OUTDOOR DINING TASK FORCE MEETING

AUGUST 27, 2024

AGENDA

Parking Analysis & Strategies

I. Existing Parking Conditions

II. Future Parking Conditions

III. Parking Strategies

IV. Strategy Discussion

V. Next Steps

EXISTING PARKING CONDITIONS

Existing Parking Inventory

- 60 hours of data, 18 public garages, 55 street segments
- Two weekends in July/August 2023 from 11 AM – 8 PM

North Manhattan Beach

Downtown

EXISTING PARKING CONDITIONS

Existing Parking Inventory

Parking Supply by Area	On-Street Parking Spaces	Off-Street Parking Spaces *
North End	113	313
Downtown	641	1,139
Reserved	-	73 (5% of total)
Loading or Short-Term Parking	74 (10% of total)	-
Total Spaces	**2,206**	

* Off-Street spaces include public parking lots

Note: Lot 3 is currently closed. Lot 3 was in operation at the time of our data collection.

EXISTING PARKING CONDITIONS

Existing Parking Utilization: Systemwide (Downtown + North End)

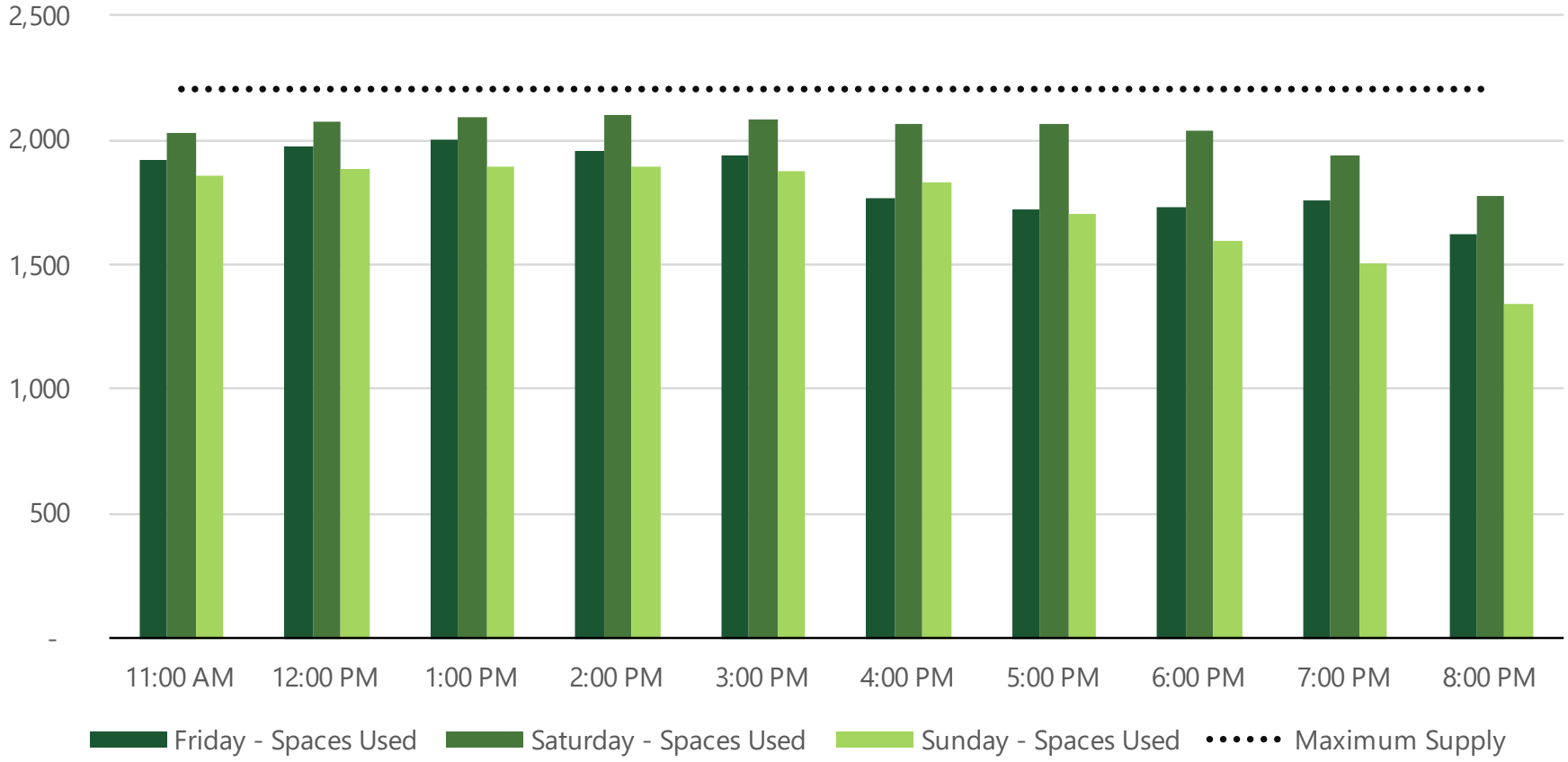
- Industry standard: Parking area is "effectively full" at 85% plus
- Systemwide occupancy exceeded 95%

