Add 5' bike lane with 2' buffer on the north side</li> <li>South side option 1: Add 4' bike lane</li> <li>South side option 2: Add Type B sharrows</li> <li>Coordinate with Los Angeles County</li> </ul>

FROM **Santa Fe Ave. (Del Amo Metro Blue Line Station)**

TO **I-710**

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>6 lanes with median</li> <li>29-32' wide curb-to-median</li> <li>Traffic volume data not available</li> </ul>	<ul style="list-style-type: none"> <li>Add Type B sharrows</li> <li>Add bike lanes in coordination with Metro I-710 Corridor Project</li> </ul>

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## NEW STAMPS ROAD - LENARDO DRIVE

FROM Del Amo Blvd.

TO Intersection of Lenardo Dr. and Loop Rd.

### EXISTING

- A private road, New Stamps Rd., will be constructed here to serve the Boulevards at South Bay development
- New Stamps Rd. will be 27-8' from curb-to-median with 4 travel lanes and bike lanes

### PROPOSED

- Add 5-6' bike lane with 2' buffer
- Option: add multipurpose path along Lenardo Dr. alignment

FROM Intersection of Lenardo Dr. and Loop Rd.

TO Avalon Blvd.

### EXISTING

- Bikeway called for by Boulevards at South Bay specific plan

### PROPOSED

- Add 12' multipurpose path

## 213TH STREET

FROM Main St.

TO Avalon Blvd.

### EXISTING

- 2 lanes with on-street parking
- 40' wide
- Posted speed limit: 30 mph

### PROPOSED

- Add Type B sharrows

FROM Avalon Blvd.

TO Selwyn Ave.

### EXISTING

- 4 lanes with center turn lane and on-street parking on the north side only
- 64' wide
- 24-hour traffic volume in December 2009: 5,700
- Posted speed limit: 30 mph

### PROPOSED

- Road diet to 2 lanes, center turn lane, and on-street parking
- Add 6' bike lanes with 2' buffer

**213TH STREET (CONTINUED)**

FROM **Seiwyn Ave.**

TO **West side of Dominguez Channel bridge**

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>• 2 lanes with on-street parking</li> <li>• 40' wide</li> <li>• Posted speed limit: 30 mph</li> </ul>	<ul style="list-style-type: none"> <li>• Add 5' bike lanes</li> <li>• Remove parking on south side of street and widen sidewalk/add bike path between proposed path on west side of I-405 and proposed path along Dominguez Channel</li> </ul>

FROM **West side of Dominguez Channel bridge**

TO **Chico St.**

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>• 2 lanes</li> <li>• 29' wide</li> <li>• Posted speed limit: 30 mph</li> </ul>	<ul style="list-style-type: none"> <li>• Add 4.5' bike lanes</li> </ul>

FROM **Chico St.**

TO **Thomas Dr.**

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>• 2 lanes</li> <li>• 40' wide</li> <li>• Posted speed limit: 30 mph</li> </ul>	<ul style="list-style-type: none"> <li>• Add 6' bike lanes</li> </ul>

FROM **Thomas Dr.**

TO **Martin St.**

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>• 2 lanes with on-street parking on the south side only</li> <li>• 40' wide</li> <li>• Posted speed limit: 30 mph</li> </ul>	<ul style="list-style-type: none"> <li>• Add 6' bike lanes</li> </ul>

FROM **Martin St.**

TO **Wilmington Ave.**

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>• 2 lanes with on-street parking</li> <li>• 40' wide</li> </ul>	<ul style="list-style-type: none"> <li>• Add bike route with sharrows and wayfinding signage</li> </ul>

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## 214TH STREET

FROM I-110 (Unincorporated Los Angeles County limit)

TO Main St.

### EXISTING

- 2 lanes with on-street parking
- 33' wide

### PROPOSED

- Add sharrows and wayfinding signage
- Coordinate with Los Angeles County to connect 214th St. bikeway via existing bridge over I-110

## CARSON STREET

FROM I-110 (Unincorporated Los Angeles County limit)

TO Avalon Blvd.

### EXISTING

- 4 lanes with median and on-street parking
- 34'-36' wide curb-to-median

### PROPOSED

- Add Type B sharrows

FROM Avalon Blvd.

TO I-405

### EXISTING

- 3 lanes westbound, 2 lanes eastbound
- 35' wide curb-to-median

### PROPOSED

- Remove third westbound lane
- Add 6' colored bike lane with 4' buffer
- Option: Add 5' colored bike lane on the north side and 6' colored bike lane with 4' buffer on the south side

FROM I-405

TO Wilmington Ave.

### EXISTING

- 4 lanes with median and on-street parking
- 35' wide curb-to-median
- Truck route
- Posted speed limit: 40 mph

### PROPOSED

- Add 6' colored bike lanes



## CARSON STREET (CONTINUED)

FROM **Wilmington Ave.**

TO **Driveway west of Alameda Corridor railroad bridge**

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>4 lanes with center turn lane and on-street parking</li> <li>84' wide</li> <li>High volumes of truck traffic observed</li> <li>Truck route</li> <li>Posted speed limit: 45 mph</li> </ul>	<ul style="list-style-type: none"> <li>Add 6' colored bike lanes with 2' buffer</li> </ul>

FROM **Driveway west of Alameda Corridor railroad bridge**

TO **Alameda St. access ramps**

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>4 lanes with median</li> <li>29' wide curb-to-median</li> <li>High volumes of truck traffic observed</li> <li>Truck route</li> <li>Posted speed limit: 45 mph</li> </ul>	<ul style="list-style-type: none"> <li>Add 7' colored bike lanes</li> <li>Option: Add 5' colored bike lanes</li> </ul>

FROM **Alameda St. access ramps**

TO **Harbor View Ave.**

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>4 lanes, center turn lane, and on-street parking on the south side only</li> <li>60' wide</li> <li>24-hour traffic volume in December 2009: 10,400</li> <li>Posted speed limit: 35 mph</li> </ul>	<ul style="list-style-type: none"> <li>Option 1: Road diet to 2 lanes, center turn lane, and on-street parking on both sides; add 6' bike lanes with 2' buffer</li> <li>Option 2: Add Type B sharrows</li> </ul>

