

**CITY OF MANHATTAN BEACH  
DEPARTMENT OF COMMUNITY DEVELOPMENT**

**TO:** Parking and Public Improvements Commission

**FROM:** Richard Thompson, Director of Community Development  
Nhung Madrid, Management Analyst  
Jack Rydell, Traffic Engineer

UBJ FOR RT  
nm

**DATE:** December 6, 2012

**SUBJECT:** Installation of Shared Roadway Bicycle Markings (Sharrows) on Pacific Avenue

**RECOMMENDATION:**

Staff recommends that the Parking and Public Improvements Commission hold a public meeting, accept and discuss the presentation, hear public input and provide staff direction in regards to the installation of shared roadway bicycle markings (sharrows) on Pacific Avenue, from 5<sup>th</sup> Street to Rosecrans Avenue.

**BACKGROUND:**

On November 15, 2011, City Council adopted the South Bay Bicycle Master Plan. This plan is the region's first multi-jurisdictional bike plan which serves as a guiding document for increasing the City's bikeability as well as providing connectivity throughout the South Bay. Specifically, the Bicycle Master Plan proposes to expand the bikeway network an additional 213.8 miles across the seven cities of Manhattan Beach, El Segundo, Lawndale, Gardena, Redondo Beach, Hermosa Beach, and Torrance over the next 20 years.

The South Bay Bicycle Master Plan identifies many roadways throughout the City targeted for modifications to create more bicycle friendly facilities. The new facilities can take the form of Class I bike paths (a completely separated, paved right-of-way designated for the exclusive use of bicycles); Class II bike lanes (a restricted right-of-way striped on a street and designated for the exclusive use of bicycles, with cross flows by pedestrians and motorists permitted); Class III bike routes (an on-street right-of-way designated by signs or pavement markings to be shared between bicyclists and motorists); or Bicycle Friendly Streets (Class III bike routes that have been enhanced with treatments that prioritize bicycle travel, including signage, pavement markings and traffic calming such as sharrows).

Prior to the implementation of the Bicycle Master Plan, the City had approximately 3.2 miles of bicycle facilities (The Strand and Valley Drive) and the Master Plan proposed to increase it by 27.8 miles for a total of 31 miles of bikeways in the City (Exhibit A). On February 7, 2012, the City Council approved the designation of Pacific Avenue and Redondo Avenue to become "Bicycle Friendly Streets" as identified in the Bike Master Plan. Designating these two roadways into Bicycle Friendly Streets has increased the City's bicycle facilities by 2.9 miles, essentially doubling the City's bicycle network (Exhibit B).

**DISCUSSION:**

In order to fully embrace the model and practice of creating Bike Friendly Streets throughout the

City, the implementation of enhancements should be a phased approach with additional discussion and participation from the community. The improvements planned for Pacific Avenue are based on four premises identified below:

- Follow the goals and objectives in the South Bay Bicycle Master Plan
- Immediately pursue easily implementable items
- Identify improvements that require additional discussion, approval and funding
- Adhere to the standards and guidelines in the current California Manual of Uniform Traffic Control Devices (CA MUTCD)

With the approval of City Council to transform Pacific Avenue into a Bike Friendly Street, the Traffic Engineer reviewed the roadway and developed a series of locations to install “BIKE ROUTE” signage which have been in place since March 2012. These signs were installed at the beginning of each block location where Pacific Avenue intersected another roadway identified in the South Bay Bicycle Master Plan as a bike facility as shown in Exhibit C. This clearly identifies to bicyclists as well as motorists that the roadway is intended for bicycle use. It also provides consistent guidance to bicyclists that they are on a designated bicycle route. All signage was installed on existing poles, except for one sign that required the installation of a new pole at the intersection of Pacific Avenue and 5<sup>th</sup> Street.

With the Bike Routes signs in place, Staff is now recommending installation of shared roadway bicycle markings also known as “sharrows” as the next phase of the project. Included are examples of a sharrow roadway marking on Hermosa Avenue, a four lane roadway in Hermosa Beach as well as one showing their use on a two-lane roadway.

These markings perform several functions including advising bicyclists where to ride to avoid impacting opening doors of parked



Hermosa Beach Sharrows

vehicles, reinforcing to bicyclists that

they are on a roadway intended for bicycle use and alerting motorists to the potential for encountering bicyclists. Exhibit D provides several Frequently Asked Questions and Answers regarding Shared Roadway Bicycle Markings.



Typical Sharrows on a Two-Lane Street

At this time, Staff is seeking input from the public and the Commission on the installation of the of sharrow markings along Pacific Avenue. Specifically, staff is interested in the level of support for the sharrow markings and the quantity of sharrow markings that should be considered. Some alternatives that the Commission may consider include:

- 1) Placing the sharrow markings on a limited basis, only adjacent to existing Bike Route signs on Pacific Avenue (10 markings). This approach is intended to slowly introduce the concept and meaning of Sharrows to the community. Once their use is more widely understood, consideration can be made to expand their use.