Systemwide Parking Utilization	Parking Supply	Peak Occupancy	Observed Occupancy Range
On-Street Parking	754	720 (95% Occupied)	497* - 720 (65%- 95% Occupied)
Off-Street Parking	1,452	1,383* (96% Occupied)	786 - 1,383* (54% - 96% Occupied)
Total Observed Utilization	**2,103 (95% Occupied)**		

* Some segments were closed due to the Manhattan Beach Grand Prix on Sunday (7/23) morning; thus, lowering total vehicles counted

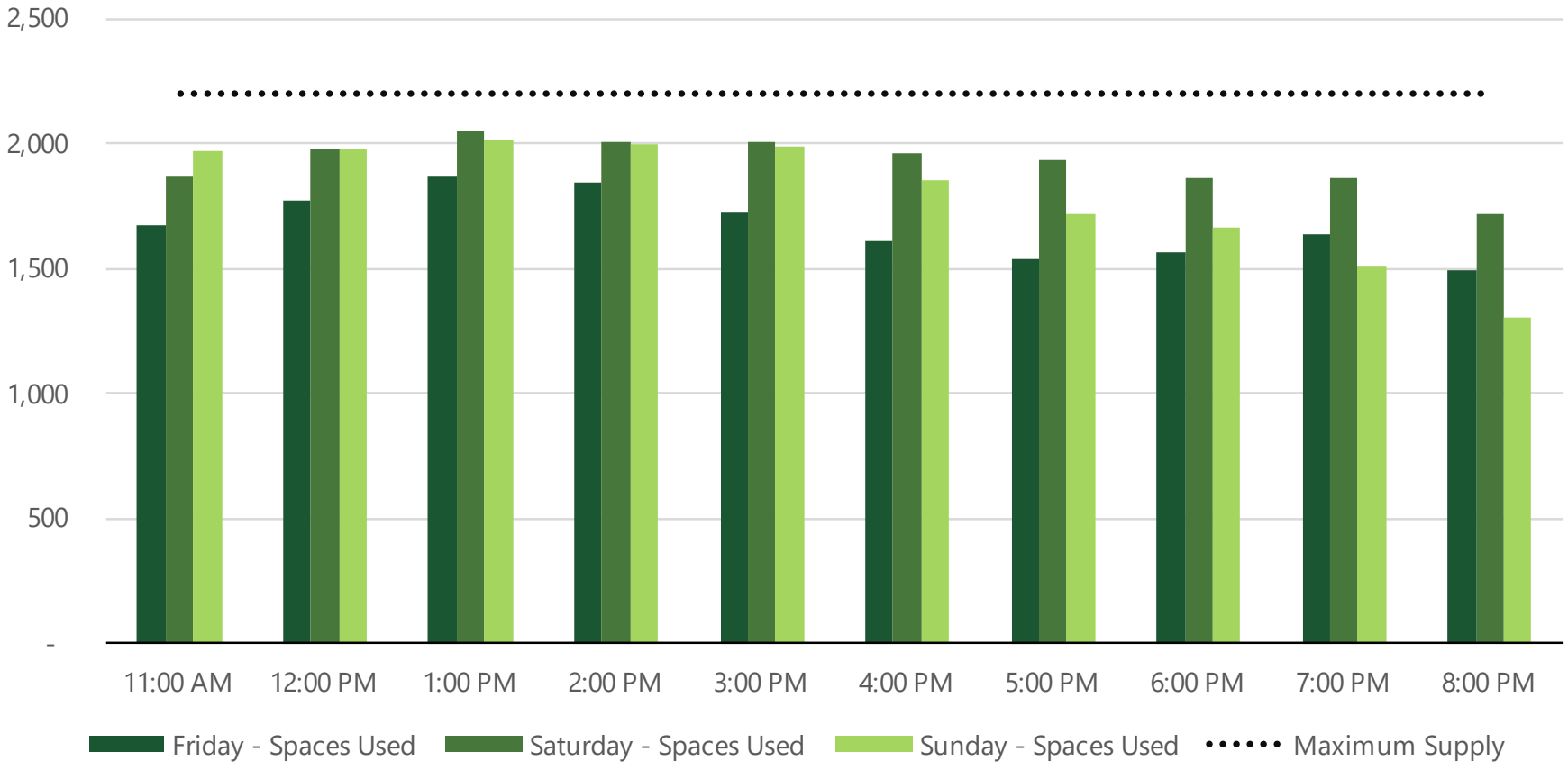
EXISTING PARKING CONDITIONS

Existing Parking Utilization: July 2023



EXISTING PARKING CONDITIONS

