

Living Streets Design Manual and Aviation Boulevard Multimodal Corridor Plan Public Meeting I Overview (DRAFT V.2)

Public Meeting: Living Streets Manual and Aviation Boulevard Multimodal Corridor Plan I. Manhattan Heights Auditorium, 1600 Manhattan Beach Boulevard, Manhattan Beach, CA 90266. July 17, 2017, 6:00 PM to 7:30 PM

Meeting Notices: The meeting notice was advertised in the Beach Reporter newspaper on June 29, 2017 (Exhibit A Newspaper Advertisement).

It was also distributed by the project partner on their respective websites: Manhattan Beach, Hermosa Beach, Redondo Beach and Beach Cities Health District.

The project consultant team sent email notices to stakeholders, including Caltrans, County Public Works, County Public Health, Metro Planning, Metro Service Planning, Los Angeles World Airports, South Bay Cities Council of Governments, Lawndale Beat Transit, Gardena Gtrans, Torrance Transit, Beach Cities Transit, Palos Verdes Peninsula Transit Authority, and South Bay Bicycle Coalition.

Meeting Flyer: The meeting flyer was used to invite the public to join in a discussion about the Living Streets Design Manual and Aviation Boulevard Multimodal Corridor Plan (Exhibit B Meeting Notice)

Purpose: Southern California Association of Governments (SCAG), in partnership with Manhattan Beach, Hermosa Beach, Redondo Beach and Beach Cities Health District, is conducting a study for a South Bay Living Streets Manual and Aviation Boulevard Multimodal Corridor Plan for the region.

Workshop Series: As part of the project, there will be three (3) community workshops to solicit ideas as well as review the proposed Living Streets Manual and Aviation Boulevard Multimodal Corridor Plan. The July 17, 2017 meeting was the first workshop to present the overall project and concepts.

Attendance: The meeting was open to the public and stakeholders. There were approximately 29 people who attended the meeting (Exhibit C Workshop Sign In Sheets). The meeting participants included local residents, press and public agency staff.

Project staff in attendance included Manhattan Beach's Erik Zandvliet, Redondo Beach's Jin Kim, Beach Cities Health District's Lauren Nakano and Jacqueline Sun.

Other public agency representatives were from Manhattan Beach Community Development, Los Angeles County Public Works, and South Bay Cities Council of Governments.

Consultant team members leading the workshop included Rock Miller and Melissa Dugan of Stantec Consulting and Leslie Scott from Leslie Scott Consulting. Supporting consultants, Surabhi Barbhaya and David Fenn, assisted with facilitation.

Introduction: Manhattan Beach Traffic Engineer, Erik Zandvliet, opened the meeting at 6:15 pm. He introduced the project consulting team.

Presentation: The presentation was led by Stantec Consultant, Rock Miller. This included a project background, purpose, description, design manual for living streets policies, best practices, public participation, project schedule and questions or comments. (Exhibit D Presentation).

Questions and Answers: After the presentation, Rock Miller, Stantec Consultant, opened the floor for general questions. Participants voiced their views about project issues, which were general in nature. These comments will be compiled in a spreadsheet.

Public Comments: Following the open discussion, the public participants were invited to discuss specific issues in an open house format, with the consulting team and project staff.

Participants were encouraged to express their preferences on display boards and comment sheets. The display boards (Exhibit F Presentation Board Rankings) included the following issues:

- Travel Modes
- Living Streets Manual Chapters
- Crossing Treatments
- Bicycle Facilities
- Corridor Planning Design Elements
- Roadway Sections

Comment sheets allowed participants to share their ideas as open ended remarks (Exhibit G Comment Sheets).

Next Steps: The next steps include other two (2) workshops. Workshop 2 Preliminary Concepts and Alternatives. Workshop 3 Draft Manual and Plan.

Meeting Adjournment: The meeting was adjourned at 7:50 pm.

Exhibit A
Newspaper Advertisement

RUHS grads honor classmate in 'bittersweet' ceremony

by David Rosenfeld

A tender mood hung over an athletic joyous occasion Friday as more than 600 seniors at Redondo Union High School accepted diplomas during a commencement ceremony that most will remember for the tragic classmate in the front row.

A gold plaque on the chair back marked the spot for Ryan Williams, the star San Francisco basketball player who died unexpectedly the day before from a rare and aggressive form of cancer that was diagnosed only Monday. His folded jersey with the number 0 lay on the chair.

The family of the 18-year-old was honored with special recognition at the ceremony on the Redondo Union High School football field. As relatives were brought to the stage, students held up fists with red wrist bands to honor the basketball star who was named 2017 Roy Frazier Most Marketable Player. Williams had committed to playing basketball at Loyola Marymount University in the fall.

A sister and a cousin collected Williams' diploma and jersey. His parents reportedly did not attend the commencement, but on Thursday night—at a vigil in Williams' memory at a Canyon basketball court where he once played—his father said Williams suffered from renal medullary carcinoma. The young man had been hospitalized a little more than a week ago, according to head basketball coach Victor Mannix.

For parents and friends who came to celebrate the high school graduation, the shock of losing a student so young and so suddenly added gravity to what was already a momentous event.

Sophomore Jayden Wadley, 16, who came to the ceremony with fellow basketball teammates, said the whole basketball program is taking a loss. He said Williams was a leader both on and off the court. Most importantly, he would remember his bright smile.

"As soon as everyone heard they were crying," he said, "I just kept thinking about his family."

In the months leading up to his hospitalization, Williams may have been showing signs of his illness, though it never appeared to show him down on the basketball court.

"I remember one time he just lit a shot and then threw up," Wadley said. "He didn't ask to be taken out and just went back to playing. That was the son of player he was."

Eric Demerit, who came to see her daughter, Macki Rater, receive her diploma, said the news was very upsetting. Rater, a volleyball player, had recently signed letters of intent along with Williams to attend Loyola Marymount.

"She was crying this morning and very emotional about it," Demerit said. "I think a lot of the students told it hard. He was a real role model and a leader."



The commencement ceremony at Redondo Union High School was bittersweet as students celebrated the event yet mourned the death of Ryan Williams just a day earlier. Valedictorian Alysa Katsuka (in photo above), Graduates Chastee Mathews, Melissa Loria and Kylee Lopez (in middle photo).

"It means the world to see her out here graduating and getting her diploma," Greer said about his son, who will attend Marquette College in the fall. "It was really hard to basically come to grips with what happened."

Another father, Damon Ross, whose son, Alec Lewis Williams, said the day was bittersweet—"It was a traumatic and good friend who you were looking forward to using this together as a springboard or the next stage of your life."

"It's definitely bittersweet to be starting your new chapter, but at the same time knowing that a friend of yours is in the fallout."

Principal Jon Brandt told the graduating class to "remain humble," to "seek to understand and then be understood," and that "diversity is a virtue."



In photos above, high school graduates (from left) Logan Glavin, Danny Zimmerman, Jake Frost, Ryker LaFranchi and Ian Pizzuti celebrate receiving their diploma. Students were red wrist bands and held their fists up high with the family of Ryan Williams (photo right) at part of the commencement ceremony at RUHS on Friday.





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Join us for a discussion on
**LIVING STREETS
COMPLETE STREETS**

design YOUR street

Creating a safe and exciting route for all modes of travel and for all age groups, along roadways in your community...

Meeting Location: Mobilization Rights Auditorium
1600 Manhattan Beach Blvd
Manhattan Beach, CA 90244

Meeting Date: July 17, 2017 (Monday)
Meeting Time: 4:00 PM to 7:30 PM

Meeting Info: For more information, contact
New York City Department of Transportation
New York City Office of Strategic Planning
150 Nassau Street, New York, NY 10038

Exhibit B
Meeting Notice



Join us for a discussion on
LIVING STREETS
COMPLETE STREETS

design
YOUR
 street

Creating a safe and exciting route for all modes of travel and for all age groups, along roadways in your community...



Meeting Location: Manhattan Heights Auditorium
 1600 Manhattan Beach Blvd
 Manhattan Beach, CA 90266

Meeting Date: July 17, 2017 (Monday)

Meeting Time: 6:00 PM to 7:30 PM

Questions?

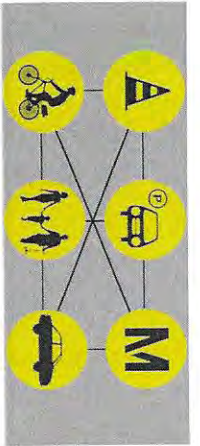
For more information, please contact
Erik Zandvliet, City Traffic Engineer,
 City of Manhattan Beach
 e-mail: ezandvliet@cityofmb.info
 (310) 802-5522

Exhibit C
Sign In Sheets



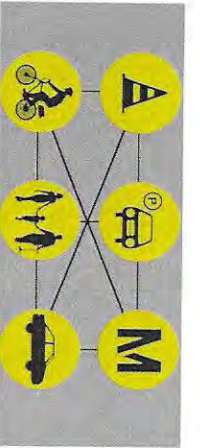
**Living Streets Design Manual and
Aviation Boulevard Multimodal Corridor Plan**
Workshop 1 – Planning Concepts – share your ideas about the project
July 17, 2017

	Name	E-mail Address	Phone Number	City of Residence
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5	Jimmy Blund	jimmyblund@gmail.com	310-529-2517	Redondo
6	PAUL MULLIN	Paulmullin@mac.com redondo.net	310-613-1868	M. B.
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9	Ken Thompson			MB
10				



**Living Streets Design Manual and
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July 17, 2017

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5	Sarah D. McAuley	sarah@McAuley.com		MB
6	Lauren Nakano	lauren.nakano@bell.ca	310-374-3422	HB
7	Mark Lipps	MARK@MARKLIPPS.COM	310-849-9181	MB
8	WAYNE POWELL	WAYNEPOWELLNB@ATTOL.COM	310-374-4341	MB
9	Lynne Jester	ljester@atyub.info	310- 832-5510 802-5510	City MB
10	Steve Gerhardt	SGerhardt@gmail.com	310-614-0958	Redondo

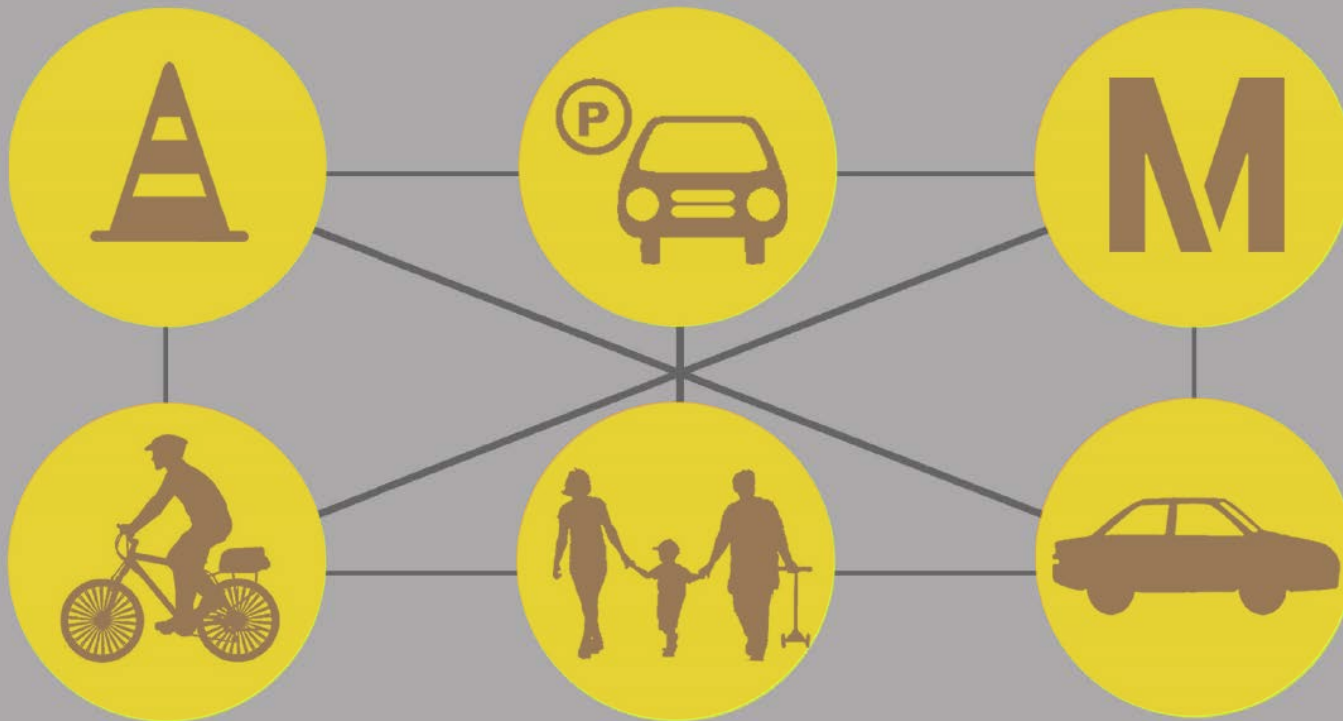


**Living Streets Design Manual and
Aviation Boulevard Multimodal Corridor Plan**
Workshop 1 – Planning Concepts – share your ideas about the project
July 17, 2017

1	Name	E-mail Address	Phone Number	City of Residence
1	Justin Laddorche	jladdorche@hotmail.com		Redondo Beach.
2	Andrea N. Stancoli	Stancoli-RD@yha.com	310 379-6572	Hermosa Beach
3				
4				
5				
6				
7				
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9				
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Exhibit D Presentation

Beach Cities Living Streets Design Manual and Aviation Boulevard Multimodal Corridor Plan



Agenda

- 1 Introductions
- 2 Project Background and Purpose
- 3 Project Description
- 4 What is the Design Manual for Living Streets?
- 5 Best Practices
- 6 Your Contribution

Introductions



Principal-in-Charge: Rock Miller
Project Manager: Melissa Dugan
Planners: Surabhi Barbhaya and David Fenn
Outreach Specialist: Leslie Scott

Project Background and Purpose

1. California Department of Transportation (Caltrans) Transportation Planning Grant
2. Identify Design Solutions
3. Safe and Convenient Choices
4. Health-Focused Efforts



Improve the comfort and safety for walking and biking

- without compromising the movement of vehicles

Pedestrian Safety



Pedestrian fatality rates for children under age 4 and seniors over age 70 in L.A. are double the national standard.



Pedestrian fatalities represented **36.8%** of all traffic fatalities between 1994 & 2000 in L.A. (LADOT)



Safe and Convenient Choices

- access to safe facilities

Top 6 L.A. County Transit Access Barriers



1 Long Blocks – Transit riders prefer direct routes to their destination. Long blocks often equate to unnecessarily long routes, or unsafe crossing activity.



2 Freeways – Freeways carve our region into a number of 'pedestrian islands'. Links between these islands are effectively broken by dark and unpleasant underpasses or equally challenging overpasses.



3 Maintenance – Many of our basic walking and rolling surfaces are buckled, broken and generally impassable to all but the nimble footed.



4 Safety and Security – Pedestrians in LA County are victim to some of the highest pedestrian fatality rates in the country. The neglect of infrastructure also adds to concerns over personal security.



5 Legibility – It is too easy to get lost in LA County. Effective transit systems utilize sophisticated yet simple signage and wayfinding strategies. These strategies do not currently extend much beyond station boundaries



6 ROW Allocation and Design – Traffic congestion along some streets crowd out all but the most fearless bike riders – on other streets wide roads are underutilized, and all active modes are relegated to a 4 foot wide broken strip of concrete. A more holistic and integrated approach is needed to provide equitable mobility along access routes.

Project Description

Customize the Living Streets Design Manual

- a) Include local outreach and priorities specific to the Beach Cities
- b) Include local examples
- c) Establish a framework for future improvements within the Cities

Prepare a Multimodal Corridor Plan for Aviation Boulevard

What are Living Streets?

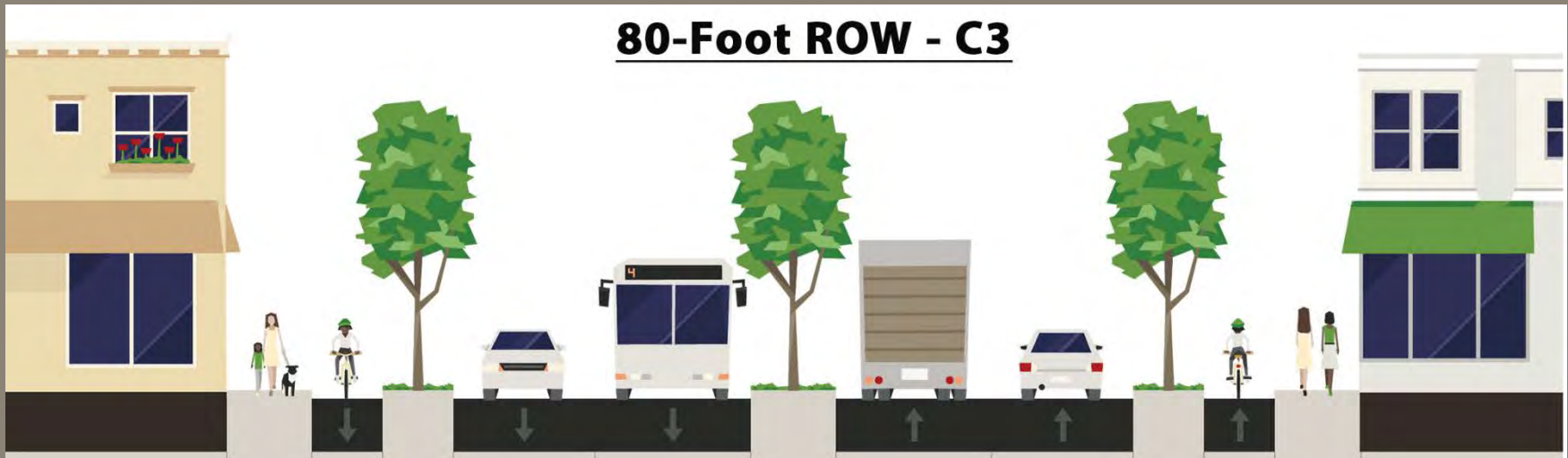
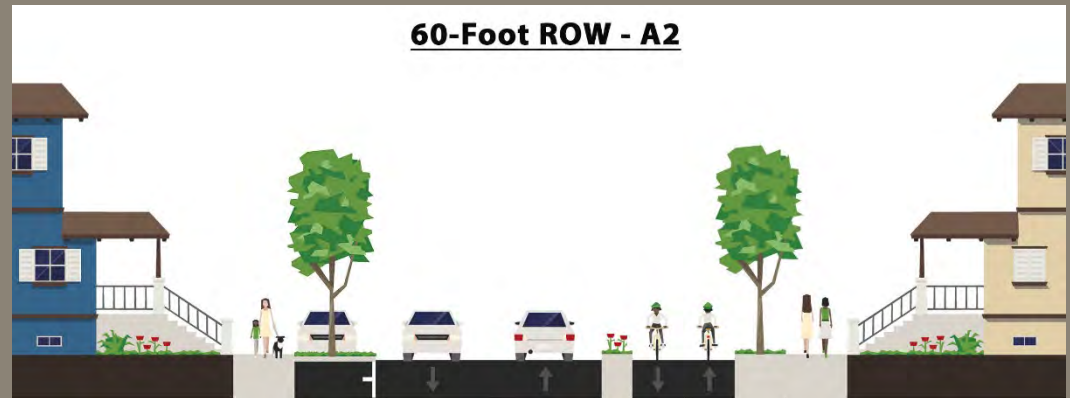
Living Streets:

- foster healthy commerce
- strengthen and enhance neighborhoods
- encourage healthy and active lifestyles
- integrate environmental stewardship & landscaping



Better Streets Can Help Communities

- Promote Health
- Improve Safety
- Spur Economic Growth
- Lower Emissions
- Raise Property Values
- Provide Choices
- Reduce Traffic Congestion



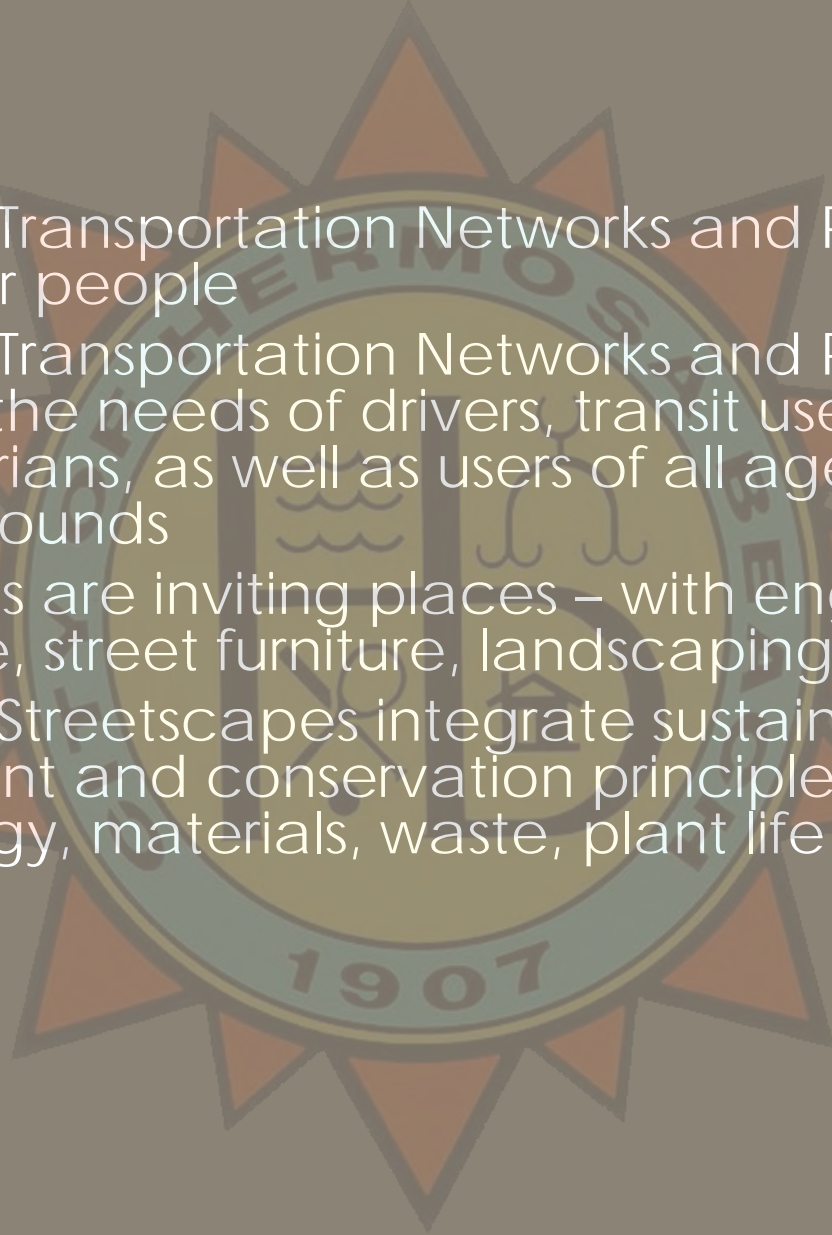
Living Streets can Include:

- Sidewalks
- ADA accessibility
- Bike lanes or other bike signage
- Comfortable and accessible transit stops
- High visibility crosswalks
- Bulbouts and medians
- Roundabouts
- Green space and street trees
- Outdoor dining
- Integrated land uses
- Street furniture



Living Streets Policy: City of Hermosa Beach

- Streets and Transportation Networks and Projects are designed for people
- Streets and Transportation Networks and Projects provide for the needs of drivers, transit users, bicyclists, and pedestrians, as well as users of all ages, abilities, and backgrounds
- Streetscapes are inviting places – with engaging architecture, street furniture, landscaping and public art
- Streets and Streetscapes integrate sustainable management and conservation principles addressing water, energy, materials, waste, plant life and other resources



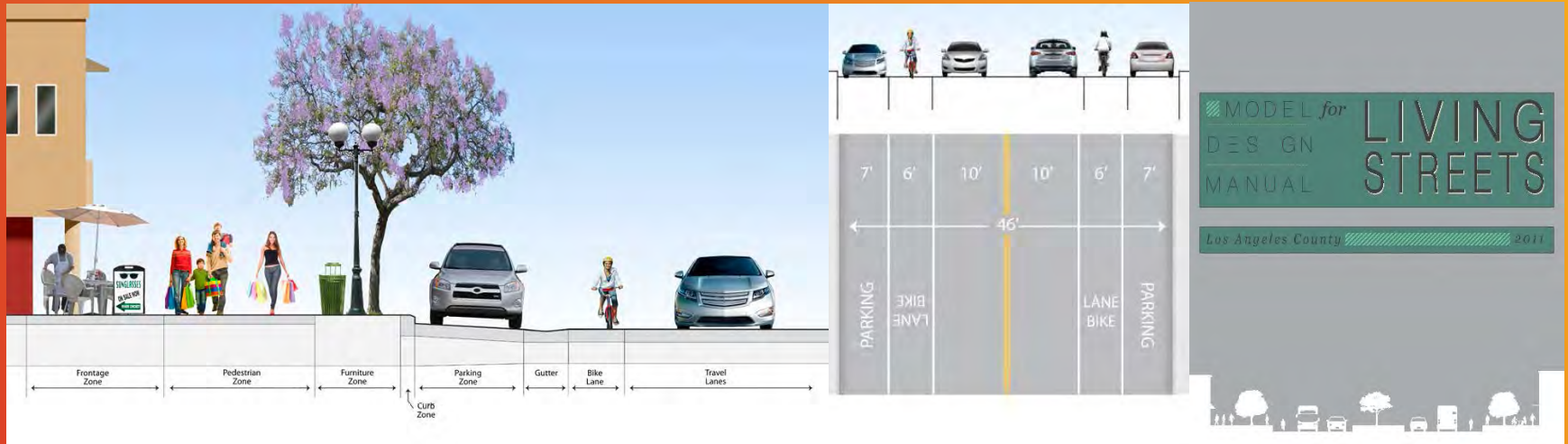
Living Streets Policy: City of Manhattan Beach

- The City of Manhattan Beach will create a safe and efficient transportation system that promotes the health and mobility of all citizens and visitors by providing high quality pedestrian, bicycling, and transit access to all destinations throughout the City, as appropriate, and will design its streets for all users, with beauty and amenities
- The City will provide for the needs of drivers, transit users, bicyclists, and pedestrians of all ages and abilities in all planning, design, construction, reconstruction, retrofit, operations and maintenance activities and products
- The City will enhance the safety, access, convenience and comfort of all users of all ages and abilities.

Living Streets Policy: City of Redondo Beach

- The City will support the community's health, attractiveness, and livability by improving the access, connectivity, and integration of streets for all users and transportation modes.
- The City will encourage local reinvestment, environmental sustainability, and positive placemaking within neighborhoods and commercial districts through the implementation of measure Living Streets planning practices and techniques
- The City will enhance the safety, access, convenience, and comfort of all users of all ages, abilities, and backgrounds in all transportation related projects.

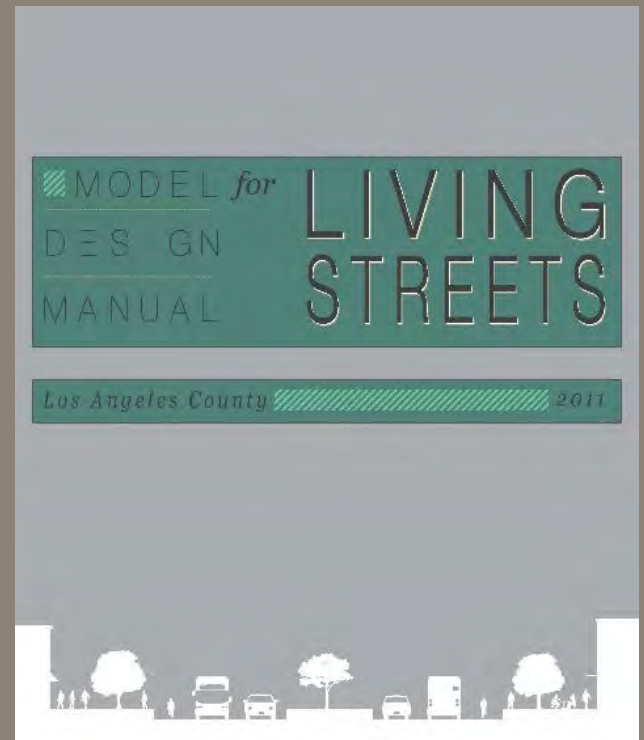
What is the Design Manual for Living Streets?



- Commissioned by LA County in 2010 to promote consideration of ALL modes as well as social, economic, & environmental considerations
 - Modes: Cars, bicycles, pedestrians, transit, etc.
 - Other Issues: landscaping, public spaces, local businesses, stormwater, etc.
- Intended to be changed and adapted by local jurisdictions to suit local needs
 - Provides general best practices, examples, etc.

Existing Living Streets Manual: Elements

- Vision, Goals, Policies and Benchmarks
- Street Networks
- Traveled Way Design
- Intersection Design
- Pedestrian Access
- Pedestrian Crossings
- Bikeway Design
- Transit Accommodations
- Traffic Calming
- Ecosystem
- Place-making





Best Practices

- Pedestrian Improvements
- Transit Improvements
- Considerations for Adjacent Uses
- Bikeway Design

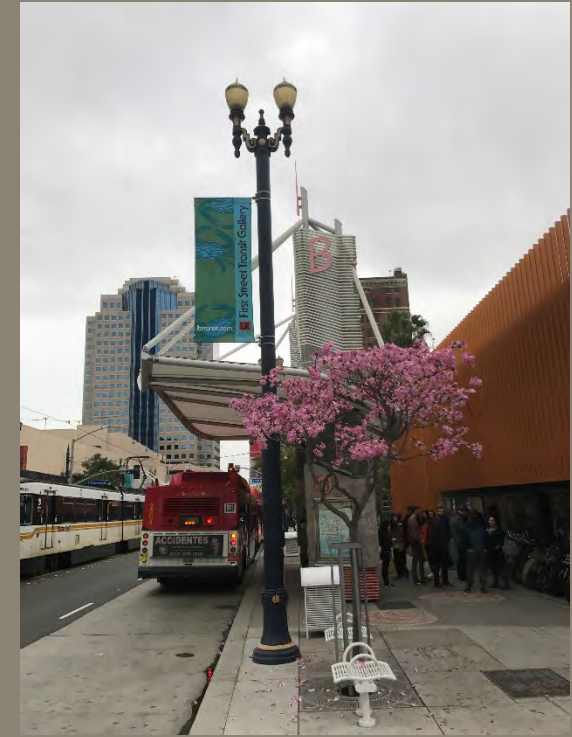
Best Practices: Pedestrian Improvements



Landscaped Traffic Circle,
Santa Monica, CA



Painted Utility Boxes,
Long Beach, CA



Street Trees & Amenities,
Long Beach, CA

Landscaping

- can provide interest & aesthetic improvements
- reduce the heat island effect
- help to capture storm water

Street Amenities

- can make roadways more attractive places to walk, shop, or exercise
- lighting/safety

Best Practices: Pedestrian Improvements



Best Practices: Pedestrian Improvements



Tree-Lined Street,
Santa Monica, CA

Shade Trees

- make streets more comfortable places to walk in the summer
- reduce the heat island effect
- help to capture storm water



Wayfinding on Culver Blvd.,
Culver City, CA

Wayfinding

- can guide visitors and locals to important local destinations
- help establish a sense of place

Best Practices: Pedestrian Improvements



Intersection Bulbouts
Source: BCHD



Specialty Pavement
Hawthorne Blvd.,
Hawthorne



All-Direction Pedestrian
Scramble Crossing Treatment,
Santa Monica

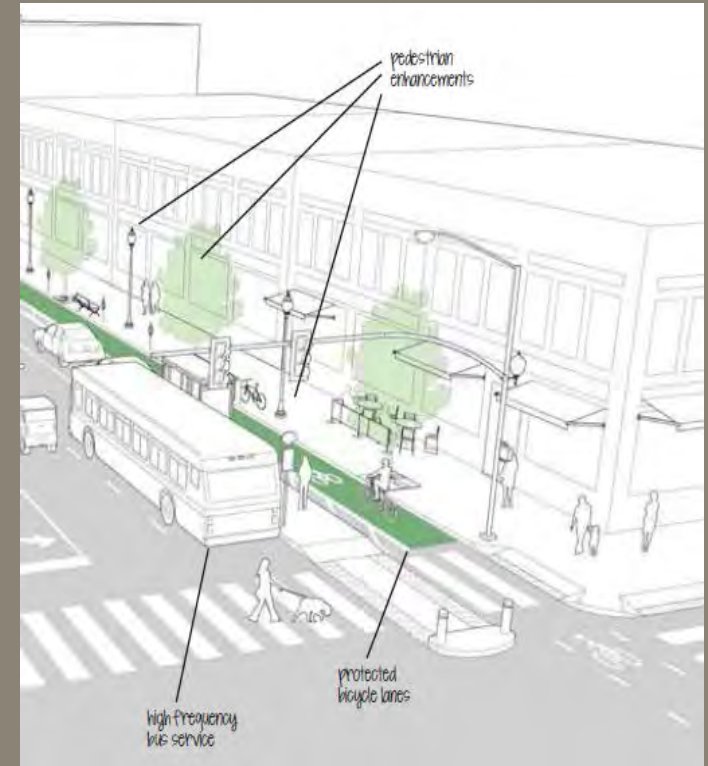
Crossing Treatments

- can slow vehicles down
- reduce crossing distances
- make pedestrians more comfortable

Pedestrian-Scale Lighting

- can make users more comfortable walking at night

Best Practices: Transit Improvements



Bus Stop Shelter for Big Blue Bus & Next Bus Arrival Sign
Santa Monica, CA

Source: SCAG/NACTO

Bus Stop Amenities

- next bus arrival signs
- distinctive shelters & seating
- signage

Bus Stop Islands

- reduces conflicts between buses and bicyclists

Best Practices: Adjacent Uses



Older Land Uses Facing the Street
Long Beach, CA

Streetwall

- buildings should face the street where possible
- surface parking lots can be relocated to the rear



Surface Parking Lots Facing the Street
Burbank, CA

Activating the Street

- a mix of uses & ensuring ground floor uses interact with the street
- create interest & walkability

Best Practices: Adjacent Uses



Best Practices: Bikeway Design

- Caltrans Bikeway Classifications
 - Class I: Multiuse Paths
 - Class II: Bike Lanes
 - Class III: Bike Routes
 - Class IV: Cycle Tracks /Protected Bike Lanes
- Generally more protection from vehicles is better
 - Some riders will only ride on off-street paths or protected facilities
- 8-80 bikeway design



Harbor Dr. Cycle Track
Redondo Beach, CA

Best Practices: Class II Bike Lanes



Buffered & Colored Lanes (7th Street)
Santa Monica, CA

- Designed to better accommodate cyclists on streets
- A dedicated, striped lane for bicycles within the roadway right of way
- Typically located adjacent to the curb or parking lane
- Can have special treatments to increase visibility

Best Practices: Class III Bike Routes



2nd Street Sharrow & Green Lane "Super Sharrow"
Long Beach, CA

- Provide for Shared use with motor vehicles
- Designate preferred routes
- Generally identified with signage only
- Sharrows can remind cyclists and motorists to share the road
 - show the cyclist where to ride to stay out of the door zone
- Bike boulevards are also Class III facilities

Best Practices: Class IV Cycle Tracks



One-way Protected Cycle Track (3rd St.)
Long Beach, CA

- Similar to Class I facilities
- Dedicated bicycle right-of-way
- Run along a street buffered by some kind of physical barrier

Your Contribution

1. Travel Modes Used
2. Corridor Planning Design Elements
3. Crossing Treatment Preferences
4. Bicycle Facility Preference
5. Manual Chapters
6. Potential Streets
 - Arterial Roadway (100 feet)
 - Collector Roadway (80 feet)
 - Residential Roadway (60 feet)
 - Residential/Local (40 feet)

Project Schedule & Next Steps

Spring/Summer 2017

- Community Workshops
- Meetings with City Staff
- Draft Living Streets Design Manual

Fall/Winter 2017

- Finalize Living Streets Design Manual
- Parking & Traffic Studies
- Develop Alternatives
- Draft Aviation Blvd Multimodal Corridor Plan

2018 and beyond

- Finalize Aviation Blvd Multimodal Corridor Plan
- City Adoption
- Funding
- Construction

