

APPENDIX A: PUBLIC COMMENTS

City of Manhattan Beach
 Mobility Element Workshop #1 - Written Public Comments
 February 4, 2013

People in Cars in Manhattan Beach

	Comment	Name	Email
Where is there traffic congestion?	None Received		
Where can driving conditions be improved?	None Received		
Where does driving feel unsafe?	None Received		
Where does traffic "cut through" neighborhood streets?	None Received		
Are there other issues associated with driving or using cars in the City?	None Received		
Do you have ideas for improvements or enhancements? Where?	None Received		
General Comments	Wide enough bike lanes for 3 or 4 wheelers used by handicapped and seniors.	N/A	N/A
	How is BCHD involved? Are older adults and their caregivers/families receiving info to help plan for when the keys are surrendered? Is there a "mobility manager central" to call? Is public road safety addressing older adult use? Seniors have eyesight and hearing and balance impairments that can be addressed by color font size and handrails.	Christine A. Thayer	cathayer@gmail.com
	Valley and Ardmore are two way in Hermosa and most of Manhattan Beach. The exception is from Second Street north to 14th Street where Valley and Ardmore are one way. This creates complex intersections and driver confusion and many wrong way drivers. Valley and Ardmore should each be two way streets along their entire length.	George Reppucci (1 Typed Letter)	greppu@verizon.net

People Using Transit in Manhattan Beach

	Comment	Name	Email
What is the overall reliability or convenience of transit?	None Received		
How are conditions at transit stops?	No shelters for seniors to sit and wait for bus.	N/A	N/A
	Better and more shaded covered bus stops with electronic signs which provide updates of next bus to arrive and time to key destinations.	Sean Guthrie	Sean@kingharbor.com
Where can transit service be improved, such as new bus stop locations, other routes, or more frequent service?	Sepulveda Blvd	Sean Guthrie	Sean@kingharbor.com
Where do you think transit works especially well?	OCEX	Sean Guthrie	Sean@kingharbor.com
Do you have ideas for improvements or enhancements? Where?	None Received		
General Comments	Seniors feel unsafe waiting (sometimes long periods of time) for a bus.	N/A	N/A
	Seniors would like you to address the following: 1) A program of volunteer drivers - "passenger out & about" as used in many small cities. 2) A more thoughtful and economic internal transit system. 3) Better info and education on use of public transportation.	Richard A Zeif Vice Chair Senior Advisory Committee	310-545-3878
	Need info on inter + ext: public transportation, paratransit, volunteer driver programs, taxi voucher, trolleys. Funding of older adult and developmentally disabled can be combined - has this been studied in Manhattan Beach? RSVP retired and senior volunteer program has liability insurance for drivers. Are medical centers or businesses stakeholders cooperating with City to support access to their facilities/businesses? Define public? Altern. Transit.	Christine A. Thayer	cathayer@gmail.com
	Dial-A-Ride vs. Cab Vouchers: 1) Cabs provide 24-7. 2) Cabs are about 5 times cheaper. 3) No need to plan with cabs. 4) The cab owners are not involved in the planning of public transportation (I have no ownership or personal interest in cabs). 5) Manhattan Beach has run out of Prop A funds and buys Prop A funds from Hermosa Beach who does run a cab voucher program. 6) There is no emergency affordable transportation for seniors and the handicapped on weekends or at night. Cab vouchers will take care of that.	Patrick McBride	Greenguy4@verison.net
	We have more than we need now and adding more will be a waste of money. People in Manhattan Beach use cars!	George Reppucci (1 Typed Letter)	greppu@verizon.net
	Dedicated bus lane on Sepulveda Blvd/PCH during peak commuter hours - must coordinate with Caltrans, El Segundo, Hermosa Beach and Redondo Beach. Couple this with raised platform style bus stops as are being used in Curitiba, Brazil to make on and off passenger unloading/loading most efficient.	Sean Guthrie	Sean@kingharbor.com
	Need to establish transit to move people east to west and west to east. Need to draw attention to existing MTA bus to increase use and eliminate stigma. Make it "Green" - Market it linked to green initiatives.	Gerry O'Connor	Gfoconnor@aol.com
	Publish comprehensive transit map (graphic) on city website. Currently the City's website has text and links and nothing specific on Metro, which has major routes through town. Bus stops are mostly (illegible). A sign on a pole, a lonely bench, maybe a trash can. This esp. in front of major stops -such as the mall. Why would I be encouraged to wait and ride with such little dignity?	Chris Conaway	cac1492@yahoo.com
There is a huge demand at night for public transit. El Porto --> Downtown MB --> Hermosa --> Redondo Pier. M-F 6-2:30 AM. There are thousands of cab trips that could be converted to transit. This would also decrease drunk drivers.	Todd Dipaola	Todd.dipaola@gmail.com	

People Walking in Manhattan Beach

	Comment	Name	Email
Where do you feel uncomfortable or unsafe walking?	Where there are not sidewalks and one must share street with cars - However, would not want to impose.	Christine A. Thayer	cathayer@gmail.com
Where can walking conditions be improved?	Sidewalks or small residential streets, such as the tree section.	Christine A. Thayer	cathayer@gmail.com
Where do you think it is especially good for walking?	Downtown - bump-outs help a lot.	Christine A. Thayer	cathayer@gmail.com
Do you have ideas for improvements or enhancements? Where?	None Received		
General Comments	Seniors would like you to address the following: 1) Homeowners would place benches near their sidewalk - so as to make senior walking more possible. We have more specific ideas on this suggestion. 2) Clear signs as to various destinations placed on major streets if - City Center, shopping center; to MTA bus 232, 125, 438, 109, etc.	Richard A Zeif Vice Chair Senior Advisory Committee	310-545-3878
	Crosswalk strip - prefer Continental. Maine and Grandview intersection and parallels Manor alley needs better pedestrian walkways for senior and child access between school and Live Oak Park.	Christine A. Thayer	cathayer@gmail.com
	Generally good. However, in some areas of the city the sidewalks are discontinuous and some homeowners have planted trees and shrubbery where there should be a continuous sidewalk (i.e. along Second Street and Meadows). School children and others have to sometimes walk in the street on the traffic side of parked cars which is dangerous. Homeowners should be required to remove trees and shrubbery that blocks the pedestrian path at street side. The Strand is legally restricted to pedestrians. Bikes, skateboarders, and rollerbladers use this pedestrian only walkway since the law is not enforced. This threatens the safety of pedestrians. The "pedestrian only" law should be enforced. Signage needs to be installed that clearly shows that the Strand is a pedestrian only path (i.e. No Wheels).	George Reppucci (1 Typed Letter)	greppu@verizon.net

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People on Wheels in Manhattan Beach

	Comment	Name	Email
Where do you feel uncomfortable or unsafe riding your bike or other wheeled personal transportation?	Aviation Blvd, Sepulveda Blvd.	Sean Guthrie	Sean@kingharbor.com
	On every street that is bigger than alley.	N/A	N/A
	Most MB Streets	Tony Derrico	Tony@tonyderricoCMB.com
	1) By the middle school during dismissal (video sent to Ms. Madrid). 2) 6th St and Meadows - Dangerous - Yes, 8 out of every 10 times I witness cars rolling through the stop sign w/o looking. Don't know how to educate drivers.	Margaret Wehbi	mawehbi@gmail.com
	All along Valley and Ardmore is unsafe for cycling. Too many cars ride into it. Biggest issue is still people talking on phones, running stops signs. Opening up chip trail will help those most nervous to ride on Valley and Ardmore. Riding west on Marine a dangerous point is the car congestion as you cross Sepulveda (it is narrowed, a downhill and slight turn).	Rosie Duenas	Rosebuddy90278@yahoo.com
	Aviation Blvd	Erika Graves	erika.graves@healthways.com
Where can conditions be improved for biking, skateboarding, etc.?	As there are no bike lanes or sharrows in the city (aside from strand bike path), just about any non-residential street.	John Wilcox	johnwilcoxrealty@gmail.com
	Valley-Ardmore, Aviation Blvd., Manhattan Beach Blvd., Artesia Blvd.	Sean Guthrie	Sean@kingharbor.com
	Start with LOW traffic streets for recreation - Not to go somewhere.	N/A	N/A
	1) Implement the SB Master Bike Plan - They've already identified good routes! 2) Emails already sent to Ms. Madrid re: Marine & Redondo.	Margaret Wehbi	mawehbi@gmail.com
	Open the chip trail to slow bike traffic. DO NOT PAVE IT!! Limit width and still have a chip trail.	Rosie Duenas	Rosebuddy90278@yahoo.com
	All of the roads heavily traveled by autos.	John Wilcox	johnwilcoxrealty@gmail.com
Where do you think it is especially good for biking/skating, etc.?	Beach bike path	Sean Guthrie	Sean@kingharbor.com
	Class I bikeway at Ocean. Should do it again at valley Ardmore.	N/A	N/A
	Beach bike path.	Erika Graves	erika.graves@healthways.com
Do you have any ideas for improvements or enhancements? Where?	Long term plan to make part of greenbelt a bike path (not walk part, not drive parts).	N/A	N/A
	1) Opening up chip trail will give safe easy access to the M. Village Mall. 2) Create the MB Bike Loop. Chip trail to 2nd Street East, to Redondo then north to maybe Rosecrans (a safer street would be better). Idea is to flow movement between east Manhattan and west Manhattan and shopping at the Village. 3) Work with El Segundo Development of El Segundo Plaza (Corner) to consider a bike-friendly crossing on Rosecrans. Can shop both at MV Mall and El Segundo Plaza.	Rosie Duenas	Rosebuddy90278@yahoo.com
	1) Reset traffic sensitivity loops to recognize bikes. Paint symbols to indicate where bikes can trip light! 2) Leadership MB installed bike racks. Great job, but more are needed! 3) Trees on median on Sepulveda need to be cut back. Left turn sight lines are obstructed. 4) Better bike route signs/sharrows on identified SB Master Bike Plan routes.	Margaret Wehbi	mawehbi@gmail.com
	Bike Master Plan suggestions.	Erika Graves	erika.graves@healthways.com
	Sharrows and bike lanes wherever the street width allows.	John Wilcox	johnwilcoxrealty@gmail.com
General Comments	Are tricycles being addressed in road width, ramps, etc?	Christine A. Thayer	cathayer@gmail.com
	Need more and conveniently located bike racks such as at shopping areas, parks, civic center (no rack outside Police-Fire Community Room), Post Office, Library, etc. Need more bike lanes. Change diagonal parking to back in style to make safer for drivers to see cyclists when exiting space. Signalized intersections add bike sensors or convenient buttons (symbols needed to indicate where sensors are). Use "Living Streets" Guidelines as much as possible. Coordinate "Mobility Plan" with neighboring cities planned improvements.	Sean Guthrie	Sean@kingharbor.com
	A number of proposals are on busy streets w/ sharrows. These are great for professional cyclists. However for young riders, elementary school kids, we need the lower volume streets dedicated to novice riders.	Chris Conaway	cac1492@yahoo.com
	Do NOT use new bike plan for priorities for bikeways. Do start with recreation to get people comfortable on bike - especially children and old people. Do find streets that are easy to make safe for kids and old people.	N/A	N/A
	1) Uncomfortable on major streets w/o bike paths. 2) Allow bike on running path ("Chips", "Tracks") but do NOT pave a path. This provides a safe alternative to eastern MB under the bridge (not being on Rosecrans). 3) Beach bike path is wonderful. It would be good for MB to assist the county in keeping sand off. 4) Recommend Manhattan Avenue on beach path in lieu of Highland Ave. 5). Consider roundabouts (for cars).	Bob Weiner	bob@weinerassociates.com
	1) Need more education to both bike riders and auto drivers about rules of sharing the road. 2) Skateboarding on downtown streets causes a pedestrian hazard. 3) Bikes/rollerblades and skateboards are an issue on the upper walking area of the strand. 4) Pedestrians are a safety hazard on the lower bike path/rollerblade path along the strand.	Tony Derrico	Tony@tonyderricoCMB.com
	Do not like the proposed bike path on Highland. Highland is too narrow to comfortably share vehicular and bicycle traffic, and for cars, there isn't an alternative north-south route on the west side of the City (for bicyclists, there are alternates, such as Ocean, Manhattan Avenue, the bike path).	N/A	N/A
	Are there safety needs for people biking at night? People biking home from work at 5-6 pm during winter will travel under diminished visibility to drivers of cars. Any research on whether this IS this case? And on mitigation, if any issue?	Bob Caplan	arcaplan2@gmail.com
	1) Allow LA City-style riding bikes on sidewalks; yielding to peds. For ex., Rosecrans Park to Sepulveda. 2) Allow bikes on greenbelt (Veteran's Pkwy) from Fry's parking lot west to 1st chance to exit to Valley. 3) Disallow up-right 3-wheelers from beach bike path (they weave over the entire path). 4) Cars often don't see bikes who are turning left from westbound 15th to southbound Manhattan Ave. Please add signage to the effect "Watch for bikes turning left". It is hard to stop when a car cuts in front of you.	Steve Kiser	Steve.Kiser@cs.ucla.edu
	The sidewalks are a major (illegible) of transportation for bicycle, roller bladers, and electric scooters for seniors. However, signs are posted on the sidewalks in a way to inhibit this. Also, the surfaces are often not good for these activities.	Patrick McBride	Greenguy4@verison.net
	Build a skateboard park in 1) Marine or 2) Polliwog Park and provide easy, safe foot, bike or skateboard access by users. This will ease skateboard traffic, pedestrian safety and wear and tear on city public property, as well as increasing skateboarders safety.	Fred Manna	Fmanna@gmail.com
	Would be great to have proper bike lanes on Valley Ardmore - In the greenbelt. I see people riding on sidewalks along Aviation which is very unsafe because of all the driveways and pedestrians - Aviation needs bike lanes for all the people already riding on the street. Love all the ideas in the Bike Master Plan - Let's move forward with them. Please paint on streets to indicate where bikes can trip bike detectors at intersections.	Erika Graves	erika.graves@healthways.com
	Begin steady implementation of bike/walk by denoting 10% of dedicated transit funds to biking and walking.	Todd Dipaola	Todd.dipaola@gmail.com
	I think we have enough plans. It is time to implement features of existing plans.	Julian Katz	juliank@MSN.com
	My feeling is the city signed onto the Master Bike Plan over a year ago, and we still have not seen any recommendations implemented. I feel we have done the analysis, community input has already been provided as part of Vitality City, and it is time to take action instead of spending another 6-8 months with more analysis. 10% of all transit funds should be earmarked for making MB safer for biking!	John Wilcox	johnwilcoxrealty@gmail.com