- 2) Placing the sharrow markings immediately after an intersection and spaced at intervals not greater than 250 feet thereafter (Approximately 70 markings). This approach is compatible with suggestions contained within the CA MUTCD for frequency and spacing of sharrows. One nearby roadway with sharrows, Hermosa Ave in Hermosa Beach, exceeds this suggested frequency and spacing suggestion and appears to have resulted in increased cycling without an observed increase in accidents. Using this increased frequency of sharrows may provide a greater degree of motorist awareness of the potential for encountering bicyclists and would better assist bicyclists in avoiding the door zone of parked vehicles.

Staff will ensure that any recommendation that is implemented is appropriate per the CA MUTCD and consistent with the City Council's intent regarding expansion of bike facilities. The Police Department and Public Works Engineering Department have reviewed staff's recommendation and have no preliminary concerns at this time to the suggested markings.

By way of mailed postcards, the residents/property owners along Pacific Avenue from 5<sup>th</sup> Street to Rosecrans Avenue have been notified and invited to this meeting. Staff also provided notification through The Beach Reporter as shown in Exhibit E and all public comments have been provided in Exhibit F. In addition to standard noticing, Staff worked with the South Bay Bicycle Coalition to provide additional outreach through their existing networks.

Additional improvements that Staff will pursue with a separate funding source through the Capital Improvement Plan includes the modification of the signal for the intersection at Manhattan Beach Boulevard and Pacific Avenue in order to install bicycle detection at this intersection. This will provide increased convenience for bicyclists by allowing them to easily activate a green phase when they are present. Bicycle detection can take the form of either loops in the roadway or video detection.

#### **CONCLUSION:**

Enhancing and expanding bicycle facilities within Manhattan Beach and the entire South Bay will help provide a more cohesive network with better connectivity between the cities. Staff recommends that the Parking and Public Improvements Commission hold a public meeting, accept and discuss the presentation, hear public input and provide staff direction in regards to the installation of shared roadway bicycle markings (sharrows) on Pacific Avenue. The PPIC recommendation and public comments will be forwarded to the City Council for final action.

- Exhibit A: Manhattan Beach Bicycle Master Plan Map
- Exhibit B: Citywide Bicycle Facilities as of November 2012
- Exhibit C: Map of Pacific Avenue and Current Bike Route Sign Locations
- Exhibit D: Shared Roadway Bicycle Markings FAQ
- Exhibit E: Mailed Notice and The Beach Reporter Ad
- Exhibit F: Public Comments

**EXHIBIT A**  
PPIC 12/6/12

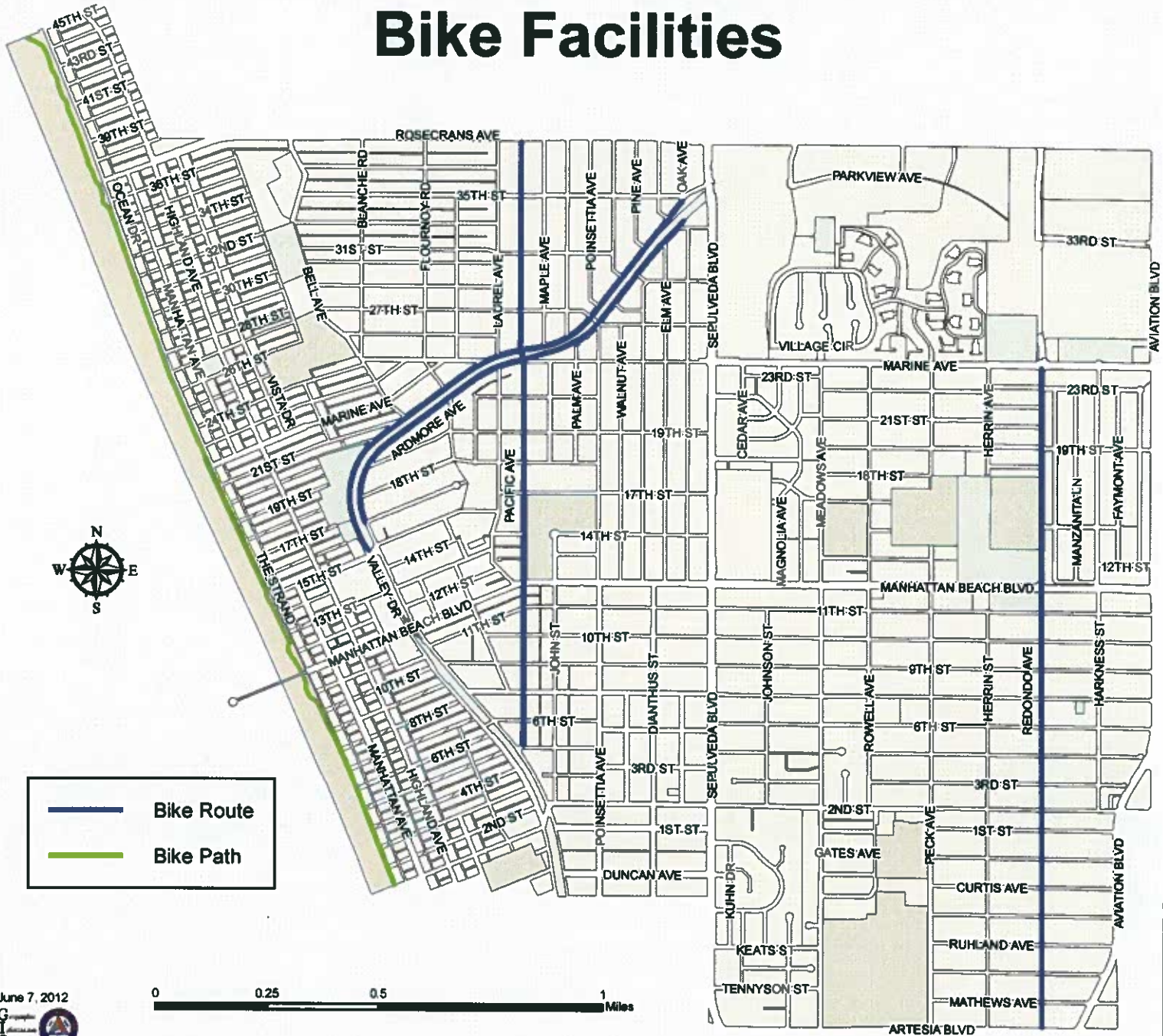
Los Angeles County Bicycle Coalition and South Bay Bicycle Coalition  
South Bay Bicycle Master Plan - Draft