Exhibit E
Meeting Questions

Notes from first Public Outreach Meeting 7/17/17 - David Fenn

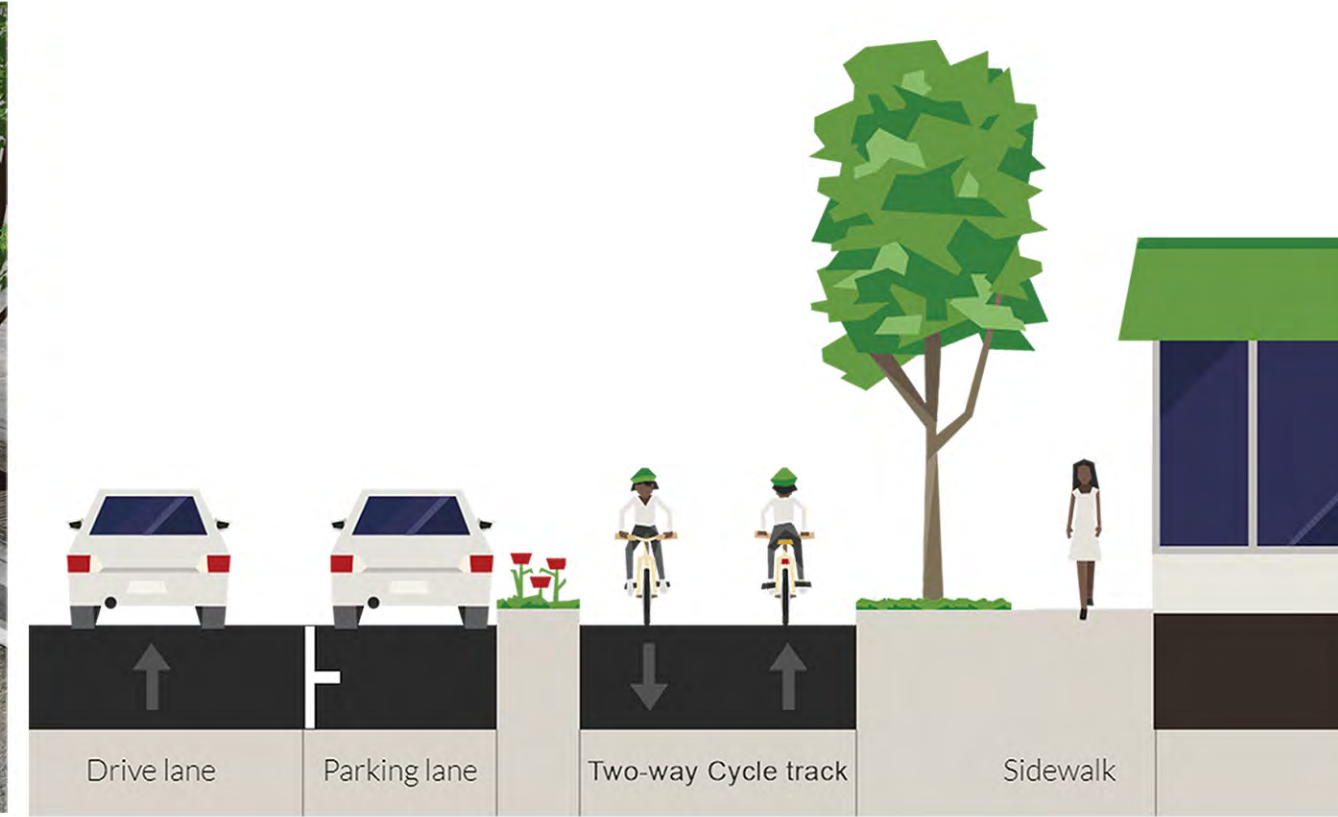
- Comment: what are the beach city accident rates vs. the county? The state?
- Comment: people already bike on Aviation so maybe narrower lanes would help
- Comment: need more explanation of costs/trade-offs/benefits etc. of different treatments to participate in the outreach process in an informed way
 - Specific examples desirable (streets something might work on/where similar things have been implemented)
- Comment: Need better notification about public meetings
- Comment: Proposing all these new improvements is great but we really need better maintenance of existing landscaping before adding more
 - Gave example of poor maintenance of land scape around the rail trail and water tower (?)
- Discussion: asking businesses to give employees uber credits to reduce parking demand
 - Would enable more creative use of space once occupied by parking

Exhibit F
Presentation Boards Rankings

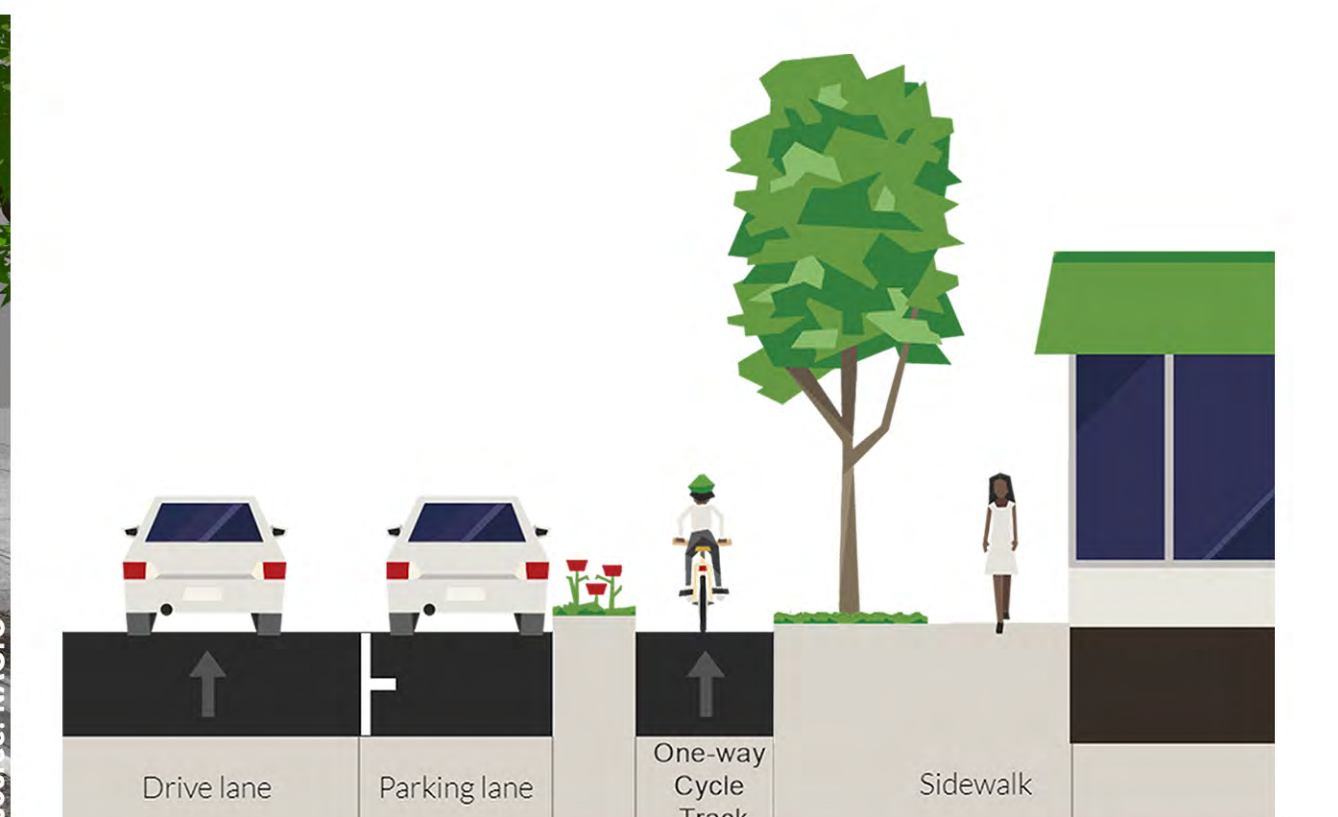
Bicycle Facilities

Support/
Oppose

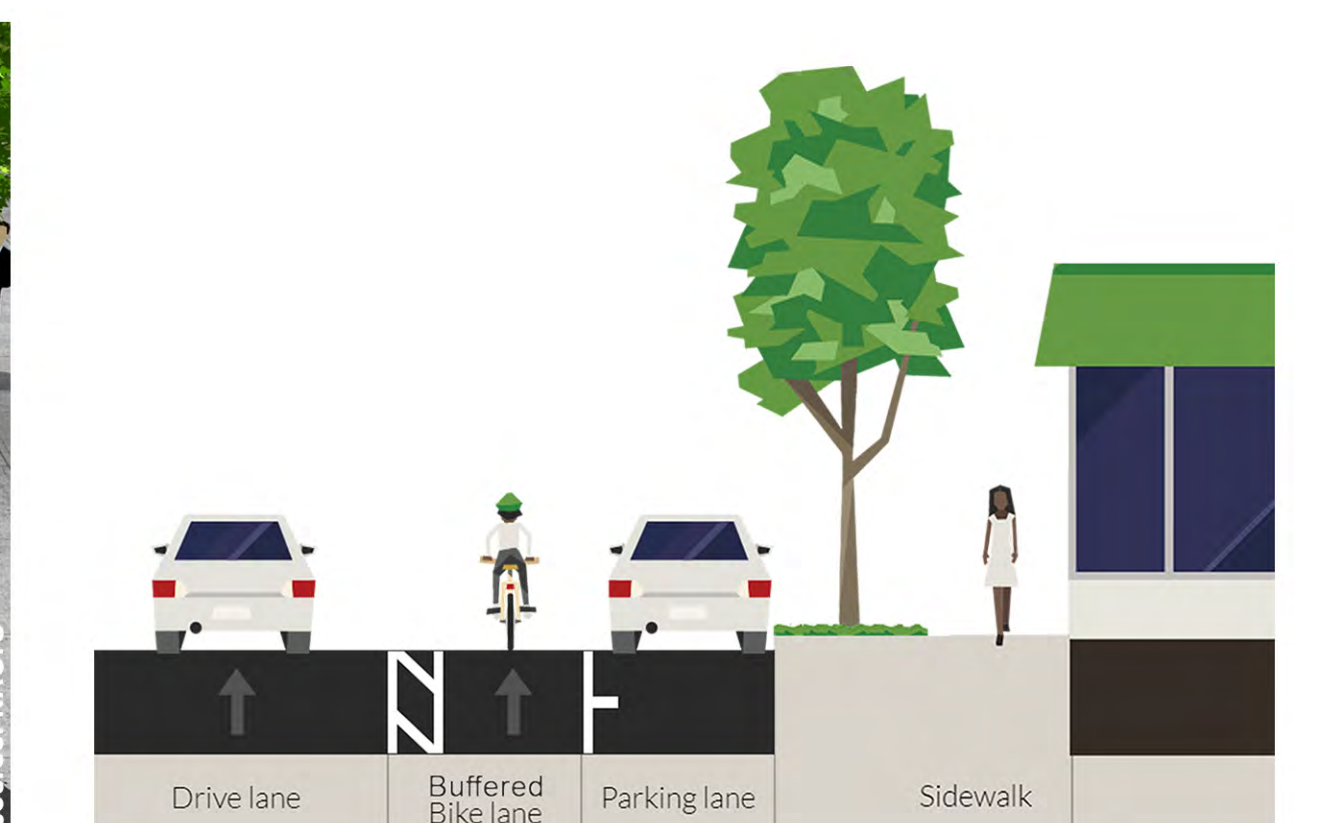
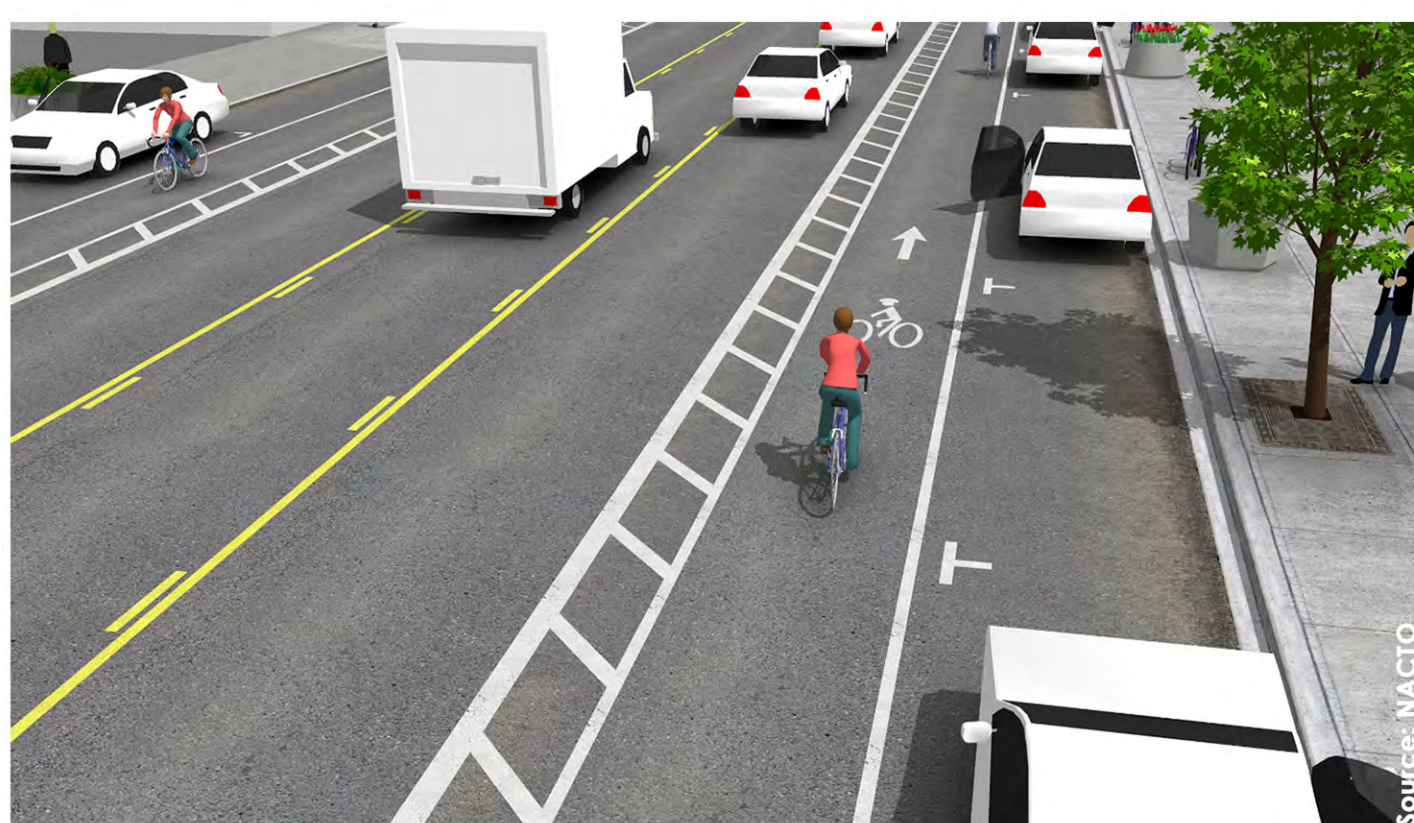
BICYCLE FACILITY TYPE



Two-way Cycle Track



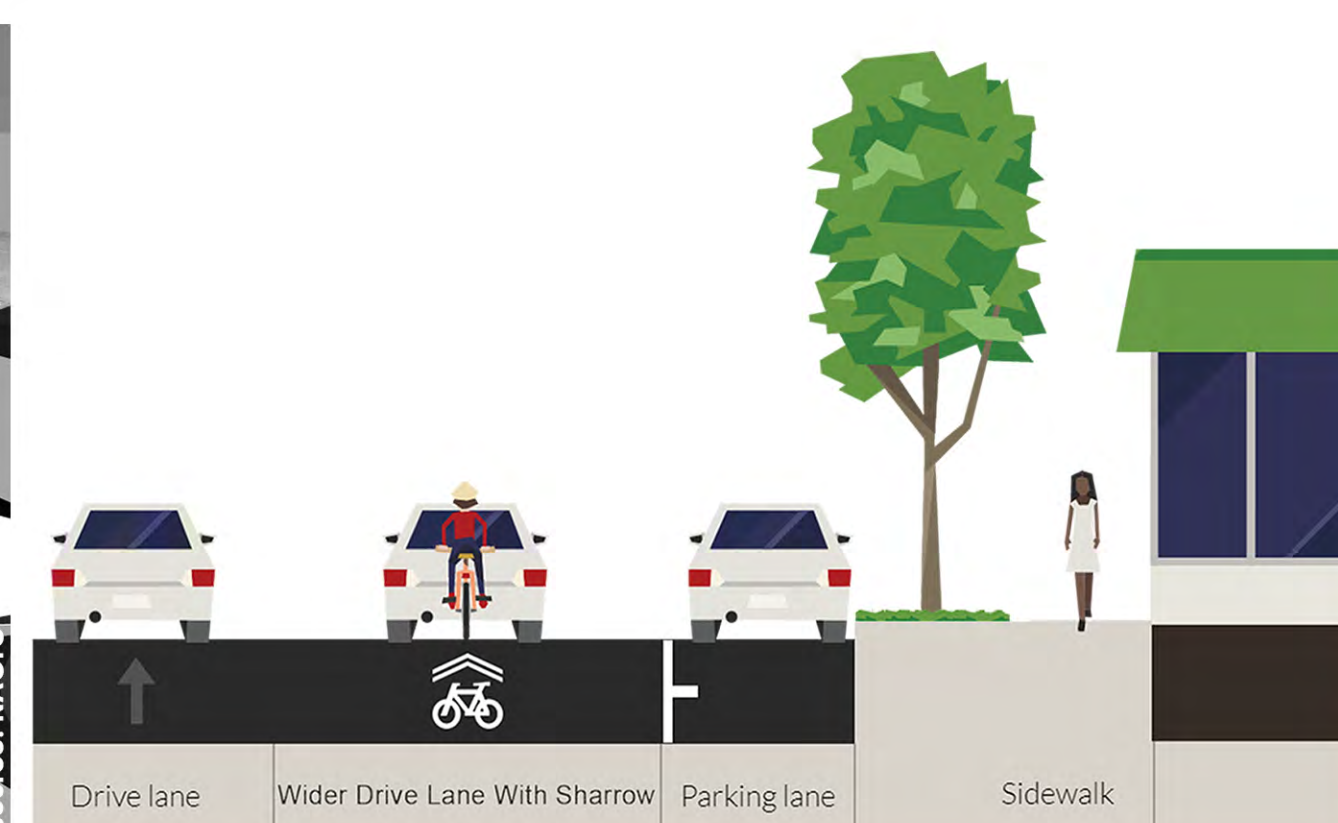
One-way Cycle Track



Buffered Bicycle Lane



Conventional Bicycle Lane



Shared Road Facility

Please use dots for the bicycle facilities that you support (green) or oppose (red).

Corridor Planning Design Elements

DESIGN ELEMENTS

Support/
Oppose



Would you be open to the idea of incorporating **roundabouts** on major or minor commercial corridors?



