





# 5

# CIRCULATION PLAN

This chapter describes the circulation plan for the Specific Plan area. This includes Downtown's circulation system and parking facilities, and the ways that users access the district's businesses, residences, and other destinations. The public does not necessarily enjoy getting to their final destinations by driving down various streets and hunting for the elusive parking space that may or may not be close to their final destination. In some cases, people using active transportation as the access method may very well enjoy walking or riding to their destinations more than driving.

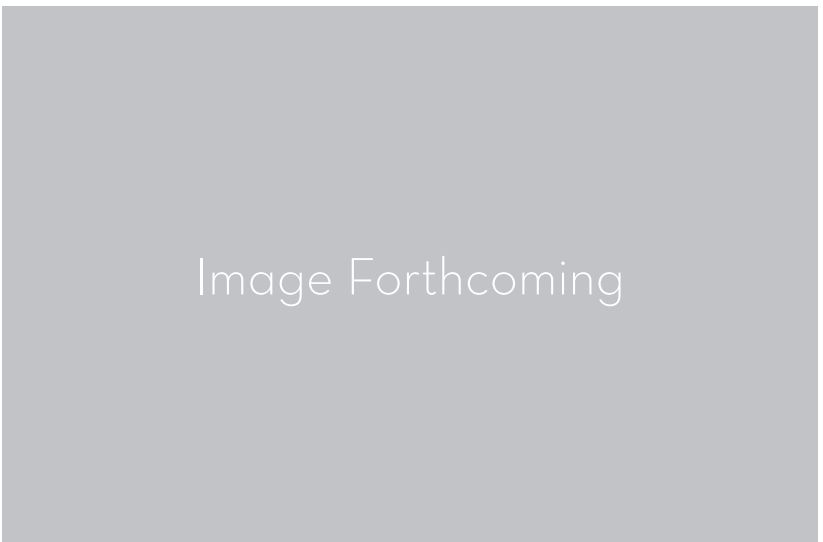
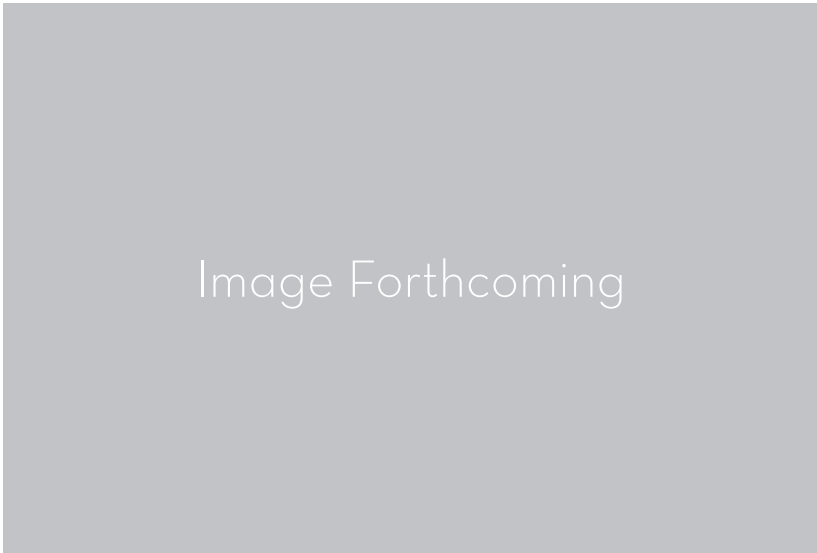
Drivers probably see travel by vehicle or transit as a necessary “evil” for the reward of arriving at an enjoyable location. Therefore, the focus of this chapter is on how to provide a variety of choices for travel and the methods of how vehicles (including bikes) can be stored at convenient locations relatively close to their final destinations.

This chapter is organized into the following sections:

- 5.1. Circulation System
- 5.2. Street Classifications
- 5.3. Pedestrian and Bicycle Circulation
- 5.4. Transit
- 5.5. Automobile Circulation
- 5.6. Parking
- 5.7. Circulation Projects

The Specific Plan establishes the following goals for circulation:

- **Goal 1:** A balanced transportation system should support vehicular movement and parking requirements and provide safe use of roads for bicyclists, pedestrians and transit users.
- **Goal 2:** Safety of users of the street must always take precedence over capacity of flow for moving vehicles or allowing vehicles to travel at higher rates of speed.
- **Goal 3:** Even if the primary mode remains vehicular travel, this plan should provide for origins and destinations that are within walking, biking or a short driving distance for the majority of trips.
- **Goal 4:** Mobility options should be increased so an individual can decide on the right mode for their daily trips. A broad range of options can support travel mode shifts from driving to walking, biking or taking transit, even if the individual still completes most of their trips by vehicle.
- **Goal 5:** Most Manhattan Beach residents are within walking or biking distances of Downtown and can be encouraged to arrive by other means if pedestrian and bike improvements are added.
- **Goal 6:** The best customer for the business district is one that does not have to have their vehicle parked on the street. A person that walks, takes transit, bikes or gets dropped off will help in lowering congestion, parking shortages, green house gas emissions and noise levels.
- **Goal 7:** Efforts to reduce the speed on local Downtown streets will require changes in physical conditions, including traffic calming techniques.
- **Goal 8:** Universal access is not only a requirement of federal and state legislation, but it is good for business and is essential for a large percentage of the public.
- **Goal 9:** As transit service improves in the region, access to transit stations will need to be improved locally. Downtown should be considered both an origin and a destination.
- **Goal 10:** Parking is an important amenity to economic prosperity and access to Downtown destinations. Solutions need to go beyond on-street parking or protection of existing spaces and include other solutions that will help with long term sustainability and economic vitality.



Figures 5.1-5.6 Photos will illustrate the existing circulation facilities.

## 5.1 CIRCULATION PLAN

The project area's circulation systems should include all users of the public right-of-way. The roadway (between curbs) is generally restricted to street legal vehicles, including bikes. Pedestrians are allowed to cross at all intersections of streets, unless otherwise prohibited or controlled by a traffic signal. But other than a few restrictions on movement and adherence to motor vehicle codes, the public is allowed to use the right-of-way based on their own preferences. Although the majority of trips and transportation choices are by private automobile, all circulation plans need to take into account the latest State of California legislative mandates. Figure 5-7: Circulation Plan displays Downtown's circulation system.