Figure 7-3: Proposed Bicycle Facilities in Manhattan Beach

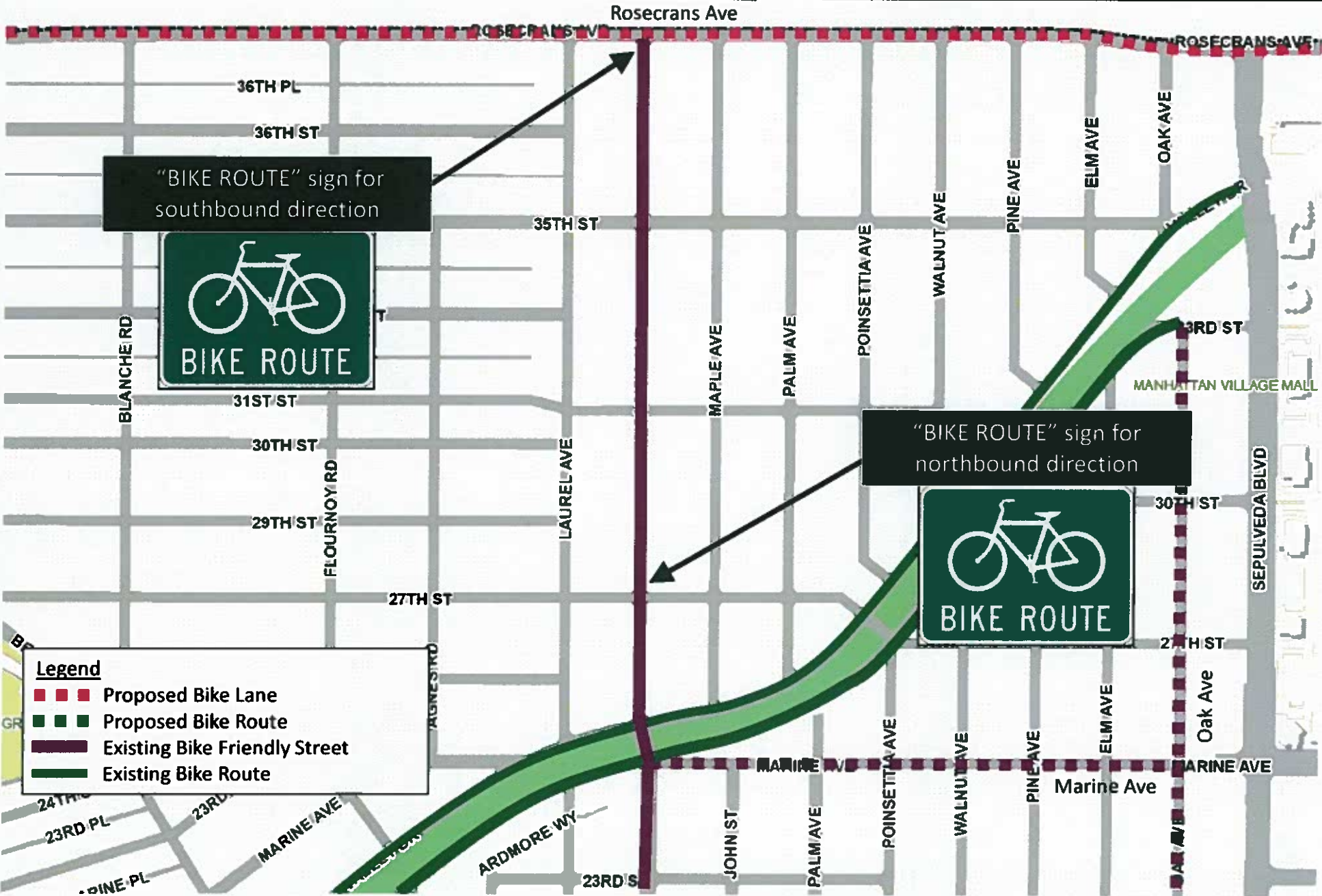
South Bay Bicycle Master Plan  
El Segundo - Gardena - Hermosa Beach - Lawndale - Manhattan Beach - Redondo Beach - Torrance