City of Manhattan Beach
Mobility Element Workshop #1 - Emailed Comments Between 1/28/13 - 2/4/13

	Name	Date Received	Email	Topic	Comment
1	Gwen Lo	1/28/2013	gwenlo77@gmail.com	Walk	<p>I often run on the strand early mornings. One of my feedback is figuring out a different time that the sweeper goes through the strand. I often encounter the truck sweeper at around 8:30 am, that's usually a prime time for runners and elderly people to be walking around. I just think that it poses a potential risk for accidents...</p> <p>On the other hand, I do appreciate the strand being cleaned and swept specially on windy days when the sand is all over the strand itself that its hard to run/walk. I wonder if the sweepers can get there earlier when there is less foot traffic to avoid potential liability and less obstruction from walkers...</p>
2	John Wong	1/29/2013	john.wong@fmcti.com	Transit	<p>Hi Nhung,</p> <p>I cannot attend the upcoming Mobility Plan Update Public Workshop, but I do have some comments.</p> <p>I would like to see a shuttle bus available from a fixed location (Northrop Grumman?, Metro Green line station?) to the Pier, on the weekends, say from 9am to 6pm, every hour. There and back. There and back. This would be very similar to the shuttle service during the Hometown Fair, except this would be offered year-round.</p> <p>Here's the kicker. Don't make it free. It is OK to charge people \$2 for a 1-way trip, or \$3 for a round trip. This way, kids, parents, and families can go to the beach with ease, without the worries of finding parking, and having to worry about their meter running out.</p> <p>I have lived in Manhattan Beach for 20 years now, and it is always a pain to take the kids to the beach because of parking. I cannot think of a better way to serve the community than by having a shuttle bus to the Pier.</p> <p>The City should not worry about decreased meter revenue because all of the parking spaces are usually already taken in the summer, so revenue is already maximized.</p> <p>With good publicity, perhaps other beach cities will use the service, thus further increasing revenue for the downtown businesses.</p> <p>I hope you can present my idea. Thanks for listening.</p>
3	Tom Allard	1/28/2013	ecbooks@roadrunner.com	Transit	<p>Hi Eve,</p> <p>I was wondering if the Mobility meeting next Monday, 4 Feb. has an agenda or is it a open forum for community input? I know from past talks with Jan that the City of Encinites "Passenger Out & About Encinites" program for Seniors was suggest here years ago but shot down by the Risk Manager. I have printed the "passenger & driver forms plus the eligibility requirements from the City of Encinites. I will be happy to attend the meeting and re-suggest the program if you think it would get City consideration.</p> <p>TOM</p>
4	Alberto Arredondo	1/29/2013	a_arredondo@mac.com	Automobile	<p>I saw in the Daily Breeze that MB is seeking inputs to the mobility plan. I have one suggestion, it is in regards to the intersection of Crest and 15th street. Making a turn, either left or right, from crest onto 15th street is somewhat hazardous. I think the problem comes mostly from the dip toward the beach that 15th takes just east of the intersection and from the street parking on the north side of 15th. One possible solution is to have sensors on Crest that trigger flashing lights on a sign on 15th street. The sign could have a general message like "Caution cross traffic, flashing lights indicate vehicle ahead".</p> <p>Alternatively, there could be a mirror installed somewhat to help with visibility.</p> <p>Regards, Alberto Arredondo 316 16th Street</p>

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	Name	Date Received	Email	Topic	Comment
5	Gary Osterhout	1/28/2013	garyosterhout@verizon.net	General	<p>Nhung,</p> <p>If the City is "updating" a Mobility Plan, one would expect there to be an existing Mobility Plan (that one would also expect the City would link to in this message so people would know what is being referenced.</p> <p>Is this the plan once known as the Circulation Plan, that is part of the General Plan, as a component of the Infrastructure Element?</p> <p>Thanks for the info (as well as a website link to the Circulation Plan, if it isn't what I think it is).</p> <p>Regards, Gary Osterhout</p>
		1/29/2013			<p>Thanks.</p> <p>Some additional questions.</p> <p>How is the meeting to be conducted, as in a tentative agenda. How much time will be spent with City Staff explaining things vs. actual time for input. Will the 8:00 time be a "hard close" if people have additional, continuing input at that time. What happens if more people want to participate than would be accommodated by the size of the Police/Fire room? How will input be solicited at the meeting? Votes on pre-selected issues? Paper submissions? Limited podium time for each speaker? Small groups? What sort of introductory/orientation materials will be presented? Will you be going over the prior plan and explaining the reasons for the prior conclusions? Do you intend to give equal time to all categories below? Will skateboarding then get as much time as public transit? What do you mean by "works for everyone?" If one person needs skateboard access to our streets, then does that trump vehicles? Shouldn't we be working for the most optimum balance?</p> <p>Thanks, Gary Osterhout</p>
		1/30/2013			<p>Nhung,</p> <p>if you are unable to respond to these questions, why don't you refer them to your boss.</p> <p>But perhaps I can help you out on a few of these in respect to what is likely to be going on at the upcoming and future meetings, and you can just tell me if I'm wrong.</p> <p>The Iteris proposal from the November 6 Consent Agenda says:</p> <p>"After incorporating feedback from the City staff on the best practices presentation and relevant Complete Streets goals and policies the City would like to carry forward, Fehr & Peters will facilitate a discussion of Complete Streets goals and policies at a public workshop in order to receive feedback from the community as to its ranking of Complete Streets priorities."</p> <p>"The first workshop will be conducted in the work program to: 1) present what the City looks to accomplish through the Mobility Element, 2) discuss Complete Streets concepts, and 3) review with Commissioners and the public preliminary ideas for Manhattan Beach based on the consultant team's research and City objectives."</p> <p>"The second public workshop will be held once a preliminary draft plan is complete. This would work particularly well as a joint workshop with the Planning Commission and PPIC, with the public invited through notices beyond the required postings. The joint workshop will allow the team to test the recommendations before completing the draft Mobility Element for public and CEQA review."</p> <p>So additional questions:</p> <ol style="list-style-type: none"> 1) Where can I get an advance copy before the meeting of the best practices presentation presented to Staff? 2) Where can I get an advance copy before the meeting of Fehr and Peters rankings of Complete Streets priorities? 3) Why does the City refer to this as the Mobility Plan, when it is the Mobility Element of the General Plan? 4) To what extent will "Commissioners" be given priority in respect to the upcoming meeting, as those individuals are isolated from the "public" in the Iteris proposal? 5) How will the "feedback" on the rankings be accomplished? (asked below, but more specific here). Voice vote? Secret ballot? Yellow dots on a board? 6) Why would you not put this announcement, thus to better inform the public: "The first workshop will: 1) present what the City looks to accomplish through the Mobility Element, 2) discuss Complete Street concepts, and 3) review with Commissioners and the public preliminary ideas for Manhattan Beach based on the consultant team's research and City objectives." <p>Thanks, Gary Osterhout</p>

City of Manhattan Beach
Mobility Element Workshop #1 - Emailed Comments Between 1/28/13 - 2/4/13