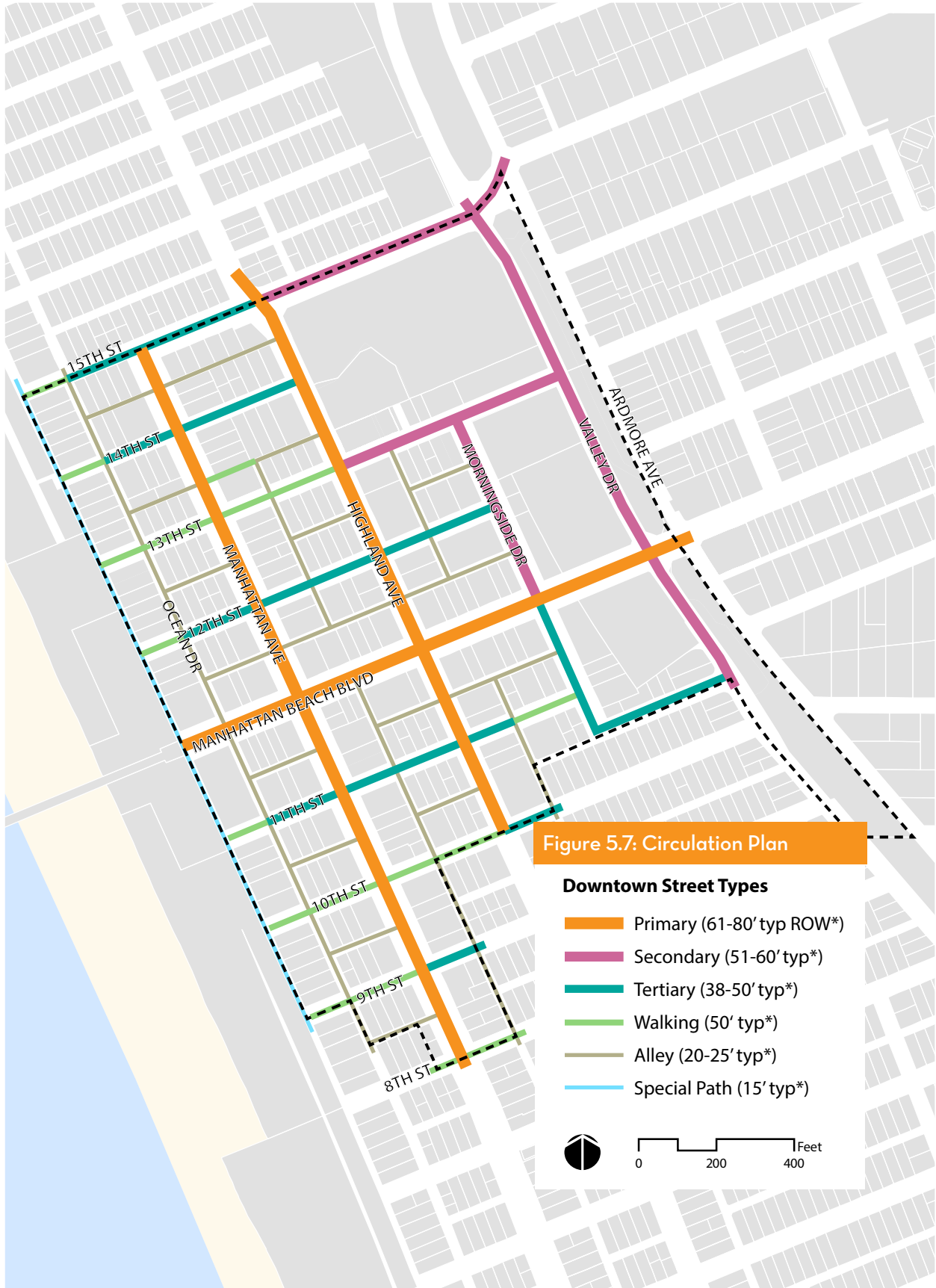
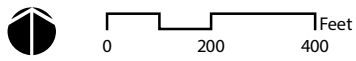


Figure 5.7: Circulation Plan

- Downtown Street Types**
- Primary (61-80' typ ROW\*)
  - Secondary (51-60' typ\*)
  - Tertiary (38-50' typ\*)
  - Walking (50' typ\*)
  - Alley (20-25' typ\*)
  - Special Path (15' typ\*)



## 5.2 STREET CLASSIFICATIONS

Until recently, streets have been classified based on capacity characteristics of vehicular movement in travel lanes. This older methodology ignores many other purposes of a street and is not consistent with Complete Streets legislation or other current transportation planning principles. A street should be classified for not only vehicular throughput, but also the ability to accommodate bikes, pedestrians, transit vehicles and how it can accommodate public realm activities related to adjacent land uses. This chapter proposes new definitions for re-categorizing streets that are more consistent with the broader purposes of Downtown Manhattan Beach streets. Therefore, for the purposes of the Downtown Specific Plan, the streets have been re-categorized as to their adjacent land uses, functional use, urban form and their overall right-of-way widths (Table 5-1: Street Type Dimensions). Public realm guidelines discussed in subsequent chapters will be applied to the street types discussed below (see Figure 5-1: Downtown Street Types). The traffic engineering nomenclature for street classification will remain in the future as another method of classifying streets according to vehicular flows and capacities.

### 5.2.A GENERAL STREET TYPE DEFINITIONS

Streets consist of two primary elements: roadways and parkways. A roadway consists of the following two parts:

- Paved areas where vehicles and bikes move within lanes.
- The parking zone where vehicles park (if allowed) and the curb and gutter exist. Pedestrian bulb-outs can protrude into this environment.

A parkway consists of three parts:

- The furnishing zone covers signage, lighting, street trees, street furnishings and parkway planter strips.
- The walk zone includes sidewalks.
- The transition zone provides a buffer between the walk zone and the adjacent business or land use. The transition zone can also include outside seating, plantings, building utilities, extensions of buildings and doorways.

These elements are shown in the typical cross sections provided on the following pages. Table 5.1: Street Type Dimensions shows the general dimensions of street types found in the Downtown area. The location of each of these streets is shown on Figure 5-7: Circulation Plan.