Existing Parking Utilization: August 2023



EXISTING PARKING CONDITIONS

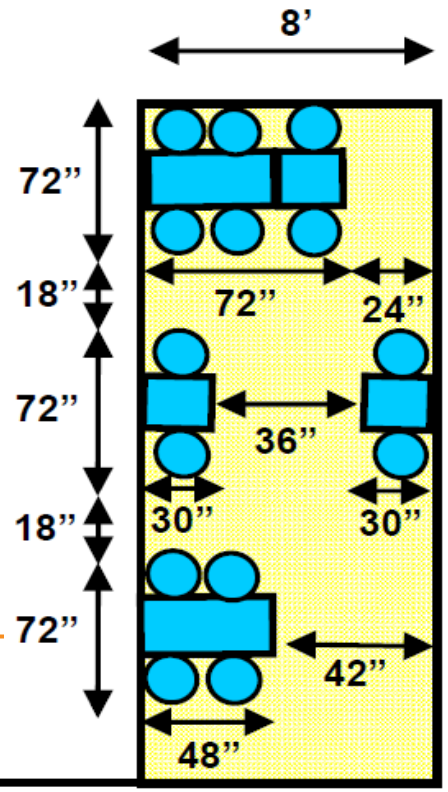
Conclusion

- Existing parking demand in Manhattan Beach is near capacity
  - For both July and August 2023, occupancy peaked on Saturdays between 1 PM and 2 PM at over 95%
  - Parking occupancy was below 85% industry threshold primarily after 4-6 PM on Fridays and Sundays in July/August 2023
  - After 6 PM, average parking occupancy decreased to 75%
- Outdoor dining may increase parking demand; City will address this by analyzing future demand through parking generation modeling