	Name	Date Received	Email	Topic	Comment
6	Gerry O'Connor	1/30/2013	gfoconnor@aol.com	General	<p>Contrary to our Mayor's repeated claims, in many respects we seem to actually be moving backwards with respect to public engagement. The below meeting notices is a *prime* example.</p> <p>Just for starters, where's the agenda with the existing "Mobility Plan" we're looking to update?</p> <p>And since "Mobility Plan" is an entirely new term to the community, shouldn't this meeting notice include an explanation of how and why this is replacing what has been called, for decades, the Circulation Element of our city's General Plan? (That *is* what we're talking about, isn't it!?)</p> <p>And what about meeting format...and the manner by which public input will be collected...and how that public input will be incorporated into this "Mobility Plan"...and what the overall intent and schedule is to create this heretofore undefined "Mobility Plan"...</p> <p>Well orchestrated Public Workshops are great. Unplanned, unformatted free-for-alls are not. This meeting notice suggests the latter.</p> <p>Gerry</p>
	Gerry O'Connor	1/30/2013	gfoconnor@aol.com	General	<p>Hi Richard, Thanks for offering yet more information that should have been included in the meeting notice, in addition to the specific items I mentioned and more.</p> <p>In order to better engage the public, and make best use of the time of the busy folks who do find their way to attending, please consider reposting an improved meeting notice with the content mentioned.</p> <p>Thanks, Gerry</p>
7	Joan Lockney	1/29/2013	Kearnygirl1@verizon.net	Transit	<p>I am writing this letter to express my feeling that there is a need for public transportation in Manhattan Beach. I am a senior citizen who still drives but I realize the time will come for me to stop driving and I am not looking forward to that day. I know there is a Senior Citizen bus and there are those who fear bus service on this bus would be terminated. Obviously it serves an important need, particularly for medical service, but frankly it doesn't work that well for some of us. I don't want to give a long notice that I need bus service when I want to go to downtown Manhattan Beach to the Farmer's Market or restaurants or shops. Sometimes you want to do things spontaneously or at least the next day and that doesn't seem to be possible. Maybe there are more requests for service than time. Whatever the reason, it would be nice to be able to catch a bus to go downtown and to have the bus route have stops along Blanche (in my case) or other convenient locations for others.</p>
8	Harry Keller	1/31/2013	harry@paracomputa.com	Walking / Biking	<p>Dear Nhung Madrid,</p> <p>I am sending my comments as I am uncertain as to my ability to attend. I'd like to share my comments on my two favorite modes of mobility: walking and biking.</p> <p>Mostly, I'm concerned about walking because my wife and I use this model of transportation daily even walking a mile each way to shop for groceries. We walk for exercise and to reach the theater, my daughter's home (and our grandchildren's) here in MB, and various shops.</p> <p>We encounter few other people walking, except to walk dogs. We see some people jogging. Perhaps, many are put off by our street situation.</p> <p>I have found walking in Manhattan Beach to be very difficult. Very often, I am forced to walk in the middle of the streets. This situation should be unacceptable and certainly is dangerous for walkers.</p> <p>The reason for this problem is quite simple. Sidewalks are missing entirely in many places, often in long stretches, sometimes just for the odd bush or cactus. Ordinarily, that would be a minor inconvenience. Just a quick detour in the gutter would get us past the obstruction. However, there are so many cars parked on the street that it causes us to have to detour around parked cars and walk in the middle of the street.</p> <p>This situation could be alleviated in two ways. They're linked. One would be to insist that homes maintain clear sidewalks and not give them over to bushes, cacti, and other impediments to pedestrians. That solution may cause too much burden on either homeowners or, if forced to pay for conversions, on our City.</p> <p>The second solution is quite simple and inexpensive to implement. Simply mark any curb region without a sidewalk as a no parking zone, and enforce it. If there's no sidewalk, cars should not be allowed to park and force pedestrians out into the middle of the street. If any homeowner objects to having curb space in front of a home marked "no parking," then that homeowner has an easy solution - put in a sidewalk.</p> <p>I urge you to consider action on this simple change to our municipal regulations: NO PARKING where there are no sidewalks.</p> <p>BICYCLING: We should have more places for safe bicycling. I'm a mile from the Strand and its bike path. I used to use that path daily when I lived near to it. The path along the Greenbelt is a nice addition. We should have more of these paths.</p> <p>However, I have noticed quite few bikers riding on the roads when there are good alternatives close by. I've seen people bicycling on Valley Drive on the side of the road away from the bike path and alongside the parked cars. I've seen them on Ocean Drive when they could be on the beach bike path.</p> <p>Some sort of awareness campaign may help to change these habits and help all of us better enjoy bicycling in Manhattan Beach.</p> <p>Thank you for your attention and for having a meeting to discuss these matters.</p> <p>Sincerely, Harry E. Keller (2809 Palm Avenue, Manhattan Beach).</p> <p>PS: I grew up here in MB and went through its entire school system. There were few cars parked on our streets in those days and few garages filled to the brim with junk. The streets were more elegant without so many cars parked on them. I think the excessive parked cars on the streets impairs the appearance of our fair town. We should be able to do something about this situation now that neighborhood pride seems to fail.</p>

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	Name	Date Received	Email	Topic	Comment
9	Julie Profet	1/31/2013	julie@cheapdirt.com	Biking	<p>Dear Nhung,</p> <p>I'm sorry to miss your first Public Workshop.</p> <p>Perhaps you can express my thoughts that we need a bike lane on M.B. Blvd, which is heavily used by commuter and recreation bikers.</p> <p>And may I point out that the street narrows, just a block west of Sepulveda, so parking should not be allowed on the North side.</p> <p>I hope to join in the next of these exciting workshops!</p> <p>Sincerely, Julie Profet</p>
10	Kaye Gagnon	1/31/2013	greenvoice@gmail.com	Biking / Transit	<p>I fully support bike lanes, calming techniques and bike parking to promote safe cyclist routes throughout LA, Manhattan Beach I believe should set the standard for cyclist safety.</p> <p>Local bus services are sub-par, our middle schoolers and high schoolers should be taking public buses to school, when my kids were in middle school (2002ish) behavior was so bad on public buses that they stopped services. The students need to be held accountable to behave, parents need to ensure cars are off the street and hold their kids accountable for behavior.</p> <p>We also need a beach bus service, frequent enough that locals can get t the beach.</p> <p>Thanks, Kaye Gagnon</p>
11	Carol Detrick	1/31/2013	caroldetrick@me.com	Walking	<p>It would be nice to see this implemented Manhattan Beach Boulevard and Morningside. I hope to attend the meeting. http://www.xwalk.com/pages/crosswalk-packages.htm</p>
12	Christine Thayer	2/1/2013	cathayer@gmail.com	Transit	<p>Good morning Nhung,</p> <p>I will attend the meeting.</p> <p>(Copy to Jan Buike)</p> <p>I would like the City to update us on the current and future plan for older adult mobility through alternative transportation like para transit, taxi voucher, Dial A Ride, senior van.</p> <p>I am currently writing my masters thesis on older adult alternative transportation awareness, current use and planning. The concern is aging-in-pace through road safety, access to medical appointments and grocery stores and community involvement socially, psychologically and as consumers.</p> <p>Regards, Christine Thayer (310-880-1501)</p>
13	Rodger Ward	2/1/2013	rodger@forwardelectronics.com	Automobile	<p>I am a property owner and part time resident of Manhattan Beach; specifically El Porto. I ask the city once again address the issue of 40th Street as the exit of beach parking lot.</p> <p>Even with special signs the street remains like a drag strip up the hill. The majority of cars leaving the parking lot ignore the traffic signs. When they see the light at the top the speed up to make the green. Along with the noise and additional disruption, it is dangerous.</p> <p>The sand tracked up the hill is further ground against the concrete and the micro-fine sand mixed with rubber work from tires under acceleration adds to the soot we all fight on 40th Street.</p> <p>Surely there is a solution to this dangerous and most unpleasant circumstance.</p> <p>For ex: enter surfer's parking lot on 40th and exit on 45th. Speed bumps.</p> <p>Roger Ward 201-203 40th Street Manhattan Beach, CA 90266 (310-546-9923/317-745-0500/fax 317-745-2641)</p>
14	Margaret Wehbi	2/4/2013	mawehbi@gmail.com	Walking	<p>For the Mobility Plan meeting:</p> <p>Sidewalk that greets pedestrians when they cross Sepulveda Blvd from the Manhattan Village shopping center. The sidewalk is blocked with utility poles. Even if there weren't poles, about 10 ft further the sidewalk inexplicably ends, forcing pedestrians to walk directly against one way traffic.</p> <p>Regards, Margaret</p>
15	Marty Friedman	2/4/2013	mjfriedman2@verizon.net	Walking	<p>Nhung,</p> <p>Walking is unsafe on streets in Sand Section, above and below Sand Dune/Ladera School because of speeding, inadequate traffic mitigation, lack of sidewalks, big cars (i.e. streets not designed for SUV's), parking on streets instead of using garages, etc.</p> <p>Marty Friedman.</p> <p>P.S. Thank you for response on Vista Drive. I don't like response (actions stretched out too long), but appreciate the communications. Can you let me know when Erik will visit. I'd like to meet him there.</p>
16	Tom Allard	2/4/2013	ecbooks@roadrunner.com	Walking	<p>A suggestion. Along the Veterans parkway walking path, I suggest the City put in painted street crosswalks in places like 27th St & Pacific Ave and Pedestrian crossing signs like the one in from Joslyn & Live Oak tot lot. Also more NO Bikes Signs on the Parkway entrances, bikes are a hazard to walkers and joggers on the walkway. Hope Eve Kelso gave you my suggestion for added Senior transportation program.</p> <p>Thanks, TOM ALLARD</p>