# City of Manhattan Beach Bike Facilities



**EXHIBIT C**  
PPIC 12/6/12

**PACIFIC AVE**  
Rosecrans Ave to Valley Dr



"BIKE ROUTE" sign for southbound direction

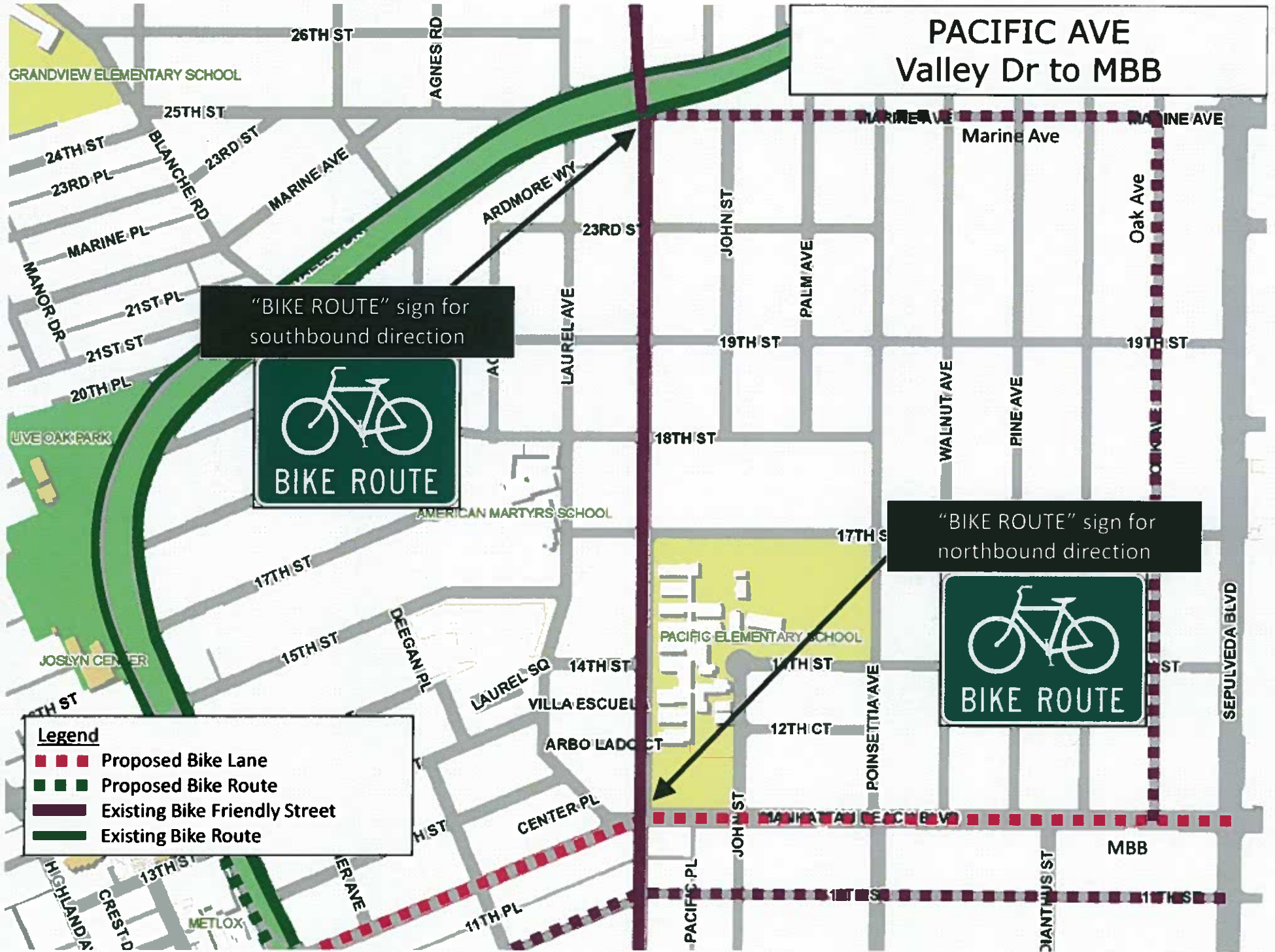


"BIKE ROUTE" sign for northbound direction



**Legend**

- Proposed Bike Lane
- Proposed Bike Route
- Existing Bike Friendly Street
- Existing Bike Route