FROM **Harbor View Ave.**

TO **Santa Fe Ave.**

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>4 lanes with on-street parking</li> <li>63' wide</li> <li>24-hour traffic volume in December 2009: 10,400</li> <li>Posted speed limit: 35 mph</li> </ul>	<ul style="list-style-type: none"> <li>Option 1: Road diet to 2 lanes, center turn lane, and on-street parking; add 6' bike lanes with 2' buffer</li> <li>Option 2: Add Type B sharrows</li> </ul>

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## 220TH STREET/LUCERNE STREET

FROM **Figüeroa St.**

TO **223rd St.**

### EXISTING

- 2 lanes with on-street parking
- 36' wide
- Posted speed limit: 25/30 mph

### PROPOSED

- Add bike route with sharrow and wayfinding signage

## 223RD STREET

FROM **I-110 (Unincorporated Los Angeles County limit)**

TO **Avalon Blvd.**

### EXISTING

- 4 lanes with center turn lane and on-street parking
- 82'-84' wide
- Truck route
- Posted speed limit: 40 mph

### PROPOSED

- Add 6' bike lanes with 2' buffer

FROM **Avalon Blvd.**

TO **Wilmington Ave.**

### EXISTING

- 4 lanes with median and on-street parking on the north side only
- 36' wide curb-to-median
- Truck route
- Posted speed limit: 40 mph

### PROPOSED

- Add 5' bike lane on the north side
- Add 6' bike lane with 2' buffer on the south side

FROM **Wilmington Ave.**

TO **Emergency signal at City of Carson Fire Station 127**

### EXISTING

- 4 lanes with center turn lane and on-street parking
- 84' wide
- Truck route
- Posted speed limit: 45 mph

### PROPOSED

- Add 6' colored bike lanes with 2' buffer



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## 223RD STREET (CONTINUED)

FROM Emergency signal at City of Carson Fire Station 127

TO BP Campus Dr.

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>4 lanes, center turn lane, and on-street parking on the north side only</li> <li>70' wide</li> <li>Truck route</li> <li>Posted speed limit: 45 mph</li> </ul>	<ul style="list-style-type: none"> <li>Add 6' bike lanes</li> </ul>

FROM BP Campus Dr.

TO Alameda St. (Los Angeles city limit)

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>6 lanes with median</li> <li>32' wide curb-to-median</li> <li>24-hour traffic volume in December 2009: 16,200</li> <li>Truck route</li> <li>Posted speed limit: 45 mph</li> </ul>	<ul style="list-style-type: none"> <li>Road diet to 4 lanes; add 6' bike lanes with 2' buffer</li> <li>Coordinate with City of Los Angeles to extend project between Carson city limit at Alameda St. and Carson city limit at Hesperian Ave.</li> </ul>

## WARDLOW ROAD

FROM Hesperian Ave. (Los Angeles city limit)

TO River Ave. (Long Beach city limit)

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>4 lanes with median and on-street parking on the south side only</li> <li>32' wide curb-to-median</li> <li>South side of street is in City of Long Beach</li> </ul>	<ul style="list-style-type: none"> <li>Add 6' bike lane</li> <li>Coordinate with City of Long Beach and add Type B sharrows on the south side</li> </ul>

## 228TH STREET

FROM I-110 (Unincorporated Los Angeles County limit)

TO Avalon Blvd.

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>2 lanes with on-street parking</li> <li>36-40' wide</li> <li>Posted speed limit: 30 mph</li> </ul>	<ul style="list-style-type: none"> <li>Add bike route with sharrows and wayfinding signage</li> </ul>

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## WATSON CENTER ROAD

FROM **Avalon Blvd.**

TO **Wilmington Ave.**

### EXISTING

- 2 lanes with on-street parking
- 60' wide
- Posted speed limit: 40 mph

### PROPOSED

- Add 7' bike lanes

## SEPULVEDA BOULEVARD

FROM **I-110 (Unincorporated Los Angeles County limit)**

TO **Figueroa St.**

### EXISTING

- 6 lanes with median/center turn lane
- 36' wide curb-to-median
- Truck route
- Posted speed limit: 40 mph

### PROPOSED

- Road diet to four lanes with median/center turn lane
- Add 6' bike lanes with 4' buffer
- Color conflict zone at eastbound on-ramp to northbound I-110

FROM **Figueroa St.**

TO **Avalon Blvd.**

### EXISTING

- 4 lanes with median/center turn lane and on-street parking
- 34' wide curb-to-median
- 24-hour traffic volume in May 2012: 25,700-27,700

### PROPOSED

- Add 5' colored bike lanes

FROM **Avalon Blvd.**

TO **Wilmington Ave.**

### EXISTING

- 4 lanes with median/center turn lane and on-street parking
- 34' wide curb-to-median
- 24-hour traffic volume in May 2012: 17,000
- Truck route
- Posted speed limit: 40 mph

### PROPOSED

- Add 5' colored bike lanes

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**SEPULVEDA BOULEVARD (CONTINUED)**

FROM **Wilmington Ave.**

TO **Alameda St.**

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>• 4 lanes with median/center turn lane</li> <li>• 35' wide curb-to-median</li> <li>• High volumes of truck traffic observed</li> </ul>	<ul style="list-style-type: none"> <li>• Add 6' bike lane with 4' buffer</li> </ul>

FROM **Alameda St.**

TO **Los Angeles city limit**

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>• 4 lanes with median/center turn lane</li> <li>• 35' wide curb-to-median</li> <li>• 52' wide curb-to-curb on bridge over Dominguez Channel</li> <li>• High volumes of truck traffic observed</li> <li>• No parking utilization observed</li> </ul>	<ul style="list-style-type: none"> <li>• Add 6' bike lane with 2' buffer where space permits</li> <li>• Prohibit parking</li> </ul>

**BNSF RAILWAY HARBOR SUBDIVISION**

FROM **Wilmington Drain**

TO **Wilmington Ave.**

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>• Wide railroad right-of-way</li> <li>• Railroad is active, but sees limited train service</li> <li>• East of Avalon Blvd., right-of-way is within the City of Los Angeles</li> </ul>	<ul style="list-style-type: none"> <li>• Add bike path along right-of-way</li> <li>• Add bridge over Main St.</li> <li>• Connect to proposed bike paths along Wilmington Drain and LADWP utility corridor</li> <li>• Coordinate with BNSF Railway, City of Los Angeles, and Metro</li> </ul>

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# LOMITA BOULEVARD

FROM I-110 (Los Angeles City limit)

TO Figueroa St.