Table 5.1 Street Type Dimensions

	Building Transition Zone	Walkway	Furnishing Zone	Parking	Travel Lane	Center Turn Lane	Travel Lane	Parking	Furnishing Zone	Walkway	Building Transition Zone	Totals
	PARKWAY			ROADWAY					PARKWAY			
<b>PRIMARY</b>	2	5	3	16	12	12	12	8	2	5	3	<b>80</b>
Range	0'-3'	5'-10'	3'-6'	8'-19'	10'-12'	10'-12'	10'-12'	8'-19'	3'-6'	5'-10'	0'-3'	<b>61</b>
<b>SECONDARY</b>	2	5	3	8	11	10	11	0	2	5	3	<b>60</b>
Range	1'-2'	5'-8'	1'-5'	8'	11'-12'	0'	11'-12'	8'	1'-5'	5'-8'	1'-2'	<b>51</b>
<b>TERTIARY</b>	0.0	5	0	8.0	12	0	12	8.0	0	5	0.0	<b>50</b>
Range	0'-3'	5'-10'	2'-6'	0'	12'-14'	0'	12'-14'	0'	2'-6'	5'-10'	0'-3'	<b>38</b>



Figure 5.8 - Streets are as much about the walkway and land uses as they are about the travel lanes



## 5.2.B PRIMARY DOWNTOWN STREETS

Primary Downtown Streets are defined as the main streets in the Downtown area that represent the major east-west and north-south corridors. These streets generally have an 80-foot right-of-way that includes the roadway and the parkway. The Primary Downtown Streets are Highland Avenue between 10th Street and 15th Street, Manhattan Avenue from 13th to 8th Street, and Manhattan Beach Boulevard. These three streets act as the main gateways to Downtown and the beach.

Manhattan Beach Boulevard can be divided into distinct parts: East (Valley Drive to Morningside Drive), Central (Morningside Drive to Manhattan Avenue) and West (Manhattan Avenue to the pier and beach). Manhattan Beach Boulevard is approximately 80 feet wide and is significantly sloped at the west portions and moderately sloped at the central and east portions. Due to these sloped conditions, pedestrian and bike circulation are constrained. Vehicular circulation ends at the County beach parking lot, with hammerhead parking lot ends at the north and south parking lots. Manhattan Beach Boulevard east of Highland Avenue is classified as a minor arterial and is a Collector Street west of Highland Avenue under current traffic engineering designations.

Manhattan Avenue is also approximately 80 feet wide and is relatively flat along its course through Downtown. This street is the primary interface with the walk streets discussed below. The street can be divided into two segments, the South segment from 8th Street to Manhattan Beach Boulevard and the North Segment from Manhattan Beach Boulevard to 15th Street. The north segment contains a higher amount of medium density housing on each side, with variations of on-street angled parking, and the south segment supports more storefronts with a similar variation in on-street parking. Figure 5-10: Primary Street Type Cross Section identifies typical elements and dimensions on these streets. Manhattan Avenue is classified as a Collector Street under current traffic engineering designations.

Highland Avenue between Manhattan Beach Boulevard and 15th Street is also classified as a primary Downtown street. Highland Avenue, although only having a 61' right-of-way, has been classified as a primary street since it functions as a through corridor and has similar commercial land uses as the other two primary streets. Although not as wide as the other two streets, this street does connect to the Civic Center and other destinations to the south and north. Highland Avenue is considered a Collector Street under the traffic engineering definition of streets.

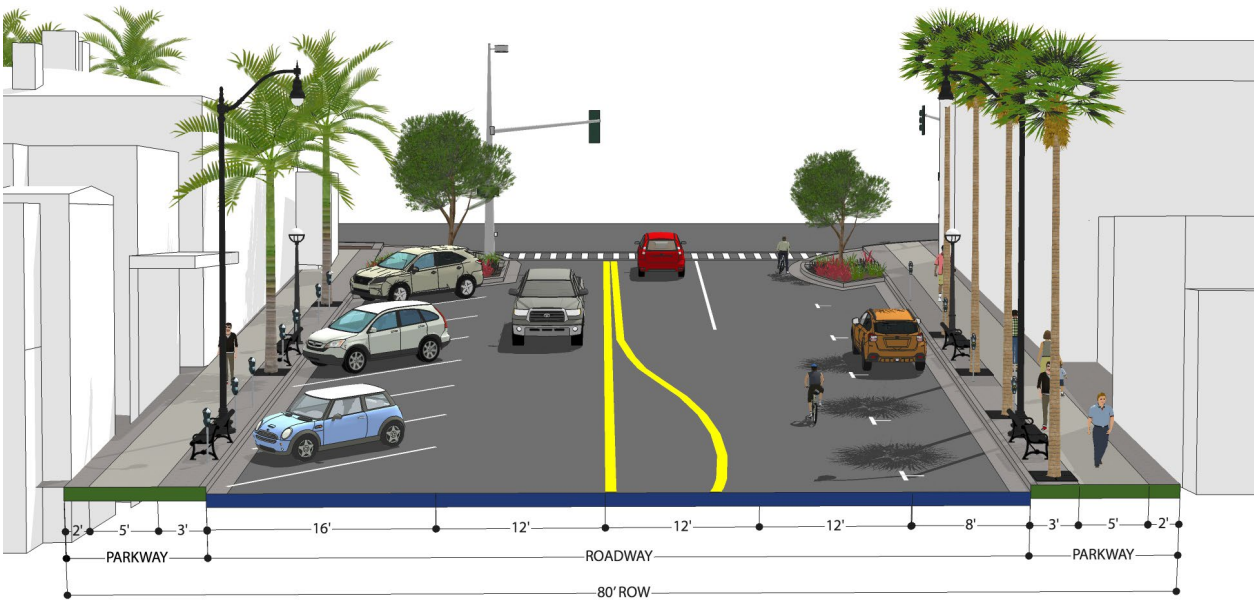
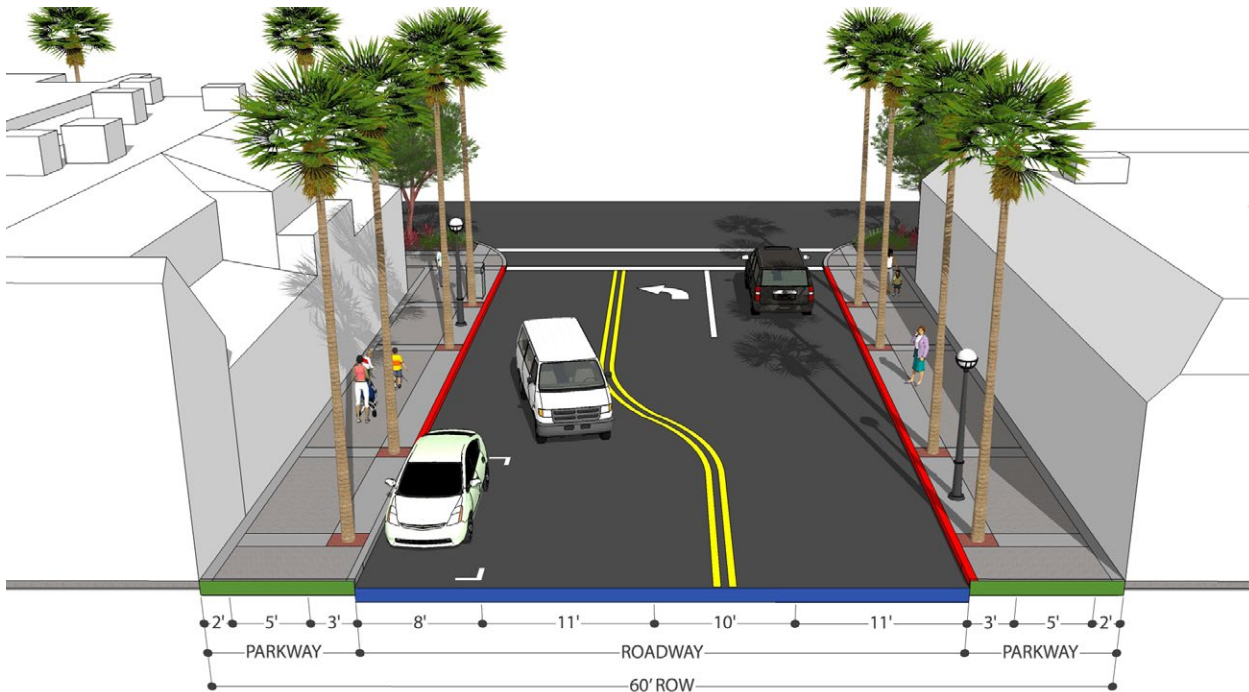