**PACIFIC AVE**  
Valley Dr to MBB

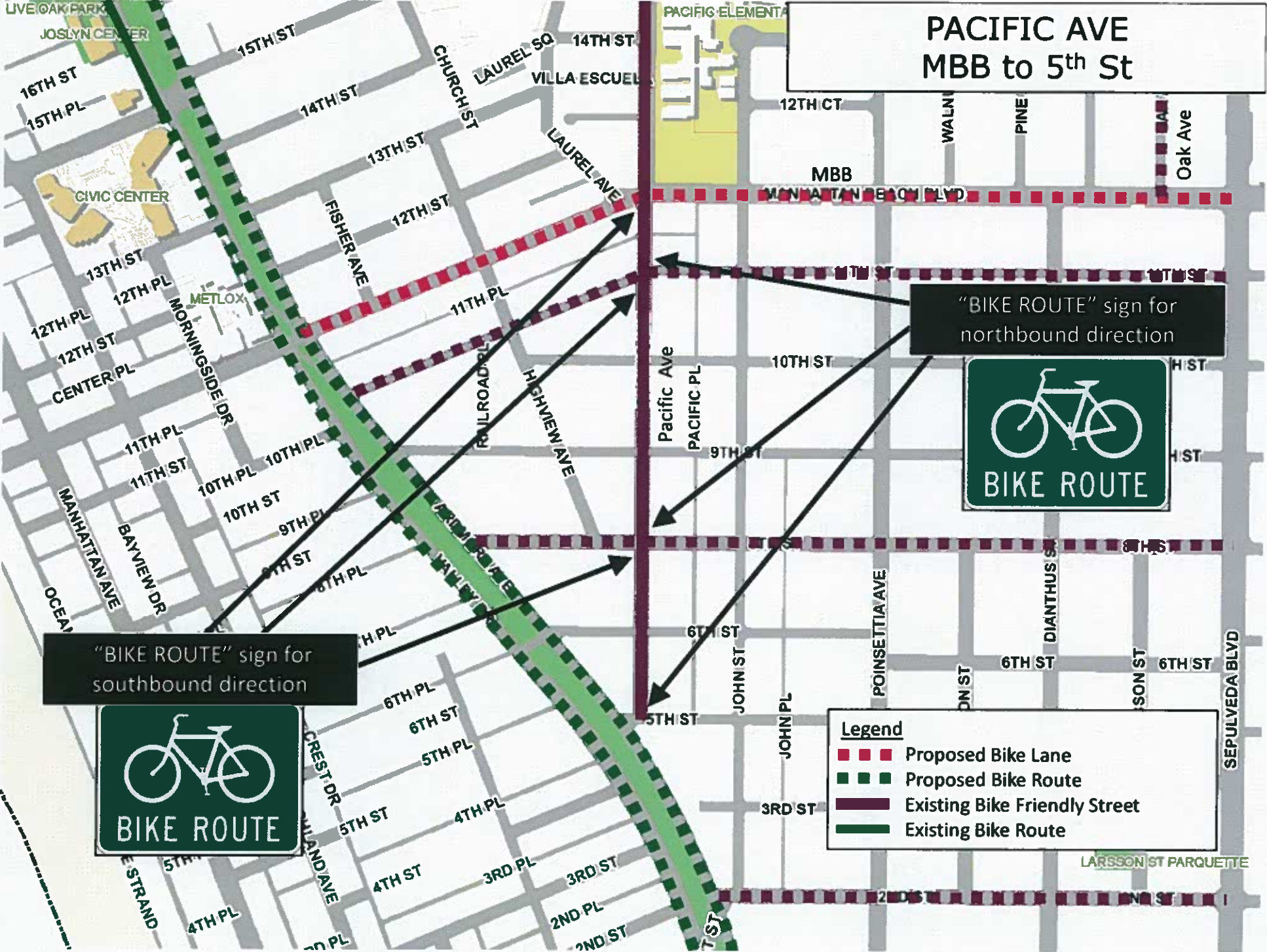
"BIKE ROUTE" sign for southbound direction



"BIKE ROUTE" sign for northbound direction



- Legend**
- Proposed Bike Lane
  - Proposed Bike Route
  - Existing Bike Friendly Street
  - Existing Bike Route



**PACIFIC AVE  
MBB to 5<sup>th</sup> St**

"BIKE ROUTE" sign for northbound direction



"BIKE ROUTE" sign for southbound direction



**Legend**

- - - Proposed Bike Lane
- - - Proposed Bike Route
- Existing Bike Friendly Street
- Existing Bike Route



# SHARED ROADWAY BICYCLE MARKINGS FAQ

## Q1. WHAT ARE SHARED ROADWAY BICYCLE MARKINGS (SHARROWS) AND HOW DO THEY CHANGE THE ROAD?

A1. Shared Roadway Bicycle Markings are intended to help bicyclists position themselves away from parked cars, to avoid being struck by suddenly opened car doors, and to alert other road users to expect bicyclists to occupy travel lanes. These markings will also be used in situations where it may not be obvious where bicyclists should be riding, such as at intersections with multiple lanes. Sharrows do not change the rules of the road, they reinforce existing rules of the road.

## Q2. BUT ON SOME STREETS, BICYCLISTS RIDING OVER THIS MARKING WILL TAKE THE ENTIRE LANE. AREN'T THEY SUPPOSED TO MOVE TO THE RIGHT?

A2. Not always. According to the CVC Section 21202, bicyclists are to stay to the right except to pass other bicyclists or vehicles, to prepare to make a left turn, or when necessary to avoid conditions that make it unsafe to continue along the right, including fixed or moving objects, surface hazards, or substandard width lanes too narrow for a bicycle and vehicle to travel side by side. Moving to the left in the lane to avoid car doors, for instance, even if it means taking the entire lane, is permitted by the CVC.

## Q3. CAN'T BICYCLISTS JUST LOOK INTO PARKED CARS AS THEY RIDE AND SEE IF SOMEONE IS ABOUT TO OPEN THE DOOR?

A3. Bicyclists, like all road users, need to constantly scan the entire roadway for safety. Checking every car for a driver is difficult to do while paying attention to the road. Also, it is often impossible to see drivers due to large parked vehicles blocking the view of other parked vehicles, tinted windows, headrests, etc. Motorists should check their side view mirror or look back prior to opening their door. It is the driver's responsibility should any collision occur (CVC Section 22517).