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	Name	Date Received	Email	Topic	Comment
17	Steve De Baets	2/4/2013	steve.debaets@gmail.com	Automobile	<p>Ms. Madrid,</p> <p>Traffic congestion has been a discussion item for many years and effects residents not only from Manhattan Beach but also residents from surrounding areas.</p> <p>Two types of traffic: 1) Actual traffic congestion, too many cars for the road (normally 6-9AM and 3-7PM) 2) Perceived traffic congestion, too many cars in one place (cars bunched together).</p> <p>The possible remedies for #1 are costly, normally adding traffic lanes. The possible remedies for #2 are signal synchronization with a low one time cost with long term benefits.</p> <p>Traffic congestion increases: Travel time. NTSB estimates each person spends 75 hours a year in traffic. Air Pollution from idling cars and from cars accelerating/decelerating and breaking. Noise Pollution from cars accelerating/decelerating and breaking. Gas usage - cars are most efficient at a constant speed. Stress level - increases in stress effect our health and our ability to do our jobs. Health risk to our residents - The pollution from automobiles has an effect on the health and quality of life of our neighborhoods, our families and our schools. Traffic accidents- More cars in an area = increased likelihood of accidents. Speeding - attempting to make up for lost time. Neighborhood encroachment - cut-through traffic. Loss of business - forces customers to shop elsewhere.</p> <p>I started making a list of the traffic signals in Manhattan Beach that would benefit from synchronization and soon realized that almost all of the signalized intersection would benefit from improved signal synchronization.</p> <p>I have contacted the County in the past regarding signal synchronization and they have been very receptive to making changes when they are notified problems. I would like to see the City of Manhattan Beach work with LA County and Caltrans to improve our traffic flow throughout the City and in the process improve our overall quality of life. I would be happy to volunteer my time to help improve traffic conditions in our City.</p> <p>Respectfully, Steve De Baets 1350 18th St MB, CA 90266 (310-480-1529 c / 310-545-0914 r)</p>
18	Beverly Elliott	2/4/2013	N/A	Walking / Biking	<p>Comments from Beverly Elliott 2/4/13:</p> <p>Ms. Elliott lives on Pine Avenue and she visits the Chiropractor in Downtown and tries to walk there. She has to walk in the middle of the street, sidewalk is inconsistent, and not all lots have sidewalks and there is very little sidewalk in that area. Walking and biking is not very friendly along Manhattan Beach Blvd. From the Tree Section, there are not easy ways to get to the bike path. This issue is more significant for older adults, and the uneven pavement makes it difficult to walk. There is a lot of sidewalk near Pacific School, but the majority of other areas it is not friendly to walk or bike.</p>
19	Fyllis Kramer	2/4/2013	fyllis@live.com	Transit	<p>I am sorry that I will be unable to attend the meeting tonight. I am an advocate for older adults especially with regard to transportation.</p> <p>I have served on SAC and also transportation committees.</p> <p>Older Adult programs are being expanded which is wonderful, but why are Dial-A-Ride services being diminished? The number of vans on weekdays has been reduced and many Seniors have been told that the rides are full - even if they call a week in advance as instructed.</p> <p>Experienced and highly regarded drivers have had their hours cut and have been replaced with part-time drivers. The new drivers that have remained are fine, but why are they loyal and dedicated employees being punished when they should be rewarded for their service - many letters and calls have been made commending them for patience, care, courtesy and careful driving?</p> <p>Rose Brandt has worked tirelessly for over a year to prepare a huge wall map that identifies all of the transportation services and specific routes starting from Manhattan Beach and going Downtown, Pasadena, Long Beach, etc. She even collected and organized a binder to go with the map that had current schedules and points of interest. She invested a lot of time and effort with very little help to complete this and present it to Joslyn Center. It was taken down before the renovation - is it up now if not when will it be on display?</p> <p>Please understand that the passengers of Dial-A-Ride rely upon this excellent service, not only for medical and health related rides, but also for basic survival - food shopping, visits to participate in activities and events, pay bills at City Hall, go to the library, visit friends and family within the city, enjoy nights of freedom and socialization - PLEASE DO NOT TAKE FUNDS FROM DIAL-A-RIDE - especially for frivolous and unnecessary self-aggrandizing Trolleys - especially after the studies have already shown them to be unwanted.</p> <p>Please encourage the City Council members and Administrators to try Dial-A-Ride so that they can experience the camaraderie and social aspect of this service. Let them listen to what the Older Adults and Handicapped riders say while on the van, they speak much more freely while traveling. It will give them an insight as to how positive and healthy - in accordance with Vitality City guidelines. Even if they are not yet Seniors allow them this opportunity. Let them listen to the discussions, laughter and temporary relief from daily discomforts as the share with others.</p> <p>Thank you for taking the time to review this and seriously consider the information presented.</p> <p>Fyllis Kramer</p>

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	Name	Date Received	Email	Topic	Comment
20	Deborah Blair Porter	2/4/2013	d.blairporter@verizon.net	Automobile	<p>Input to Manhattan Beach transit issues.</p> <p>Issue #1 - Morningside/Manhattan Beach Blvd.</p> <p><u>Problem:</u> At the intersection of Manhattan Beach Boulevard and Morningside in downtown Manhattan Beach there are four crosswalks by which pedestrian traffic crosses the intersection. Presently, pedestrians cross freely at this intersection, requiring east/west auto traffic to stop whenever a pedestrian enters the intersection. Often, a sign is posted in the cross-walk which warns drivers that state law requires they stop for pedestrians.</p> <p>Pedestrians walk across Manhattan Beach Blvd. at will, often with one pedestrian entering the crosswalk on the north or south side of the crosswalk just as another has stepped onto the curb on the opposite side. When this occurs, east west automobile traffic on Manhattan Beach Blvd. comes to a stop, often for an extended period of time, waiting as one pedestrian after another crosses at will without regard to (and often unaware that) traffic that may be backing up. I have seen this occur frequently and have seen traffic backed up in a westerly direction all the way to Highland and in an easterly direction all the way to the intersection between Valley and Ardmore, resulting in something of a gridlock.</p> <p><u>Solution:</u> While pedestrians have the right of way, the use of flashing lights at this intersection to control pedestrian crossing at intervals and auto traffic would result in pedestrians continuing to have the right of way, but not at will, so that they cross safely at timed intervals, but would also enable automobile traffic to flow more smoothly and not cause backups in either direction on Manhattan Beach Blvd.</p> <p>This can be accomplished by the following: at the intersection flashing yellow signals could be installed that flash for east/west automobile traffic warning drivers to proceed with caution, but to continue unless the lights flash red. Signals on north and south side of Morningside would flash red at all times to caution drivers there to stop before proceeding safely. Pedestrian crossing east/west would generally be able to cross at will as they presently do since cars on Morningside Avenue proceeding from the north or south would have red stop signals.</p> <p>However, pedestrians who wish to proceed north or south across Manhattan Beach Boulevard would also have a signal on the north and south sides of the street they would have to obey, which would consist of a red "pedestrian" form or a "wait" signal that would require that they push a button to trigger a white "walk" form or signal. This would allow east/west traffic to continue briefly after a pedestrian triggered the signal to change and after a certain brief period, a flashing red signal to automobiles going east and west would result, causing autos to stop for the pedestrians who would walk when indicated by the pedestrian signals. (This is similar to current cross-walk signaling systems in place at a couple of pedestrian crossings on Artesia in North Redondo Beach).</p> <p>The signal for north and south pedestrian traffic could either be timed to occur at a set interval, after a set amount of time has lapsed (which traffic staff deem a reasonable amount of time for pedestrians to wait) to allow some automobile traffic to proceed through the intersection, so that pedestrians might be required to wait a minute or so but not so long as to be inconvenienced, at the same time automobile traffic going east/west on Manhattan Beach Blvd. would not end up so backed up.</p> <p>Issue #2 - Johnston and 5th Street (East of Sepulveda).</p> <p><u>Problem:</u> The intersection of 5th Street and Johnston has become something of a hazard during the past several years.</p> <p>Ever since a left-turn only signal was installed at 2nd Street (for both east and west bound traffic) it seems that drivers proceeding south on Sepulveda increasingly have opted to use 5th Street as a bypass and as an alternative to waiting at the 2nd Street signal. They turn left on 5th Street, proceeding down the hill and then up again to the corner of 5th Street and Johnston, often picking up considerable speed as they do so. They then typically turn right onto Johnston to head to 2nd Street and then go east on 2nd toward Meadows to go to Mira Costa or continuing eastbound to Peck where they turn right for Pennekamp or Mira Costa schools or continue east bound to Aviation.</p> <p>Also, as drivers proceeding westbound on 2nd Street to make a right onto Sepulveda are faced with a continual flow of traffic that prevents them from merging into northbound traffic on Sepulveda, traffic westbound on 2nd Street proceeding up to the boulevard often backs up for those who wish to make a right turn onto Sepulveda northbound. As a result, again many people opt to bypass this stop and use Johnston northbound as an alternative and then proceeding west on 5th Street, or 6th and 8th as alternatives, essentially reversing the process described earlier. As a result, there is a constant flow of traffic, often at high rates of speed both westbound and eastbound on 5th Street. Many times this results in traffic making and/or right turns onto 5th Street at both ends of the block. Those turning east onto 5th are at the top of a hill that is a blind spot for drivers. Those turning west onto 5th from either Johnston southbound or northbound must cut into a narrow lane given cars parked legally and have come close to hitting oncoming cars or even pedestrians walking down the street.</p> <p>Traffic on Johnston both north and south as well as 5th Street, 6th Street and 8th Street in both east and west directions is typically higher in the morning and afternoon before and after school, and often includes parents trying to get their kids to school on time or student drivers going to and coming home from school. These drivers often have a tendency to drive above the speed limit for residential areas.</p> <p>Also, at 5th Street, where it meets Johnston going both east and west, it is very difficult for east/west drivers approaching the intersection to see north/south cross traffic on Johnston due to cars that are legally parked on Johnston on both sides of the street. Often drivers must slowly inch out into the intersection in order to determine if it is safe to proceed. Even doing so carefully, it is still difficult to see around parked cars and as a result there have been many near misses and at least one or two accidents.</p> <p><u>Solution:</u> The intersection of 5th and Johnston, presently a two-way stop for east/west drivers, would benefit from the installation of additional stop signs on Johnston at 5th Street, making it a four-way stop, with all traffic proceeding east and west required to stop (already the case), as would all traffic proceeding north/south. This would cause north/south traffic on Johnston, including traffic that seems regularly to be racing to and from the area schools (and in particular students who seem to be the main ones who do this) to slow down. This will also make it safer for east/west drivers to see oncoming traffic and enter the intersection safely and would reduce risk to both pedestrians and oncoming cars.</p> <p>This might also result in a reduction in the flow of traffic through the neighborhood, with more traffic flowing onto the streets intended for traffic, i.e., those with signals, 2nd and 8th. It would benefit our neighborhood in the same manner the hill section has benefited from restricting entry of through traffic into residential areas.</p> <p><i>In any event, the proposed solution would result in slower traffic and thus traffic that is safer for drivers, pedestrians and the neighborhood in general. Thank you for considering this input. Deborah Blair Porter 1156 5th Street, Manhattan Beach, CA 90266 (310) 379-0386/310</i></p>
21	Bob Visty	2/4/2013	rvisty@verizon.net	Automobile	<p>My query is about the left hand turn restrictions off of Rosecrans West of Sepulveda...these restrictions have been in place since Rosecrans was a four lane road circa 1980, 2 eastbound and 2 westbound. 30+ years ago turning left into the tree section impeded one of the two west bound lanes so left hand turns were restricted during rush hours.</p> <p>Now there are four westbound lanes including the left hand turn lands. Now turning left no longer impedes traffic at any time of day. Why are the left hand lane restrictions during rush hour still in place? Bob Visty 2500 Maple Ave, Manhattan Beach (310-529-0677)</p>

