

Traffic Commission Meeting
August 1, 2011

Agenda Item No. 7a

TO: Traffic Commission

FROM: Gregg D. Lodan, AICP, Planning Manager

SUBJECT: Comments on Draft South Bay Bicycle Master Plan

RECOMMENDATION

The Community Development Director recommends that the Traffic Commission provide feedback and make comments to the most recent draft of the South Bay Bicycle Master Plan.

BACKGROUND

On September 28, 2010, the City Council adopted Resolution 2010-95 to support the Los Angeles County Bicycle Coalition (LACBC) with their efforts to create a South Bay Bicycle Master Plan through a grant from the Los Angeles County Department of Public Health.

Staff from the seven participating South Bay Cities; Redondo, Hermosa, Manhattan, Torrance, Gardena, El Segundo, and Lawndale are providing assistance towards this effort to create a Bicycle Master Plan for the South Bay. Councilman Cliff Numark also serves as Torrance's representative on the Blue Ribbon Committee.

Since our last meeting on this topic in March 2011, Torrance hosted a public meeting on June 27, 2011, met with staff from various City departments, received comments from the Traffic Team at their July 13, 2011 meeting, and given comments to Ms. Marissa Christensen, Initiative Director.

The draft Plan was posted on-line for public comments June 13, 2011. The Traffic Commission was also notified by Mr. Semaan of the availability of this document on June 14, 2011, and Commissioners were provided the link to the electronic copy of the document.

At this time, staff is seeking comments regarding the draft Plan from the Traffic Commission. Comments will be forwarded to Ms. Marissa Christensen as well. Further, the City Council Transportation Sub-committee will be providing their comments to staff at their meeting on August 9, 2011.

The Commission is encouraged to offer their comments on all aspects of the Draft South Bay Bicycle Master Plan.

Respectfully submitted,

JEFFERY W. GIBSON
COMMUNITY DEVELOPMENT DIRECTOR

By 

Gregg D. Lodan, AICP
Planning Manager

Crump, Jill

From: Semaan, Ted
Sent: Tuesday, July 19, 2011 3:11 PM
To: Crump, Jill
Subject: FW: South Bay Bicycle Plan
Attachments: comments to SB Bicycle Plan

FYI.....this is the original email with the attachment I could not open.

From: Sue Siani [mailto:suesiani@gmail.com]
Sent: Tuesday, July 19, 2011 11:14 AM
To: Semaan, Ted
Subject: South Bay Bicycle Plan

Ted,

Sorry it took so long for me to get these comments back to you. I've been traveling a lot this month and I also had problems opening the files you sent me. For some reason my work computer hates google docs (as well as that website), but I did manage to finally get them open on my home computer. Go figure. Anyway I wrote my notes on a hardcopy and scanned them in. Let me know if you have a problem reading them.

Thanks for your patience,
Sue

	<p>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 <i>Consider providing</i></p> <p>1.4.3 Provide sheltered bicycle parking 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. The amount of bicycle parking provided should be aimed at encouraging bicycle trips through increased safety and convenience. Schedule: 0-5 years</p> <p>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 <u>existing</u> bike parking ordinances or Municipal Code sections exempted. Schedule: 0-5 years</p> <p>1.4.5 To the extent feasible, the City may encourage owners of large buildings and major employers to provide showers and clothing lockers along with secure bike parking in areas where employment density warrants. Schedule: 2012-2032</p> <p>1.4.6 Consider amending the Municipal Code to decrease the number of required automobile parking spaces in buildings where bicycle parking is provided, as feasible and appropriate. Schedule: 0-5 years <i>I would remove this section (1.4.6) I think this causes more parking problems - people will still need to drive their cars.</i></p> <p>1.4.7 Require secure bike parking to be provided 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</p> <p>1.4.8 Work with Metro, local transit agencies and adjacent property owners to provide bicycle parking in proximity to bus stops. Schedule: 2012-2032</p>
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Goal 2.0: Make the South Bay A Safe Bicycling Environment

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.

Objective 2.1 Increase Bicycle Education and Awareness for All Road Users
 Increase education of bicycle safety through programs and trainings of the general public and City employees.