## Q4. IF I SEE THESE MARKINGS IN A LANE, IS THE LANE ONLY FOR BIKES?

A4. No. This marking is used for travel lanes that are shared by bicyclists and motorists. Shared lanes are different than bike lanes which are set aside for bicyclists and are marked by a solid white line.

## Q5. SO IF I DON'T SEE THESE MARKINGS, THEN IT'S NOT A SHARED LANE AND BICYCLISTS AREN'T SUPPOSED TO BE THERE?

A5. No. Bicyclists can ride on any street in Manhattan Beach. Just as every street in Manhattan Beach has a 25 mph speed limit unless stated otherwise (even if there is no speed limit sign). Bicyclists are allowed on every street regardless of whether there is a marking or sign for them, unless stated otherwise.

## Q6. ARE THESE MARKINGS GOING ON EVERY STREET THAT DOES NOT HAVE A BIKE LANE?

A6. No. These markings will only be used on streets designated as part of the Multi-jurisdictional South Bay Bicycle Master Plan. As part of The Plan, the City will evaluate all of the suggested bicycle facilities and install enhancements on a case-by-case basis.

## Q7. I NEVER USED TO SEE THESE MARKINGS. WHY ARE THEY BEING USED NOW?

A7. Prior to 2005, there was no official marking to use on streets with shared lanes. The San Francisco Metropolitan Transit Agency (SFMTA) led an effort to study various markings and develop an official marking that was adopted by Caltrans in 2005, making California the first state to officially adopt a marking for shared lanes.



For more information, please visit: [www.bicyclinginfo.org](http://www.bicyclinginfo.org) or [www.pedbikeinfo.org](http://www.pedbikeinfo.org)



# Sharrows on Pacific Ave

As part of the implementation of the South Bay Bicycle Master Plan, the Parking and Public Improvements Commission will be considering the installation of shared roadway bicycle markings (sharrows) on Pacific Avenue from 5th Street to Rosecrans Avenue. These markings are approved by the CA MUTCD and are widely supported as a tool to make roadways safer for bicyclists as well as motorists. By adding markings to make this street a more desirable route for bicyclists, we are making the healthy choice the easy choice for our community. Interested parties are encouraged to attend and participate.

## PARKING AND PUBLIC IMPROVEMENTS COMMISSION MEETING

THURSDAY, DECEMBER 6, 2012 AT 6:30 P.M.

CITY HALL COUNCIL CHAMBERS

1400 HIGHLAND AVENUE, MANHATTAN BEACH, CA 90266

The staff report will be available at [www.citymb.info](http://www.citymb.info) on November 30, 2012 after 5:00 P.M. For additional information, please contact Nhung Madrid at (310) 802-5540 or [nmadrid@citymb.info](mailto:nmadrid@citymb.info). Please submit all public comments in writing.



### SHARED ROADWAY BICYCLE MARKINGS (SHARROWS) ON PACIFIC AVE.

As part of the implementation of the South Bay Bicycle Master Plan, the Parking and Public Improvements Commission (PPIC) will be considering the installation of shared roadway bicycle markings (sharrows) on Pacific Avenue from 5th Street to Rosecrans Avenue.

These markings are approved by the CA MUTCD and are widely supported as a tool to make roadways safer for bicyclists as well as motorists. By adding markings to make this street a more desirable route for bicyclists, we are making the healthy choice the easy choice for our community. Interested parties are encouraged to attend and participate.

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Published as The Beach Reporter No. 7565.  
November 22, 2012

EXHIBIT E

PPIC 12/6/12

**Nhung Madrid**

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**From:** Marcie <marcie44@earthlink.net>  
**Sent:** Thursday, November 29, 2012 8:34 AM  
**To:** Nhung Madrid  
**Subject:** Sharrows on Pacific Ave

I will not be able to attend the meeting on Dec. 6th, but I would like to submit a comment:

I oppose marking Pacific Ave with Sharrows. Pacific Ave is a two lane road with parking on either side. If there is a bicyclist in front of a car the car must go the same speed as the bicyclist and not overtake the cyclist as the cyclist is in the middle of the road. Pacific Ave is a very busy street as it is a main artery for north-south traffic. Large commercial trucks use Pacific Ave. Pacific Ave is not conducive to bicycle traffic.

Sharrows work best when there are four lanes (two in each direction), or when the roadway is not a main artery. There are other north-south routes in the tree section that would be more conducive to sharrows. I see very few bicyclists on Pacific Ave., whereas there are many on Ardmore and Valley Avenues, and even Marine Ave. and Manhattan Beach Blvd.

Marcie Pettigrew  
2400 Pacific Ave  
Manhattan Beach, CA

## **Nhung Madrid**

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**From:** bill@sunshinefam.com  
**Sent:** Thursday, November 29, 2012 5:24 PM  
**To:** List - PPIC  
**Cc:** Nhung Madrid  
**Subject:** Bike Sharrow - Pacific

Dear PPIC,

Just a brief note of support for the proposed bike sharrows along Pacific.

Our reason is very simple - increased safety in our neighborhoods for family bike rides.

We have three young children and feel that the increased awareness that sharrows provide for automobile drivers is a positive investment in safer streets.

