Outlook

Board meeting 8/28, item VII.A

From Grace Peng <gspeng.lwv@gmail.com>
Date Thu 8/28/2025 4:55 PM
To Natalie Champion <natalie@southbaycities.org>

Transportation and Energy presentation.

I read the presentation and would like citations for his cost data.

Where did he get those high numbers of $1.75 to $3.5 M/mile for protected bike lanes?
Did that include utility work and street repaving done at the same time?

How did they measure the mode shift? What were the reference time frames?

Culver City put in protected bike lanes for considerably less and has data to prove the mode shift.

Similarly, Boulder, CO has upgraded painted bike lanes to protected bike lanes for a fraction of the cost cited in the SBCCOG presentation.

I bought my first ebike in 2017 and found myself riding it more and more as Redondo Beach's facilities improved and I found routes to avoid dangerous roads in Torrance.
I am not alone. Most people who own ebikes ride them more over time.
https://www.cyclingelectric.com/news/study-e-bike-riders-drive-less-trips

In fact, I have replaced half the trips that I used to make via car with my ebike, including shopping at Costco.

That is also in line with results found elsewhere.
https://www.sciencedirect.com/science/article/pii/S136192092030609X

I expect presentations with data to be supported by data.
Sadly, this report isn't.

My message to elected officials is to not be scared by these numbers.
They are in line with costs to repave a street.
We all know that heavier vehicles cause road deterioration, and that ebikes are much lighter than cars and SUVs, particularly EVs due to their batteries.

Grace Peng, PhD