Policy Actions

I think these are goals, and should be stated as such
 2.1.1 ^{Consider partnering} Partner with local bike advocacy groups and bicycle related businesses 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 ^{Consider providing} Provide multi-lingual bicycle safety information in languages that are widely used throughout the South Bay region.
 Schedule: 2012-2032

2.1.3 ^{Consider working} 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 Provide continuous bicycle education to City staff that are involved in the design or other such decisions that effect 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.
 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

Objective 2.2 Enforcement for Improved Cycling Safety
 Increase enforcement activities that enhance safety of bicyclists on bike paths and roadways.

Policy Actions

2.2.1 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 *I don't think we should increase enforcement on one behavior over others.*

2.2.3 Explore opportunities to increase motorist awareness of possibility of the presence of

	<p>bicyclists, specifically at locations with a high incidence of bicycle collisions. Schedule: 2012-2032</p> <p>2.2.4 To the extent feasible, consider promoting bicycling-awareness, prominence and law enforcement accessibility by increasing bicycle-mounted patrol officers. Schedule: 2012-2032</p> <p>2.2.5 Develop or promote existing mechanisms for reporting behaviors that endanger cyclists. Schedule: 2012-2032</p> <p>2.2.6 Work with local law enforcement departments to make bicycle theft investigation a higher priority. <i>Higher priority than what? other property crimes?</i> Schedule: 2012-2032</p>
<p>Objective 2.3</p>	<p>Maintenance for Safe and Consistent Bikeability Maintain bikeways that are clear of debris and provide safe riding conditions.</p>
<p>Policy Actions</p>	<p>2.3.1 Coordinate with Public Works' 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</p> <p>2.3.2 <i>Ensure</i> Prioritize roadways with existing or proposed bike facilities in the City's street resurfacing plan, as necessary or appropriate. <i>are accommodated</i> Schedule: 2012-2032</p> <p>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</p> <p>2.3.4 Establish a maintenance reporting program to receive and respond to issues that impact bicyclist safety. Encourage citizens to participate in the program. Schedule: 2012-2032</p> <p>2.3.5 <i>ensure</i> Within the City's existing street sweeping program, prioritize the regular maintenance of bikeways, such as street sweeping, on corridors regularly traveled by bicyclists. Schedule: 2012-2032</p>

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	Partnering 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	<p>3.1.1 Partner with local bike advocacy groups to publicize updated bike maps, safety tips and commuting advice. Schedule: 0-5 years</p> <p>3.1.2 <i>Encourage</i> Work with local bike groups, such as the South Bay Bicycle Coalition, to promote bicycling at City-sponsored and public events, such as Earth Day, Bike to Work Day/Month, farmer's markets, public health fairs, art walks, craft fairs, civic events. Schedule: 0-5 years</p> <p>3.1.3 Upon meeting eligibility requirements, consider applying for the designation of "Bicycle Friendly Community" through the League of American Bicyclists. Schedule: 0-5 years</p> <p>3.1.4 Expand bicycle promotion and incentive programs for City employees to serve as a model program for other South Bay employers. Schedule: 0-5 years</p> <p>3.1.5 Work with the Chamber of Commerce and explore land use options that encourage and promote bicycle-related and bicycle-friendly businesses within the South Bay. Schedule: 2012-2032</p>
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	<p>3.2.1 Designate or establish a Bicycle Coordinator at either the regional or city level to track, coordinate and oversee implementation of bike facilities, programs, grant applications and data collection. Schedule: 2012</p> <p>3.2.2 Establish a monitoring program or database to measure the effectiveness and benefits of the South Bay Bicycle Master Plan. Measurements should be reviewed on a regular basis. Schedule: 2012</p> <p>3.2.3 Bicycle Coordinator or designated city staff will track city- and/or region-wide trends in bicycle commuting through the use of Census data, annual travel surveys, and annual</p>

	<p>volunteer-led bicycle counts. Schedule: 2012-2032</p> <p>3.2.4 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</p> <p>3.2.5 Bicycle Coordinator or designated City staff will work with the South Bay Cities Council of Governments (SBCCOG) Livable Communities Working Group to gain implementation support and oversight, as needed. Schedule: 2012-2032</p> <p>3.2.6 Bicycle 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</p> <p>3.2.7 Regularly monitor bicycle safety and seek a continuous reduction in bicycle-related collisions on a per capita or per bicyclist basis over the next twenty years. Schedule: 2012-2032</p> <p>3.2.8 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</p> <p>3.2.9 Amend the Municipal Code to require a public hearing with the appropriate Traffic, Public Works or other such Commission for the removal of any existing bikeway. Cities with such existing policy are exempted. Schedule: 0-5 years</p>
<p>Objective 3.3</p>	<p>Consistently Apply for Available Funding Sources 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.</p>
<p>Policy Actions</p>	<p>3.3.1 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:</p> <p><i>This seems like a lot of work - not sure how this is handled today</i></p> <ul style="list-style-type: none"> A. Metro Call for Projects (bi-annual) B. State Safe Routes to School Funding (annual) C. Office of Traffic Safety Grants (annual)