Figure 5.9 (top) Typical Primary Street Condition  
Figure 5.10 (bottom) Primary Street Type Cross Section

## 5.2.C SECONDARY STREETS

Secondary Streets are defined as streets that are within the business district that serve as merchant corridors. These streets are generally 51'-60' in width. These streets should receive similar treatments as the Primary Streets, with less emphasis on significant gateway markers and less amenities per block. The Secondary Streets identified in the Downtown Specific Plan area are 15th Street (From Highland to Valley), 13th Street (From Manhattan Avenue to Valley), Morningside Drive (from 13th Street to Manhattan Beach Boulevard), and N. Valley Drive (from 15th Street to 10th Place). Secondary Streets range slightly in configuration and right-of-way width. The north-south oriented streets, Highland Avenue, Morningside Drive and N. Valley Drive, are relatively flat while 15th and 13th Streets both have minor slope constraints. Due to the predominantly flat nature of these streets, pedestrian and mobility navigation are much less constrained when compared to the east-west oriented streets near the beach. "Figure 5-7: Typical Secondary Street Cross Section" identifies typical elements and dimensions on these streets. None of these streets, except a portion of 15th Street (major local), are classified under current traffic engineering designations.

Figure 5.11 (top) Typical Secondary Street Condition  
 Figure 5.12 (bottom) Secondary Street Type Cross Section





## 5.2.D TERTIARY STREETS

Tertiary Streets are defined as the streets that are mainly distributed throughout the residential areas of Downtown Manhattan Beach. These streets are likely to only receive minor treatments in comparison to the Primary and Secondary Streets, with less emphasis on merchant needs and more emphasis on safety and planting enhancements. The Tertiary Streets identified in the Downtown Specific Plan area are Ocean Drive, 15th Street (from the beachfront to Highland), 14th Street, 12th Street, 11th Street and 9th Street. These streets range in configuration and right-of-way widths from 38 to 50 feet. The east-west oriented streets near the beach are significantly sloped while becoming more gradual to the east. “Figure 5-8: Tertiary Street Cross Section” identifies typical elements and dimensions on these streets.

Figure 5.13 (top) Typical Tertiary Street Condition  
 Figure 5.14 (bottom) Tertiary Street Type Cross Section

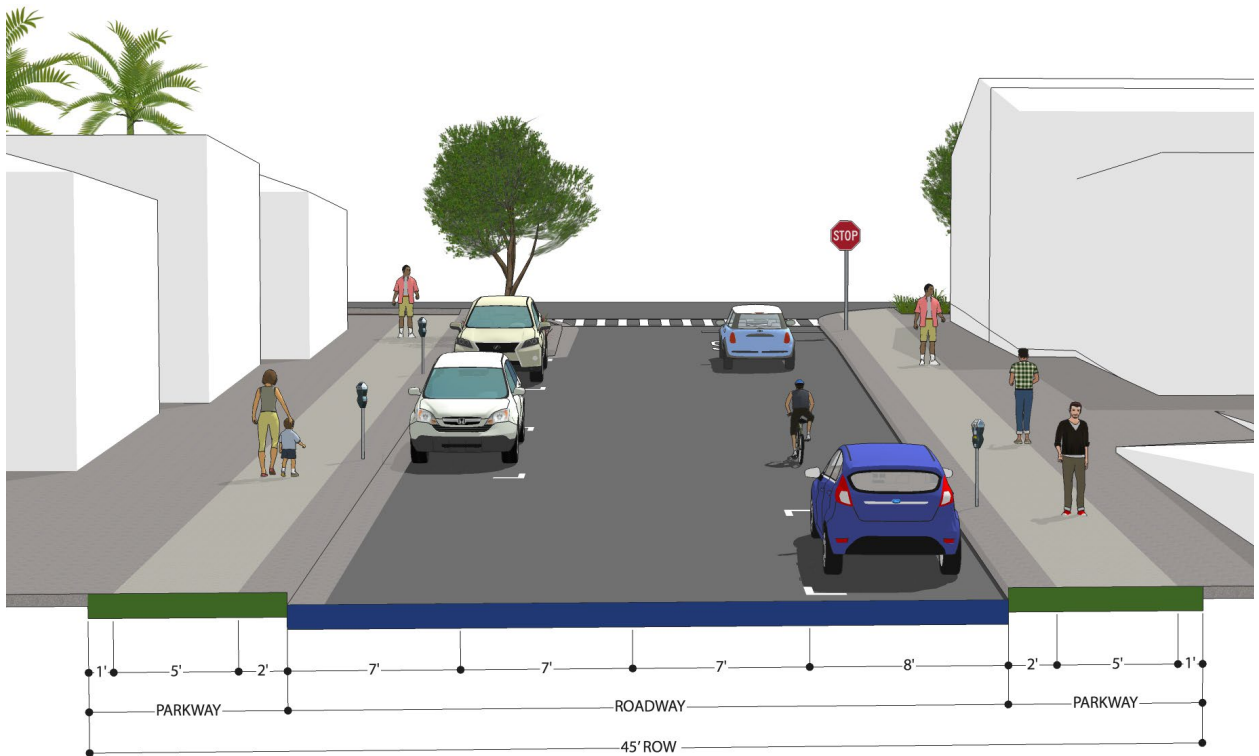




Figure 5.15 Typical Walk Street Condition

## 5.2.E WALK STREETS

Walk Streets are defined as east-west corridors designated as pedestrian only streets. These public streets provide a strong connection to the beach from the nearby neighborhoods and help foster a healthy community interaction. Unique and sometimes eclectic mixes of private and public outdoor patios, gardens and living spaces surround these streets. These walk streets should be preserved and protected, as best as possible, to ensure scenic vistas are not obstructed and the community character is intact. The walk streets identified in the Downtown Specific Plan area are 15th, 14th, 12th and 11th Streets (from the Strand to Ocean Drive), as well as 13th Street from The Strand to Crest Drive, and 10th Street (from The Strand to Highland Avenue) and 9th Street (from The Strand to Manhattan Avenue). Walk streets range in configuration but typically have concrete walks with an approximate width of 15 to 20. The rights-of-way are indicated as being 60 feet with the other 40 feet containing private improvements.



