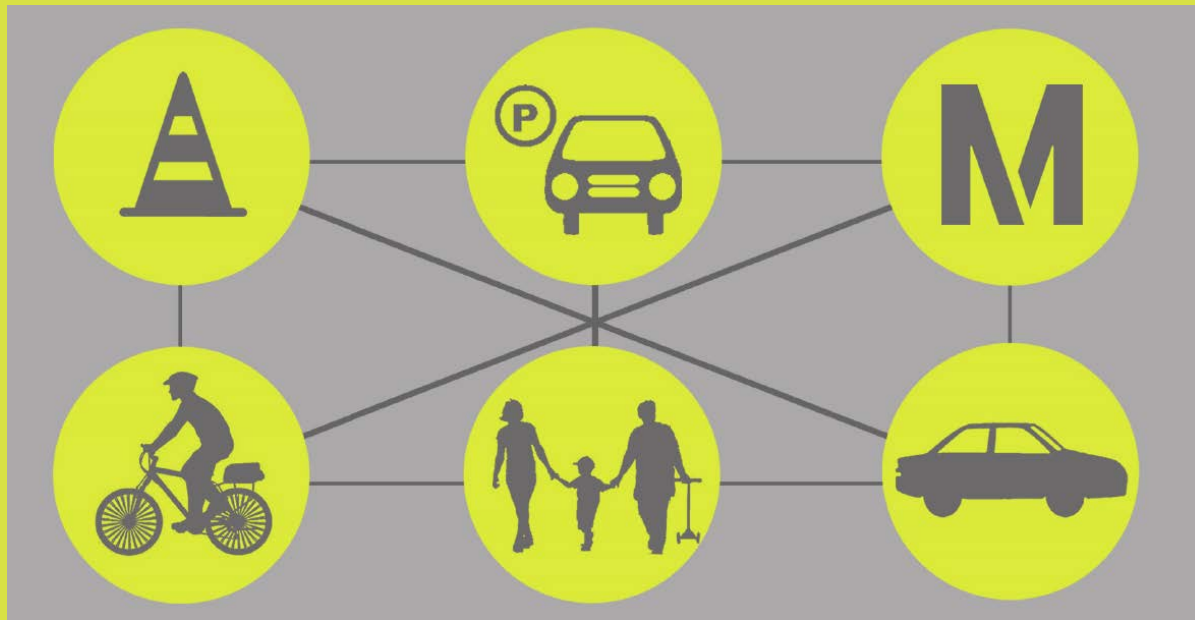


# Beach Cities Living Streets Design Manual and Aviation Boulevard Multimodal Corridor Plan



# AGENDA

- 1 Introductions & Project Scope
- 2 Public Outreach Recap
- 3 Living Streets Design Manual
- 4 Aviation Boulevard Study
- 5 Break-out Session

# INTRODUCTIONS



Leeanne Singleton; Environmental Analyst;  
City of Hermosa Beach



Erik Zandvliet; Traffic Engineer;  
City of Manhattan Beach



Gene Kim; Traffic Engineer;  
City of Redondo Beach



Jacqueline Sun; Community Policy  
Analyst; Beach Cities Health District

# PROJECT SCOPE

- Caltrans Transportation Planning Grant/SCAG
- Prepare Living Streets Design Manual
- Apply Design Manual Principles to an Arterial
- Work with Public/Stakeholders to Identify Preferences



Active Transportation Specialist:  
Rock Miller  
Project Manager: Maria Morris  
Traffic and Planning: Daryl Zerfass  
Outreach Specialist: Leslie Scott

# MILESTONES

## Activities so far

- Understanding Existing Conditions
- Parking and Traffic Study
- Meetings with City Staff
- First Community Workshop - July 2017 *(Focused on development of Living Streets Design Manual)*
- BCHD Workshop featuring Dan Burden – January 4 & 5, 2018
- Draft Living Streets Design Manual for Public review *(Until Feb 15, 2018)*
- Develop Alternatives for Aviation Boulevard and Marine Avenue
- Second Community Workshop- January 2018 *(Focused on Aviation Boulevard alternatives)*
- Final Living Street Design Manual Available of City websites
- Third Community Workshop – April 2018 *(Focused on Aviation Boulevard options)*