	<p>D. Caltrans Highway Safety Improvement Program (annual)</p> <p>E. Federal Safe Routes to School Funding (annual) — —</p> <p>F. Prop A Funds (annual)</p> <p>G. Coastal Conservancy Funds (annual)</p> <p>H. Federal Lanes Highway Funds (annual)</p> <p>I. Caltrans Bicycle Transportation Account (annual)</p> <p>J. Caltrans Community Based Transportation Planning Grant (annual)</p> <p>K. Prop C Transportation Demand Management Funds (annual)</p> <p>Schedule: 2012-2032</p> <p>3.3.2 Reference the priority matrix provided in this plan when determining how to prioritize funding applications and City budget allocations for bikeways and support facilities. Schedule: 2012-2032</p> <p>3.3.3 Bicycle Coordinator or designated City staff should maximize fund leveraging by coordinating bicycle improvement funding applications among all involved cities. Schedule: 2012-2032</p> <p>3.3.4 Bicycle 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</p> <p>3.3.5 include a specified bicycle improvements line item in the City's Capital Improvements Plan. Schedule: 2012-2032</p> <p>3.3.6 Establish 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</p>
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Hawthorne Blvd to the extent feasible. In the City of Lawndale, one option to consider would be to utilize the necessary space along the center parking landscaped median rather than removing on street parking or travel lanes.

9.4.2 Recommended End-of-trip Bicycle Facilities

Support facilities and connections to other modes of transportation are essential components of a bicycle system because they enhance safety and convenience for bicyclists at the end of every trip. With nearly all utilitarian and many recreational bike trips, bicyclists need secure and well-located bicycle parking. A comprehensive bicycle parking strategy is one of the most important things that a jurisdiction can apply to immediately enhance the bicycling environment. Moreover, a bicycle parking strategy with connections to public transit will further the geographical range of residents traveling without using an automobile.

The Torrance Municipal Code currently provides bicycle parking requirements for non-residential developments. The City should amend its Municipal Code to include bicycle parking requirements at new and retrofitted multi-family residential, commercial, office, and mixed-use developments of all sizes. The Municipal Code should also require bicycle parking quantities based on square footage of developments or by number of employees/residents to adequately address the bicycle demand at each development.

Torrance should, ^{consider amending} ~~also amend~~ its Municipal Code to include requirements on types of both short- and long-term bicycle parking facility designs, which are shown in Appendix J. Bicycle rack designs should include racks that provide two points of contact with the bicycle so that it can be locked from both the front wheel/frame and the rear wheel. This will provide a high degree of security and support for the bicycle. Long-term bicycle parking should be in the form of:

- Covered, lockable enclosures with permanently anchored racks for bicycles;
- Lockable bicycle rooms with permanently anchored racks;
- or
- Lockable, permanently anchored bicycle lockers.

When people commute by bicycle they often sweat or become dirty from weather or road conditions. Providing changing and storing facilities encourages commuters to travel by bicycle because they have a place to clean up before work or school. Torrance should

Chapter 11 | Wayfinding and Signage Plan

Manhattan Beach Library
North Manhattan Beach/El Porto
Manhattan Village Mall
Polliwog Park and the Creative Arts Center
AdventurePlex (Marine Ave Park and Marine Ave Sports Complex)
Downtown Manhattan Beach
Metlox
Redondo Beach
Redondo Beach
Riviera Village
Esplanade
Dominguez Park / Dog Park
North Redondo Beach Bikeway at Marine Ave and Redondo Beach Ave
North Redondo Beach Bikeway at Artesia Blvd and Inglewood Ave
North Redondo Beach Bikeway at Lilienthal Ln and 190th street (Lilienthal Park)
Torrance
Torrance Beach
South Coast Botanic Gardens
Torrance Airport / Zamparini Field
Madrona Marsh Nature Center
Los Angeles Air Force Base - <i>This is in El Segundo</i>
Wilson Park
Old Torrance
El Prado Park and Torrance History Museum
Torrance City Hall and Library

Del Amo Fashion Center

Crump, Jill

From: Semaan, Ted
Sent: Monday, July 18, 2011 9:25 AM
To: Crump, Jill
Subject: FW: South Bay Bicycle Master Plan - Public Review Open Now!
Attachments: marked items.pdf

Hi Jill, please see below Commissioner Rudolph's comments regarding the Draft Bike Master Plan. Please prepare to address his questions/comments at August 1st Traffic Commission meeting and forward to Marissa accordingly. Thanks, Ted.