Figure 5.16 Typical Alley Condition

## 5.2.F ALLEYS

Alleys are defined as the utility, loading, service and access corridors that run throughout the commercial and residential areas in typical “back-of-house” fashion. These corridors are classified as either commercial or residential depending on their adjacent land use.

The commercial alleys provide necessary circulation for the businesses, restaurants and offices. They help alleviate congestion on the Primary, Secondary and Tertiary Downtown streets for needed utility, loading and service vehicles by allowing access to the buildings and private and public parking lots from the rear. This function is critical, in some instances, to the day-to-day functioning of the businesses. The residential alleys are mainly used for garage access. The residential alleys also function as pedestrian and bicycle circulation routes. Further pedestrian and bicycle use should be encouraged as they will help minimize vehicle loads on the Primary, Secondary and Tertiary Downtown streets. There have been some safety concerns expressed about non-vehicular uses of alleys. Enhanced signage and surface treatments should be implemented in the residential alleys. The commercial and residential alleys range in right-of-way width between 18 and 25 feet. The alleys typically do not have sidewalks, and in some cases, two vehicles in opposite

directions must pull to the edge to pass each other or yield to the other driver if parked vehicles are on one side.

## 5.2.G SPECIAL PATHS AND WALKWAYS

The Special Paths and Walkways are defined as the recreational and circulatory paths that occur throughout the Downtown area. These range from bicycle trails, running paths, walking paths, sidewalks and any other paths or walkways. The special paths and walkways that are identified within the Downtown Specific Plan area include Marvin Braude Bike Trail, The Strand Walkway and Veterans Parkway (Valley/Ardmore Greenbelt).



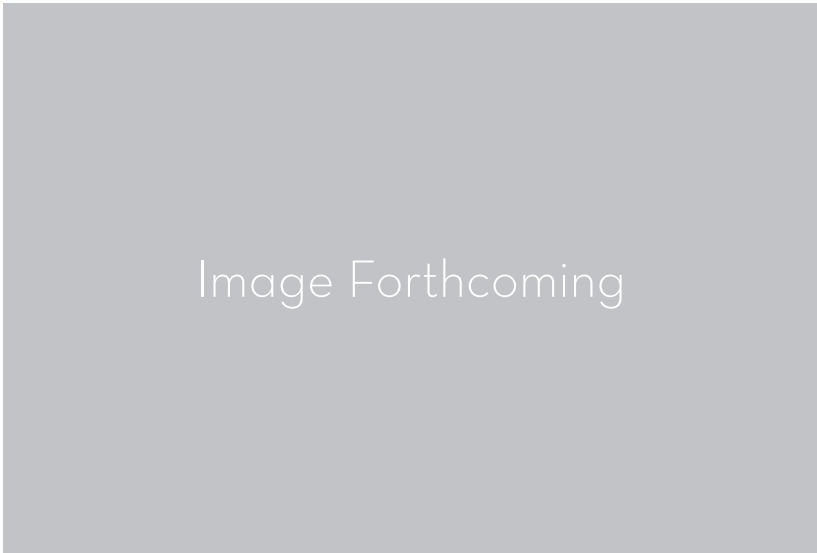
Figure 5.17 Photo will illustrate special paths and walkways



## 5.3 PEDESTRIAN AND BIKE CIRCULATION

Active transportation combines the transportation aspects of cycling and walking with the health benefits of activity, as well as the solution oriented aspects of greenhouse gas emission reduction and climate change action. When safe, comfortable, interesting and direct facilities have been provided for the general public and when other options of mobility are restricted by the lack of parking and heavy congestion, the public will walk and bike to various locations. The ultimate goal should be to encourage people to consider walking or biking to Downtown Manhattan Beach, thereby reducing street congestion and air quality impacts, and relieving the requirements for more land and public spaces dedicated to parking and the automobile. At the same time, many will not walk or bike due to physical conditions, time constraints or fear of accidents or crime. The steep east to west topography can be challenging for cyclists. Overall surveys have shown that more than 50% of the public would ride if the conditions of safety, comfort and directness of route are provided.

The South Bay area is already a very popular biking, running, jogging, skating and walking environment. The community is a haven for active transportation given The Strand Promenade, walk streets, the Marvin Braude Bike Trail, and Veterans Parkway (Valley/Ardmore Greenbelt). There is already ample evidence of heavy use of these facilities that occurs from within the community as well as regionally, nationally and internationally. Yet most of Downtown is very difficult to ride in a manner that bicyclists feel safe from traffic. Bike parking is extremely limited compared to the demand, especially during the peak season. Walking is much easier, but even the act of crossing uncontrolled intersections in some locations may be daunting for some pedestrians. Given the limited street right-of-way, it is easy to see why few bike facilities have been added. Some investments have been made for walk streets, intersection bulb-outs, special crossings and general traffic calming efforts. At the same time, substantial investments have been made to create parking spaces in all locations around Downtown. But since there are no new locations left for inexpensive parking development, efforts should now be focused on converting a limited number of parking spaces so that they may encourage biking, walking, transit use, shuttle use, carsharing, taxis, rideshare and carpooling with drop offs, thereby reducing private vehicle parking demand.



Figures 5.18-5.23 Photos will illustrate pedestrian and bike circulation facilities.



Figure 5.24-5.25 Photos will illustrate private transit

## 5.4 TRANSIT

The Downtown and adjacent area are served by several transit routes. They include Beach Cities Transit (BCT), a fixed-route public transit line that connects the South Bay cities; Commuter Express Bus Line 438, a route operated by the Los Angeles Department of Transportation that connects the South Bay and Downtown Los Angeles; Los Angeles County Metropolitan Transit Authority (MTA) Line 126; and Dial-a-Ride, a shared, curb-to-curb bus service available to Manhattan Beach residents who are disabled or at least 55 years old.