## Activities moving forward

- Refine Promising Alternatives based on Workshop Feedback
- Develop Implementation Plan
- City Adoption - October 2018
- Cities would be Responsible for Specific Approvals, Securing Funding, and Implementation for Customized Living Street Design Manual and Aviation Blvd Corridor Plan

# PUBLIC OUTREACH RECAP

## WORKSHOP #1 July 17, 2017

### What was it about?

Introduced the **purpose for conducting a study** for a Beach Cities Living Streets Manual and Aviation Boulevard Multimodal Corridor Plan for the region.

The public was asked to provide input on

- Bicycle facilities;
- Crossing treatments;
- Design elements;
- Travel modes;
- Living Streets Manual;
- Cross sections; and
- Potential issues.



# PUBLIC OUTREACH RECAP

## WORKSHOP #2

January 31, 2018

What was it about?

Focused on the **Living Street Design Manual elements** and introduced Aviation Boulevard preliminary concept alternatives

The public was asked to provide input on 4 project segments.

**4 Ford Ave. - Pacific Coast Highway**  
(80-83' Total Width, 64-70' Paved)

ALTERNATIVES	Pros/Cons
Alternative 1: No Change	- No New Capital or Maintenance Costs - No Disruption due to Construction - No Change to Lanes - Conforms to Living Streets Policies - No Dedicated Bike Lanes - Comfortable for More Experience Bicyclists - Connected Sidewalks - Limited Sidewalk Amenities, Landscaping, and Wash
Alternative 2: One-Way Buffered Bike Lanes (or One-Way Cycle Tracks)	- Increased Additional Capital/Maintenance Costs and Construction Disruption - Outside Lanes Narrowed Slightly - Lightly Used Street Parking Removed Throughout - Promotes Living Streets Policies - Protected Bike Lanes with Protective Buffer - Comfortable for All Ages and Abilities of Bicyclists - Connected Sidewalks - Limited Sidewalk Amenities, Landscaping, and Wash
Alternative 3: One-Way Elevated Bike Lanes	- Increased Capital Costs and Construction Disruption - Low Additional Maintenance Costs - Outside Lanes Narrowed Slightly - Lightly Used Street Parking Removed Throughout - Promotes Living Streets Policies - Elevated Bike Lanes on Sidewalk Level - Comfortable for All Ages and Abilities of Bicyclists - Connected Sidewalks - Limited Sidewalk Amenities, Landscaping, and Wash
Alternative 4: Two-Way Cycle Track	- Increased Capital Costs and Construction Disruption - Additional Maintenance Considerations - Outside Lanes Narrowed Slightly - Lightly Used Street Parking Removed Throughout - Promotes Living Streets Policies - Two-Way Protected Cycle Tracks or Elevated Bike Lanes - Comfortable for All Ages and Abilities of Bicyclists - Connected Sidewalks - Extensive Sidewalk Amenities, Landscaping, and Wash
Alternative 5: One-Way Bike Lanes (Elevated, or Cycle Track, and Enhanced Protective Features)	- Increased Capital Costs and Construction Disruption - Additional Maintenance Considerations - Outside Lanes Narrowed Slightly - Lightly Used Street Parking Removed Throughout - Promotes Living Streets Policies - One-Way Protected Cycle Tracks or Elevated Bike Lanes - Comfortable for All Ages and Abilities of Bicyclists - Connected Sidewalks - Extensive Sidewalk Amenities, Landscaping, and Wash

Please discuss the alternatives and identify 1-2 preferred alternatives.