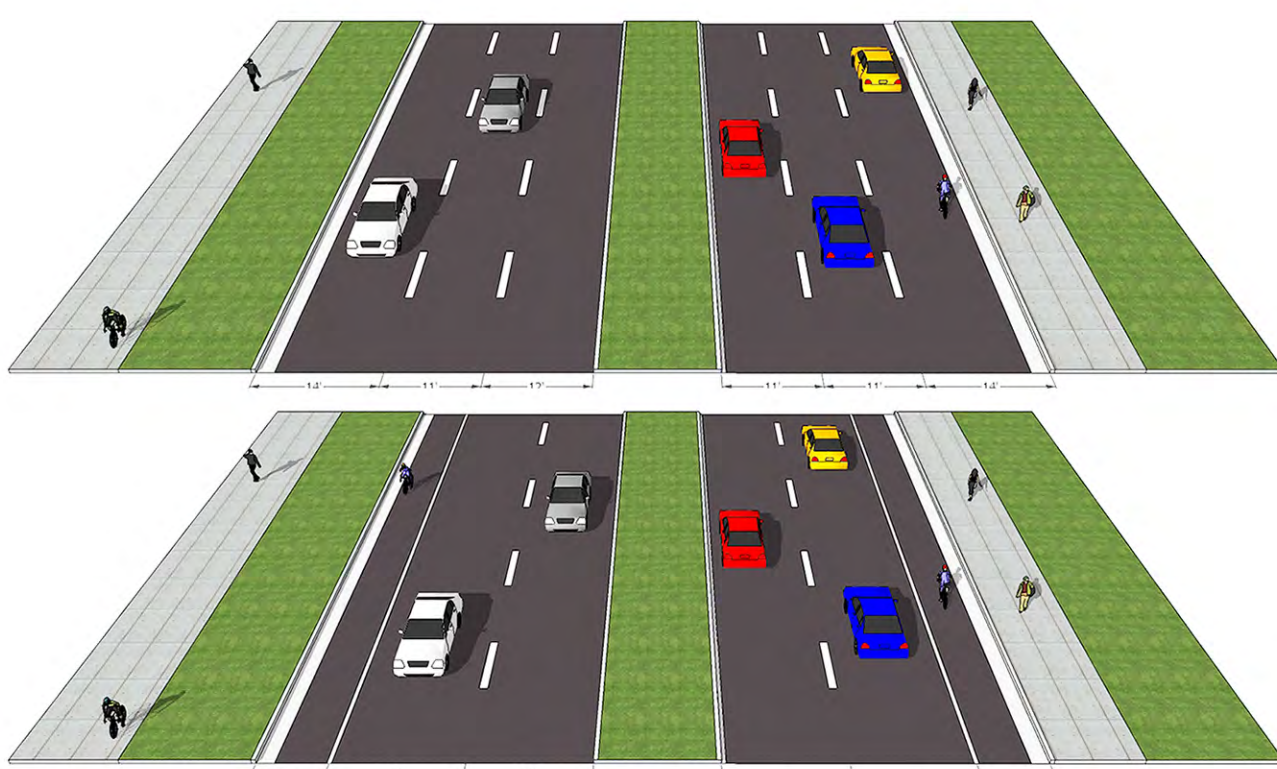
Would you be open to replacing stop signs with **residential traffic circles** on local streets?



Would you support **reverse angled parking**?



Would you like to see **bike boxes** at the intersections?



How do you feel about slowing automobile speeds with **fewer lanes**?



Would you like to see **drought tolerant landscaping**?

Please use dots for the planning elements that you support (green) or oppose (red).

Crossing Treatments

TREATMENT

Support/
Oppose

TREATMENT

Support/
Oppose



Marked Crosswalks



Pedestrian Countdown Signals



Decorative Crosswalks



Bicycle Signals



Raised Crosswalks



Corner Bulbouts



Median Crossing/ Refuge Island



Flashing Beacons



Pedestrian Scrambles



In-Roadway Warning Lights

Please use dots for the roadway treatments that you support (green) or oppose (red).

Living Streets Manual

(Potential Issues)

OTHER TOPICS OF INTEREST

Please write other topics of interest you would like to see included in the Living Streets Manual for the Beach Cities.

Living Streets Manual

(Potential Issues)

The list of chapters is derived from the Los Angeles County - 2011 Model Design Manual for Living Streets

CHAPTERS OF INTEREST

Interest

Vision, Goals, Policies and Benchmarks

Framework for the street design manual

Street Networks and Classifications

Standards; characteristics; and classification of streets

Traveled Way Design

Factors affecting design; street cross sections

Intersection Design

Design geometry; roundabouts; signals and phasing

Pedestrian Access

Facility types; user type and their needs; access to various land uses

Pedestrian Crossings

Facility types; performance measures; toolbox; signs; signals

Bikeway Design

Facility types; user type and their needs; integration with streets; intersections; implementation

Transit Accommodations

Access to and integration with transit facilities; roadway treatments

Traffic Calming

Safety and need; toolbox; emergency response

Streetscape Ecosystem

Streetwater management; urban forestry; utilities

Re-Placing: Putting Place Back in Streets

Public space; placemaking; strategies; street furniture; art

Please place green dots for chapters you would like to see in the manual.

Future Travel Mode You Would Use

TRAVEL MODE

COMMUTE

RECREATION



Please place green dots for all the travel modes you use.

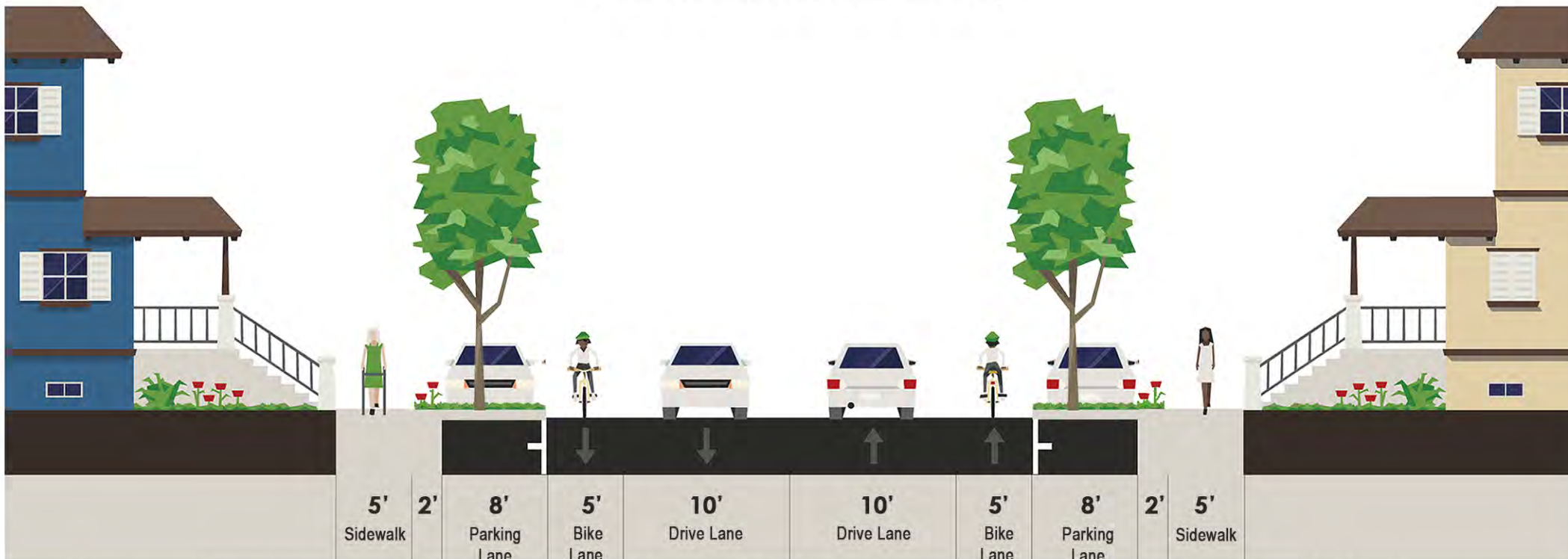
A

60-Foot Right-of-Way (One Lane Per Direction)

ROADWAY SECTIONS

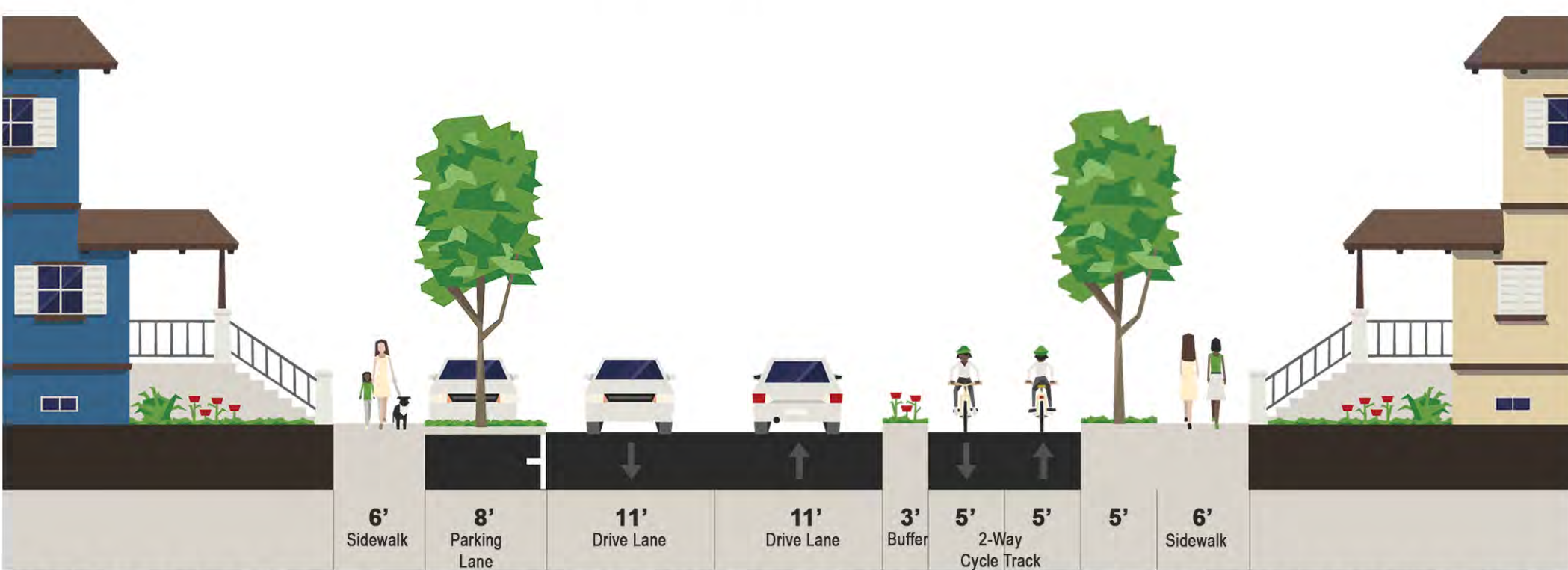
Support / Oppose

60-Foot ROW - A1



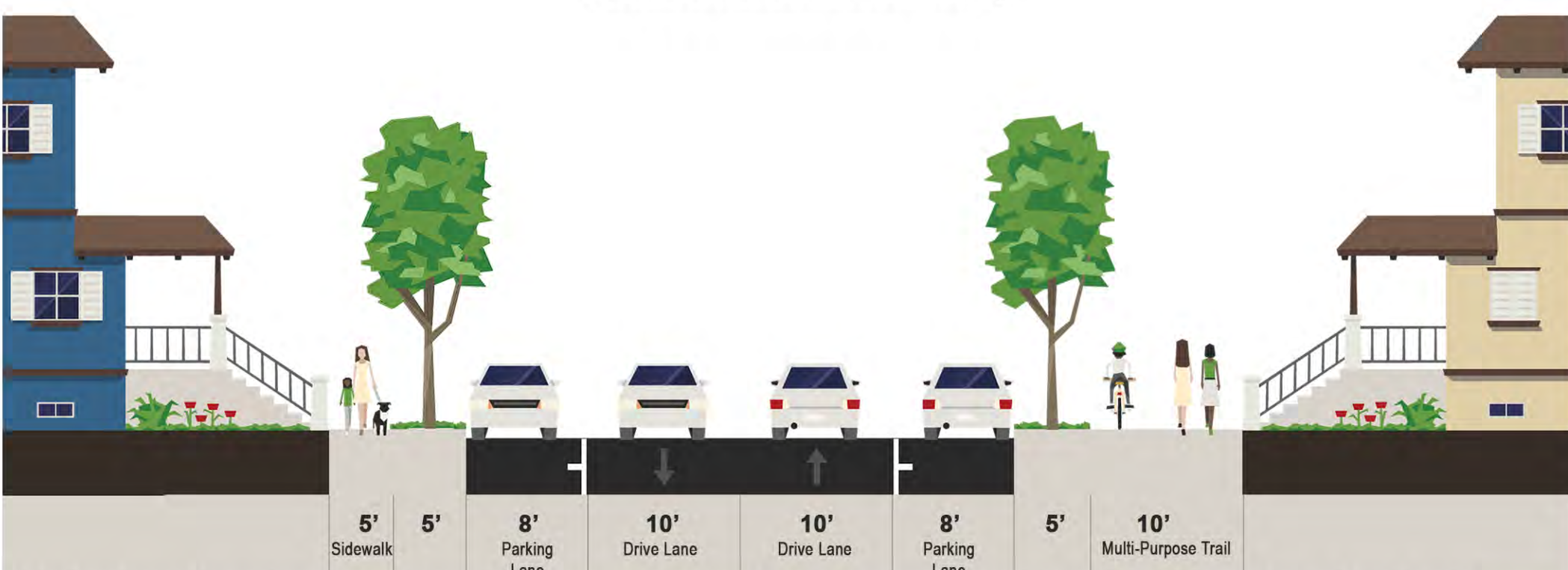
Attributes: One lane per direction, parking with bulb-outs (trees) on both sides, bike lanes, planting strip, sidewalks

60-Foot ROW - A2



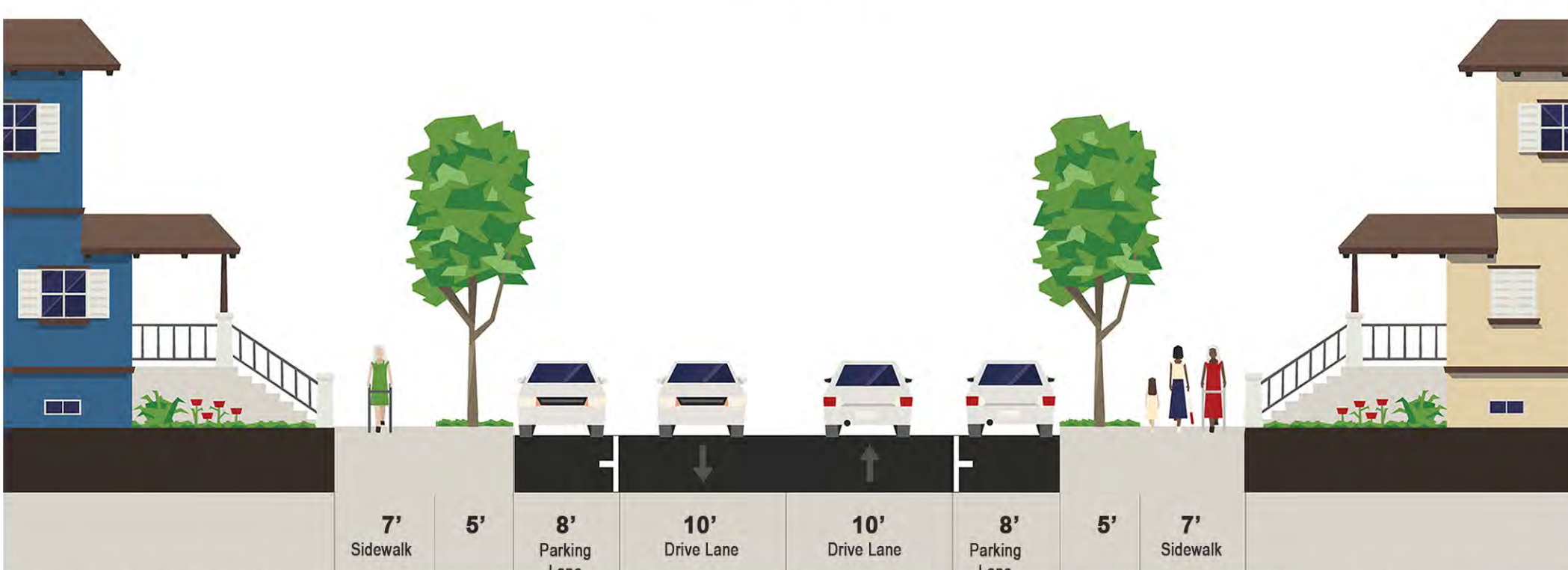
Attributes: One lane per direction, two-way cycle tracks, parking with bulb-outs (trees) on one side, sidewalks

60-Foot ROW - A3



Attributes: One lane per direction, parking on both sides, planting strip (trees) on both sides, multi-use trail on one side and sidewalk on other side of the roadway

60-Foot ROW - A4



Attributes: One lane per direction, parking on both sides, planting strip (trees) on both sides, sidewalks

Please use dots for the roadway sections that you support (green) or oppose (red).