## EXISTING

- 4 lanes with median/center turn lane
- 35' wide curb-to-median
- 24-hour traffic volume in December 2009: 17,000
- Truck route
- Posted speed limit: 40 mph

## PROPOSED

- Add 6' bike lanes with 2' buffers
- Coordinate implementation with City of Los Angeles

FROM Figueroa St.

TO Wilmington Blvd.

## EXISTING

- 4 lanes, median/center turn lane, and on-street parking on the south side only
- 34' wide curb-to-median
- No traffic volume data available
- Truck route
- Posted speed limit: 40 mph

## PROPOSED

- On the north side, add 6' bike lane with 2' buffer
- On the south side, add 6' bike lane
- Coordinate implementation with City of Los Angeles

FROM Wilmington Blvd.

TO Wilmington Ave.

## EXISTING

- 4 lanes, median/center turn lane, and on-street parking
- 79' wide
- 24-hour traffic volume in December 2009: 3,300
- Truck route
- Posted speed limit: 40 mph

## PROPOSED

- Add 6' bike lanes
- Coordinate implementation with City of Los Angeles

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# NORTH-SOUTH BIKEWAYS

## WILMINGTON DRAIN

FROM Sepulveda Blvd. west of Figueroa St.

TO Lomita Blvd. west of I-110 (in City of Los Angeles)

### EXISTING

- Channelized waterway with unpaved path along east side for majority of corridor
- Portion south of I-110 is within City of Los Angeles and has no parallel unpaved path

### PROPOSED

- Add bike path along right-of-way
- Add railroad crossing at BNSF railroad
- Add lighting under I-110
- Coordinate with:
  - Los Angeles County Flood Control District
  - Caltrans
  - City of Los Angeles
  - BNSF Railway
  - California Public Utilities Commission (for railroad crossing)
  - Adjacent property owners, as necessary

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## FIGUEROA STREET

FROM Alondra Blvd.

TO Del Amo Blvd.

### EXISTING

- 4 lanes with median/center turn lane and on-street parking
- 82' wide curb-to-curb
- 32' wide curb-to-median
- 24-hour traffic volume in May 2012: 10,100-15,000
- Western portion of street is in City of Los Angeles from Alondra Blvd. to Victoria St.

### PROPOSED

- Road diet to one lane in each direction, make on-street parking permanent, and add 6' bike lanes with 2' buffer on travel lane side and 2' buffer on parking side of bike lane
- Coordinate with City of Los Angeles where jurisdiction over street is shared



**FIGUEROA STREET (CONTINUED)**

FROM **Del Amo Blvd.**

TO **223rd St.**

EXISTING

- 4 lanes with median/center turn lane and on-street parking
- 82' wide curb-to-curb
- 32' wide curb-to-median
- 24-hour traffic volume in May 2012: 10,800-21,700

PROPOSED

- Add 5-6' colored bike lanes

FROM **223rd St.**

TO **Lomita Blvd.**

EXISTING

- 4 lanes with median/center turn lane and on-street parking
- 82' wide curb-to-curb
- 32' wide curb-to-median
- 24-hour traffic volume in May 2012: 13,500

PROPOSED

- Road diet to one lane in each direction, make on-street parking permanent, and add 6' bike lanes with 2' buffer on travel lane side and 2' buffer on parking side of bike lane

**MONETA AVENUE**

FROM **Carson St.**

TO **228th St.**

EXISTING

- 2 lanes with on-street parking
- 40' wide
- Posted speed limit: 30 mph

PROPOSED

- Add bike route with sharrows and wayfinding signage

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**BROADWAY**

FROM **Alondra Blvd.**

TO **Griffith St.**

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>• 4 lanes with center turn lane and on-street parking</li> <li>• 75' wide</li> <li>• 24-hour traffic volume in December 2009: 3,800-5,700</li> <li>• Truck route</li> <li>• Posted speed limit: 40 mph</li> </ul>	<ul style="list-style-type: none"> <li>• Add 5' bike lanes</li> </ul>

FROM **Griffith St.**

TO **Main St.**

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>• 2 lanes with on-street parking</li> <li>• 54' wide</li> <li>• Truck route</li> <li>• Posted speed limit: 40 mph</li> </ul>	<ul style="list-style-type: none"> <li>• Add 6' bike lanes</li> </ul>

**MAIN STREET**

FROM **Alondra Blvd.**

TO **Victoria St.**

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>• 4 lanes with center turn lane/median and on-street parking</li> <li>• 83' wide curb-to-curb</li> <li>• 34' wide curb-to-median</li> <li>• Truck route</li> <li>• Posted speed limit: 40 mph</li> </ul>	<ul style="list-style-type: none"> <li>• Add 6' bike lanes to sections with median</li> <li>• Add 6' bike lanes with 2' buffer to sections without median</li> </ul>

FROM **Victoria St.**

TO **220th St.**

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>• 4 lanes with center turn lane/median and on-street parking</li> <li>• 83' wide curb-to-curb</li> <li>• 34' wide curb-to-median</li> <li>• Posted speed limit: 45 mph</li> </ul>	<ul style="list-style-type: none"> <li>• Add 6' bike lanes to sections with median</li> <li>• Add 6' bike lanes with 2' buffer to sections without median</li> </ul>

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**MAIN STREET (CONTINUED)**

FROM **220th St.**

TO **223rd St.**

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>• 4 lanes with center turn lane/median and on-street parking</li> <li>• 83' wide curb-to-curb</li> <li>• 32' wide curb-to-median</li> <li>• Posted speed limit: 35 mph</li> </ul>	<ul style="list-style-type: none"> <li>• Add 5' colored bike lanes to sections with median</li> <li>• Add 6' colored bike lanes with 2' buffer to sections without median</li> </ul>

FROM **223rd St.**

TO **Lomita Blvd.**

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>• 4 lanes with median and on-street parking</li> <li>• 34' wide curb-to-median</li> <li>• 22' wide curb-to-median for brief section at BNSF railroad underpass</li> <li>• A portion of this segment is a truck route</li> <li>• Posted speed limit: 40 mph</li> </ul>	<ul style="list-style-type: none"> <li>• Add 6' colored bike lanes</li> <li>• Add Type B sharrows at railroad underpass</li> </ul>