Results: There was a wide variation of input. The most common themes:

- **Concern about the balance between traffic and active transportation**
- **Safety**

**Survey** – Comment sheets were made available on the cities website and at workshop #2. It allowed for open ended ideas + 1 survey:

*"I felt like the consultants listened to my concerns, took them seriously, and will give them appropriate consideration"*

Survey ranking was based on a scale of 1 (least) to 5 (most). More than half the respondents ranked their satisfaction in the 4-5 range.

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

COMMENTS

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
Phone: \_\_\_\_\_  
E-mail: \_\_\_\_\_

Please rate the following statement on the scale of 1 to 5. 1 (least) and 5 (most).

I felt like the consultants listened to my concerns, took them seriously, and will give them appropriate consideration.

1   2   3   4   5

Please share your comments.

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

# LIVING STREETS - STREETS FOR EVERYONE

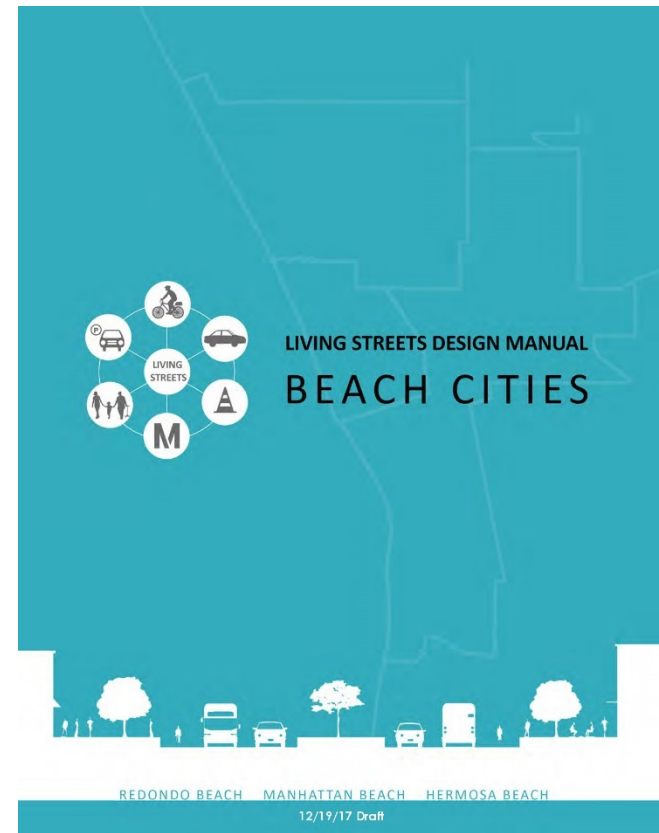
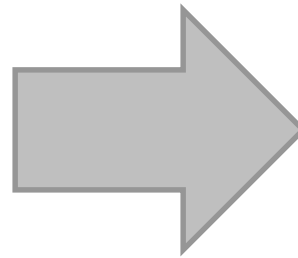
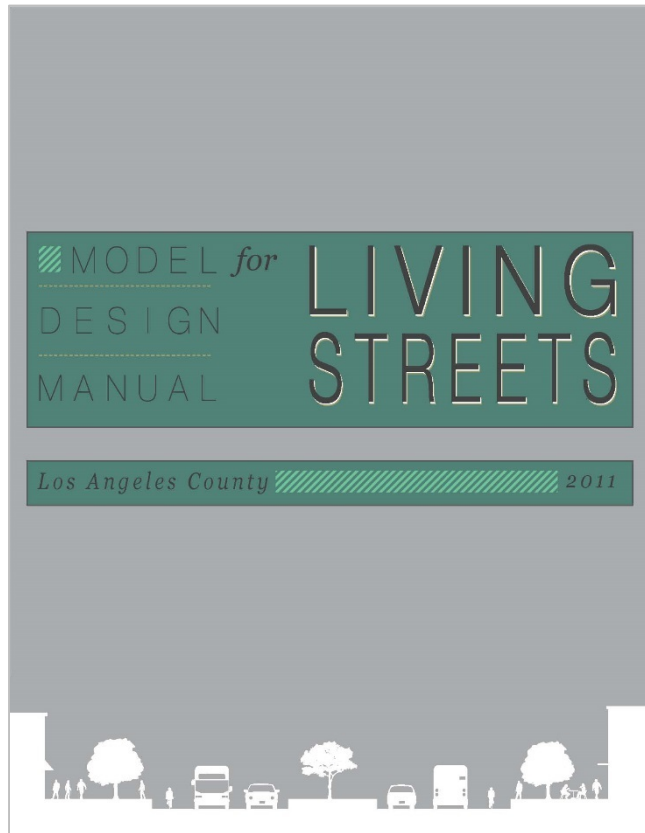
“Living Streets” have the following elements...