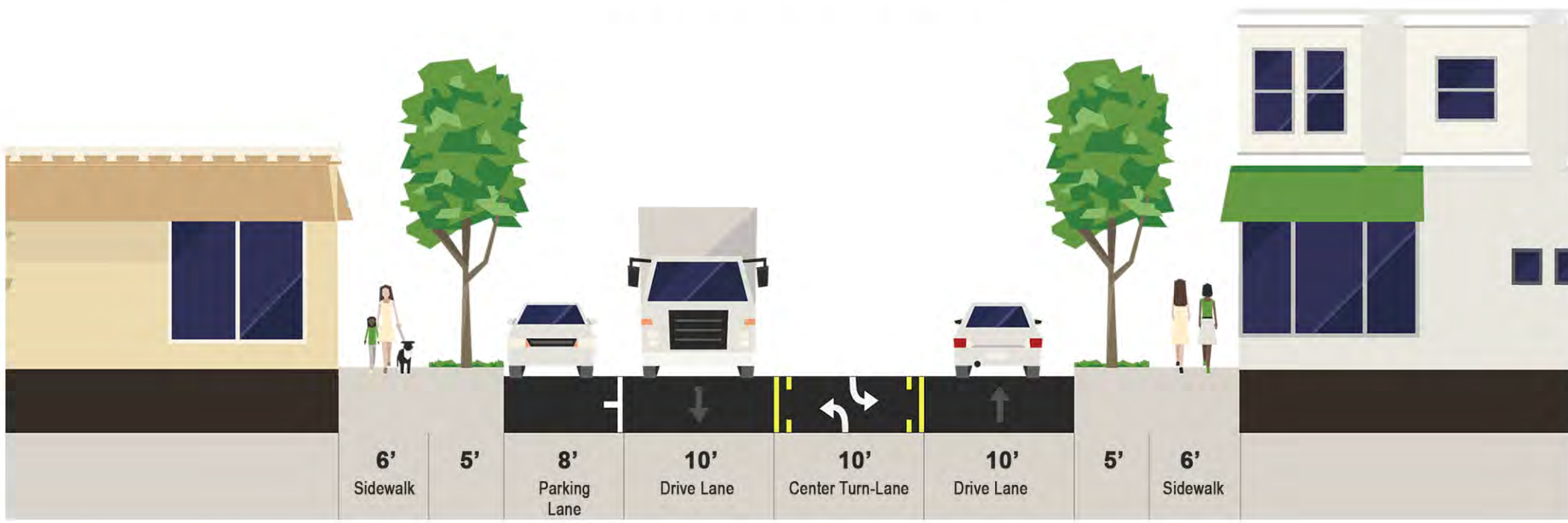
B

60 Foot Right-of-Way (One Lane Per Direction + Center Turn Lane)

ROADWAY SECTIONS

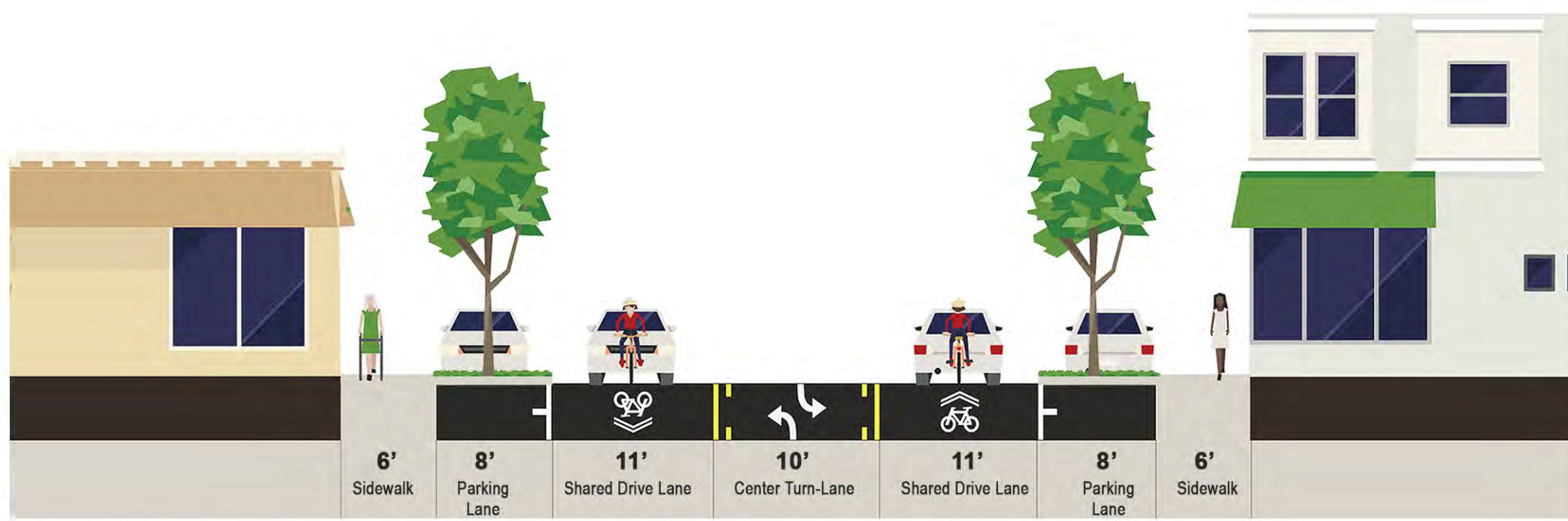
Support / Oppose

60-Foot ROW - B1



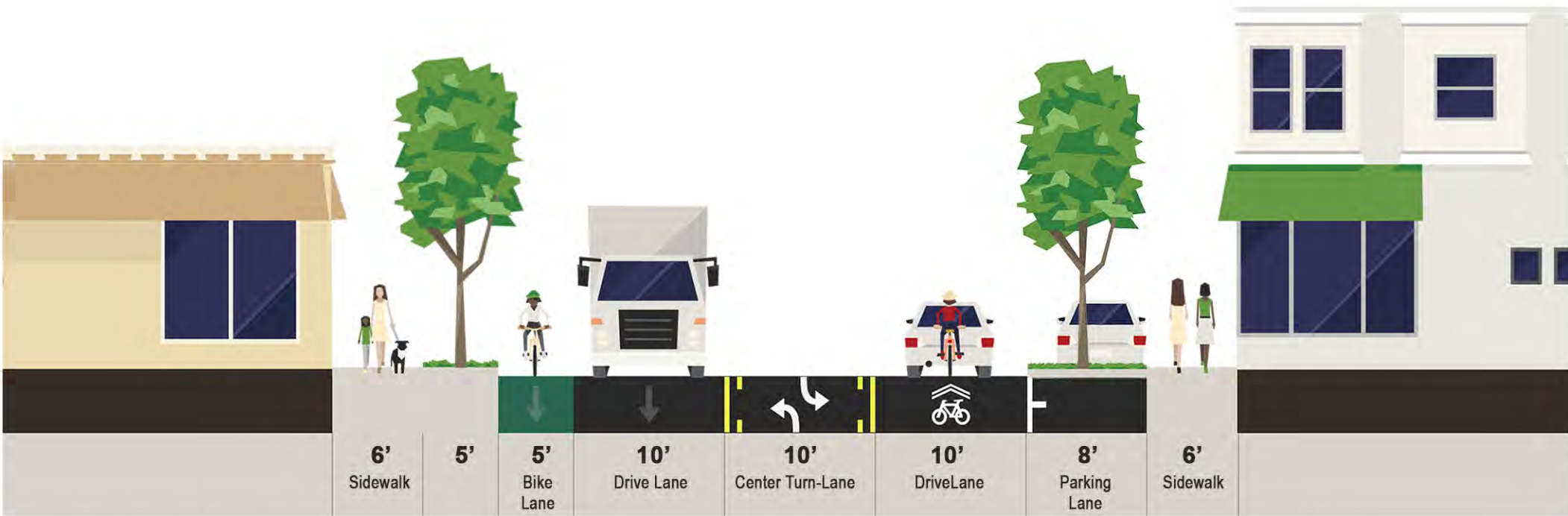
Attributes: One lane per direction, center turn-lane, parking on one side, planting strip (trees), sidewalks

60-Foot ROW - B2



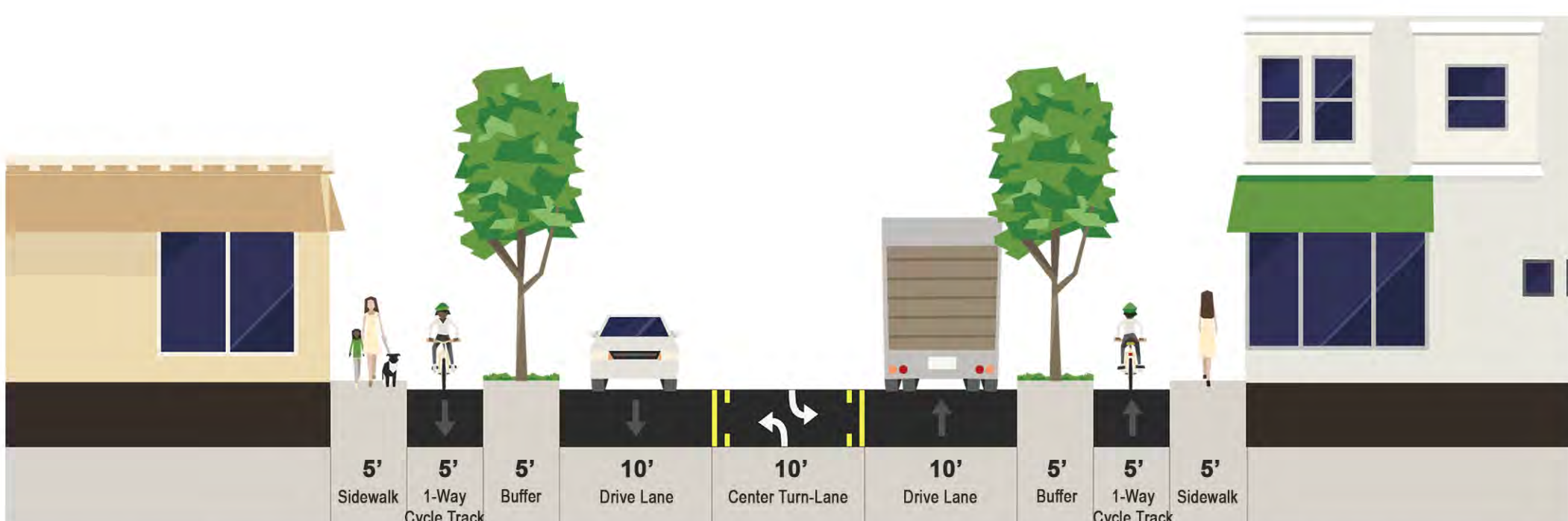
Attributes: One lane per direction, center turn-lane, shared bicycle facility, parking with bulb-outs (trees) on both sides, sidewalks

60-Foot ROW - B3



Attributes: One lane per direction, center turn-lane, bicycle lane on one side and shared bicycle facility on the other side, parking with bulb-outs (trees) on one side, planting strip (trees) on the other side, sidewalks

60-Foot ROW - B4



Attributes: One lane per direction, no parking, protected one-way cycle tracks, planting strip (trees), sidewalks

Please use dots for the roadway sections that you support (green) or oppose (red).

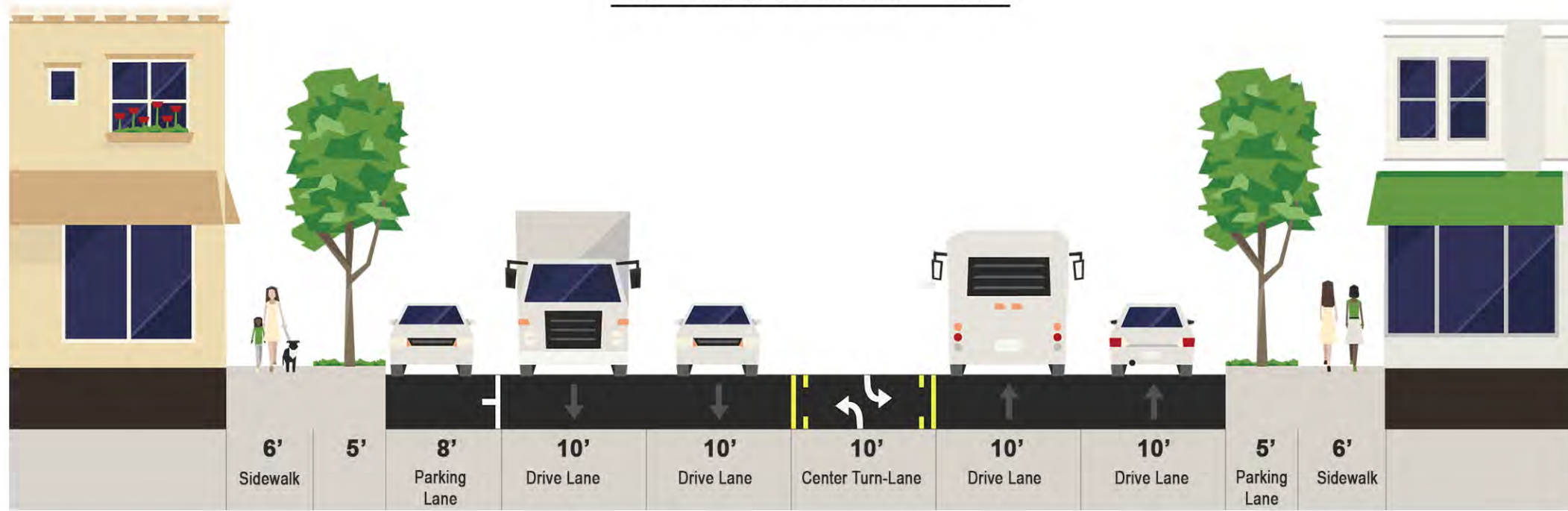


80-Foot Right-of-Way (Two Lanes Per Direction)

ROADWAY SECTIONS

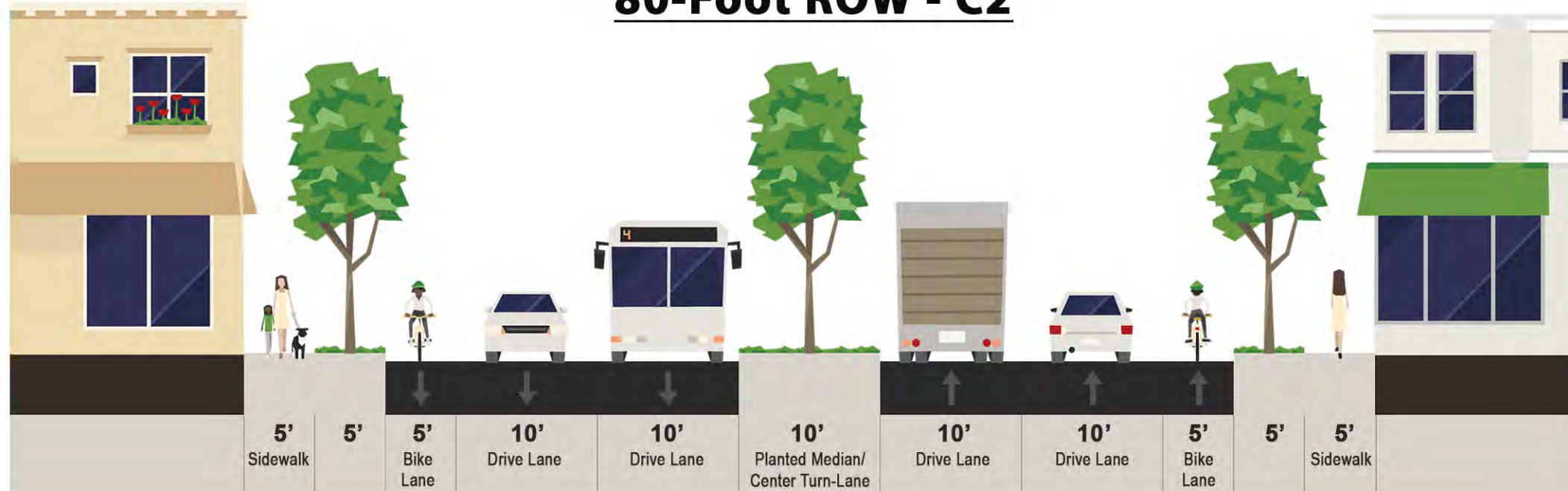
Support / Oppose

80-Foot ROW - C1



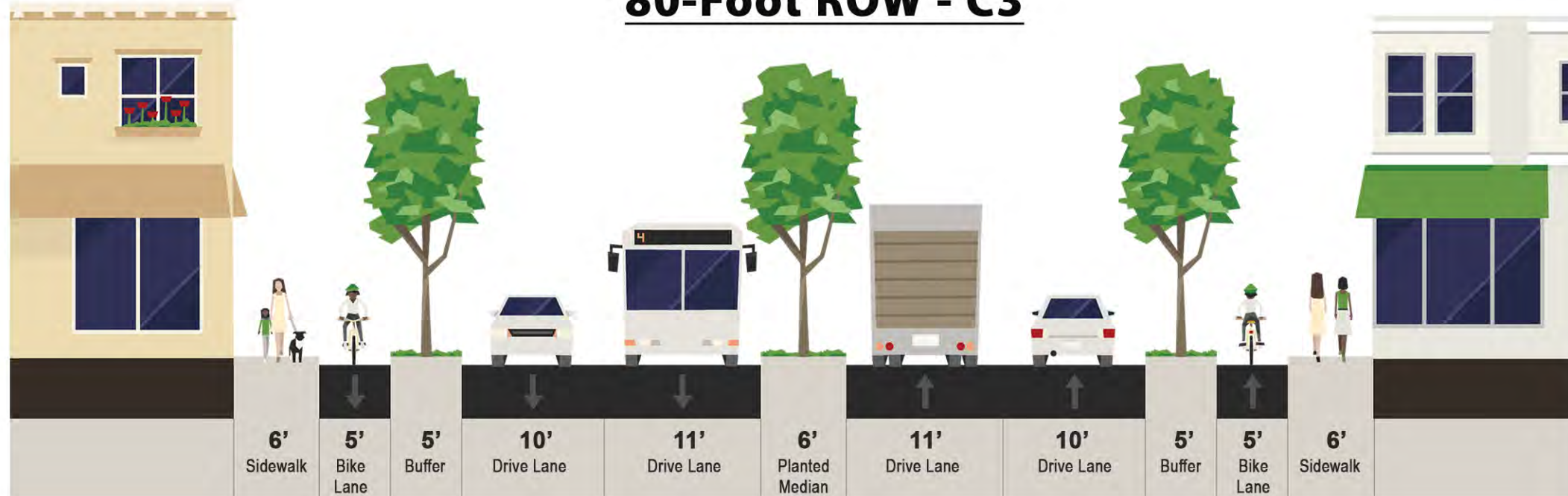
Attributes: Two lanes per direction, parking on one side, center turn-lane, planting strip (trees) / tree grates on both sides, sidewalks

80-Foot ROW - C2



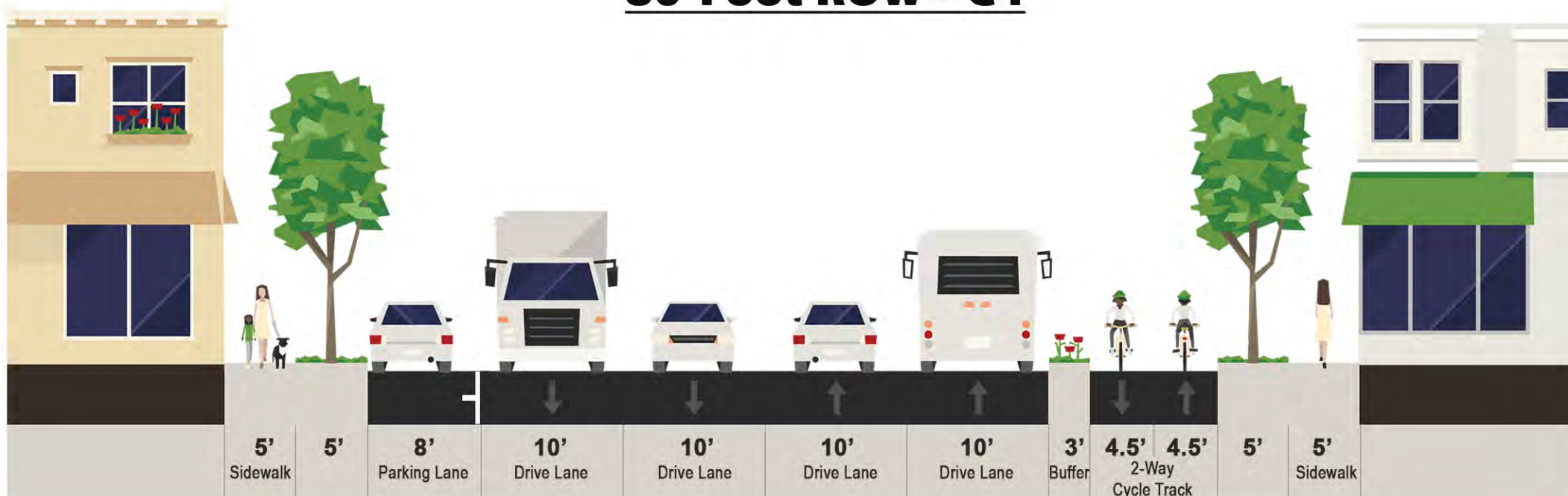
Attributes: Two lanes per direction, no parking, bicycle lanes, planting strip (trees) / tree grates on both sides, sidewalks