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	Name	Date Received	Email	Topic	Comment
22	Gary McAulay	2/4/2013	gary.mcaulay@gmail.com	Automobile	<p>Hello Mr. Thompson- I just wanted to share a few thoughts regarding the City's Mobility Plan.</p> <p>I don't think that I need to point out that traffic flow - specifically, motor vehicle traffic flow- is a quality of life issue of serious consequence in all of Southern California. Frankly, I've been to plenty of other places (e.g., the middle of Kansas, the tropical "paradise" of Hawaii) where traffic was just about as frustrating as Los Angeles, but we are infamous here for the misery of our traffic.</p> <p>It's no piece of cake here in our small town either, as you know, and I'm pleased that the City develops a Mobility Plan.</p> <p>I think it is critical, when we plan, that efforts to meet the "needs" of all users are, in fact, kept in balance. Part of that equation very much needs to be recognition of actual usage, in contract to recreational wants, social engineering efforts, or ideals that place the burden of changing the world on the shoulders of the residents of Manhattan Beach.</p> <p>My greatest concern is "vehicular circulation," as it is termed. It must be acknowledged that the vast majority of residents are primarily dependent on motor vehicles for most of their transportation needs. I won't build that case in this message; it should be evident. Despite arguments in favor of more walking or biking, we need to recognize that motor vehicles (hopefully very energy efficient, zero-emission vehicles) will be the primary transportation mode for the foreseeable future.</p> <p>Our roadways, however, were laid out over 100 years ago. For the most part, they haven't gotten any bigger. Certainly, any increase in the number of roads (e.g., east of Sepulveda) have not kept pace with population growth and the increase in vehicles. Particularly in the last 30 years or so, I would argue, there have been significant increases in motor vehicle traffic. Once, Dad drove the family car, Mom stayed home, kids walked or bussed, we did our own gardening and house cleaning, we shopped downtown, and workers were all local. That has all changed, and it all means more traffic and more difficult parking.</p> <p>Yet we still have only a handful of through routes in Manhattan Beach, and we want to somehow add bike lanes or sharrows to them. Don't get me wrong; I have nothing against bikes per se. Ridden properly, it is actually quite possible for bikes and cars to share the road as things stand now. Lane reductions or designating single lane roads as bike lanes, however, has a disproportional impact on the majority of citizens in MB.</p> <p>There are other challenges to driving through town. A significant hazard is the mixing of pedestrian and vehicular traffic. For example: even as we encourage kids to walk to school and otherwise urge people to walk more, the City allows encroachment onto the public right-of-way virtually unchecked. Downtown we have to navigate signage, benches, tables and chairs, and merchandise, while dealing with increased foot traffic as we encourage more visitors and bigger events. Outside of the downtown area, we allow gardens, fences, private yards, private parking pads, and all manner of encroachments, forcing pedestrian traffic to share the streets with cars, trucks, motorcycles, and bikes. It is so prevalent in town that people habitually stroll down the middle of the road even with a sidewalk on either side. That is frustrating to me as a driver, and outright frightening to me as a pedestrian forced to walk down a road that doesn't even have a shoulder.</p> <p>Another concern is the influx of smaller modes of transport, of questionable street legality and operated by people seemingly oblivious to any rules of the road. There is every manner of electric scooter and skateboard on the road. Young children drive small electric cars down the street. Electric bikes and skateboards race down the bike path. There seems to have been an increase in transportation modes that are not actually regulated and yet which, due to increased efficiency and speed, are operated on sidewalks, streets, and the bike path.</p> <p>There are myriad issues to be addressed and I look forward to tonight's presentation. I just wanted to raise some essential points (I do have additional concerns) going on.</p> <p>Please: Keep in mind that motor vehicle traffic is and will be our primary transportation mode for now. Motor vehicles are restricted to specific traffic lanes (as opposed to every other form of transportation). And, most drivers do not want drive times to get even longer, even to increase recreational or exercise opportunities. There are multiple options for recreation or health and fitness. For the essential purpose of driving from one location to another, however, we only have the streets.</p> <p>Respectfully, Gary D. McAulay</p>
23	Paul Gross	2/5/2013	pjgross@msn.com	Biking	<p>Richard,</p> <p>That was a great format and process for starting the new mobility plan. I admire your patience with the people that were questioning the process.</p> <p>The bike path at the beach is exactly 14 feet wide as is The Strand - all at 17th Street. I'm pretty sure you could go down to 12 ft for the Green Belt. 10 ft might be on the edge but workable. I would guess that as width goes down so does the speed of riders, just like on roads. Not a bad thing, especially for the recreation of the new/casual bikers we are trying to get on the path. The bike "enthusiast" may not like narrow and slow and they are vocal.</p> <p>Paul</p>

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	Name	Date Received	Email	Topic	Comment
24	Jeanne Jackson	2/6/2013	jeannejackson@interworld.net	Biking/Automobile	<p>Nhung,</p> <p>As I was unable to attend the Mobility meeting this week, I will take you up on your invitation to submit thoughts/concerns via email.</p> <p>I am a long time resident of MB and for the past two years have been the head of the Greenbelt Restoration Project, working closely with the Dept. of Public Works. This experience has taught me a lot about how the Greenbelt functions. While being very much in favor of enhancing the mobility of our residents, it's important to maintain the Greenbelt itself. Two proposals concern me:</p> <p>1. Creating a bike path on or beside the Belt. I am going to assume that this proposal is not to cement the path and allow bicyclists in an area used by pedestrians, children and dogs on leashes. This is obviously far too dangerous to even consider. What I'm guessing is that the proposal is to carve a few feet into the belt along Valley or Ardmore to create a bike path adjacent to the Belt. On the surface this sounds like a good idea until one considers the logistics of what would be involved. Some stretches of the Belt easily lend themselves to creating this spaces but others include slopes that would need to be shored up to keep the land stable, for example the area along Valley from Flornoy to Live Oak Park. It would be quite costly to remove the dirt and build the supports, trees would have to be removed and there would be maintenance issues in the future. Graffiti might also be a problem. The same condition exists on the Ardmore side along this stretch in reverse, coming in at the slope from the top. Do we have enough local residents who would use this new bike path to justify the costs? I rather doubt it and we already have a designated bike path along the beach.</p> <p>2. Installing a round-about at the juncture of 15th Street or MB Blvd. I question whether there is room for a round-about at either of these locations and wonder if they would simply increase the speed of drivers who are no longer forced to wait at the stop lights. How would pedestrians get through this to continue walking along the Belt? Can the big fire trucks maneuver easily through a round-about? Again, trees would need to be removed, negatively impacting the aesthetic of the Belt. The dubious benefit of a round-about doesn't out weigh the impact. We don't need to encourage drivers to speed through town on Valley or Ardmore.</p> <p>Instead of concentrating on vehicular mobility, we could focus on making the Greenbelt more pedestrian friendly by enhancing the tree canopy to provide shade on the path. Adding more seating would allow for people to rest along the path, easing the walk from point A to B. The more people who are walking into town, the more cars are left at home and hence lessening the traffic congestion.</p> <p>Thank you for your consideration. Jeanne Jackson (310)545-5341/ 3312 Poinsettia Ave. MB</p>
25	Jack Gustaf Lewis	3/14/2013	jglewis888@gmail.com	Automobile / Traffic Safety	<p>Dear Ms. Kalapura:</p> <p>I just wrote Jeff Hutchins a note about greenbelt planning as a result of reading today's Beach Reporter article.</p> <p>I am a resident on Flornoy between 18th and 19th. I was hit by a drunk driver on Valley near the dog park while crossing the street in October 2010. Recovery took 4 weeks in the hospital and one year total before I could get rid of my cane.</p> <p>This makes me think that we need to think about traffic, crosswalks, stairs and pathways across the greenbelt as we think about the future of the greenbelt.</p> <p>There is, for example, an important crosswalk at 19th on Ardmore...and very nice stairs on the belt from the road. On the other side, leading to the dog park, the offices, the tennis courts and baseball fields...eventually to the stairs over the hill to the beach, there is no pathway to Valley asphalt/parking/streeway from the running path. There is no crosswalk. I think a traffic study would show many individuals and families crossing Valley at about this location. The traffic down from the pathway is usually pretty clear from the wear in the ivy and grass.</p> <p>I hope this is helpful.</p> <p>All the best, Jack Lewis 323 316 7034</p>
	Jack Gustaf Lewis	3/14/2013	jglewis888@gmail.com	Automobile / Traffic Safety	<p>Thanks much for your quick response. On valley, it is a king distance between the crosswalk near the kid's play park to the crosswalk north of the park. It is unrealistic to expect those who park in the east side of valley to use the the crosswalks provided. One can watch the behavior of the park users in the morning.</p> <p>Traffic commuting north can be very hyper, on both valley and Ardmore. For that matter, the corner of 18th and Ardmore is quite blind both ways for cars coming off Ardmore, especially during commuting times.</p> <p>Thanks. All the Best, Jack</p>
					<p>Hi Ms Madrid. Below, please find my comments and suggestions regarding the Mobility Plan. Thank you! Gary</p> <p>People Using Transit in MB</p> <ul style="list-style-type: none"> • What is the overall reliability or convenience of transit? My personal experience with public transit is limited. Generally, I have found, it is slow. If my destination happens to be very near a transit stop, it can be easier and cheaper than parking (e.g., the metroline to L.A.) but overall, the travel time is just too long. Time is precious. • How are conditions at transit stops? No complaints. • Where can transit service be improved, such as new bus stops, etc.? No suggestions here, because I don't use it frequently. <p>In general, I tend to combine my trips to reduce time and save gasoline. Public transit generally does not work for me; there are too many different stops to make, and the routes just don't follow the circle of stops in any practical fashion.</p>