The Downtown area is also served by Ocean Express, a private shuttle service for hotel guests and tenants in the Gateway to L.A. Property-based Business Improvement District, an area that includes hotels and other business that serve LAX. Although Ocean Express is not considered public transportation, the shuttle drops off and picks up guests in the project area.

The Specific Plan does not anticipate any additional transit service; however, the plan does recommend the creation of a shuttle service if one or more remote parking locations are identified to help meet the district's parking demand.

## 5.5 AUTOMOBILE CIRCULATION

The Specific Plan does not anticipate any changes to the project area's automobile circulation system.

## 5.6 PARKING

### 5.6.A AUTOMOBILE PARKING

As part of the Specific Plan process, the City evaluated the 2008 Downtown Parking Management Plan (DPMP) to measure the success of DPMP's strategies, and to propose new strategies to address current needs and issues with parking in the Downtown study area. Based upon this evaluation, the Specific Plan proposes the following strategies to address the project area's parking needs below in Table 5.2, Parking Strategy



Recommendations. For the evaluation of the DPMP's strategies and additional information on the Specific Plan's recommended parking strategies, refer to Appendix X, 2008 Downtown Parking Management Plan.

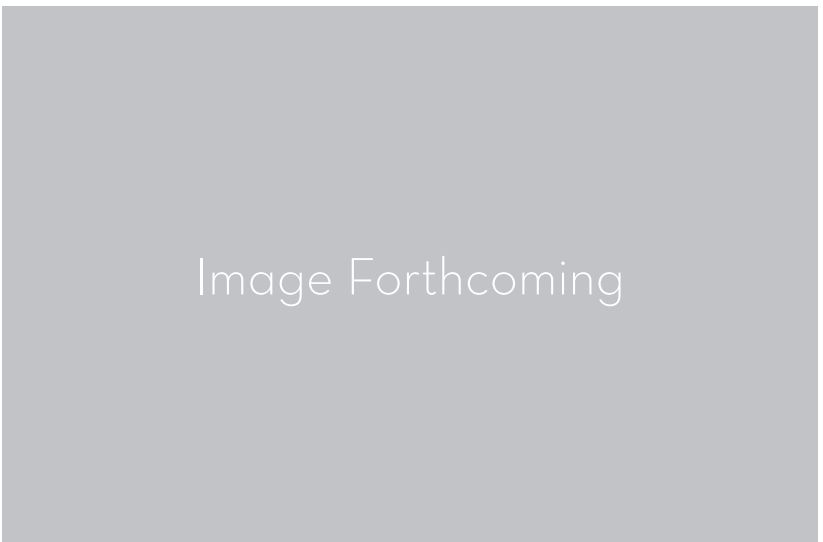
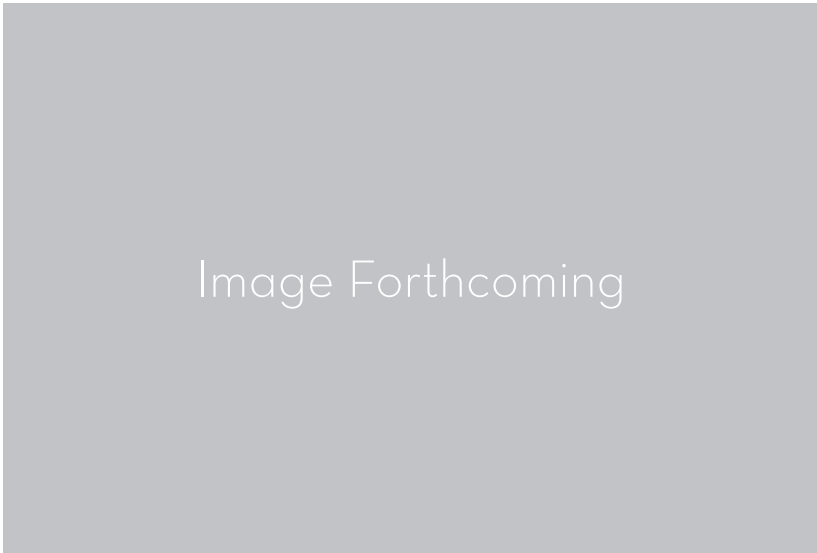
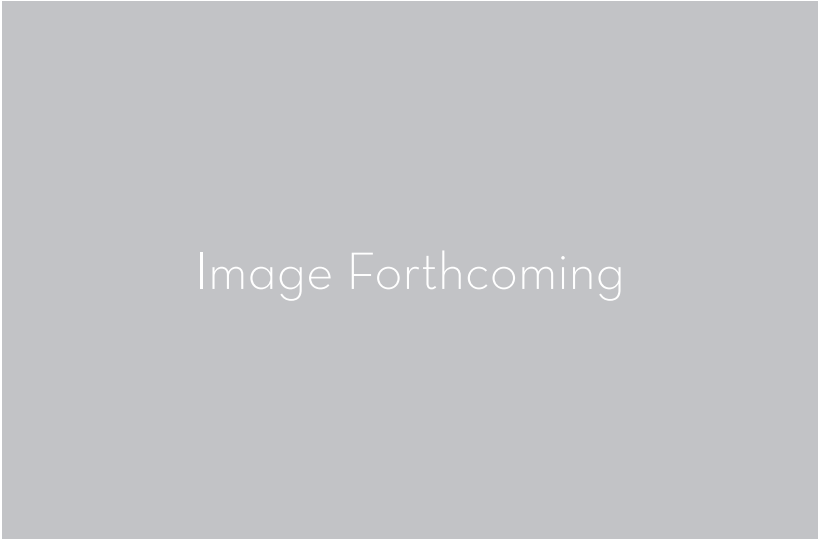
**Table 5.2: Parking Strategy Recommendations**

Proposed Strategy	Objective
Begin to utilize demand pricing for street parking meters.	Directs visitors to parking structures and lots during peak periods, and to street parking in low periods.
Continue to provide lower meter rates in parking structures and lots.	Lower meter rates in parking structures and lots encourage long term parking, thereby helping to reduce the amount of long term parking on the street.
Re-design parking wayfinding signs.	Clearly and expeditiously direct visitors to available parking within Downtown.
Utilize smart parking technologies to improve efficiency with finding available parking and provide a higher level of service to visitors.	Directs visitors directly to available parking, thereby reducing the congestion created by visitors searching for parking. Technologies also provide a higher level of service for visitors and create appeal.
Provide additional parking supply with new underground structured parking.	Increases the amount of available parking in the Downtown area and reduces the demand on existing off-street and on-street parking.
Introduce a City regulated valet parking program.	Valet program provides the opportunity to take vehicles off the street and park them in remote parking locations. Parking lots or structures can be utilized more efficiently because valet operators can stack vehicles and allocate more vehicles in an area than standard self-parking.
Continue to utilize existing private parking lots and structures to create shared parking opportunities during business off-hours.	City to maintain existing, and identify new, agreements with local businesses to use existing parking areas during business off-hours. Additional parking will help with parking demands during nights and weekends.
Maintain personnel and extend enforcement activity to enforce parking violations.	Enforce compliance of parking spaces and other systems established by the parking management plan.
Reduce allowable on-street parking time limits in residential areas.	Discourage employees from parking in residential areas for long periods of time.