**DOMINGUEZ CHANNEL**

FROM **Main St. (end of existing Dominguez Channel path)**

TO **223rd St.**

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>• Channelized waterway with parallel unpaved paths along both sides</li> <li>• Proposed bike path in Los Angeles County Bicycle Master Plan</li> </ul>	<ul style="list-style-type: none"> <li>• Add bike paths along both sides of waterway (prioritize implementation on the east side)</li> <li>• Add access points at existing bridges over channel</li> <li>• Coordinate with Los Angeles County Flood Control District</li> </ul>

FROM **223rd St.**

TO **North of Pacific Coast Highway (Los Angeles city limit)**

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>• Channelized waterway with parallel unpaved paths along both sides</li> <li>• Proposed bike path in Los Angeles County Bicycle Master Plan</li> </ul>	<ul style="list-style-type: none"> <li>• Add bike path on east side</li> <li>• Add access point at Sepuveda Blvd.</li> <li>• Coordinate with Los Angeles County Flood Control District</li> </ul>

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## DOLORES STREET

FROM **213th St.**

TO **223rd St.**

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>• 2 lanes with on-street parking</li> <li>• Signed bike route</li> <li>• 40' wide</li> <li>• Posted speed limit: 30 mph</li> </ul>	<ul style="list-style-type: none"> <li>• Add bike route with sharrows and wayfinding signage</li> </ul>

FROM **223rd St.**

TO **Sepulveda Blvd.**

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>• 2 lanes, center turn lane, on-street parking, and 5' bike lanes</li> <li>• 56' wide</li> <li>• Signed as "Bike Route" at Sepulveda Blvd.</li> <li>• 24-hour traffic volume in December 2009: 4,300</li> <li>• Posted speed limit: 35 mph</li> </ul>	<ul style="list-style-type: none"> <li>• Replace "Bike Route" signs with "Bike Lane" signs</li> <li>• Option 1: Widen bike lanes to 6'</li> <li>• Option 2: Remove center turn lane, widen bike lanes to 6', and add 2' buffer on travel lane side and 2' buffer on parking side of bike lane</li> </ul>

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## LADWP UTILITY CORRIDOR

FROM **Carson Plaza Dr.**

TO **Lenardo Dr. alignment at Boulevards at South Bay**

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>• Utility corridor connecting Dominguez Channel to Southbay Pavilion</li> <li>• Plant nursery located within utility corridor</li> <li>• Flood control channel passes underneath I-405 and connects to channel on the perimeter of the Boulevards at South Bay project</li> </ul>	<ul style="list-style-type: none"> <li>• Add bike path along LADWP Utility Corridor right-of-way</li> <li>• Coordinate with Los Angeles Department of Water and Power, nursery, and Los Angeles County Flood Control District</li> <li>• Add bridge over Dominguez Channel</li> <li>• Add bike path along flood control channel to connect to proposed multipurpose path on Lenardo Dr.</li> </ul>





## AVALON BOULEVARD

FROM Alondra Blvd.

TO Walnut St.

### EXISTING

- 6 lanes with median
- 34' curb-to-median
- 24-hour traffic volume in May 2012:  
24,000
- Posted speed limit: 40 mph

### PROPOSED

- Road diet to two lanes in each direction
- Add 6' bike lanes with 4' buffers

FROM Walnut St.

TO Victoria St.

### EXISTING

- 6 lanes with median
- 49' wide curb-to-median
- 24-hour traffic volume in May 2012:  
29,900
- Posted speed limit: 40 mph

### PROPOSED

- Add 6' bike lanes with 4' buffers

FROM Victoria St.

TO University Dr.

### EXISTING

- 6 lanes with median and on-street parking on the northbound side only
- 38' wide, curb-to-median, southbound side
- 47' wide, curb-to-median, northbound side
- 24-hour traffic volume in May 2012:  
23,000
- Posted speed limit: 40 mph

### PROPOSED

- Road diet to two northbound lanes
- Add 15' two-way cycletrack on the east side of the street
- Use additional space for sidewalk improvements
- Add 6' colored bike lanes with 2' buffer southbound
- Option: Add 6' colored bike lanes with 2' buffers northbound

FROM University Dr.

TO Del Amo Blvd.

### EXISTING

- 6 lanes with median and 5' bike lanes
- 47' wide curb-to-median
- 24-hour traffic volume in May 2012:  
25,200
- Posted speed limit: 40 mph

### PROPOSED

- Widen bike lane to 6', add 4' buffer, and add color
- Option: Continue road diet and use resulting space for sidewalk improvements or additional bikeway improvements

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**AVALON BOULEVARD (CONTINUED)**

FROM **Del Amo Blvd.**  
 TO **South side of Dominguez Channel bridge**

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>6 lanes with median</li> <li>32'-48' wide curb-to-median</li> <li>24-hour traffic volume in May 2012: 24,100</li> <li>Posted speed limit: 35 mph</li> </ul>	<ul style="list-style-type: none"> <li>Add 6' colored bike lanes</li> <li>Where right-of-way constraints necessitate, add Type B sharrows</li> </ul>

FROM **South side of Dominguez Channel bridge**  
 TO **End of median south of I-405 southbound ramps**

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>5-6 lanes with median</li> <li>28'-48' wide curb-to-median</li> <li>24-hour traffic volume in May 2012: 31,100</li> <li>Posted speed limit: 35 mph</li> </ul>	<ul style="list-style-type: none"> <li>Road diet to 4 lanes</li> <li>Add 6' colored bike lanes with 2' buffer</li> </ul>

FROM **End of median south of I-405 southbound ramps**  
 TO **Carson St.**

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>6 lanes with median</li> <li>34' wide curb-to-median</li> <li>24-hour traffic volume in May 2012: 28,100-31,100</li> <li>Posted speed limit: 35 mph</li> </ul>	<ul style="list-style-type: none"> <li>Option 1: Road diet to 4 lanes; add 6' colored bike lanes with 4' buffer</li> <li>Option 2: Add 4' bike lanes</li> <li>Option 3: Add sharrows and wayfinding signage</li> </ul>

FROM **Carson St.**  
 TO **Sepulveda Blvd.**

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>4 lanes with center turn lane and on-street parking</li> <li>83' wide</li> <li>Posted speed limit: 35 mph</li> </ul>	<ul style="list-style-type: none"> <li>Add 6' colored bike lanes with 2' buffer</li> </ul>

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## AVALON BOULEVARD (CONTINUED)

FROM Sepulveda Blvd.