Moreover, it may even increase safety for the walking school bus program that also uses Pacific.

Regards,

Ana and Bill Hory  
Manhattan Beach

**November 30, 2012**

**To: Manhattan Beach City Council**

I am writing to express support for the Sharrows on Pacific Avenue. Providing sharrows can be an effective way to remind bicyclists to ride further from parked cars to avoid 'dooring'. They can also make motorists more aware that bicyclists may be present.

Any improvement of this kind increases safety and comfort for bicyclists and other active transportation. In doing so, it encourages more outdoor 'natural movement' and adds to the overall well-being of Manhattan Beach residents.

The Blue Zones Project applauds Manhattan Beach for its continued commitment to built environment changes that support a healthy community. For decades America has designed our cities for more efficient vehicle transportation and inadvertently sacrificed health and quality of life. Creating a network of active transportation options that connect destinations will encourage people to leave their cars at home and walk or bike for daily activities.

Sincerely,

**Katie McClure**  
Executive Director Community Programs  
Blue Zones Project



**South Bay Bicycle Coalition**  
1450 6<sup>th</sup> Street  
Manhattan Beach, CA 90266  
Phone 310.560.3945  
[www.southbaybicyclecoalition.com](http://www.southbaybicyclecoalition.com)

November 30, 2012

City of Manhattan Beach  
Parking and Public Improvements Commission  
1400 Highland Ave.  
Manhattan Beach, CA

To Whom It May Concern:

I am writing on behalf of the hundreds of Manhattan Beach residents (including myself) and bike riders that want to commend the City Council's efforts to make Manhattan Beach a safer place for bike riders, walkers, and drivers. We understand that at next week's meeting, you are going to review a road that was already evaluated and approved for bike pathway designation in the city's bicycle master plan that was approved by City Council in November of 2011. Pacific Avenue is a great street to start with given its width, geography within the city, and use by pedestrians for access to two schools.

Pacific is only going to be given "Sharrows", painted markings that improve safety by helping riders, drivers, and pedestrians better understand where riding should take place. These markings do not affect traffic, do not change the laws or rules of the road, and do not in themselves affect who uses the road. As you know, under California law, bicycle riders can ride on any streets. Sharrows merely help everyone use the streets more safely. When drivers know there are bike riders expected in a certain place, they are more attentive and tend to drive more carefully. Studies have continuously shown that adding bike pathways to streets reduce the number of collisions both between bikes and cars and bikes and pedestrians. These markings will calm the streets for all involved.

As a parent, I am excited that by making the streets safer, we may have more families choose to bike or walk to school, rather than drop their children off in cars. This will further reduce pollution, congestion, and improve physical health.

Thank you for your efforts at improving Manhattan Beach.

Executive Director, SBBC  
Mike Don  
Sixth Street  
Manhattan Beach



**South Bay Bicycle Coalition**

1450 6<sup>th</sup> Street

Manhattan Beach, CA 90266

Phone 310.560.3945

[www.southbaybicyclecoalition.com](http://www.southbaybicyclecoalition.com)

**SOUTH BAY  
BICYCLE  
COALITION**

November 30, 2012

City of Manhattan Beach  
Parking and Public Improvements Commission  
1400 Highland Ave.  
Manhattan Beach, CA 90266

Dear Commissioners:

I want to start by saying "thank you" for your commitment to public service, and the sacrifices that accompany that commitment. Your efforts to effect positive change in our city are sincerely appreciated!

In addition, I want to express my unwavering support for the installation of sharrows on Pacific Avenue every 250 feet in compliance with the State of California Department of Transportation Policy.

The benefits resulting from the installation of sharrows are many and include:

- **A reduction in unsafe wrong-way riding and sidewalk riding**
- **Safer sidewalk travel for walkers**
- **Increased safety from bikes avoiding doors of parked vehicles opening**
- **Increased awareness and space cushioning from car drivers passing bikes**

Sharrows help everyone use the streets more safely. When drivers know there are bike riders expected in a certain place, they are more attentive and tend to drive more carefully. Studies have continuously shown that adding bike pathways to streets reduce the number of collisions both between bikes and cars and bikes and pedestrians.

As a resident of Manhattan Beach, and the father of 2 daughters, ages 3 and 4, both of whom ride a bike, I find our options for safe north/south bike travel limited to the strand walking path, a path not intended for bike travel. The installation of sharrows on Pacific will provide my family and many others throughout Manhattan Beach and adjoining communities a desperately needed safe north/south route for family bike rides!

Providing safe routes of travel for bicyclists and walkers through the installation of sharrows will help give those concerned for their safety and the safety of their family members the peace of mind necessary to consider bike rides and walking as a safe form of recreation, or simply as an option to jumping in the car to pick up a gallon of milk. This shift in thinking and behavior will make us a healthier community due to an increase in exercise and reduction in greenhouse gas emissions!

To help the city adhere to its commitments to the Master Bicycle Plan, the Vitality City Project, and the Cool Cities U.S. Mayors Climate Protection Agreement, I am hopeful you will exercise your authority to approve the installation of sharrows every 250 feet on Pacific Avenue.

Thank you again for all you do for our community!

With gratitude,

John Wilcox  
SBBC Advocate for Manhattan Beach, and 10 year Manhattan Beach resident

The South Bay Bicycle Coalition (SBBC) has been improving South Bay bike culture since 2009.