Proposed Strategy	Objective
Provide parking at existing remote parking lots with a City shuttle service for visitors and customers.	City to form agreements with surrounding businesses and institutions for use of their existing parking. Parking and shuttles to reduce the amount of vehicles and congestion within the Downtown area.
Provide a City operated shuttle service for employees/merchants to remote parking locations.	Reduce the amount of employees/merchants parking in the Downtown and residential areas, thereby freeing up parking spaces within Downtown for visitors.
Locate employee parking in remote locations in or near the Downtown area.	Make available more convenient parking spaces for visitors, and provide designated parking areas for employees.
Create tandem parking options for employee parking.	Maximize the amount of employee parking that can be provided in a particular lot or parking structure level.
Re-establish Capital Program for operations, maintenance and new construction expenses and to create revenue opportunities.	Funding to assist with ongoing and future maintenance and parking improvements.
Establish intra-Downtown resident parking system.	Consider providing a residential parking permit system that provides residents with Downtown core parking privileges in limited areas surrounding their residence.
Increase special vehicle parking stalls and loading zones.	Create additional parking for electric vehicle charging, ADA parking, motorcycle parking, and passenger loading zones.
Re-evaluate land use parking requirements	Review Section A.64.030 of the LCP to consider adjustments in how parking is calculated for different uses.
Utilize valet parking operations and flat rate payment systems during large events.	Help reduce traffic congestion, maximize efficiency of available parking Downtown, and increase speeds of ingress and egress during large events.

## 5.6.A BIKE PARKING

Possibly due to the very tight conditions of the walkway systems on primary, secondary and tertiary streets, only limited implementation of bike parking facilities has occurred. However, a significant number of bikes can be found throughout the Downtown area, chained up to trees, meters, signs or benches. The demand for bike parking is high but the supply is very low. Field work indicates that there are 154 locations where a bike can be parked at a rack system of some kind. In general, there should be at least 4 bike parking spaces per side of the street per block. There are 85 block faces, which would indicate the need for 340 bike parking spaces. Another 100 spaces should be



Figures 5.26-5.31 Photos will illustrate parking strategies



available at the pier to provide for the high volumes of the bike trail. For an estimated demand of 440 spaces, 48 new bike sheltered spaces and 176 rack spaces have been identified for a total future of 378 spaces.

## 5.7 CIRCULATION PROJECTS

The following figures and maps show design and mobility concepts for improvements to access, circulation and parking. This section is focused on active transportation elements, however since the approach has been one of integrating solutions that provide multiple benefits, the proposed projects not only work for bike and pedestrian users, but also address parking improvements as well. The basic concept behind most of the solutions is that parking spaces are considered to be important to preserve but they can be modified to work for many more users that arrive at locations in the Downtown area without the need to have private automobiles taking up precious parking spots with low turn over rates. The parking associated with some of the improvements is considered specialty parking that has the potential of delivering more employees, visitors and customers to Downtown Manhattan Beach. The recommended improvements also provide increased design opportunities for new lighting, street furnishings, places to sit, park a bike and to enjoy public art and other historic or cultural information through interpretive signage. All aspects of new projects in the Downtown area should look to improve access and mobility, as well as the physical environment and the physical well being of citizens through healthy forms of activity and transportation.

Proposed pedestrian projects have been shown on “Figure 5.33: Proposed Pedestrian Improvements and Possible Drop Off Zone,” including improvements to intersections for improved