80-Foot ROW - C3



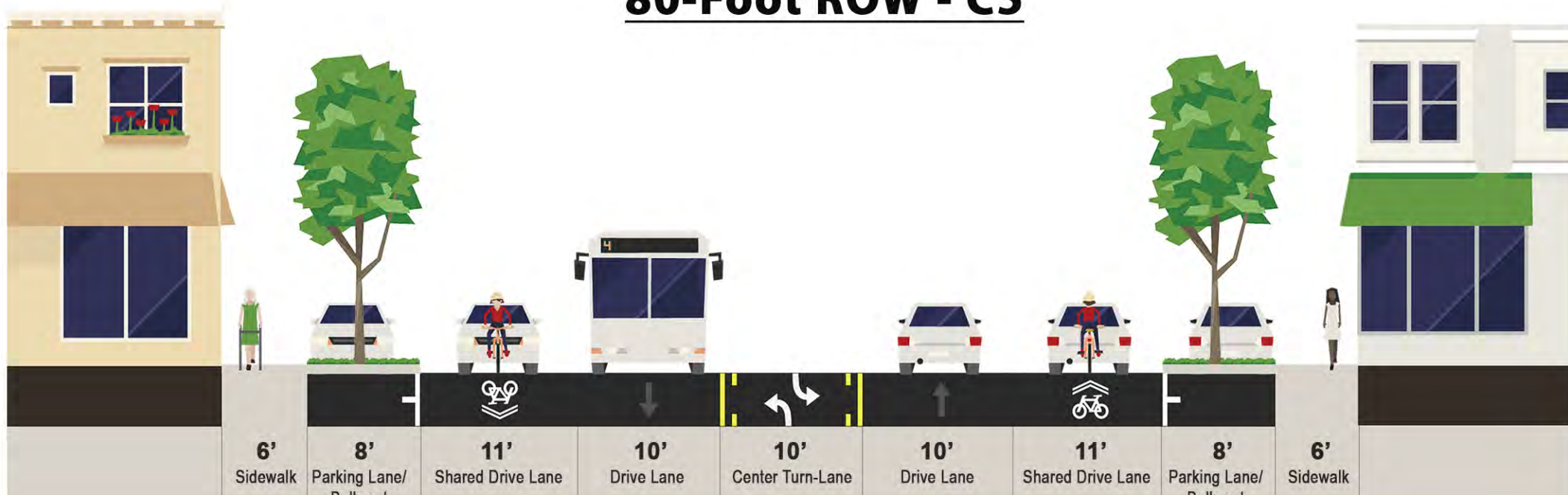
Attributes: Two lanes per direction, no parking, no left turn-lane, six feet planted median (trees), protected one-way cycle tracks, wide buffer as planting strip (trees) on both sides, sidewalks

80-Foot ROW - C4



Attributes: Two lanes per direction, parking on one side, protected two-way cycle track, planting strip (trees) / tree grates on both sides, sidewalks

80-Foot ROW - C5



Attributes: Two lanes per direction, center turn lane, shared bicycle facility, parking with bulbouts (trees) on both sides, sidewalks

Please use dots for the roadway sections that you support (green) or oppose (red).

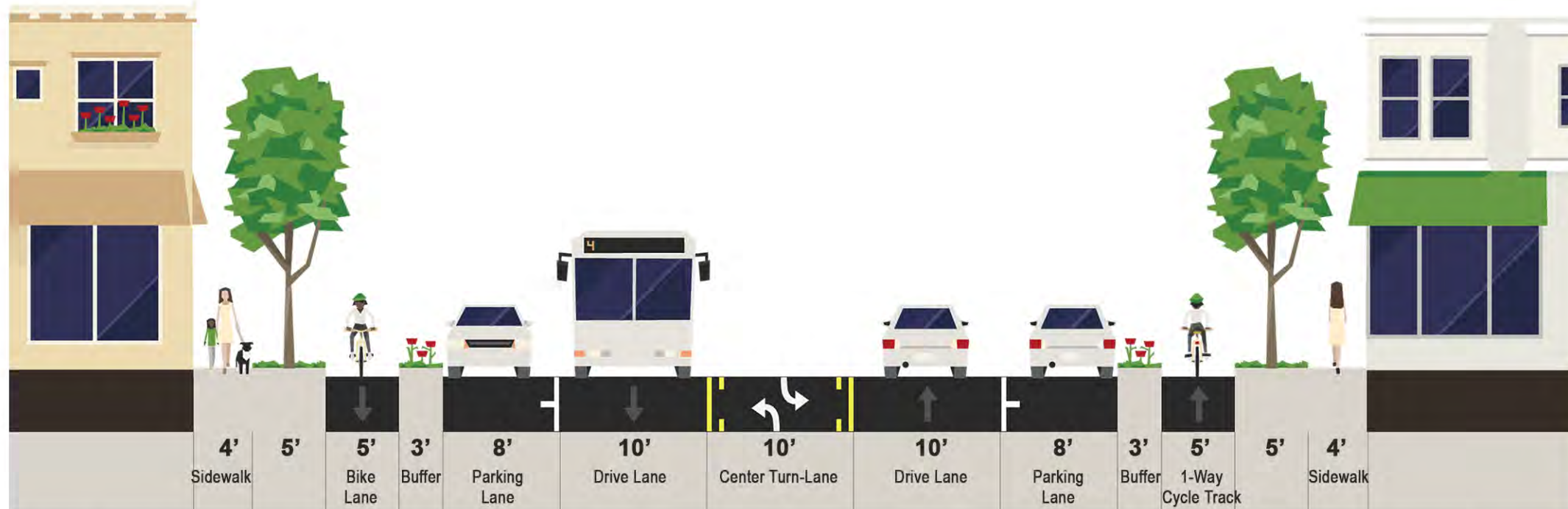
D

80-Foot Right-of-Way (One Lane Per Direction)

ROADWAY SECTIONS

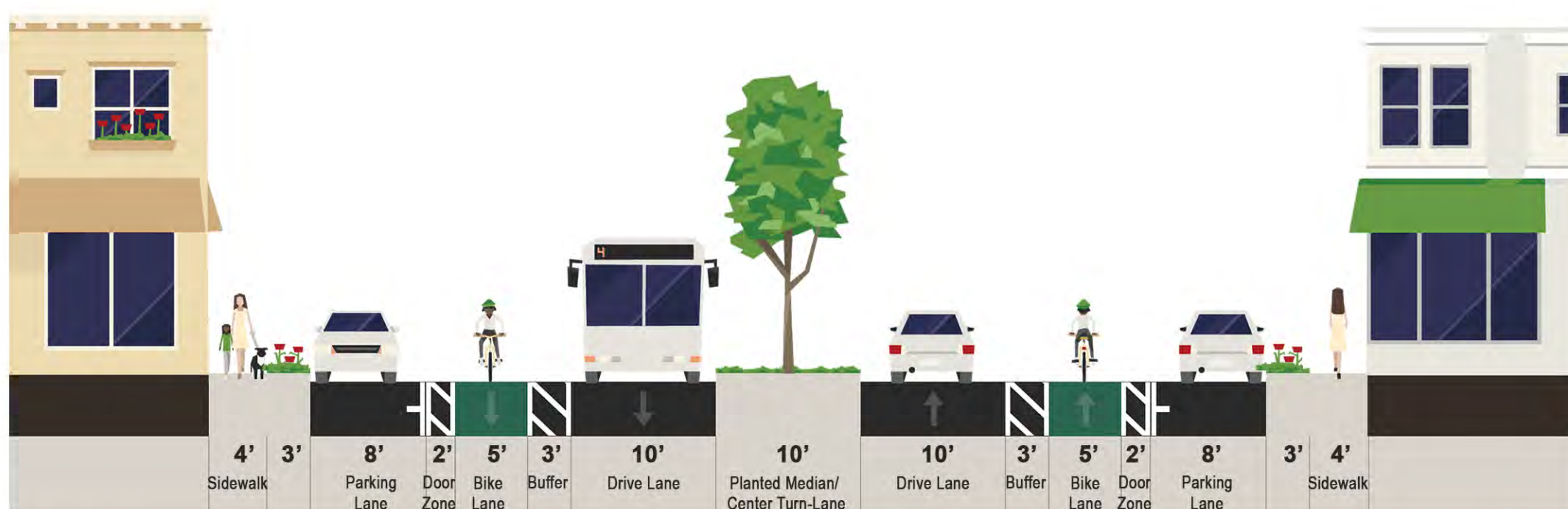
Support / Oppose

80-Foot ROW - D1



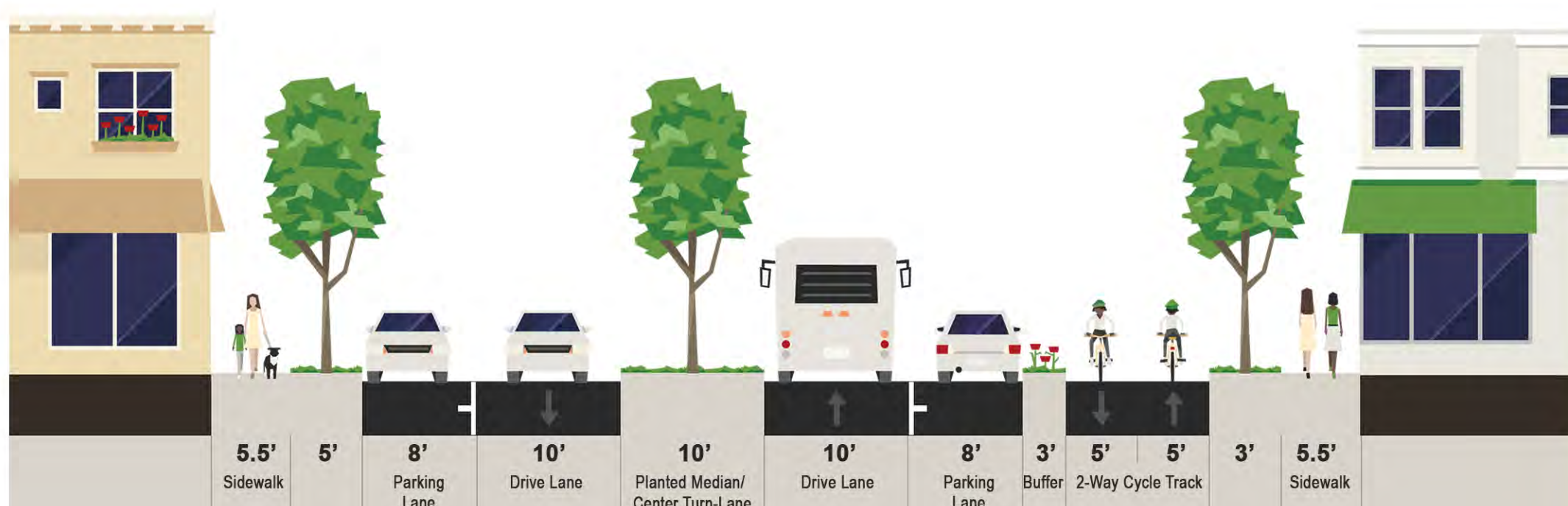
Attributes: One lane per direction, parking both sides, center turn-lane, one-way cycle tracks, planting strip (trees) / tree grates on both sides, sidewalks

80-Foot ROW - D2



Attributes: One lane per direction, parking both sides, center turn-lane, buffered bicycle lanes, door zone area, planting strip (trees) / tree grates on both sides, sidewalks

80-Foot ROW - D3



Attributes: One lane per direction, parking both sides, planted median / center turn-lane, two-way cycle tracks, planting strip (trees) / tree grates on both sides, sidewalks

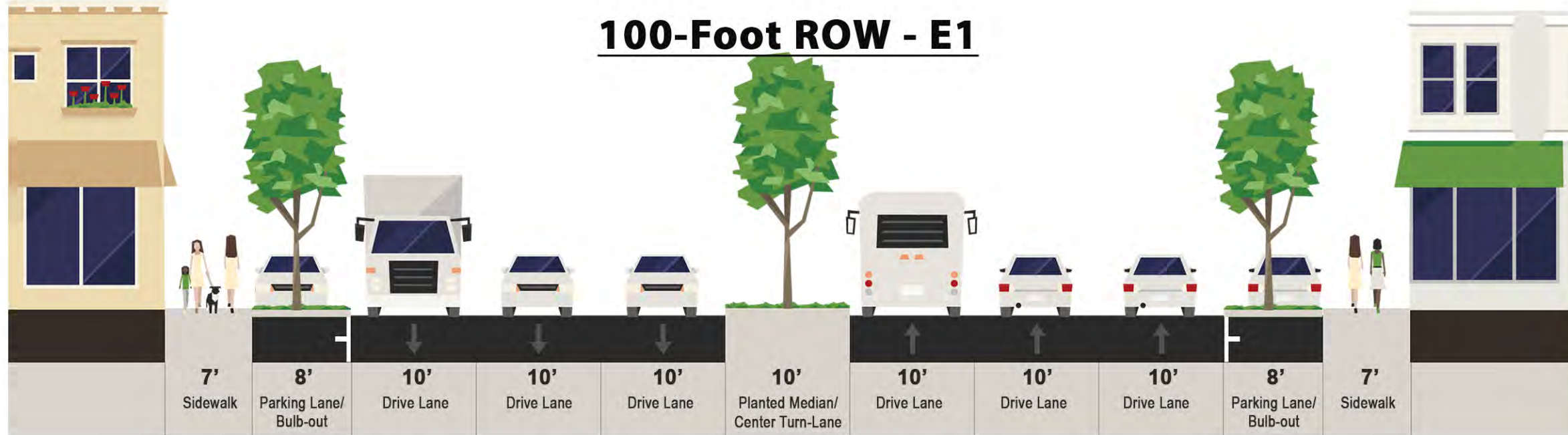
Please use dots for the roadway sections that you support (green) or oppose (red).



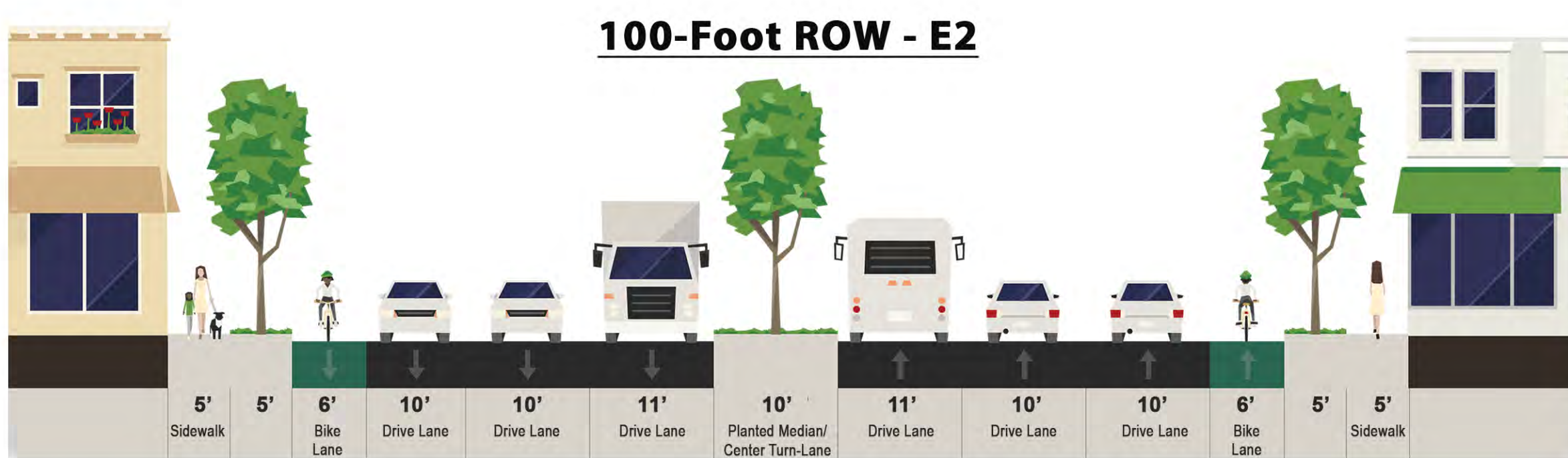
100-Foot Right-of-Way (Two or Three Lanes Per Direction)