FUTURE PARKING CONDITIONS

Methodology for Future Parking Conditions

1. Obtain restaurant data from City
   - Existing Downtown and North MB restaurant footprints
   - Anticipated outdoor dining footprints and seat count
2. Apply parking generation rates to estimate demand
   - ULI* Shared Parking Model
   - ITE** Parking Generation Manual(s)
3. Conduct fieldwork to inform demand estimates (Mode split/party size)



Typical Seating Dimension

*ULI: Urban Land Institute
**ITE: Institute of Transportation Engineers

FUTURE PARKING CONDITIONS

Future Parking Demand Estimate

DOWNTOWN MANHATTAN BEACH OUTDOOR DINING FUTURE PARKING DEMAND ESTIMATES	
Estimated Systemwide Summer Outdoor Dining Parking Demand	
Peak Summer Demand by Square Footage (ULI Shared Parking)	92
Peak Summer Demand by Seats (ITE 6th Edition)	304
Fieldwork-Estimated Dining Demand	
Estimated Parking Demand if all Outdoor Seats Full	121-179
Percent Driving (does includes "Unknown") *	71%
Estimated Parking Demand	179
Percent Driving (does not include "Unknown")	48%
Estimated Parking Demand	121
Observed Average Restaurant Party Size	2.3
Total Outdoor Dining Seats Added	580
Total Estimated Peak Parking Demand Range	
Total Estimated Peak Parking Demand Range	121-179
Total Percentage of Supply**	5.4-8.1%
Total Supply	2,206

*Calculation was derived by dividing the total amount of outdoor seats by the observed party size and then multiplying total by percent driving (including "Unknown" travel mode) = 580/2.3*0.48 or 0.71

FUTURE PARKING CONDITIONS

Future Parking Demand Estimate

DOWNTOWN MANHATTAN BEACH OUTDOOR DINING FUTURE PARKING DEMAND ESTIMATES	
Estimated Downtown Summer Outdoor Dining Parking Demand	
Peak Summer Demand by Square Footage (ULI Shared Parking)	74
Peak Summer Demand by Seats (ITE 6th Edition)	257
Fieldwork-Estimated Dining Demand	
Estimated Parking Demand if all Outdoor Seats Full*	102-151
Percent Driving (does includes "Unknown") *	71%
Estimated Parking Demand	151
Percent Driving (does not include "Unknown")	48%
Estimated Parking Demand	102
Observed Average Restaurant Party Size	2.3
Total Outdoor Dining Seats Added	490
Total Estimated Peak Parking Demand Range	
Total Estimated Peak Parking Demand Range	102-151
Total Percentage of Supply**	4.6-6.8%
Total Supply	2,206

*Calculation was derived by dividing the total amount of outdoor seats by the observed party size and then multiplying total by percent driving (including "Unknown" travel mode)