From: Robert Rudolph [mailto:robert@networkerservices.net]
Sent: Sunday, July 17, 2011 11:39 AM
To: Semaan, Ted
Subject: RE: South Bay Bicycle Master Plan - Public Review Open Now!

Hi Ted,

Attached are some items marked up with comments that can lead to further discussions. I used the comments area in the PDF's to add remarks, let me know if you have any trouble reading them.

Areas that concern me most about the plan also included any mandatory implementation required from private property owners. Property owners should be offered incentives and rewards for their cooperation, not penalties, fines and added expenses. Can the city take the lead in implantation then study the results first before we change any codes. (5-10 years)

I believe that certain biking usage samples noted in the report are inconclusive and further studies that include all practical hours in a 7 day week are required to establish actual patterns of bikers. Also bike trends change; kids grow up and move away, weather conditions change, people change jobs or become unable to ride for whatever reasons. The assumption here is that you'll see an increase in bike usage. What is that increase going to be? What is our reference point for measurement? Are there any examples or long term studies for reference?

Is it possible to include some exclusivity with class 1 bike routes in Torrance? I noticed the limited number of these routes in the proposed plan and only one existing short half-mile route at Torrance Beach. If we are reviewing or have development plans underway for new types of transportation systems such as people movers or rail systems, can class 1 bike lanes be added here at the same time? Are there any grants available for class 1 bike lanes?

Sincerely,

Robert Rudolph

Traffic Commissioner
 City of Torrance

From: Semaan, Ted [mailto:TSEMAAN@TorranceCA.gov]
Sent: Tuesday, June 14, 2011 12:02 PM
To: David Sargent ; Doug Walter; Karen Glavin; Kathleen F. Green; Richard Tsao; Robert Rudolph; Sue Siani (suesiani@gmail.com)

08/01/2011



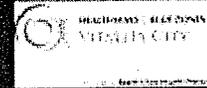
South Bay Bicycle Master Plan Community Workshops

The Draft plan is ready, come tell us what you think!

Refreshments will
be provided!

All workshops are from 7- 8:30 PM unless noted

Date	City	Location
6/20	Manhattan Beach	Joslyn Community Center - 1601 N Valley Drive
6/23	Hermosa Beach	Clark Building - 861 Valley Drive, 7:30 PM - 9 PM
6/27	Torrance	Katy Geissert Library Community Room - 3301 Torrance Blvd
6/28	El Segundo	Joslyn Center - 339 Sheldon Street
6/29	Lawndale/Gardena	Nakaoka Community Center - 1670 West 162nd Street
7/11	Redondo Beach*	Redondo Beach Performing Arts Center, 1935 Manhattan Beach Blvd, 7 PM - 9 PM

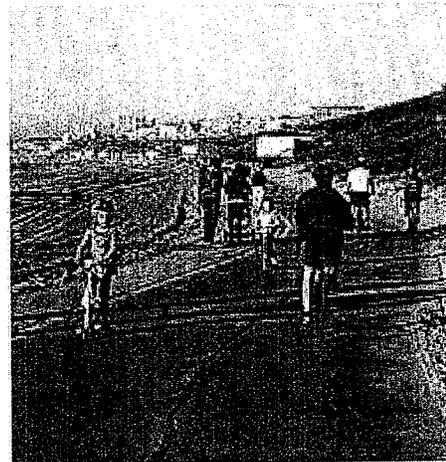


* Includes presentation by national livability expert Dan Burden, sponsored by Healthways | Blue Zone Vitality City

Please join us at an upcoming workshop to preview the draft plan and provide your input.

Public involvement from the previous workshops has helped shape the bikeways proposed for YOUR CITY. This is the final round of workshops before the plan is presented to your city council, so don't miss this one!