TO South of BNSF railroad crossing (Los Angeles city limit)

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>4 lanes with median and on-street parking</li> <li>35' wide curb-to-median</li> <li>Truck route</li> <li>Posted speed limit: 40 mph</li> </ul>	<ul style="list-style-type: none"> <li>Add 6' bike lanes with 2' buffer</li> </ul>

## CAMPAIGN DRIVE

FROM University Dr.

TO Turmont St.

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>2 lanes with and on-street parking</li> <li>36' wide</li> <li>Posted speed limit: 25 mph</li> </ul>	<ul style="list-style-type: none"> <li>Add bike route with sharrows and wayfinding signage</li> </ul>

## GALWAY AVENUE/DENWALL DRIVE

FROM Turmont St.

TO Leapwood Ave.

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>2 lanes with and on-street parking</li> <li>40' wide</li> <li>Posted speed limit: 25 mph</li> </ul>	<ul style="list-style-type: none"> <li>Add bike route with sharrows and wayfinding signage</li> </ul>

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**LEAPWOOD AVENUE/CHICO STREET**

FROM **Denwall Dr.**

TO **Del Amo Blvd.**

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>• 2 lanes with on-street parking</li> <li>• 40' wide</li> <li>• Posted speed limit: 25 mph</li> </ul>	<ul style="list-style-type: none"> <li>• Add bike route with sharrows and wayfinding signage</li> </ul>

FROM **Del Amo Blvd.**

TO **Dovlen Pl.**

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>• 2 lanes with center turn lane and 5' bike lanes</li> <li>• 40' wide</li> <li>• Posted speed limit: 35 mph</li> </ul>	<ul style="list-style-type: none"> <li>• No change from existing conditions</li> </ul>

FROM **Dovlen Pl.**

TO **Dominguez St.**

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>• 2 lanes with center turn lane and 5' bike lanes</li> <li>• 47' wide</li> <li>• Posted speed limit: 35 mph</li> </ul>	<ul style="list-style-type: none"> <li>• Widen bike lanes to 7'</li> </ul>

FROM **Dominguez St.**

TO **213th St.**

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>• 2 lanes with center turn lane and 5' bike lanes</li> <li>• 48' wide</li> <li>• Posted speed limit: 45 mph</li> </ul>	<ul style="list-style-type: none"> <li>• Widen bike lanes to 6' and add 2' buffer</li> </ul>

**SELWYN AVENUE/DESFORD STREET**

FROM **213th St.**

TO **Civic Plaza Dr.**

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>• 2 lanes with on-street parking</li> <li>• 40' wide</li> <li>• Posted speed limit: 25 mph</li> </ul>	<ul style="list-style-type: none"> <li>• Add bike route with sharrows and wayfinding signage</li> </ul>

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## CIVIC PLAZA DRIVE

FROM Desford St.

TO Roundabout at Merchants Bank of California building

### EXISTING

- 2 lanes
- 25' wide
- Posted speed limit: 25 mph

### PROPOSED

- Add bike route with sharrows and wayfinding signage

FROM Roundabout at Merchants Bank of California building

TO Carson St.

### EXISTING

- 2 lanes
- 40' wide
- Posted speed limit: 25 mph

### PROPOSED

- Add 6' bike lanes

## BONITA STREET

FROM Carson St.

TO 223rd St.

### EXISTING

- 2 lanes with on-street parking
- 40' wide
- Posted speed limit: 30 mph

### PROPOSED

- Add bike route with sharrows and wayfinding signage

FROM 223rd St.

TO Watson Center Rd.

### EXISTING

- 2 lanes with on-street parking
- 60' wide
- Posted speed limit: 40 mph

### PROPOSED

- Add 7' bike lanes



## INTERSTATE 405 RIGHT-OF-WAY/LADWP UTILITY CORRIDOR

FROM 213th St.

TO BNSF Railway Harbor Subdivision

### EXISTING

- Mostly vacant right-of-way along west side of I-405 and high-voltage power line corridor
- Some plant nurseries located within utility corridor south of 223rd St.
- South of Deloras Dr., right-of-way is within the City of Los Angeles

### PROPOSED

- Add bike path along right-of-way
- Add signal where proposed path crosses Carson St.
- Link to proposed Dominguez Channel bike path via connecting path along 213th St. (see 213th St. proposed bikeways)
- Connect to proposed path along BNSF Railway Harbor Subdivision
- Coordinate with Caltrans, Los Angeles Department of Water and Power, City of Los Angeles, and utility corridor tenants, as necessary

31

## CENTRAL AVENUE

FROM Greenleaf Blvd.

TO Walnut St.

### EXISTING

- 4 lanes with median
- 34' wide curb-to-median
- East side of street is in City of Compton
- Truck route
- Posted speed limit: 40 mph

### PROPOSED

- Add 6' bike lanes with 4' buffer
- Coordinate with City of Compton

FROM Walnut St.

TO Artesia Blvd.

### EXISTING

- 5 lanes (2 northbound, 3 southbound) with median
- 34' wide curb-to-median
- Traffic volume data not available
- East side of street is in City of Compton
- Truck route
- Posted speed limit: 40 mph

### PROPOSED

- Coordinate with City of Compton and add 6' bike lane with 4' buffer on east side of street
- West side option 1: Remove 1 southbound travel lane and add 6' bike lane with 4' buffer
- West side option 2: Add 4' bike lane

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**CENTRAL AVENUE (CONTINUED)**

FROM **Artesia Blvd.**

TO **Albertoni St.**

**EXISTING**

- 6 lanes with center turn lane
- 84' wide curb-to-curb
- Traffic volume data not available
- East side of street is in City of Compton
- Truck route
- Posted speed limit: 40 mph

**PROPOSED**

- Add 6' colored bike lanes
- Coordinate with City of Compton

FROM **Albertoni St.**

TO **University Dr.**

**EXISTING**

- 4 lanes with median/center turn lane
- Wide sidewalk/bicycle sidepath on west side of street between Aspen Hill Rd. and University Dr.
- 35' wide curb-to-median
- 84' wide curb-to-curb
- Truck route
- Posted speed limit: 40 mph

**PROPOSED**

- Add 12' cycletrack on west side of street
- Add 6' bike lanes with 4' buffer on east side of street
- Add bike signals at intersections
- Option: Add 6' bike lanes with 4' buffer
- Add "Bike Path" signage and pavement markings to sidepath; add signage notifying motorists of crossing bicyclists at intersections

FROM **University Dr.**

TO **Del Amo Blvd.**

**EXISTING**

- 4 lanes with median and 5' bike lanes
- 35' wide curb-to-median
- Posted speed limit: 40 mph

**PROPOSED**

- Widen bike lanes to 6' and add 4' buffer

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**VERA STREET**

FROM 213th St.