FUTURE PARKING CONDITIONS

Future Parking Demand Estimate

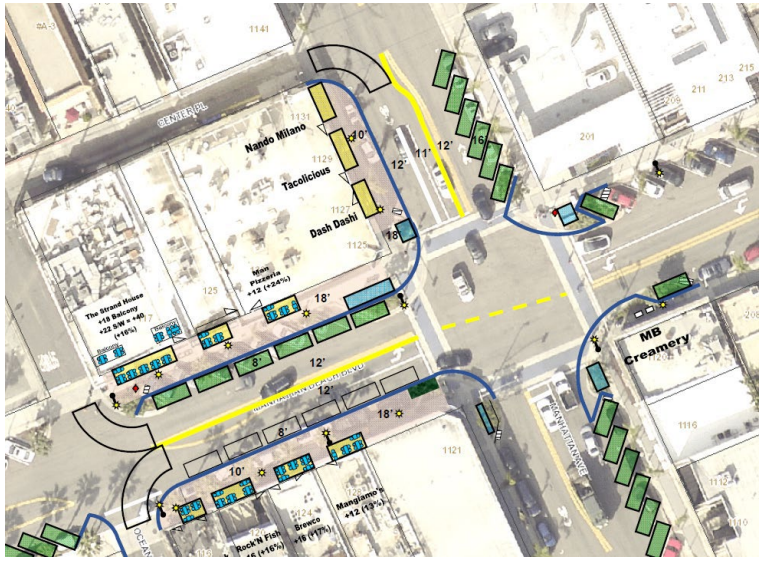
DOWNTOWN MANHATTAN BEACH OUTDOOR DINING FUTURE PARKING DEMAND ESTIMATES	
Estimated North MB Summer Outdoor Dining Parking Demand	
Peak Summer Demand by Square Footage (ULI Shared Parking)	22
Peak Summer Demand by Seats (ITE 6th Edition)	58
Fieldwork-Estimated Dining Demand	
Estimated Parking Demand if all Outdoor Seats Full*	21-30
Percent Driving (does includes "Unknown") *	71%
Estimated Parking Demand	30
Percent Driving (does not include "Unknown")	48%
Estimated Parking Demand	21
Observed Average Restaurant Party Size	2.1
Total Outdoor Dining Seats Added	90
Total Estimated Peak Parking Demand Range	
Total Estimated Peak Parking Demand Range	21-30
Total Percentage of Supply**	1-1.4%
Total Supply	2,206

*Calculation was derived by dividing the total amount of outdoor seats by the observed party size and then multiplying total by percent driving (including "Unknown" travel mode)

PARKING STRATEGIES

Parking Strategies Toolbox – Suite of Options

1. Programmatic Approaches
2. Design/Spatial Alterations
3. Transportation Demand Management (TDM)



PARKING STRATEGIES

Parking Strategies Toolbox – Variables to Consider

- Implementation Timeline
  - 6 months? 1 year? 5 years?
- Implementation Costs
  - One-time cost v. continuous costs, $ → $$$
- Effect on Parking Supply/Demand
  - Increase, decrease, no net change
- User Types – who does the strategy target?
  - Residents, visitors (local v. regional), employees

PARKING STRATEGIES

Programmatic Strategies

Strategy (Priority Ranking ★ - ★★★★★)	Timeline	Implementation Cost (Low $ - High $$$)	Effect on Vehicle Supply or Demand	% Change Supply or Demand (if available)
Adjust Parking Prices between On-Street & Off-Street Supply ★★★★★	Short-Term	$ (One-Time)	Demand Decrease	-
Adjusting Parking Time Limits ★★★★★	Short/Mid-Term	$ (One-Time)	No Change	-
Shared Parking ★★★★	Short-Term	$ (Continuous)	Increase in Supply (by time of day)	-
Demand-Based On-Street & Off-Street Parking Pricing ★★★★	Mid-Term	$$ (Continuous)	Demand Decrease	Up to 30% reduction
Valet ★★	Short-Term	$ (Continuous)	Increase in Supply	-
Parking Benefit Districts ★★	Mid-Term	$ (Continuous, but can generate revenue)	No Change	-

PARKING STRATEGIES

Design Strategies

Strategy (Priority Ranking ★ - ★★★★★)	Timeline	Implementation Cost (Low $ - High $$$)	Effect on Vehicle Supply or Demand	% Change Supply or Demand (if available)
Street Striping Modifications ★★★★★	Mid-Term	$$ (Higher if hardscape modified)	No Change	-
Bike Parking ★★★★★	Short-Term	$$ (One-Time)	Demand Decrease	Up to 4.4 % reduction
Signage/Wayfinding ★★★★	Short-Term	$$ (One-Time)	No Change	-
Convertible Parking Spaces ★★★	Mid-Term	$ (Continuous)	Increase in Supply (by time of day)	-
Parking Garage ★★	Long-Term	$$$ (One-Time)	Increase Supply	-