- reflect the **CHARACTER** of the community to which it belongs
- allow people of all ages and abilities to **WALK AND BIKE** comfortably and safely
- contribute to the **ECONOMIC VITALITY** of the community
- are functionally complete, providing a **CHOICE OF TRAVEL MODES** throughout the place
- create attractive places that promote **SOCIAL ACTIVITY**
- integrate **GREEN TECHNOLOGIES** into design and construction



# LIVING STREETS MANUAL



- LA County Living Streets model manual updated for localized conditions in Beach Cities - Redondo Beach, Hermosa Beach and Manhattan Beach
- Updated policies, standards, tool box, local pictures, local conditions
- Documented outreach process
- Additional chapter on "Emerging Technologies"
- Specific Chapter on each of the three Cities

**Available Online**

Please visit your City website

# LIVING STREETS MANUAL CHAPTERS

## Draft Living Streets Design Manual: Beach Cities Chapters

The draft was submitted for the Beach Cities from the Los Angeles County 2011 Model Design Manual for Living Streets

### Chapter 1: Introduction

Updated to include new manuals, standards, and legal changes since 2011

### Chapter 2: Vision, Goals, Policies and Benchmarks

Removed generic policies and referenced city-specific goals

### Chapter 3: Street Networks and Classifications

No changes

### Chapter 4: Traveled Way Design

Updated to include new cycle track treatments and referenced feedback from first public meeting

### Chapter 5: Intersection Design

Expanded discussion of pedestrian scrambles and curb ramp orientation

### Chapter 6: Universal Pedestrian Access

No changes

### Chapter 7: Pedestrian Crossings

Expanded discussion of pedestrian scrambles and referenced feedback from first public meeting

### Chapter 8: Bikeway Design

Added discussion of topography, bicycle intersections, bicycle stations, and bicycle corrals and expanded on cycle tracks, bike boxes, colored pavements, and legal status. Added model project.

### Chapter 9: Transit Accommodations

Added discussion of comfort and sense of place, effective wayfinding, personal safety, transit-bike conflicts, bus stop islands, all-bike conflicts, and additional resources.

### Chapter 10: Traffic Calming

Expanded discussion of road diets and referenced public feedback from first public meeting

### Chapter 11: Streetscape Ecosystem

Added discussion of regional SCAAG Gortman regional outreach and advertising program

### Chapter 12: Gathering Places

No changes

### Chapter 13: Designing Land Use Along Living Streets

No changes

### Chapter 12: Retrofitting Suburbia

No changes

### Chapter 15: Community Engagement for Street Design

Added discussion of outreach conducted for this manual and concerns and projects for consideration identified through that process

### Chapter 16: Emerging Technologies

New chapter: discussion of shared mobility services, transportation network companies, car share, bike share, autonomous vehicles, and the impact of these technologies or transit included

### Chapter 17: The Beach Cities and [Hermosa Beach, Manhattan Beach, or Redondo Beach]

New chapter: added discussion of common issues related to living streets across the Beach Cities and in each individual city specifically and highlighted relevant local living streets policies and planning

The Chapters in the Living Streets Manual identifies widely respected universal Living Streets Guidelines and fine tunes the guidelines to be suitable for the local Beach Cities.



# LIVING STREETS MANUAL – CHAPTER 17

Chapter 17 is city specific. We worked with the Cities to identify local areas where the Living Street Guidelines needed to be customized.