## Nhung Madrid

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**From:** Michael Don <mikedon56@gmail.com>  
**Sent:** Friday, November 30, 2012 9:01 AM  
**To:** Nhung Madrid  
**Subject:** Fwd: Sharrows on Pacific

Here is another one in case the e-mail address did not work. Thanks, Mike

----- Forwarded message -----

**From:** roger spencer <roger90266@yahoo.com>  
**Date:** Fri, Nov 30, 2012 at 8:49 AM  
**Subject:** Sharrows on Pacific  
**To:** "[listppic@citymb.info](mailto:listppic@citymb.info)" <[listppic@citymb.info](mailto:listppic@citymb.info)>, "[mikedon56@gmail.com](mailto:mikedon56@gmail.com)" <[mikedon56@gmail.com](mailto:mikedon56@gmail.com)>

PPIC-

I am writing to express my strong support for sharrows on Pacific Avenue every 250 feet in compliance with California guidelines. I don't see any compelling reason not to mark the street, along with existing signs. The markings will encourage both motorists and cyclists to comply with the rules of the road.

I support Manhattan Beach urgently creating significantly more bikeways to make our streets safer for all levels of bike riders. I look forward to the City's continued implementation of the Bicycle Master Plan - especially as it comes to Meadows and Redondo.

Roger Spencer, father of 2 elementary aged kids who love to bike and 15 year resident of Manhattan Beach  
1335 21st St, M.B., CA 90266  
(310) 293-5188

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**Mike Don**  
**Coalition Director**  
**South Bay Bicycle Coalition**  
310-560-3945



## Nhung Madrid

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**From:** Michael Don <mikedon56@gmail.com>  
**Sent:** Friday, November 30, 2012 10:01 AM  
**To:** Nhung Madrid  
**Cc:** John Wilcox  
**Subject:** Fwd: Delivery Status Notification (Failure)

If not too late, here is another one. Not sure why so many e-mail issues. Thanks, Mike

-

**Subject:** Sharrows on Pacific  
**From:** Bob Kellogg <rckellogg@gmail.com>  
**To:** [listppic@citymb.info](mailto:listppic@citymb.info), [+mikedon56@gmail.com](mailto:+mikedon56@gmail.com)  
**Content-Type:** multipart/alternative; boundary=047d7b621ee69e602a04cfba1b16

I am writing to express my strong support for sharrows on Pacific Avenue. I commute to work in El Segundo on my bike and am a weekend recreational rider as well. I frequently ride (and drive) on the sharrows in Hermosa Beach and I feel like they have made their streets much safer for bicycles with virtually no negative impact on cars.

I look forward to the sharrows on Pacific and hopefully sharrows and/or bike lanes on some of the east/west streets in Mahattan Beach.

Thank you for your time,  
Bob Kellogg  
1207 Second St.

## Nhung Madrid

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**From:** mark lipps <mark.lipps34@gmail.com>  
**Sent:** Friday, November 30, 2012 10:39 AM  
**To:** List - PPIC; Nhung Madrid; mikedon56@gmail  
**Subject:** Supporting Sharrows on Pacific

I believe one of the selling points of the South Bay is that we pride ourselves on being a pedestrian community. Once here we can usually walk, ride our bike or skateboard to wherever we need to be. We need to continue to promote that lifestyle. Unfortunately our current safety is not at the standard it needs to be to accommodate this South Bay lifestyle.



Mark Lipps  
310-849-9181  
[Mark.lipps34@gmail.com](mailto:Mark.lipps34@gmail.com)

## Nhung Madrid

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**From:** Charmaine Cosky <ccosky@mac.com>  
**Sent:** Friday, November 30, 2012 10:40 AM  
**To:** List - PPIC; Nhung Madrid; mikedon56@gmail.com  
**Subject:** Supporting Sharrows on Pacific Ave.

Hello,

I am writing to support the sharrows for Pacific Avenue in Manhattan Beach. It is surprising how few routes there are for biking safely in Manhattan Beach. The Pacific Ave. stretch to/from Pacific Elementary would be great with a sharrow lane. We need more bikeways since many who live here are active but don't always find it so safe or convenient to get around by bike.

Our community needs safer bike routes especially with the nearby Strand, an amazing asset to the beach communities. Let's make our home even better!

Thank you,  
Charmaine Cosky

## Nhung Madrid

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**From:** Rosemary A Ray <Rosemary.A.Ray@aero.org>  
**Sent:** Friday, November 30, 2012 10:41 AM  
**To:** List - PPIC; Nhung Madrid; mikedon56  
**Subject:** Supporting Sharrows on Pacific

To Whom It May Concern:

I support the addition of bicycle "sharrows" on Pacific Avenue. Mainly, to let us motorists know there IS one AND that someone may be riding in it. It will also prevent wrong-way riding and riding on sidewalks which is a hindrance to those using the sidewalks to "walk" on.  
I think it's a "win-win" for all.

Sincerely,

Rosemary Ray  
1200 Walnut Avenue  
Manhattan Beach, CA 90266

Rosemary Ray  
Executive Secretary  
MILSATCOM Division  
The Aerospace Corporation  
310.336.3236  
[rosemary.ray@aero.org](mailto:rosemary.ray@aero.org)