PARKING STRATEGIES

TDM Strategies

Strategy (Priority Ranking ★ - ★★★★★)	Timeline	Implementation Cost (Low $ - High $$$)	Effect on Vehicle Supply or Demand	% Change Supply or Demand (if available)
Bike Valet ★★★★	Short/Mid-Term	$$ (Continuous)	Demand Decrease	-
Remote Parking & Shuttle ★★★	Mid-Term	$$$ (Continuous)	Demand Decrease	-
Employee Rideshare ★★	Mid-Term	$$ (Continuous)	Demand Decrease	Up to 20% reduction
On-Demand Shuttle (e.g., Circuit) ★★	Mid-Term	$$$ (Continuous)	Demand Decrease	-
Bike Share Program ★★	Mid-Term	$$ (Continuous)	Demand Decrease	Up to 0.02% reduction

PARKING STRATEGIES

General Improvements	Outdoor Dining-Specific
Adjusted On/Off-Street Parking ★★★★★	Street Striping Modifications ★★★★★
Adjusted Time Limits ★★★★★	Shared Parking ★★★★
Bike Parking ★★★★★	Convertible Parking Spaces ★★★
Signage/Wayfinding ★★★★	Valet ★★
Shuttle Program ★★★★	Employee Rideshare/Shuttle ★★
Demand-based Pricing ★★★★	
Bike Valet, Bike Share ★★★★	
Parking Garage ★★	
Parking Benefit District ★★	

PARKING STRATEGIES

Consider User Types

1. Employees

   Fixed schedule, parking for longer period (one shift), recurring visits

2. Visitors
   - Dynamic schedule, non-recurring visits
   - Mix of long-term (day visit) and short-term (dining, shopping trip)

3. Residents
   - Drivers v. non-drivers
   - Recurring visits, shorter-trips, may be short or long-term

PARKING STRATEGIES

What Could Work in Manhattan Beach?

- Capitalize on location: Density, walkable/bikeable
- Target: Visitors vs. residents vs. employees
- Effectively communicate strategies (e.g., off-street parking is easier to access)

Table: Average One-Way Bicycle and Vehicle Trip Length of All Trips by California Core-Based Statistical Area

	Trip Length (miles)	
Core-Based Statistical Area	Bicycle	Vehicle
Los Angeles-Long Beach-Anaheim	1.7	9.7
Riverside-San Bernardino-Ontario	2.2	11.7
Sacramento-Roseville-Arden-Arcade	2.9	10.9
San Diego-Carlsbad	2.0	19.1
San Francisco-Oakland-Hayward	2.1	12.4
San Jose-Sunnyvale-Santa Clara	2.8	11.5

PARKING STRATEGIES

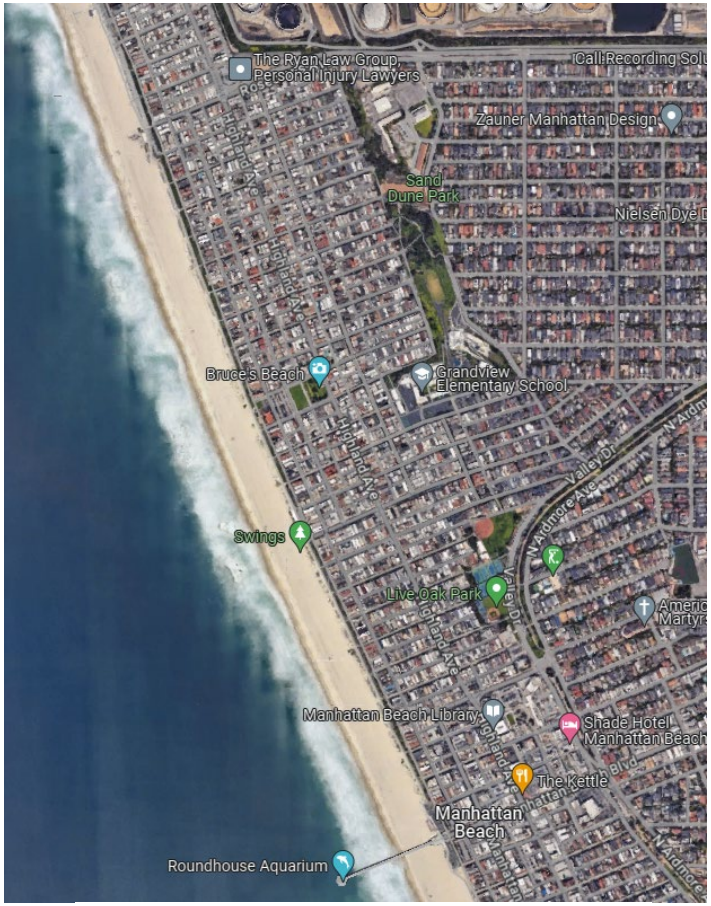
What Could Work in Manhattan Beach?