Figures 5.32 3D model overview looking west down Manhattan Beach Boulevard

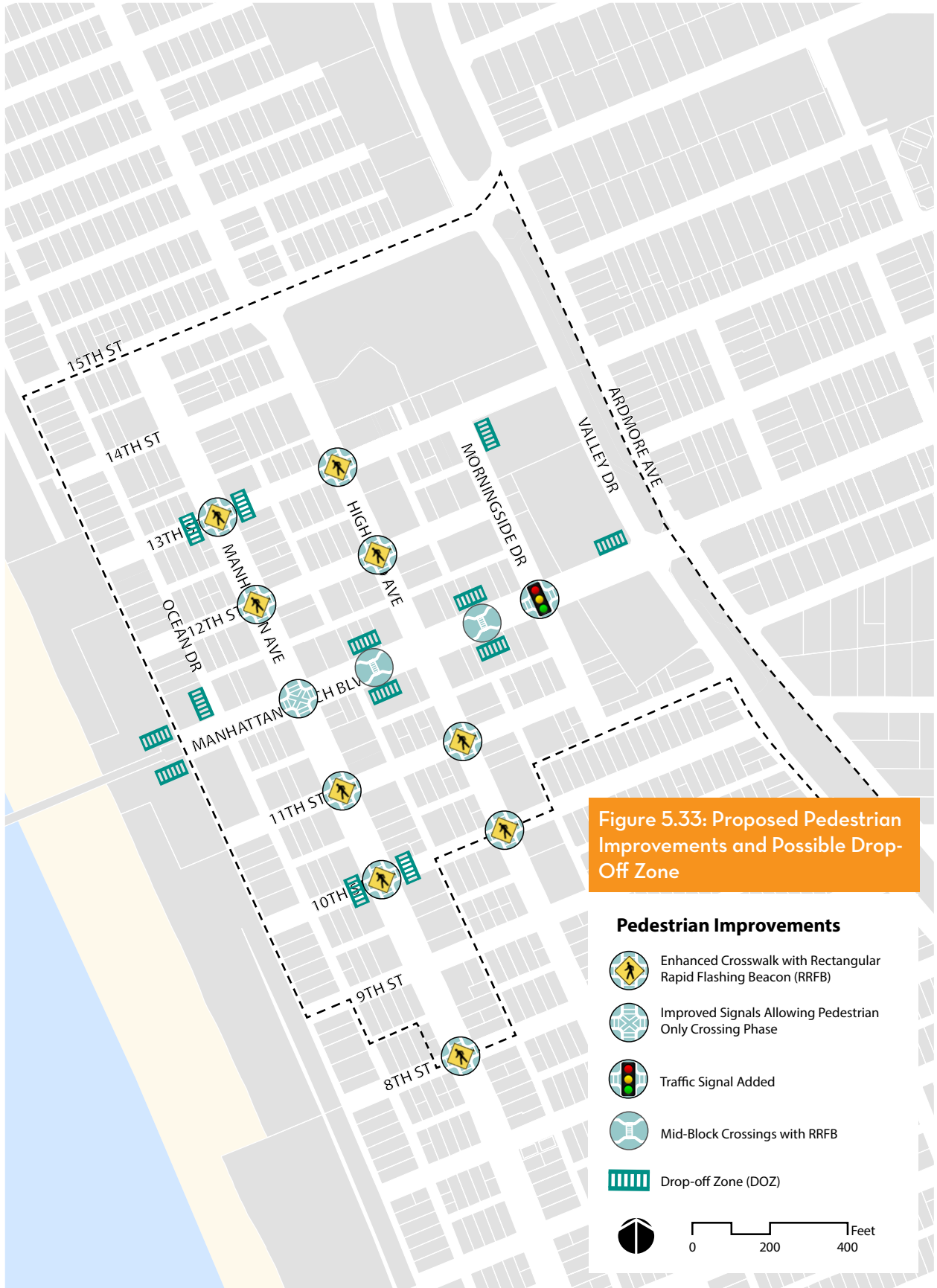





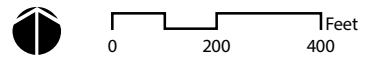


Figure 5.33: Proposed Pedestrian Improvements and Possible Drop-Off Zone

**Pedestrian Improvements**

-  Enhanced Crosswalk with Rectangular Rapid Flashing Beacon (RRFB)
-  Improved Signals Allowing Pedestrian Only Crossing Phase
-  Traffic Signal Added
-  Mid-Block Crossings with RRFB
-  Drop-off Zone (DOZ)





safety. One walkway has been expanded leading from the Beach Head area up to Manhattan Avenue. “Figure 5.34: Existing and Proposed Bike Facility Improvements” shows suggested on-road bike improvements. These are consistent with previous studies. However, an uphill bike lane has been added from the pier to Manhattan Avenue as well as from Manhattan Avenue up to Valley Drive on 15th Street.

## 5.7.A. EAST END PROJECT

Only one project is proposed at the east end of the study area. The proposed projects focuses on an improved drop off location as illustrated in Figure 5.35: Project #1- Multi-purpose Drop Off Zone. The project includes ADA access, bike racks and a 3-minute passenger loading zone.



Figures 5.35 Project #1- Multi-purpose Drop Off Zone



## 5.7.B. CENTRAL PROJECTS

The central proposed projects primarily focus on improved pedestrian spaces and drop off locations. Because of the extremely tight walkway conditions, some pop-outs are needed at the mid-block locations, while the rest of the street will not be improved for walkway widths. These solutions will produce usable spaces that will double as pedestrian safety improvements, specialized parking options and drop off zones. The project includes an expanded plaza for seating, landscaping, bike racks, improved lighting, mid-block pedestrian crossing with RRFB controls, drop off zone for shuttle, valet, taxi, carshare, motorcycle parking and small vehicle parking as illustrated in Figure 5.36 Project #2- Mid-block Crossing and Central Plaza.

The proposed changes needed to the roadway geometry are shown on Figure 5.37: Proposed Street Cross Section Adjustments. Only the center portion of Manhattan Beach Boulevard will need to be adjusted. The rest of the street cross section will remain the same.

The next project includes improvements to the corner of Manhattan Beach Boulevard and Manhattan Avenue. The project includes the removal of shrub planting to be replaced with a plaza for seating and other walkway furnishings. The project also includes new lights, trash receptacles and public art. Specialty parking includes bike parking, motorcycle parking, electric vehicle parking with charging station, and a neighborhood electric vehicle space that can double as a drop of zone for passengers, rideshare, taxis and shuttles as shown on Figure 5.38: Project #3 - Intersection Plaza.

The next project is proposed for two locations on Manhattan Avenue where walk streets cross the street. The project features will include a Rectangular Rapid Flashing Beacon, improved crosswalk markings, a bike corral for bike parking, motorcycle parking, new outdoor seating areas and some small car or neighborhood electric vehicle parking as showing on Figure 5.39: Project #4- Proposed Street Cross Section Adjustments.



10'	16'	3'	11'	11'	2'	5'	10'	14'
Sidewalk	Angle Parking	Buffer	Roadway	Roadway	Buffer	Green Lane	Special Seating Area	Sidewalk

Figures 5.36 (top) Project #2- Mid-block Crossing and Central Plaza  
 Figure 5.37 (bottom) Proposed Street Cross Section Adjustments



10'	10'-16'	14'	14'	10'-16'	10'
Sidewalk	Parking	Roadway	Roadway	Parking	Sidewalk
80' ROW					

Figures 5.38 (top) Project #3 - Intersection Plaza  
 Figure 5.39 (bottom) Project #4 - Proposed Street Cross Section Adjustments

## 5.7.C WEST END PROJECTS

The west end projects are mostly located at the beach head area and include improvements to encourage movement from the pier, bike trail and strand into Downtown. The plan includes new viewing and seating areas, drop off zones, bike parking and welcome design treatments aimed at encouraging visitors to walk or bike up the hill as shown in Figure 5.40: West End Projects. The modified plaza and parking plaza is shown on Figure 5.41: Project #5- Beach Head Parking Area. The steep hill on lower Manhattan Beach Boulevard creates a barrier to entering Downtown. The removal of four parking spaces will create usable public realm social space as well as enough room for an uphill only green painted bike lane. This lane will be a visible sign encouraging entry into Downtown and provide some buffer from faster moving vehicles as shown on Figure 5.42: Project #6- Uphill Grind. Minimal changes to the public right-of-way are proposed as shown on Figure 5.43: Proposed Changes to the Public Right-of-Way.





Figures 5.40 (top) West End Projects  
Figure 5.41 (bottom) Project #5 - Beach Head Parking Area





10'	16'	3'	11'	11'	2'	5'	10'	14'
Sidewalk	Angle Parking	Buffer	Roadway	Roadway	Buffer	Green Lane	Special Seating Area	Sidewalk

80' ROW

Figures 5.42 (top) Project #6 - Uphill Grind  
 Figure 5.43 (bottom) Proposed Changes to the Public Right-of-Way