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	Name	Date Received	Email	Topic	Comment
					<p>People on Wheels in MB</p> <ul style="list-style-type: none"> • Where do you feel uncomfortable or unsafe riding your bike or other wheeled personal transportation? Generally I am a confident bicyclist. I would probably avoid Aviation and Sepulveda, however, as they are very heavily trafficked, they are critical roads for motor vehicles, and there are alternate biking routes to my destinations. • Where can conditions be improved for biking, skateboarding, etc.? I generally find biking in MB to be easy enough, except for the often-challenging hills. I ride according to the vehicle code when on the street, and assume that other vehicles (cars and bikes) do not see me, just as when I am driving a car. I ride to the right as far as safely practicable. I respect that motorists wish to drive the speed limit, which usually cannot be reached on a bike, and I make every effort to allow vehicles to pass me. I share the road. One item that I strongly oppose: paving any portion of the Veterans Parkway for a bike path. To begin with, the bike path is bordered on both sides by bikeable streets, Valley and Ardmore. Besides that, it is the closest thing we have to a stroll through a natural setting. It is the MB woods. We don't need to lay another 6' - 8' wide concrete road down where walkers and joggers go to get away from traffic, and kids and dogs play. A bike path on the green belt was suggested a short time ago in Hermosa. It was vigorously opposed. Learn from that. • Where do you think it is especially good for biking, skating, etc.? I have no problem biking most streets in MB, but obviously, the bike path is a pleasant recreational ride, and fine for riding to Hermosa or Redondo Beach. • Do you have ideas for improvements or enhancements? Where? I think it is a good thing that pedestrians on the bike path are being cited. The bike path was built for the express purpose of bike riding. Attempting to turn it into a multi-use path defeats its intended use, and it is hazardous. One suggestion is an educational program for drivers and bicyclists. There is room on both sides of this issue for some serious educational efforts. Drivers must be reminded that bicyclists are legally allowed on the roadways. Bicyclists must be reminded that the "ride to the right" rules still exist, and that "sharing the road" works both ways. <p>While there are bicyclists that ride according to the vehicle code, a great many (I would say most recreational riders) forget that riding a bike does not exempt them from the rules of the road. If we are going to start encouraging people to ride their bikes more, and exhorting drivers to share the road, there is ample need for enforcement on the other side. The longstanding custom and practice has been to treat bicyclists almost like pedestrians, turning a blind eye to bicyclists that ride against traffic, flip illegal turns, roll stop signs, fail to have proper lighting, etc. If we wish to increase bicycling as a serious transportation option and start treating bicyclists as traffic at all times, we must be much more consistent.</p> <p>One suggestion for bike lanes has been made that, unfortunately, creates more negative impact than positive. The idea to make Valley/Ardmore a one way road north of 15th Street to accommodate sharrow lanes for bikes simply does not make sense. The loop from 15th Street to Pacific is too long. So many people go to Joslyn, the Scout House, the dog park, the tennis courts, and the playing fields. If every one of those trips required making the full loop to turn around and return, the waste of time and gasoline, and the increase in emissions, would far outweigh whatever benefits are anticipated by adding a dedicated sharrow lane. I strongly recommend against this idea.</p> <p>In the category of People on Wheels, there seems to have been a dramatic increase in the number of motorized transport devices that do not fit into the bike or car category. Technological improvements in batteries and electric motors have resulted in a proliferation of electric scooters and skateboards, not to mention rideable toy cars. Most of these are neither licensed street-legal vehicles nor bicycles, which are covered by the vehicle code. Many move very quickly, and dart in and out of traffic. Most are too fast to be encouraged on downtown sidewalks, either. Additionally, an increasing number of children, far too young to drive a car and apparently indifferent to motor vehicles, buzz around city streets on these devices. And, apparently, many parents consider streets and alleys to be legitimate playgrounds for their very young children to drive their motorized mini-cars. The increasing mixed-use makes driving a car on the roadway quite hazardous.</p>
					<p>People Walking in MB</p> <ul style="list-style-type: none"> • Where do you feel uncomfortable or unsafe walking? I don't feel comfortable walking in traffic lanes. It is a serious failing of our planning that on so many streets, the only place for pedestrians to walk is in street, in traffic lanes. I am now even more uncomfortable in the street with the increase in the number of electric cars, because their approach cannot be heard. Yet, the City does little to make walking safe or comfortable. <p>Because parking is at a premium, far too many people park halfway in their driveways, across the sidewalks. This naturally forces people to walk in traffic lanes to get around them. Parking tickets are in order.</p> <p>Downtown we allow every manner of obstacle on the sidewalks. Advertising signs on sidewalks are not legal, but there seems to be little enforcement. Even signs placed "out of the way" between meters are an obstacle to getting in and out of cars and to the sidewalk. It's time to crack down on them. We also allow encroachments for chairs and tables, for waiting benches, for restaurant "hostess stations," and for potted plants. All of this makes walking downtown a challenge, particularly if you are pushing a stroller or using a wheel chair. We must clear our public walkways of these encroachments by businesses.</p> <p>Speaking of encroachments: the City has far too long allowed all manner of encroachment onto the roadway shoulders where there are no sidewalks. Yards creep out to the asphalt. Soon they are fenced and trees are planted, sometimes just to enlarge existing yards. Often it is because we allow people to fill their lots with mansionized houses, and then allow use of the public right of way to create a yard. People make "private" parking spaces. In some cases, Council has even allowed these encroachments by permit. Four results: 1) a narrowing of the roadway as people park further into the street (to avoid the landscaping done on the shoulder); 2) Visibility at corners is obscured by landscaping; 3) pedestrians are forced to walk in the street when fencing or landscaping encroachments make it impossible to walk on the shoulder. This is unsafe for pedestrians and hazardous for drivers; 4) While most pedestrians feel uncomfortable walking in traffic lanes, many people have become so used to doing so that they routinely walk down the middle of the street, even when sidewalks are available. This is common, for example, on 3rd Street (where I live), although there are sidewalks on both sides of the street. It is time to stop granting encroachments and to consider legislation to eventually reclaim the public right of way.</p>

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	Name	Date Received	Email	Topic	Comment
	Gary McAulay	4/9/2013	gary.mcaulay@gmail.com	General	<p>• Where can walking conditions be improved? Examples from my comments above can be seen all over the city. But, two particularly egregious examples are Alma Avenue near Grand View school and Ingleside Avenue from 1st Street to 6th Place. One example that can and should be corrected is in the 1000 block of North Morningside Drive, where there are potted plants blocking the sidewalk, a fence and bushes over 48" on the public right of way, and a fenced patio area in front of another building. When parking adjacent to these, one must cross over to the other side of the street to safely walk on a sidewalk to downtown businesses.</p> <p>Another step the City could take is education, and possible enforcement, regarding landscaping that obstructs sidewalks and foot traffic in general. If one walks about the City much, as I do, one will notice frequent instances in which homeowners have allowed their landscaping to grow over and obstruct sidewalks. This includes trees with low-hanging branches that must be ducked under, as well as plants and bushes that have spread to cover half of the sidewalk. Some might argue that a single person might be able to get by, even in these narrow and impeded circumstances, and that the "pretty plants" cause minimal inconvenience for pedestrians. The point is that the City has made walkability a priority, at least in principle. But, if the City truly wishes its residents to begin walking more, then more must be done to ease walking. When one is walking with a friend, one does not wish to walk single file on narrow walkways, ducking under trees and skirting around advertising signs, etc. Consideration must be given, as well, to parents with strollers or small children, to folk with limited mobility using walkers or wheelchairs, etc.</p> <p>• Where do you think it is especially good for walking? My favorite two places are the Strand and the Green Belt (Veterans Parkway). However, I frequently walk downtown, from my home, via Highland.</p> <p>• Do you have ideas for improvements or enhancements? Where? Again, it's time for some educational programs. The City has run enforcement programs against drivers that fail to yield to pedestrians in crosswalks. However, pedestrians need to be educated on a couple of points. They need to be reminded to look where they are going (that is, to not walk and text). Pedestrians need to be reminded of what our parents taught us, once, to "Look both ways before you cross the street."</p> <p>They should be made aware that 21950(b) CVC still exists; that is, "No pedestrian may suddenly leave a curb or other place of safety and walk or run into the path of a vehicle that is so close as to constitute an immediate hazard." Too often I have had pedestrians suddenly turn at a corner and step out in front of me, or simply step out without breaking stride, while apparently expecting me to see them and anticipate that they are going to cross the street. I exercise due caution when driving but there seems to have been a significant change from the old "look both ways" to the current "I'm a pedestrian. I don't have to look or exercise any caution for myself." Even at night, dressed all in black. People on foot too frequently assert a "right of way" aggressively and without regard to reaction time, stopping distances, and basic physics. Courtesy should be two-way.</p> <p>For that matter, I have never seen a pedestrian stopped or cited for crossing against a red signal. Pedestrians commonly do this downtown on MBB, both at Manhattan Avenue and at Highland. Once it was the hallmark of a Californian that one did not cross against a red signal, even if there was no apparent traffic. A self-centered "I'm a pedestrian" attitude shift seems to be occurring.</p> <p>Runners need to be reminded not to use traffic lanes. It amazes me how many runners choose to run on Valley, in the traffic lane next to the parked cars, rather than on the sidewalk or on the green belt. Or even on Highland. This mixed-use mindset of pedestrians and motor vehicles is hazardous.</p> <p>People in Cars in MB</p> <p>• Where is there traffic congestion? Where is there not? Of course, much depends on the time of day but, as I have written previously, our 100-year old streets were not laid out for this volume of traffic. The demographic, social, and cultural changes that now necessitate such mobility were not foreseen.</p> <p>With only a handful of through streets, all of the majors are congested regularly for the work commute, for school hours, for special events, and on "beach days." Mostly we accept that as a universal, not particularly different than anywhere else. Downtown is a constant challenge, especially in good weather, of course. But you hardly need me to point this out.</p> <p>It is worth restating, however, that many of our streets are fairly narrow. Ostensibly two lane streets are actually just single lane streets that may be driven in either direction, but are too narrow for two cars to pass. One specific spot where there is congestion, however: on Highland in front of the Kettle restaurant. Many drivers, especially cabbies, apparently think it's ok to stop there (it's a traffic lane with a red curb) to accept or discharge passengers, despite blocking all northbound traffic. Enforcement is needed.</p> <p>• Where can driving conditions be improved? I do not see room, literally, physical space, to improve driving conditions. It is a simple matter of volume, which we must realistically acknowledge is not going to diminish. Removing parking, for example, is not practical. Making smaller parking spaces only makes driving conditions worse. Narrowing lanes simply slows traffic (it should go at a reasonable speed limit) and makes driving a white-knuckle experience (e.g., Ardmore south from Pier Avenue in Hermosa Beach). Perhaps in the future, self-driving cars will improve things on the major arteries by closing up the following space between vehicles. For now, the best we can do is to not make things worse, for example, by removing traffic lanes to create bike lanes in the dreamy hope that we will all simply "get out of our cars."</p> <p>• Where does driving feel unsafe? Because speeds are mostly low, driving does not feel unsafe in most of the city. Even Sepulveda and Aviation, our two higher-speed (most of the time) arteries feel safe enough at the moment because the lanes are sufficiently wide for even trucks, busses, and other larger vehicles. This will not be the case if we start narrowing the lanes to create bike paths, additional parking spaces, or more traffic lanes.</p> <p>However, driving does feel hazardous in many places because of the large number of pedestrians that must share traffic lanes to walk around town. This peds-and-cars-and-everything-on-wheels mixed-use policy and culture is dangerous. For drivers, it frequently makes getting around town quite nerve-wracking. Nobody wants to be involved in any kind of collision.</p> <p>• Where does traffic "cut through" neighborhood streets? Wherever cutting through makes the drive faster and easier than staying on main roads, of course. They are public roads. Time is valuable. My suggestion for keeping commuter traffic out of neighborhoods would be to take care to preserve traffic flow on main roads.</p>