TO Carson St.

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>• 3 lanes with on-street parking</li> <li>• 56' wide</li> <li>• Posted speed limit: 35 mph</li> </ul>	<ul style="list-style-type: none"> <li>• Add 6' bike lanes</li> </ul>

FROM Carson St.

TO Dominguez Channel

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>• 2 lanes with on-street parking</li> <li>• 40' wide</li> <li>• Posted speed limit: 25 mph</li> </ul>	<ul style="list-style-type: none"> <li>• Add bike route with sharrows and wayfinding signage</li> <li>• Connect to proposed Dominguez Channel path via vacant lot southeast of Vera St./213th St. intersection</li> <li>• Add bridge to cross Dominguez Channel</li> </ul>

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**WILMINGTON AVENUE**

FROM **Victoria St. (Compton city limit)**

TO **Del Amo Blvd.**

EXISTING

- 6 lanes with median
- 35' wide curb-to-median
- 24-hour traffic volume in May 2012: 18,700
- Eastern portion of street is in unincorporated Los Angeles County
- Truck route
- Posted speed limit: 45 mph

PROPOSED

- Add 5' colored bike lanes
- Coordinate with Los Angeles County

FROM **Del Amo Blvd.**

TO **213th St.**

EXISTING

- 4 lanes with median and on-street parking
- 35' wide curb-to-median
- High volumes of truck traffic observed
- Minimal use of on-street parking observed
- Posted speed limit: 40 mph

PROPOSED

- Option 1: Remove on-street parking and add 6' colored bike lanes with 2' buffer
- Option 2: Add 6' colored bike lanes

FROM **213th St.**

TO **220th St.**

EXISTING

- 4 lanes with median and on-street parking
- 35' wide curb-to-median
- High volumes of truck traffic observed
- Truck route
- Posted speed limit: 40 mph

PROPOSED

- Add 6' colored bike lanes

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## WILMINGTON AVENUE (CONTINUED)

FROM **220th St.**

TO **223rd St.**

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>• 6 lanes with median</li> <li>• 35' wide curb-to-median</li> <li>• High volumes of truck traffic observed</li> <li>• Truck route</li> <li>• Posted speed limit: 40 mph</li> <li>• 24-hour traffic volume in May 2012: 20,800-33,600</li> <li>• Planned capital project will add a travel lane in each direction and widen sidewalks</li> </ul>	<ul style="list-style-type: none"> <li>• Add Type B sharrows</li> </ul>

FROM **223rd St.**

TO **Sepulveda Blvd.**

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>• 4 lanes with median and on-street parking on west side only</li> <li>• 35' wide curb-to-median</li> <li>• High volumes of truck traffic observed</li> <li>• Minimal use of on-street parking observed</li> <li>• Truck route</li> <li>• Posted speed limit: 45 mph</li> </ul>	<ul style="list-style-type: none"> <li>• Option 1: Remove on-street parking and add 6' colored bike lanes with 2' buffer</li> <li>• Option 2: Add 6' colored bike lanes</li> </ul>

FROM **Sepulveda Blvd.**

TO **BNSF railroad crossing south of Sepulveda Blvd.**

EXISTING	PROPOSED
<ul style="list-style-type: none"> <li>• 4 lanes with median and on-street parking</li> <li>• 35' wide curb-to-median</li> <li>• Minimal use of on-street parking observed on east side of street</li> <li>• Truck route</li> <li>• Posted speed limit: 45 mph</li> </ul>	<ul style="list-style-type: none"> <li>• Add 6' colored bike lanes</li> </ul>

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**WILMINGTON AVENUE (CONTINUED)**

FROM BNSF railroad crossing south of Sepulveda Blvd.

TO Lomita Blvd. (Los Angeles city limit)

EXISTING

- 4 lanes with center turn lane
- 56' wide
- Few driveways or land uses fronting onto segment
- Truck route
- Posted speed limit: 45 mph

PROPOSED

- Remove center turn lane and add 6' colored bike lanes

**SANTA FE AVENUE**

FROM Del Amo Blvd. (Unincorporated Los Angeles County limit)

TO Dominguez St.

EXISTING

- 4 lanes with center turn lane and on-street parking
- 84' wide
- Truck route
- Posted speed limit: 40 mph

PROPOSED

- Add 6' colored bike lanes with 2' buffer

FROM Dominguez St.

TO Carson St.

EXISTING

- 4 lanes with center turn lane and on-street parking
- 79' wide
- Truck route
- Posted speed limit: 40 mph

PROPOSED

- Add 6' colored bike lanes

FROM Carson St.

TO 218th Pl.

EXISTING

- 4 lanes with median and on-street parking
- 36' wide curb-to-median
- Truck route
- Posted speed limit: 40 mph

PROPOSED

- Add 5' colored bike lanes with 2' buffer

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# SANTA FE AVENUE (CONTINUED)

FROM 218th Pl.

TO Warnock Wy. (Long Beach city limit)




















EXISTING	PROPOSED
<ul style="list-style-type: none"><li>4 lanes with median and on-street parking</li><li>30' wide curb-to-median</li><li>Truck route</li><li>Posted speed limit: 40 mph</li></ul>	<ul style="list-style-type: none"><li>Add Type B sharrows</li></ul>