## MANHATTAN BEACH

- AUTO-ORIENTED DEVELOPMENT IN THE NORTHEAST
- DOWNTOWN MANHATTAN BEACH
- DOWNTOWN SPECIFIC PLAN
- LIVING STREETS POLICY
- MOBILITY PLAN UPDATE

## HERMOSA BEACH

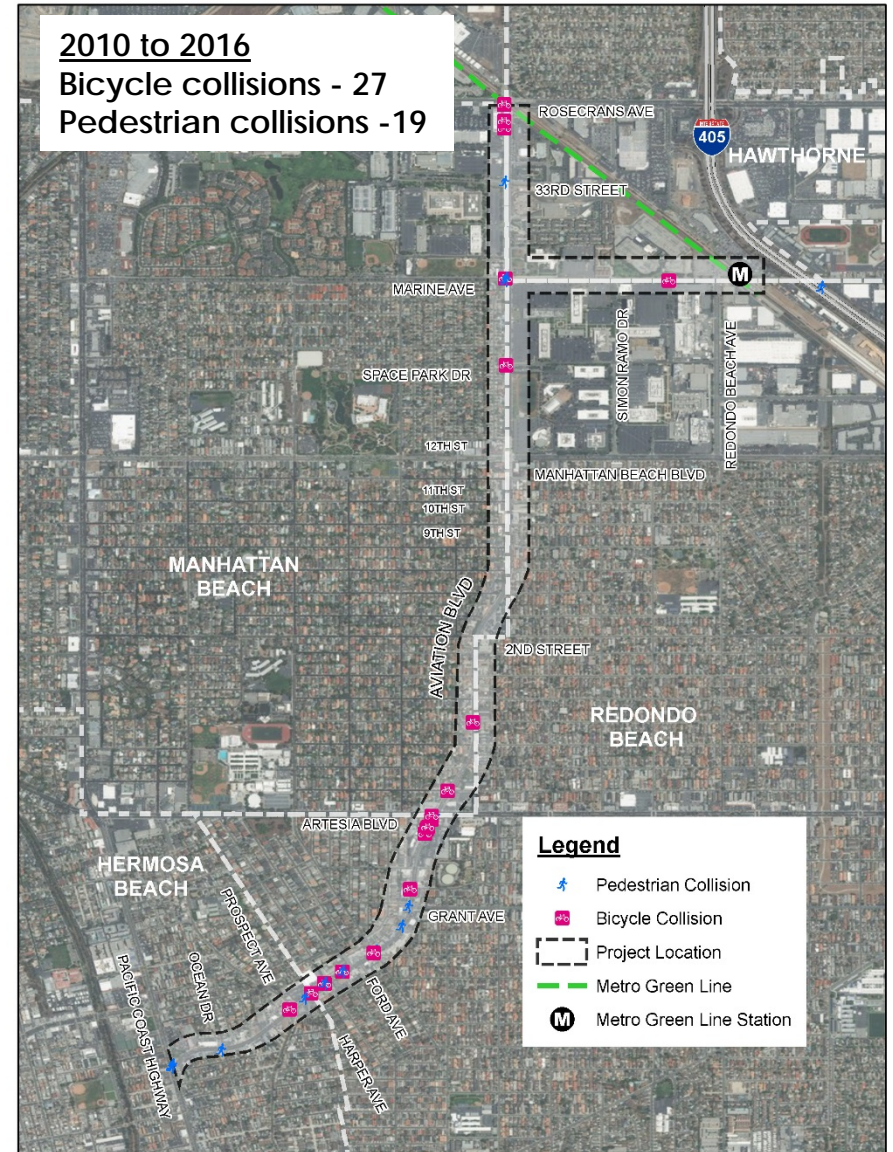
- PIER AVENUE
- PACIFIC COAST HIGHWAY
- DOWNTOWN CORE REVITALIZATION STRATEGY
- CONNECTED STREET GRID
- COMMUNITY EVENTS
- PLAN HERMOSA GENERAL PLAN UPDATE
- LIVING STREETS POLICY