ROADWAY SECTIONS

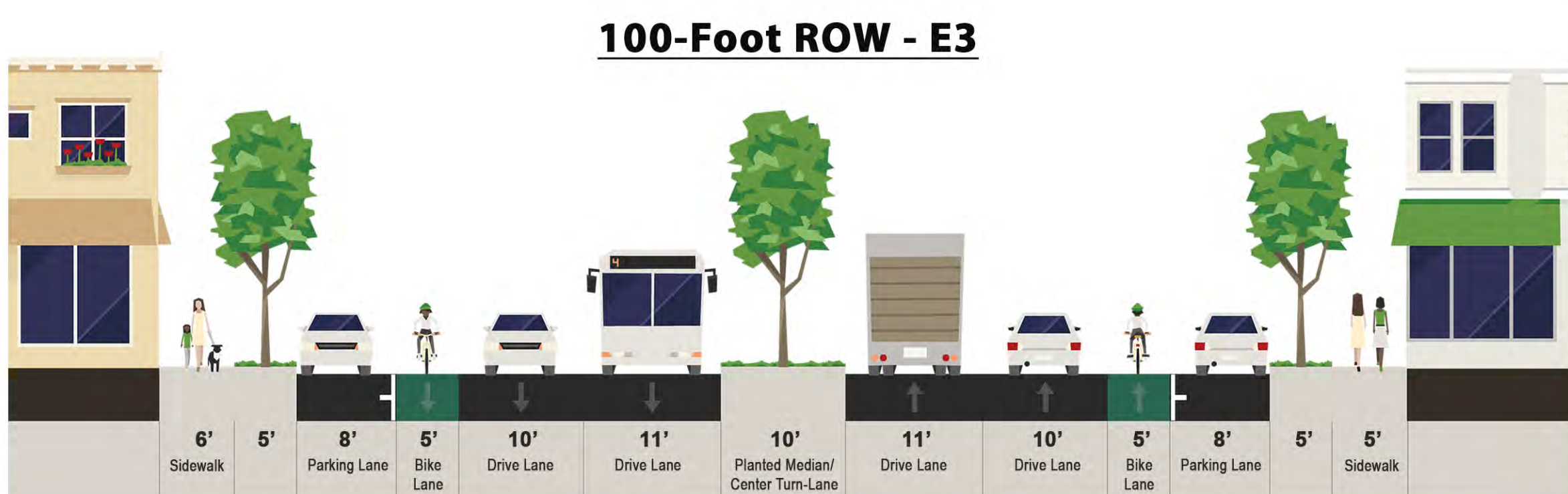
Support / Oppose



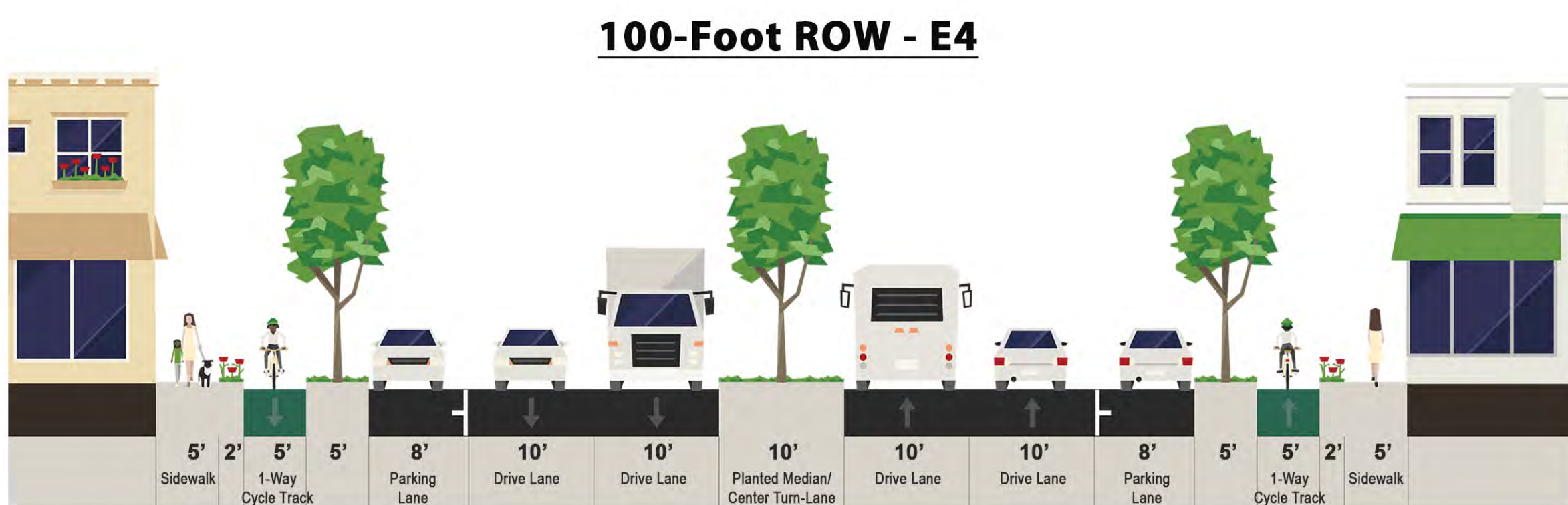
Attributes: Three lanes per direction, parking with bulbouts (trees) on both sides, planted median / center turn lane, sidewalks



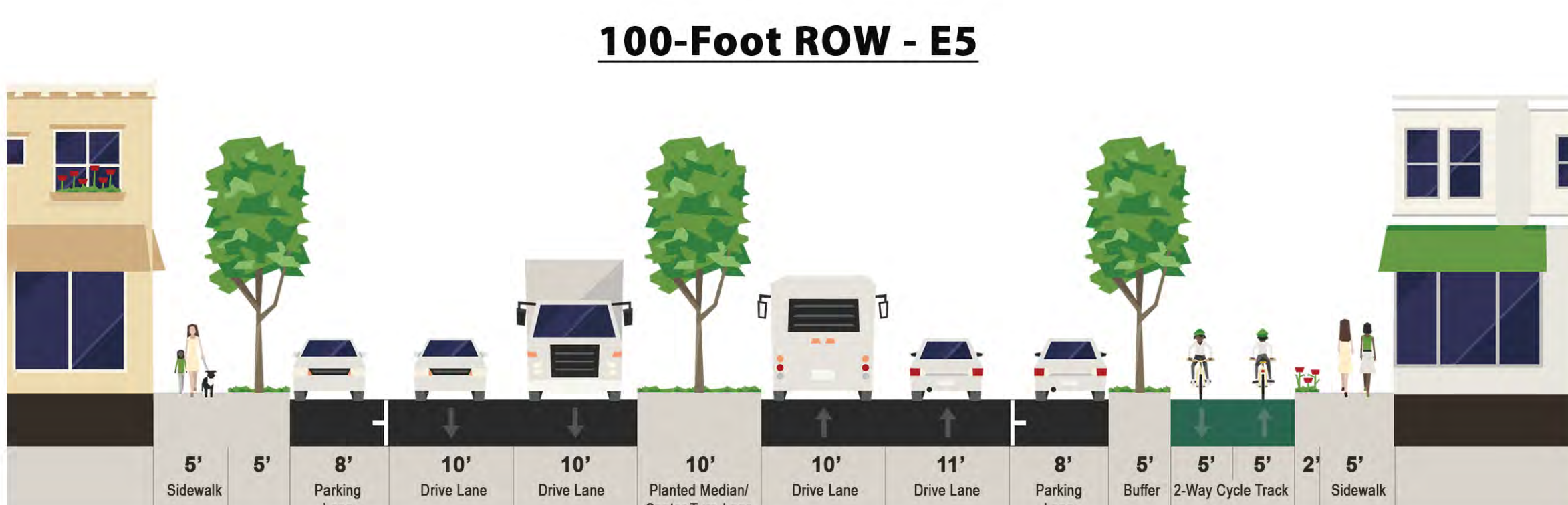
Attributes: Three lanes per direction, no parking, planted median / center turn-lane, bike lanes, planting strip (trees), sidewalks



Attributes: Two lanes per direction, parking on both sides, planted median / center turn-lane, bike lanes, planting strip (trees), sidewalks



Attributes: Two lanes per direction, parking on both sides, planted median / center turn-lane, one-way cycle track, buffer as planting strip (trees), sidewalks



Attributes: Two lanes per direction, parking on both sides, planted median / center turn-lane, two-way cycle track, planting strip (trees), sidewalks

Please use dots for the roadway sections that you support (green) or oppose (red).

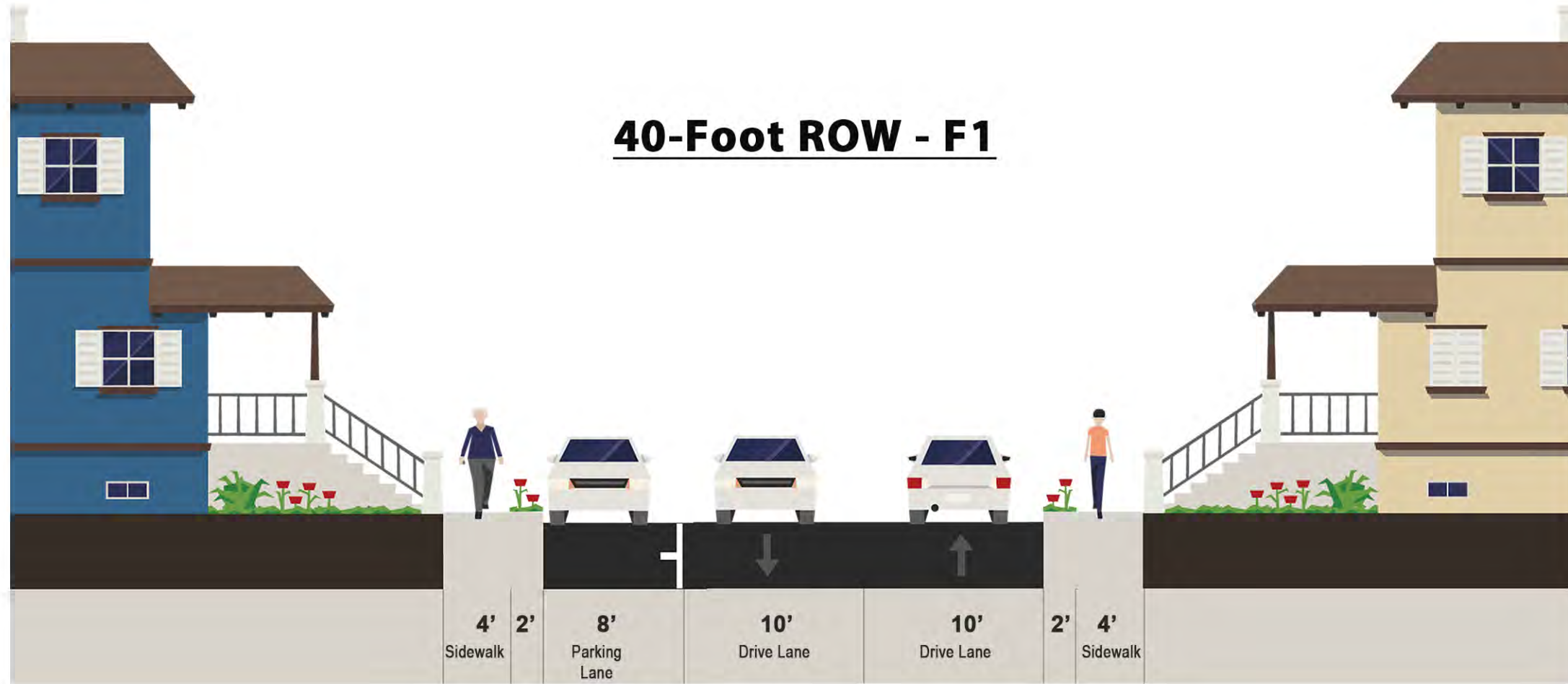


40 Foot Right-of-Way

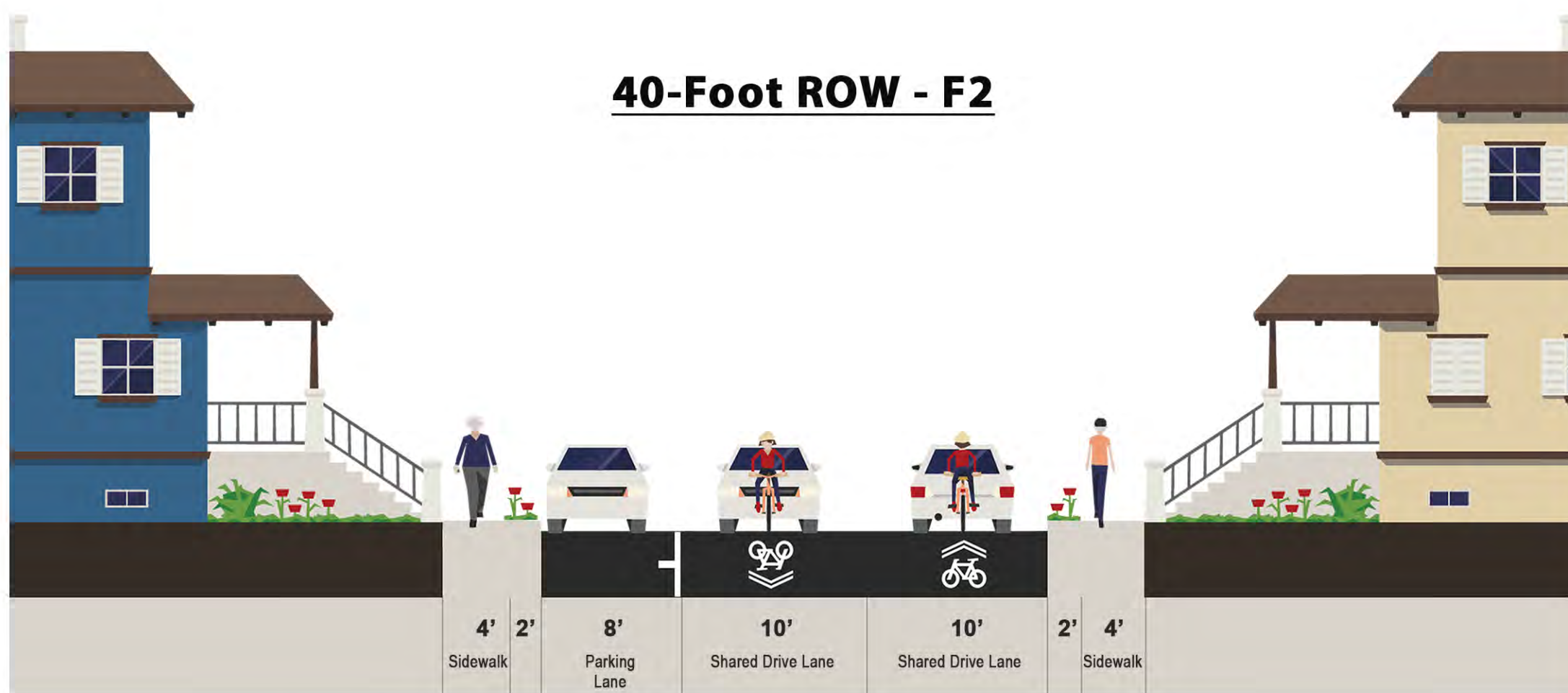
(Narrow Residential / Local Street)

ROADWAY SECTIONS

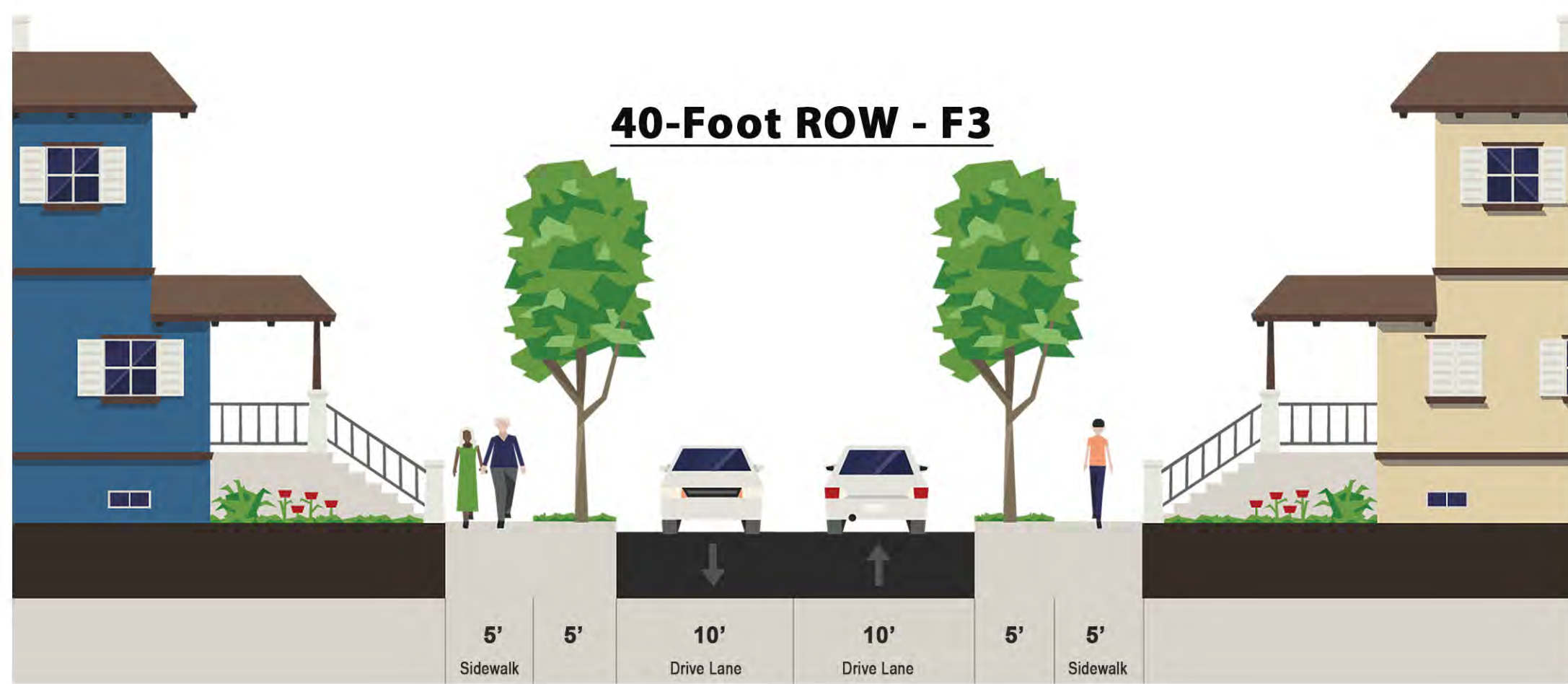
Support / Oppose



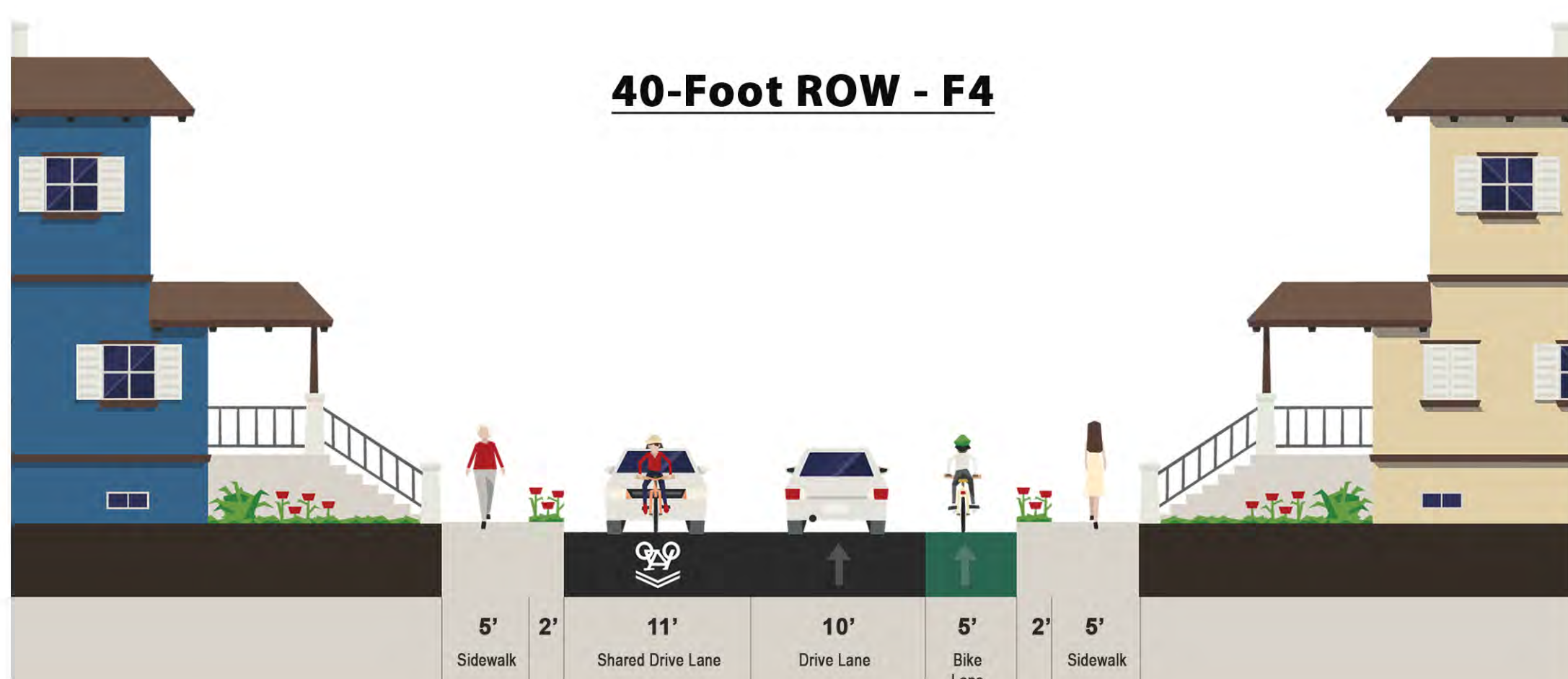
Attributes: One lane per direction, parking on one side, sidewalks