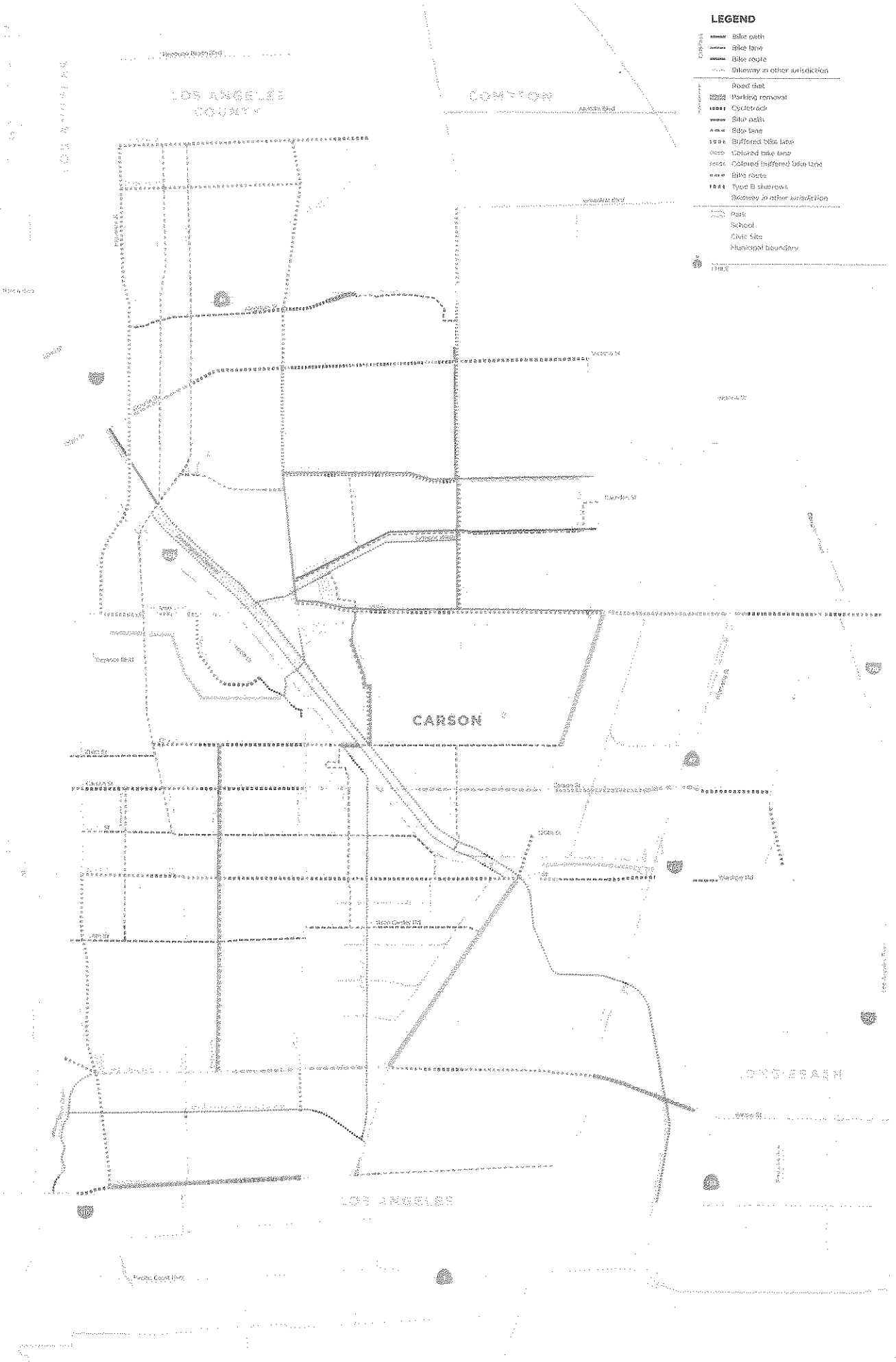
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**LEGEND**

-  Bike path
-  Bike lane
-  Bike route
-  Bikeway in other jurisdiction
-  Road that
-  Parking removal
-  Cyclist track
-  Bike path
-  Bike lane
-  Buffered bike lane
-  Colored bike lane
-  Colored buffered bike lane
-  Bike route
-  Type B sharrows
-  Bikeway in other jurisdiction
-  Park
-  School
-  Civic Site
-  Municipal boundary





# Tour de Carson Festival

**Saturday, April 13, 2013**

**9:00 a.m. – 1:00 p.m.**

**Carson City Hall Main Parking Lot**

**701 E. Carson Street**

*(Corner of Avalon Blvd. and Carson St.)*

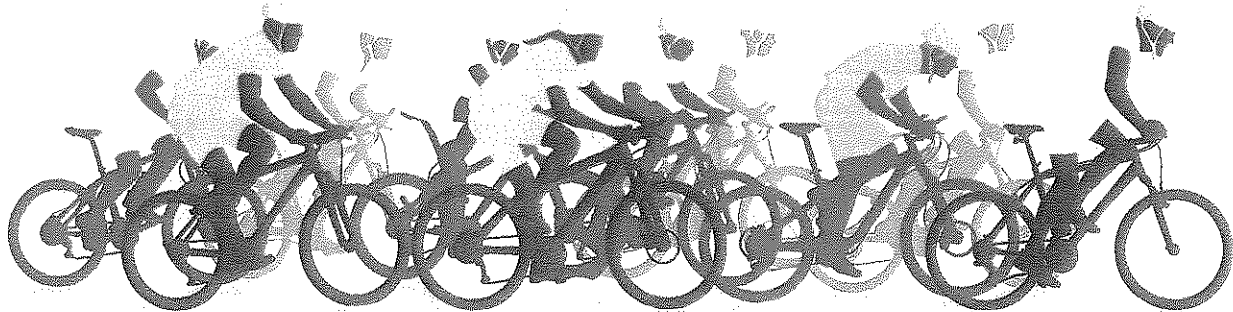
**You're invited to Tour de Carson - a bike tour and festival hosted by the City of Carson!**

**This fun-filled event will include:**

- A Bike Tour guided by local bike trainers will be provided for beginner/intermediate and advanced cyclists.
- Educational bicycle safety and maintenance sessions.
- A Children's Health Fair.
- Opportunities to view and comment on the City's Draft Comprehensive Master Plan of Bikeways
- Other exciting information and activities!

**Win Prizes!**

**Free lunch provided  
for participants!**

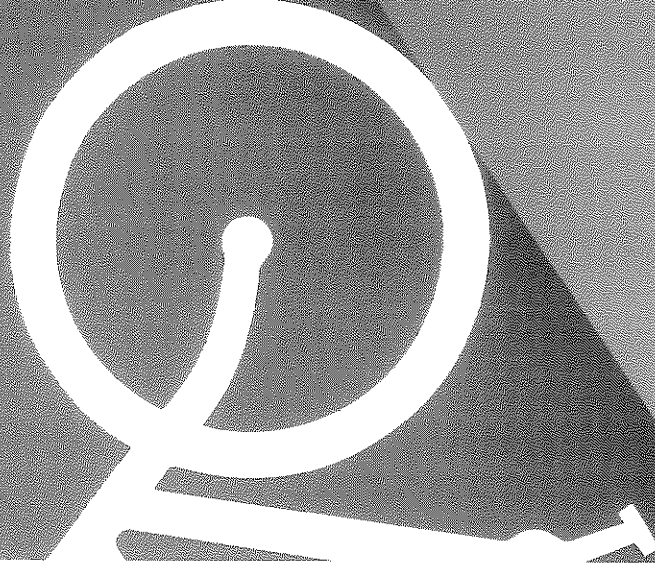
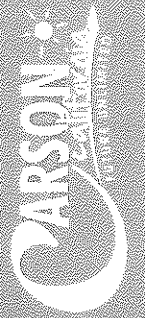