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					<p>• Are there other issues associated with driving or using cars in the City? One issue, also related to walking and pedestrian mobility, is the over-planting of parkways or boulevards in front of residences; that is, that strip of public land between the sidewalk and the street. This public space is used by residents and visitors to enter and exit cars parked along the curb. In earlier days, the strips were often bricked, or planted with grass. Some residents, however, see them as an opportunity to maintain a garden, or even to grow screening hedges. It is not uncommon to see these strips of land planted with full gardens even with a low fence around them to prevent foot traffic. In places there are screening hedges grown to a very large size. In many cases, the gardens or hedges make it difficult or impossible to enter or exit the passenger side of a car parked at the curb. Often, then, the car gets parked at a greater distance from the curb, in the traffic lane. While some may consider the parkway gardens "pretty," they inconvenience the community by creating unwalkable spaces or obstacle courses.</p> <p>Parking. We need to address this problem realistically. Legislation must be enacted that requires realistic parking allowance requirements for new and remodeled businesses. Where will employees park? How can we triple restaurant capacity while yet grandfathering in antiquated parking requirements for a business?</p> <p>And the size of parking spaces: while there are those occasional short curbs or shallow spaces in which a "compact" space might be created, parking spaces generally must be kept wide enough for full-size vehicles. Not everybody drives a Mini-Cooper. There are plenty of Escalades out there. I recently found myself on the 1000 block of Morningside, parked squarely in a diagonal space, but unable to get back in my car because the spaces are narrow (7' wide) and a car at least as large as mine had parked in the adjacent space. The same goes for shopping centers. Allowing them to create "compact only" spaces simply will not encourage people to sell their Hummers for a Smart Car; it only causes people to drive around endlessly, burning gas and time, trying to find an unoccupied larger space. Compact spaces are a cheat to allow developers to claim they have more parking, to the detriment of the environment and the public.</p> <p>The effect of special events on traffic: We must keep a balance in mind as we hold our special events and as we strive to increase the number of visitors to our town. Manhattan Beach has always been a resort community, and part of living here is welcoming visitors that come to enjoy a day at the beach. However, we must bear in mind that we did not build our town with giant special events in mind. We are not Long Beach, Santa Monica, or Huntington Beach. We built a residential community, and as time went by, we kept it that way. On holidays and special event days, traffic is already affected all the way down past my home (3rd Street, almost to Valley). We are about at a practical limit.</p> <p>• Do you have ideas for improvements or enhancements? Where? In general, it is essential that we plan realistically and recognize the critical role of motor vehicles in our modern society. We must acknowledge that the vast majority of residents are primarily dependent on motor vehicles for most of their transportation needs. I won't build that case in this message; it should be evident. Despite arguments in favor of more walking or biking, laudable goals as they are, we need to recognize that motor vehicles (hopefully very energy efficient, zero-emission vehicles) will be the primary transportation mode for the foreseeable future. Our greatest concern should be for "vehicular circulation," as it is termed. Please plan for that.</p>
	Jack Gustaf Lewis	4/10/2013	jglewis888@gmail.com	Pedestrian Safety	<p>Thanks for this. I will try. I think MB will be in danger for not having crosswalk on Valley at entrance to dog park and tennis courts. My lawyer wanted to sue but my wife and I would not allow. Valley is very dangerous. We feed walkers right across Ardmore and parking on valley to an obvious place in need of a crosswalk. Three crosswalks on valley would save lives All the best, Jack</p>
					<p>Richard, I attended the 2nd Greenbelt meeting last night and found NO ONE felt they had the authority to even talk about how the Greenbelt plan and the Mobility plan should be tied together for a future bike path somewhere along the Greenbelt / Valley / Ardmore corridor. The people I talked to all said only you have that authority. I hope you read the attached less than one page summary of the issues for this mater as it relates to both the Mobility plan and the Greenbelt plan. I would be happy to add details if necessary and also participate in on going discussions on these issues. Paul</p>
	Paul Gross	4/12/2013	pjgross@msn.com	Bike/Greenbelt	<p><u>Planting Criteria</u> – The Greenbelt long term planting plan should be tied to the mobility plan for the probable bike path that will someday be somewhere along the Greenbelt / valley / Ardmore corridor. New plants and especially trees should not be placed where they will have to be removed for a future bike path. This should be one of the criteria for the planting plan guidelines.</p> <p><u>Bike Path displaces plants</u> – Unless something close to a full lane is taken from Valley and or Ardmore for a safe bike path, some amount of greenbelt land will be needed for the bike path that is part of the bike master plan. This will affect at least some plants and maybe a lot if not made part of the greenbelt planning. The sooner the mobility plan decides approximately where the greenbelt corridor bike path will be, the easier it will be for the planting plan to adapt to it.</p> <p><u>Bike Path Grant Money</u> – It is likely that grant money can eventually be obtained to pay for most of a bike path along the greenbelt corridor sometime in the next 5-15 years because this is part of the bike master plan. The cost of the installing the bike path will weight on how easy it will be to get the grant. More expensive will be harder. This should be taken into account as part of the mobility plan for this bike path.</p> <p><u>Bike Path Alternatives</u> – The least expensive bike path will be to use existing pavement of Valley and or Ardmore – a lot of pavement to make it safe and therefore used by casual bike riders. The next least expensive way is to share the RR right of way with walkers. Very little grading or plant removal would be needed to do this. There is plenty of width for both a walkway and bike path with some kind of barrier between. Only a few areas would require modest grading to achieve this width. Making room for a bike path adjacent to Valley and or Ardmore and into the Greenbelt will be the most expensive way by far, requiring not only a lot of grading and plant removal but also a lot of retaining walls. Bike paths next to both cars and walkways are very common with proven ways to make them safe for everyone.</p> <p><u>Resident Input</u> – Comments so far from residents regarding greenbelt issues are strongly against any change to the greenbelt including allowing a bike path impinging on any green. However, fully 74% of these comments come from people who live very close to the Greenbelt, based on the consultant's data. This is not representative of the whole city. There probably needs to be public meetings that only deal with the bike path to obtain a more balanced cross section of resident input.</p> <p><u>Choosing Bike Path</u> – Staff should make it a priority to recommend to Council which of the above bike paths makes most sense for the city soon. This should be part of the combination of a new Mobility Plan now under way and the Greenbelt planting plan now under way. Postponing this decision will make it more expensive and more controversial in the future for the above reasons. Avoiding this decision because it is controversial is not good government.</p>

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	Name	Date Received	Email	Topic	Comment
	Nadine Weiss Flam	4/14/2013	nhweiss@gmail.com	Pedestrian Safety	<p>Dear Ms. Kalapura, In regards to the wood chip trail plans, it would improve safety greatly to add crosswalks that link the path on each street it crosses. Drivers are often reckless and annoyed by walkers and eventually it will lead to an accident. Additionally, that would allow the cross-walkers, currently employed, to actually "walk" the pedestrians across at the intersection of Pacific and Valley/Ardmore, as opposed to refusing unless they walk around the square. Additionally, there is a signal allowing the cross at MB blvd, but no crosswalk. Really, there should be crosswalks, its confusing and dangerous.</p> <p>Thanks, Nadine Resident for 6 years, 3505 Pine Ave</p> <p>Nadine Weiss-Flam Home 310.939.1995 Mobile 323.493.5929</p>

City of Manhattan Beach
Sharrows on Pacific Avenue Townhall Meeting #1 - Emailed Comments Between 8/02/13-8/12/13

	Name	Date Received	Email	Topic	Comment
1	Luis Serrano	08/01/2013	laserrano@verizon.net	Sharrows	<p>Dear Mr. Masters and Mr. Madrid,</p> <p>My name is Luis Serrano and I reside with my family at 901 Pacific Avenue in Manhattan Beach. We strongly oppose the installation of a bike lane on Pacific Avenue. We feel that it's a terrible idea for the following reasons:</p> <ol style="list-style-type: none"> 1. It would make it more dangerous for our children to play in front of our house. A bike lane would attract many more semi-pro cyclists to our street and neighborhood. In general, the cyclists that are attracted by bike lanes are not moms and dads with their little children. It attracts cyclists from bike clubs that ride in packs at high speeds. This is a residential neighborhood, not a race track. This type of cyclists is a danger to pedestrians and children in particular. Cycling is a great sport and I support it, but in the right location, not on a residential neighborhood. 2. Pacific Avenue is full of driveways where cars back out at all times of the day. It will be a recipe for disaster to combine that with a bike lane close to the driveways. 3. Pacific Avenue is not a street that continues all the way. It stops at 5th Street. If the City is stuck on this idea of creating a bike lane in a residential neighborhood it would be smarter to do it on a street that continues all the way to Valley (e.g. John Street) thereby helping with the flow of traffic. What's going to happen with all those cyclists that race down South on Pacific Avenue when they hit 5th Street? 4. The City went through the effort of separating cyclists from pedestrians at the Strand many years ago by creating a different lane for cyclists. It was a great idea that has worked very well. So why create now a new problem by mixing cyclists, pedestrians and vehicles in one busy street? It would make sense to create a separate independent bike lane on another route (for example on Valley inside the green belt), but not on Pacific Avenue. 5. Pacific is one of the busiest streets in Manhattan Beach. Cars driving North-South use Sepulveda, Pacific, Valley-Ardmore and Highland. In our opinion, it does not make sense to create the bike lane in any of these busy streets. Pacific is particularly bad for this use because there are several schools directly adjacent to it. There are hundreds of children walking to school through Pacific or crossing the street from and to American Martyrs School and Pacific School. Many children from the Hill Section walk to Robinson via Pacific. <p>In summary, we oppose the bike lane on the grounds that it would make it much more dangerous for us and our children. We don't want Pacific Avenue to transform from a residential street to a bike race track.</p> <p>Thank you very much for your consideration. Sincerely, Luis Serrano</p>
2	Dick Knight	08/02/2013	rknight268@msn.com	Sharrows	<p>Sharrows on Pacific Avenue</p> <p>Here we go again. I had hopes that this proposal had "died." We don't need to turn Manhattan Beach into city full of bicycles. We have enough vehicular travel and congestion throughout our city streets, without encouraging any more problems.</p> <p>Pacific Ave is certainly not the most desirable choice for encouraging increased usage by bicyclists. Manhattan does not need more bicycles in our residential areas, and certainly not on "our" street.</p> <p>Adverse incline conditions, northbound from 5th to 8th Streets., heavy residential usage and parking, school drop-off and pick-up (creating heavy activity), heavy vehicular commuter traffic, north and south from Manhattan Beach Blvd. to Rosecrans at all hours of the day. These "out of town commuters" seldom observe traffic signs or speed limits.</p> <p>Increased bicycle traffic is only going to open up more possibilities for accidents and injuries. Everyday I see bike riders ignore traffic signs, particularly at 30th St., because if they stop, they can't keep up their speed to make it up the hill. This is no street for use by family groupings, and/or small children on bikes, much less for "bicycle commuters."</p> <p>Please reconsider any consideration for the use of Pacific Ave as a "bike path."</p> <p>R. A. Knight Manhattan Beach Resident for 55 years.</p>
3	Liz Griggs	08/03/2013	Liz.griggs@am.ill.com	sharrows	<p>Hi Jason, I think Pacific is a great place to consider this sharrow lane. Unfortunately, I will be out of town and cannot attend. Thank you for including me in this interesting dialogue.</p>
4	Peter Nolan	08/03/2013	nolan@leonardgreen.com	Sharrows	<p>To All;</p> <p>My name is Peter Nolan and I am a 28 year resident of Manhattan Beach. I have lived at Pacific between 8th and 9th street for 20 years. I am firmly AGAINST the proposed sharrows for the following reasons;</p> <ol style="list-style-type: none"> 1. Between Manhattan Beach Blvd and 3rd Street on Pacific the vast majority of Pacific has NO sidewalks on either side. It would be an enormous mistake to encourage bike traffic on a street where pedestrians have no choice but to walk in the street. Manhattan Beach is asking for a lawsuit when a pedestrian will certainly be struck on Pacific as Manhattan Beach City has a material role in encouraging bike traffic. Bike routes should only exist where pedestrians have sidewalks....not Pacific where they are forced to walk in the street. 2. Children for both Pacific School and American Martyrs use Pacific heavily to walk to and from school. We have already had a close friend's child struck by a car at the intersection of Pacific and Manhattan Beach Blvd. The encouragement of cyclists on this route will certainly lead to more preventable accidents. Why on earth would the city actually encourage more traffic on an already exceptionally dangerous road? 3. We have both elderly seniors and at least on stroke victim who regularly walk on Pacific between 11th and 8th. I truly fear for their lives. Cyclists tend not to obey traffic rules and tend not to worry about pedestrians. These neighbors cannot move quickly to avoid the rush of cyclists that will certainly populate the road. 4. I fail to understand the logic of a bike route on Pacific. The road is parallel to the bike path on the beach. Why do we feel the obligation to surrender our street to the cyclists (and I am a bike rider) when we have spend millions to build and maintain a bike path? <p>Unfortunately I will be traveling the week of the hearing, so please enter my strong objections into the record.</p> <p>Peter and Stephanie Nolan.</p>