- Example: Shuttle service
  - Fixed route to/from destinations and parking
  - On-demand circulator
  - North/south service between Manhattan Beach Boulevard and North Manhattan Beach
  - East/west access between coast and residents/visitors

PARKING STRATEGIES

Shuttle Service and Scale/Landscape

Laguna Beach



Manhattan Beach

PARKING STRATEGIES

What Could Work in Manhattan Beach?

- Adding/sharing parking supply from local businesses that do not operate at night
- More bike parking and improved walk/bike infrastructure
- More/improved wayfinding signage
- Enhance dynamic parking supply signage (i.e., how many spaces are available at this lot right now?)
- Pricing that changes with demand

PARKING STRATEGIES

Strategy Bundle #1. Outdoor Dining Specific

- ✓ Explore increasing supply of on-street parking
- ✓ Maximize use of outdoor dining spaces, including for parking
- ✓ Relocate demand for long-term parking

Street Modifications	Improve sidewalk conditions and explore increasing parking supply
Shared Parking	Add supply by using spaces at businesses when not operating
Shuttle Service	Target employees who park longer-term, with options to serve residents and visitors
Valet	Reduce cruising for on-street spaces and manage access

PARKING STRATEGIES

Strategy Bundle #2. General Improvements

✓ Improvements in response to overall increase in demand, not exclusive to outdoor dining addition

Incentivize Off-Street Use	Price off-street spaces lower; reduce on-street time limits; provide shuttle from remote parking area(s)
Improve Signage	Better communicate with dynamic wayfinding
Encourage Cycling	Increase bike parking (incl. valet for events), bikeshare
Increase Supply	Construct additional off-street parking
Dynamic Pricing	Price parking proportionate to demand (e.g., LA Express Park, SF (San Francisco) Park)

PARKING STRATEGIES

Strategy Bundle #3. Mixed Methods

- ✓ Fixed-time, long-term parking off-street/farther distance
- ✓ Variable-time, short-term parking on-street/closer distance
- ✓ Encourage multimodal access

Time Limits	Consider decrease on-street, increase off-street
Street Restriping	Explore increasing supply and amount of short-term spots
Shuttle Service	For employees and/or visitors
Encourage Cycling	Bike parking, bike valet for larger events
Dynamic Pricing	Consider demand-based, on/off-street adjustments

NEXT STEPS

- Develop suite of strategies for analysis based on task force and community input
- Conclude exploration of local striping, sidewalk, and parking changes
- Finalize future supply and demand estimates
- Document analysis, process, future scenario, and findings

PUBLIC COMMENTS

TASK FORCE DISCUSSIONS

Parking Strategies

1. Based on your experience, what parking strategies would potentially work well or should be excluded?
2. Are there any other observations and/or limitations that should be considered?
3. Construct more parking? If so, where?
4. Have you used a shuttle in nearby beach cities?
5. Have you used the Manhattan Beach Shuttle?
6. What user types would the shuttle work well for?

NEXT MEETING

- *(Tentative)* Tue. October 1
  - City Council status update report