## REDONDO BEACH

- METRO RAIL ACCESS
- SOUTH BAY GALLERIA
- HARBOR AND POWERPLANT REVITALIZATION
- UTILITY AND RAILROAD CORRIDORS
- CITY LIVING STREETS POLICY

# WHY AVIATION BOULEVARD?

- Safety concerns
- Crashes and collisions
- Serves entire Community
  - Many jobs to the North
- Passes near Metro Green Line Station
- Passes through all 3 Cities
- Popular bike route to Beach Area
- Multiple options possible

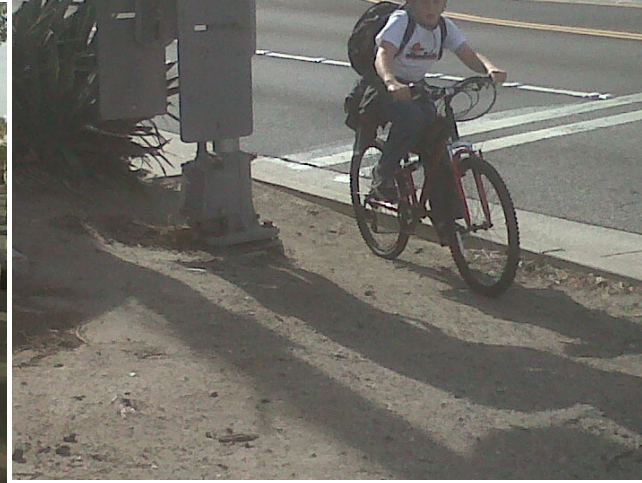


# EXISTING TRAFFIC VOLUMES



- Average Daily Traffic
- Daily Bike Volume
- Intersection AM and PM Peak Hour Level of Service

# AVIATION BOULEVARD TODAY



# AVIATION BOULEVARD LIVING STREET

- **Provide travel choices for users of all ages and abilities**
  - kids, older individuals and people with disabilities
- **Transit by choice and transit by circumstances**
  - Connect to Metro Green Line Station
  - Provide welcoming environment to people using Bus service
- **Provide safe environment for all commuters that work along Aviation Boulevard and Marine Avenue**
  - 2012 Petition - Enhancing Aviation Boulevard walking and biking paths
- **Connect to destinations**
- **Future preparedness/emerging technologies**

# EXAMPLES: VISIONS OF TRANSFORMING STREETS

This study does:

This study does not:

Provides design options for Cities to select from

Select a recommended alternative or plan

BEFORE



BEFORE



AFTER

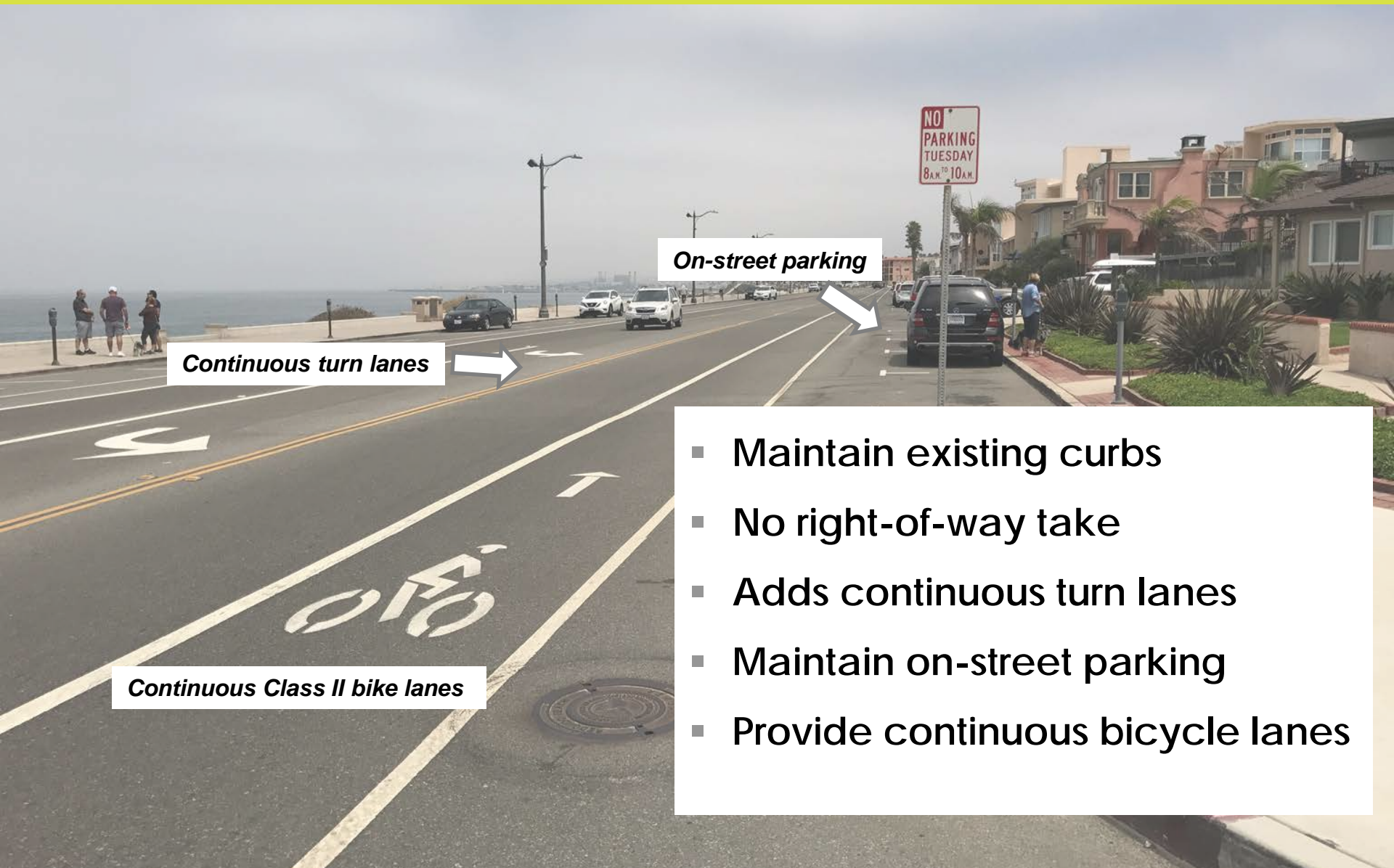


AFTER





# AVIATION BLVD OPTIONS – NEAR TERM



**Continuous turn lanes**

**On-street parking**

**Continuous Class II bike lanes**

- Maintain existing curbs
- No right-of-way take
- Adds continuous turn lanes
- Maintain on-street parking
- Provide continuous bicycle lanes

# AVIATION BLVD OPTIONS – FUTURE CONCEPTUAL PLAN

- Curb extensions to improve safety by pedestrians
- Landscaped medians



# AVIATION BLVD OPTIONS – FUTURE CONCEPTUAL PLAN

*Wider sidewalks with street trees and street lamps*



- Enhanced sidewalks with street trees
- Bike Path north of Manhattan Beach Boulevard

*Two-way Cycle Track*



# AVIATION BLVD OPTIONS – FUTURE CONCEPTUAL PLAN

*Mid-block pedestrian crossing with landscaped medians*



- Mid-block pedestrian crossing
- Roundabout

*Before*



*After*



# NEXT STEPS

- **Collect public input on Aviation concepts** *April 2018*
- **Refine alternatives and incorporate in reports to Cities** *June 2018*
- **Present study results to each City** *June 2018*
- **Propose adoption of Living Streets guide by each City** *May 2018*
- **Action Plan on Aviation Blvd to be considered by each City** *September/October 2018*

**Study Conclusion: Fall 2018**

# BREAKOUT SESSION & QUESTIONS