The plan is available for viewing after June 13th at: www.SouthBayBicycleCoalition.org



Contacts:

Marissa Christiansen
South Bay Initiative Director
Marissa@la-bike.org

Sam Corbett
Project Manager
samcorbett@altaplanning.com

Made possible by funding from the Department of Health and Human Services through the Los Angeles County Department of Public Health



Regards,
Marissa Christiansen

08/01/2011

	<p>1.1.9 Review policies and facilities proposed in the South Bay Bicycle Master Plan whenever planning or implementing new bicycle facilities or Capital Improvement Projects that may be related to bicycle improvements. Schedule: 2012-2032</p>
<p>Objective 1.2</p>	<p>Consistent Design and Engineering for Bicycles 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.</p>
<p>Policy Actions</p>	<p>1.2.1 Prioritize and encourage reallocation of roadway rights-of-way where needed to accommodate bicycling and bicycle facilities. Schedule: 2012-2032</p> <p>1.2.2 Prioritize opportunities that improve walkability and bikeability by utilizing standards, as defined by AB 1358, for all Capital Improvement Projects. Schedule: 2012-2032</p> <p>1.2.3 Pursue removal of on-street parking to accommodate striped bike lanes, to the extent feasible. Schedule: 2012-2032</p> <p>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</p> <p>Are there examples of locations where this might be considered.</p>

Sticky Note 07/02/2011 11:58:51
Robert Rudolph

Pages
Attachments
Comments

Manhattan Beach Library
North Manhattan Beach/El Porto
Manhattan Village Mall
Polliwog Park and the Creative Arts Center
AdventurePlex (Marine Ave Park and Marine Ave Sports Complex)
Downtown Manhattan Beach
Metlox
Redondo Beach
Redondo Beach
Riviera Village
Esplanade
Dominguez Park / Dog Park
North Redondo Beach Bikeway at Marine Ave and Redondo Beach Ave
North Redondo Beach Bikeway at Artesia Blvd and Inglewood Ave
North Redondo Beach Bikeway at Lillenthal Ln and 190th street (Lillenthal Park)
Torrance
Torrance Beach
South Coast Botanic Gardens
Torrance Airport / Zamparini Field
Madrona Marsh Nature Center
Los Angeles Air Force Base
Wilson Park
Old Torrance



Sticky Note 07/17/2011 9:59:4
Networker
Movie theaters, shopping ce
Golf Course, Hospitals & m
facilities

be aimed at encouraging bicycle trips through increased safety and convenience.
Schedule: 0-5 years

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, the City may encourage owners of large buildings and major employers 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 parking spaces in buildings where bicycle parking is provided, as feasible and appropriate.
Schedule: 0-5 years

1.4.7 Require secure bike parking to be provided at large or heavily attended events or destinations, by providing permanent bicycle parking facilities at event locations or reuse 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 parking in proximity to bus stops.
Schedule: 2012-2032

Sticky 07/02/2011 12:07:55 PM Robert Rudolph Options
How is this determined? What about business that lease their offices?

Sticky Not 07/02/2011 12:12:58 PM Robert Rudolph Options
Space allocated to parking bike should not diminish space allocated to parking cars.

Sticky 07/17/2011 9:40:25 AM Robert Rudolph Options
This should include some exclusive driveway path for bikes within the parking area of the event for safety purposes.

Sticky 07/02/2011 12:16:24 PM Networker Options
This scenario needs to include security, such as video surveillance

Adobe Reader - [marked items (2).pdf]

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Save a Copy Search Select 118% Help Deals for Digital Photographers

Sticky 07/02/2011 12:16:24 PM Networker Options

Sticky 07/17/2011 9:40:25 AM R Robert Rudolph Options

Sp: This should include some sho exclusive driveway path for

Sticky Note 07/17/2011 10:33:41 AM Networker Options

Allow sponsorships and advertising to help generate revenue

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

11.3 Kiosks

In addition to an effective signage system, the South Bay Signage plan also proposes the installation of informational kiosks to support the proposed bikeway network and signage. Proposed kiosk locations should be located at key destinations and include bicycle facility information for the participating cities and the South Bay region as a whole.

11.3.1 Design Guidelines

Potential locations for kiosks include key destinations in each City are provided in Appendix L. Figure II-13 and Figure II-14 present sample kiosk prototypes as potential designs for the cities' use. These are simply conceptual in design and can be modified to conform with each cities' existing signage plans. Figure II-15 displays a potential placement of the sample kiosk.

The design guidelines for kiosks will vary per each city's design preferences and existing standards. However, it is recommended that the participating cities use similar guidelines to create

4 of 4

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