Attributes: One shared lane per direction, parking on one side, sidewalks



Attributes: One lane per direction, no parking, planting strip, sidewalks



Attributes: One lane per direction, bike lanes on one side and shared facility on the other side, no parking, planting strip, sidewalks

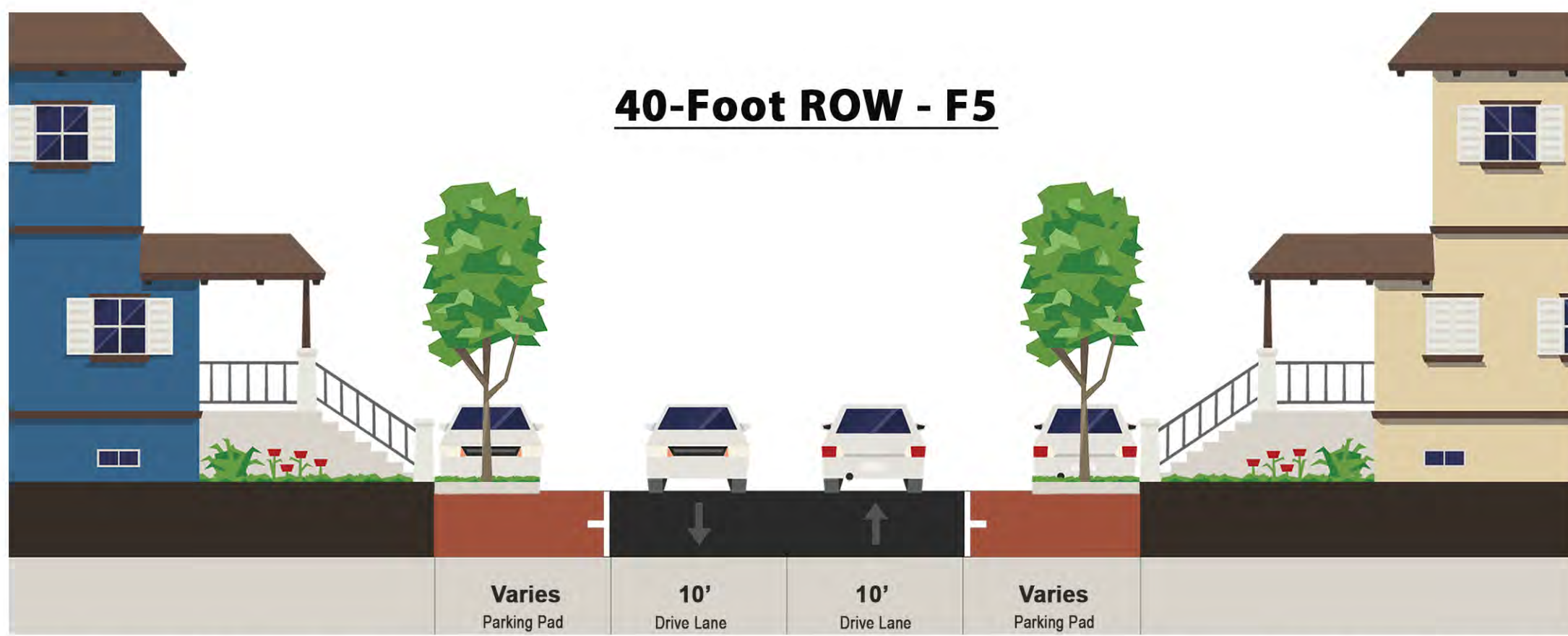
Please use dots for the roadway sections that you support (green) or oppose (red).

F

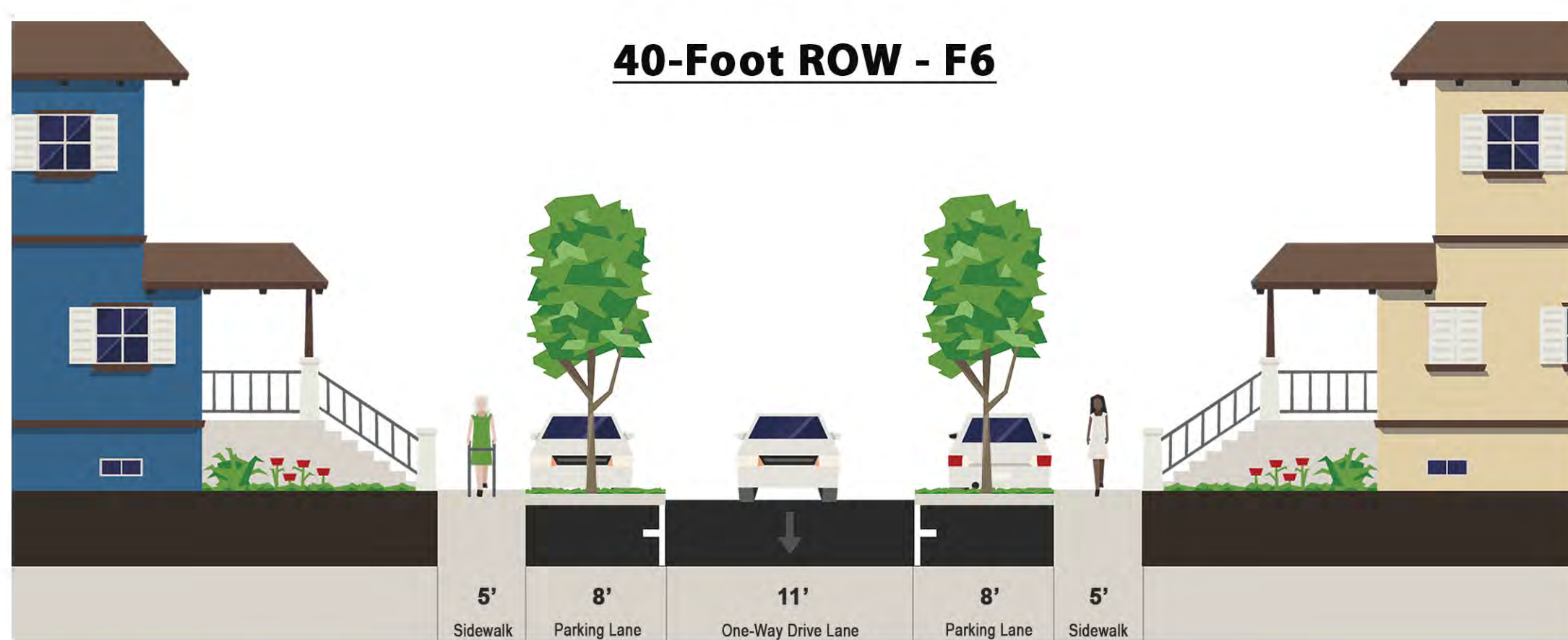
40 Foot Right-of-Way (Residential/Local Street)

ROADWAY SECTIONS

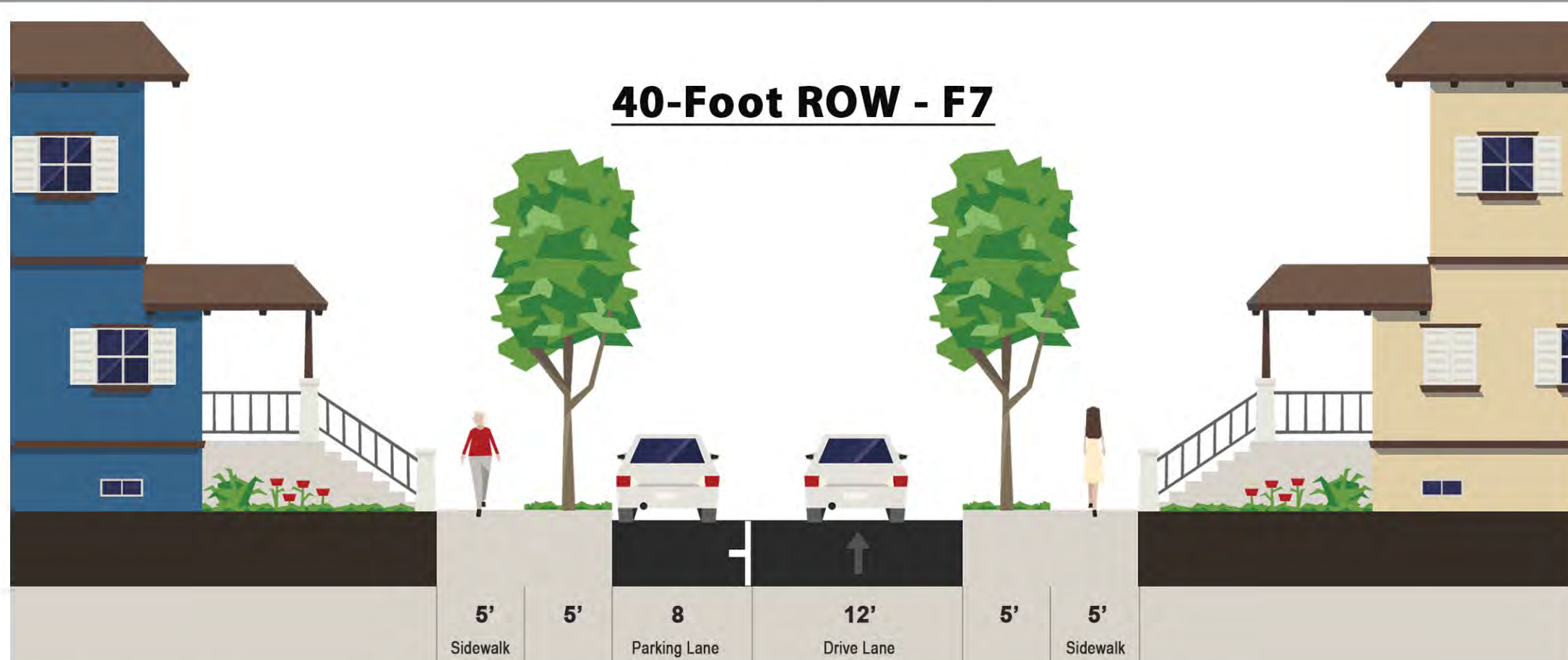
Support / Oppose



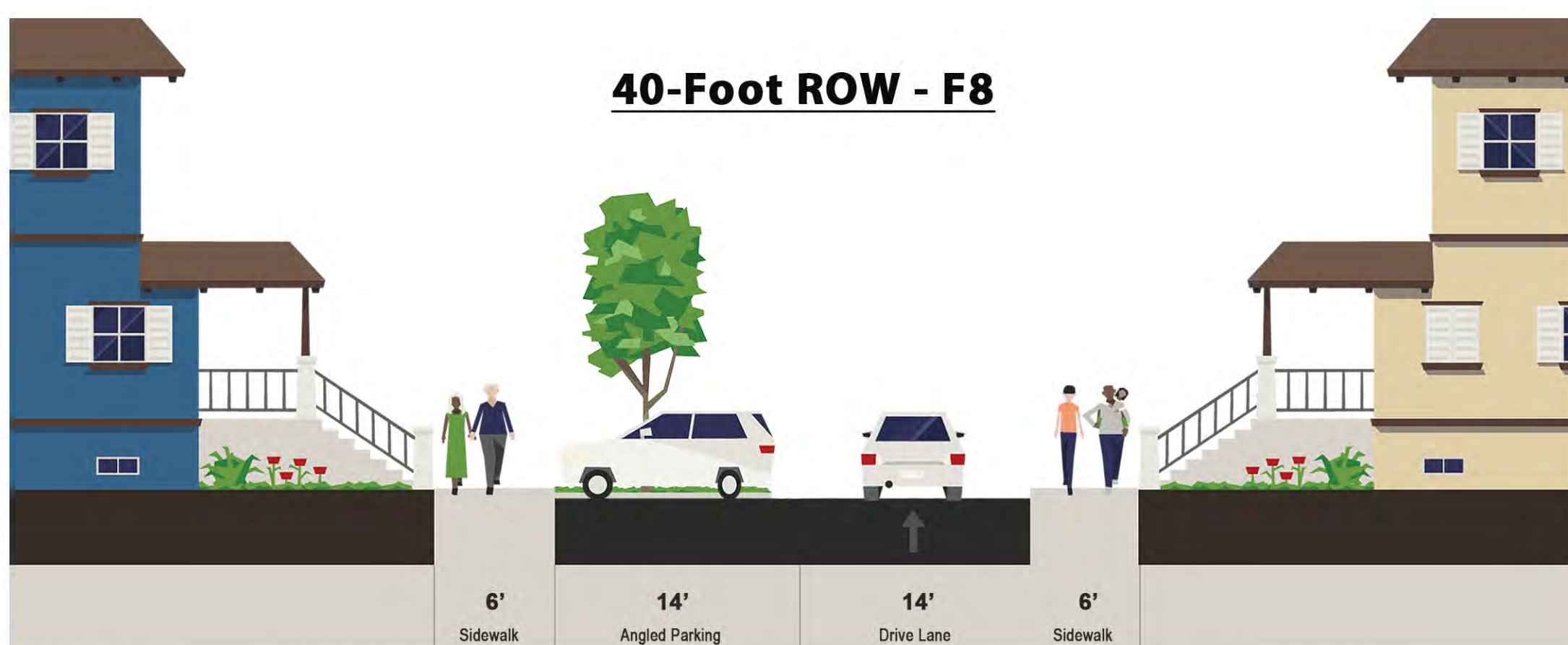
Attributes: One lane per direction, parking pads/ bulbouts (trees)/ space for walking, no sidewalks



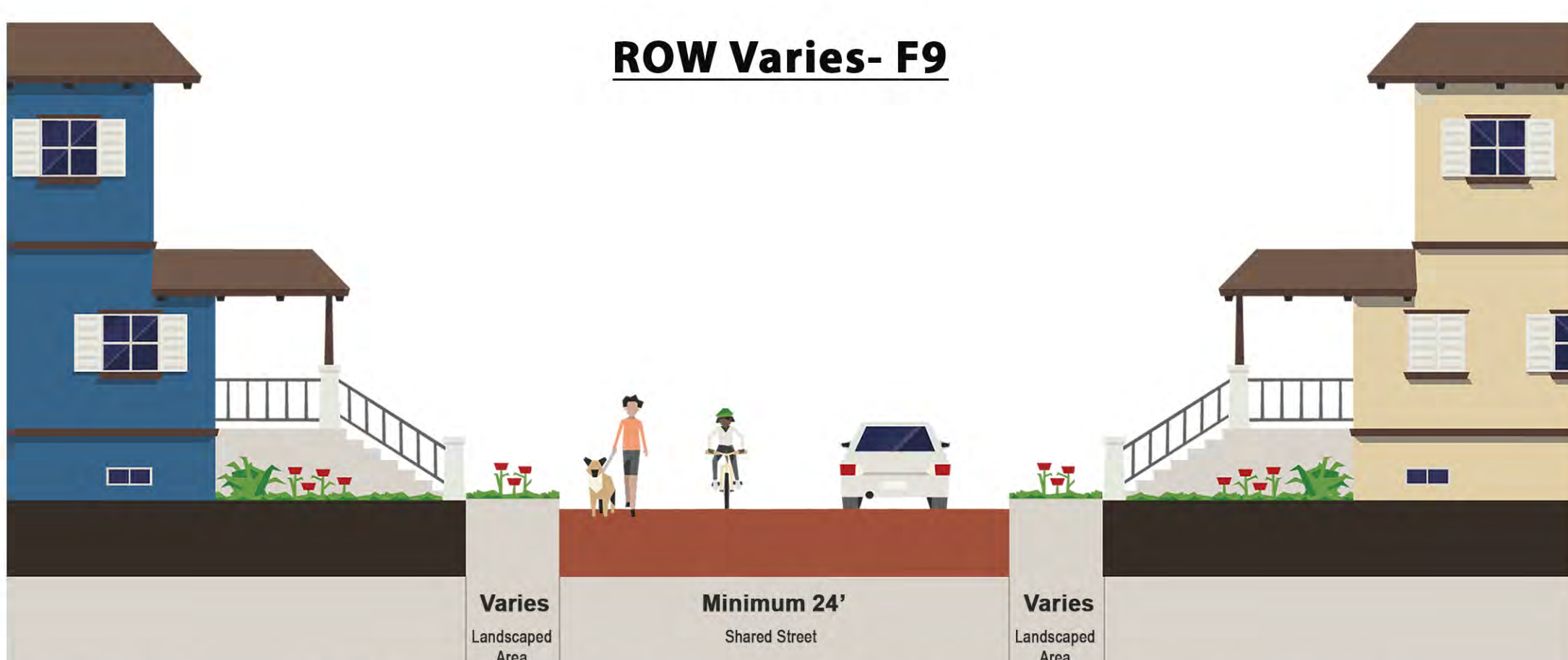
Attributes: One way street, parking on both sides with bulb-outs (trees), sidewalks



Attributes: One-way street, parking on one side, planting strip (trees), sidewalk



Attributes: One-way street, angled parking on one side with bulb-outs (trees), sidewalks



Attributes: Woonerf: Shared space for all travel modes and parking in designated areas of the Woonerf, low speed, can also be used for alleys

Please use dots for the roadway sections that you support (green) or oppose (red).

Exhibit G
Comment Sheets

**Living Streets Design Manual and
Aviation Boulevard Multimodal Corridor Plan
Public Meeting**



COMMENTS

Name: _____

Address: _____

Phone:

E-mail:



The Cities of Redondo Beach, Hermosa Beach, and Manhattan Beach in collaboration with the Southern California Association of Governments (SCAG) and Beach Cities Health District (BCHD), is developing a Living Streets Manual for the Beach Cities and studying potential multimodal improvements on Aviation Boulevard through the South Bay region. We welcome your input. All comments will be taken into consideration.

Please share your comments.

Please submit your comment sheets to one of the City representatives or consultant team members present in the meeting.