Please RSVP on the City's website <http://ci.carson.ca.us/bikeways> or by calling Sharon Song, Associate Planner, at the City of Carson (310.952.1700 ext. 1365) or Alek Bartrosouf at the Los Angeles County Bicycle Coalition (213.629.2142). **Goodie bags with fun freebies will be provided to those who RSVP!**

EXHIBIT NO. 03



**BE SAFE**



**SHARE  
THE ROAD**

2nd St

190th St

214th St

Carson St

220th St

224th St

228th St

232nd St

236th St

240th St

244th St

248th St

252nd St

256th St

Figueras St

Victoria St

Headway

Major St

Albion

Albion Blvd

Central Ave

Dowdney Dr

Island St

Carson Ave

Lawrence St

CARSON

Torrance Blvd

Lenardo Dr

LAFWP Utility Corridor

190th Ave

Bonita St

LAFWP Utility Corridor

Watson Center St

Figueras St

220th St

224th St

228th St

232nd St

236th St

240th St

244th St

248th St

252nd St

256th St

Figueras St

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224th St

228th St

232nd St

236th St

240th St

244th St

248th St

252nd St

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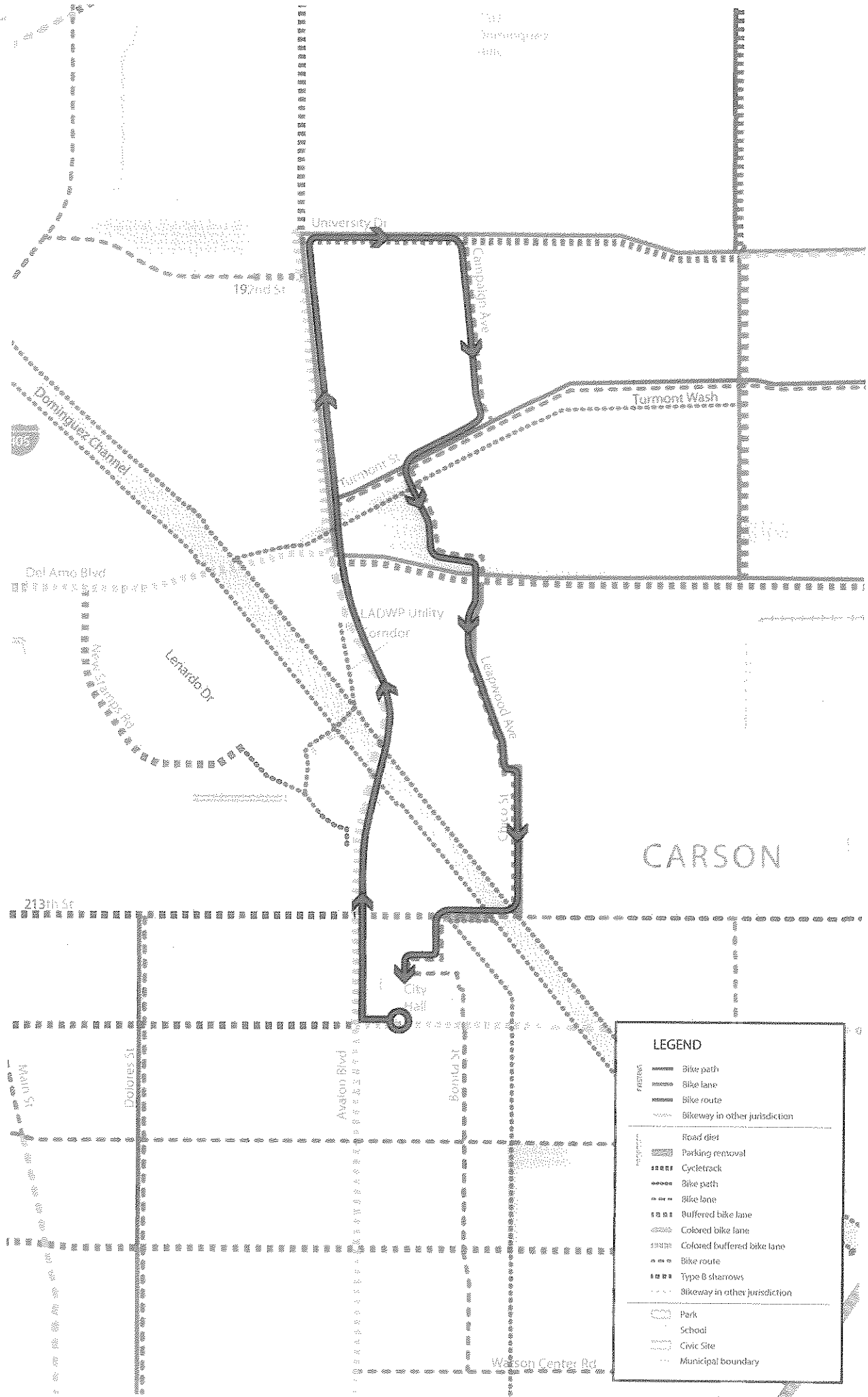
256th St

**LEGEND**

<b>EXISTING</b>		Bike path
		Bike lane
		Bike route
		Bikeway in other jurisdiction
<b>PROPOSED</b>		Road diet
		Parking removal
		Cycletrack
		Bike path
		Bike lane
		Buffered bike lane
		Colored bike lane
		Colored buffered bike lane
		Bike route
		Type B sharrows
		Bikeway in other jurisdiction
		Park
		School
		Civic Site
		Municipal boundary

St





CARSON

**LEGEND**

	Bike path
	Bike lane
	Bike route
	Bikeway in other jurisdiction
<b>ROAD DIET</b>	
	Parking removal
	Cycletrack
	Bike path
	Bike lane
	Buffered bike lane
	Colored bike lane
	Colored buffered bike lane
	Bike route
	Type B sharrows
	Bikeway in other jurisdiction
	Park
	School
	Civic Site
	Municipal boundary