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	Name	Date Received	Email	Topic	Comment
5	Mike Rosenberg	08/05/2013	mrosenberg@intrepidib.com	Sharrows	<p>City Council Members</p> <p>I am writing this note requesting that you postpone the staff's proposal to put a sharrow route along Pacific Ave. until there is a serious review of the traffic and safety ramifications of selecting this route.</p> <p>I have reviewed approximately 60 letters to the council concerning the project. A large number of them were in support of the project. That was very impressive. However, virtually every one was a form letter likely from a single organization whose members didn't appear to be residents of the affected neighborhood. I didn't see a single letter of support with a specific rationale as to why this route should be chosen.</p> <p>The only letters with any specificity were written by people along the route. It's no surprise that would be the case. What is surprising is that this route would be selected in the first place. Pacific Ave. has the following characteristics:</p> <ul style="list-style-type: none"> ---It's a heavily trafficked two lane road with eight stop signs, a traffic light and a five-way stop at Valley-Ardmore ---The street has dead ends at both ends forcing automobile and bicycle traffic onto very heavily traveled streets. ---There are two churches (the main traffic to Martyr's comes off of Pacific) and one school. ---There are numerous east-west crossings that dump out onto Pacific at blind hills. <p>With all due respect to the staff which prepared the comprehensive report, anyone looking at this route objectively would likely come to the conclusion that this route is not appropriate for the sharrow.</p> <p>I would ask each of you to spend the time to personally review the route, either on a bicycle or in a car and see if you agree with the conclusions of all of the residents along the route.</p> <p>Thank you.</p> <p>Mike Rosenberg 800 Pacific Ave.</p>
6	Roger Spencer	08/06/2013	roger90266@yahoo.com	Sharrows	<p>I support sharrows on Pacific Avenue. Sharrows work to raise awareness of bicyclists and motorists, reminding everyone to share the road. I am most familiar with the sharrows on Hermosa Ave where the Manhattan Beach strand bike path stops at the Hermosa Beach border. I like the idea and look forward to the City using it more.</p>
7	Steve De Baets	08/09/2013	steve.debaets@gmail.com	Sharrows	<p>Ms Madrid,</p> <p>I have a comment regarding the installation of sharrows on Pacific Ave.</p> <p>One statistic that has been missing in past Traffic Reports, the Bicycle Master Plan and also the Mobility Plan, is an accurate count of bicycles that currently use Pacific Ave. This information would be essential in determining the effectiveness of any changes made to Pacific Ave. With future plans for adding bicycle lanes and/or sharrows to specific streets, it is important that bicycle counts be established to determine if changes to our streets are warranted and to evaluate if bicycle counts actually increase after each change. Until bike counts are completed on Pacific Ave. to determine the current use, sharrows should not be installed.</p> <p>Respectfully,</p> <p>Steve De Baets</p>
8	Dan Kroboth	08/09/2013	dankroboth@gmail.com	Sharrows	<p>Jason, Nhung,</p> <p>I heard about the Town Hall meeting Monday about bicycle enforcement and Pacific Ave. sharrows. In addition my children attending a private school in Manhattan Beach, my family has been spending more time and money in Manhattan Beach lately as we become comfortable with bicycling around the South Bay.</p> <p>I would like to encourage Manhattan Beach to paint sharrows where possible to designate bicycle routes. I believe it is critical for our collective safety as a community of walkers, drivers, and cyclists, to encourage one another to share our public spaces. By painting sharrows, I believe drivers are made aware of where to expect cyclists in roadways which do not have designated bike lanes. In turn, cyclists are encouraged to use these streets instead of sidewalks.</p> <p>I would also encourage the city to expand the network of designated bike routes within the city limits.</p> <p>Sincerely,</p> <p>Daniel Kroboth 2607 183rd St Redondo Beach, CA 90278</p>

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Sharrows on Pacific Avenue Townhall Meeting #1 - Emailed Comments Between 8/02/13-8/12/13

	Name	Date Received	Email	Topic	Comment
9	Todd Dipaola	08/09/2013	todd.dipaola@gmail.com	Sharrows	<p>Subject: Indifference toward the safety of residents who bike To: City Council <CityCouncil@citymb.info> Dear City Council,</p> <p>I was disappointed to see no mention of bike rider accident statistics in the discussion agenda for the upcoming town hall meeting. Perhaps council and staff is not aware of the epidemic numbers of bikers getting injured in our city.</p> <p>If I am not mistaken, over 59 bike collisions were reported from 2008-2012. That is a dismal and astonishing rate of one biker a month getting injured in our city. Please take a minute to think about the human cost of continued delays to making it safer to ride a bike in Manhattan.</p> <p>While many cities in Southern California have taken action to protect public safety of rising numbers of vulnerable residents on bikes, Manhattan Beach has continued to spend its money on studying and delaying the issue year after year. We have chosen a path of inaction by making none of the fact based, cost effective improvements set out in the City's Bicycle Master Plan. A plan that began 4 years ago as a collaboration between residents and staff, was finalized two years ago, but has still seen no improvements to this day.</p> <p>As MB bikers continue to get hit by cars like this man http://www.easyreadernews.com/72323/manhattan-beach-bicyclist-injured/, or hospitalized like MBUSD Boardmember Bill Founrell http://culvercity.patch.com/groups/police-and-fire/p/man-hospitalized-following-attack-on-ballona-creek-path-in-culver-city please consider taking an active role in protecting our lives rather than avoiding any issue which might lead to tough decisions.</p> <p>You have the power to save lives in our community if you choose to do so. The first step would be to address how frequently Manhattan Beach bikers are getting hurt at Monday's town hall, and then finally to take action to build the bike network that Manhattan Beach residents worked to create.</p> <p>Warm regards Todd Dipaola</p>
10	Ron Greene	08/10/2013	RJGN@aol.com	Sharrows	<p>Subject: Bicycle Master Plan</p> <p>Dear Jason and Nhung,</p> <p>As a resident of Manhattan Beach I fully support the Sharrow project on Pacific Ave. and kindly request you support this project.</p> <p>Thank you,</p> <p>Ron Greene DDS 27 Village Circle Manhattan Beach, CA 90266</p>
11	Kathe Reiken	08/11/2013	schoepe@aol.com	Sharrows	<p>Subject: Sharrows on Pacific Ave.</p> <p>Attached please find my comments regarding sharrows on Pacific Ave. I will attend the meeting tomorrow evening.</p> <p>Thank you, Kathe Reiken</p> <p>As a 41 year resident at 3213 Pacific Avenue, I would like to express my concerns over sharrows placed on Pacific Ave. I understand that studies have been done and it seems the study concluded that this would make Pacific Ave. a "safer" place for both bicyclist and students. During these studies, did anyone address how difficult it is to back out of our driveways, especially during peak morning and afternoon commuter time. Has anyone actually determined how many cars travel on Pacific from 3-7 p.m. during which they are not allowed to make left hand turns on any of the streets east of Rosecrans & Pacific? I challenge anyone to come to my house and leave my driveway and visually see the concerns I have.</p> <p>Also Pacific Avenue does not have any truck size, weight, etc. restrictions posted that most main arteries have posted. We also don't have posted that we are a residential area and not available to thru traffic. I notice these signs on other main streets in town, although I'm not sure what it's supposed to mean.</p> <p>And there is the issue of parked cars on Pacific and trying to see around them to exit safely is also an issue. And where exactly would the sharrow be painted?</p> <p>I noticed on Valley Drive there is a bike lane but only on one side of the street - not the side where residents are exiting their driveways</p> <p>I have no problem with bicyclists and creating "pathways" for safety but I truly am not seeing the benefit of spending money to paint signage on our street to give bicycles what I believe is a false sense of security. We have children and adults who bicycle on Pacific every day. I recommend we just leave well enough alone.</p> <p>Lastly, is there any other main residential street in town where these sharrows are recommended by the Blue Zones Project that has the same issues as Pacific?</p> <p>Sincerely, Kathe Reiken 3213 Pacific Ave. Manhattan Beach schoepe@aol.com</p>

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	Name	Date Received	Email	Topic	Comment
12	John Hynd	08/11/2013	JSHynd@aol.com	Sharrows	<p>Subject: SHARROWS ON PACIFIC</p> <p>Hello, I am attaching a document that I have written regarding the subject of this email as requested in the official notice of the Town Hall meeting. I am hoping to attend the meeting and am prepared to speak from this. Thank you for including the Pacific Ave. residents to participate on this important matter. Thank you, John Hynd</p> <p>SHARROWS on Pacific Ave.</p> <p>Greetings...My name is John Hynd and I have been a homeowner in Manhattan Beach for 45 years and have lived on Pacific Ave. for 40 years.</p> <p>As a resident, I am extremely concerned about turning Pacific Ave. from a residential thoroughfare to a recreational area for cyclists. I was a cyclist for many years, but enjoyed my cycling recreation on the fabulous 'Bike Path' that runs through Manhattan Beach and other neighboring cities.</p> <p>People making the decision on changing the status of our street should take the following issues into account:</p> <ul style="list-style-type: none"> * Pacific Ave. is often used as an alternate thoroughfare for motorists in the early mornings and late afternoons, as well as a heavy traveled street within normal daytime and evening hours. * Cars backing out of driveways now deal with parked automobiles, vehicles for construction workers, gardener trucks, and other maintenance related vehicles that block a clear view while in motion and a limited view for turning. A major safety concern! Let's not forget the many joggers, dog walkers and people out for a stroll. Watching out for cyclists would greatly add to already hazardous conditions that exist on the street. * In addition, there are 12 stop signs between Rosecrans Ave. and 5th St...which includes a built-in dangerous area in the Pacific/Marine/Ardmore/Valley/Parkway intersection. The street also includes a large school and a signal at Manhattan Beach Blvd. * The current speed limit is 25 miles per hour for the entire stretch up for discussion on Pacific. With the amount of inclines and hills and valleys on the street, would cyclists be able to maintain that speed? If not, all vehicles on Pacific would be forced to drive at the pace set by the cyclists. * Are cyclists required to stop at all stop signs? If so, you wouldn't know it now! It would seem that if cyclists are given the right of way on Pacific Ave., there could be the opportunity for increasing revenue in the city's treasury! Again, let us not forget the safety factor! * One of the early notices circulated on this subject made the statement that "allowing 'Sharrows' would make the roadway safer for bicyclists, as well as motorists." What about the residents? Are all the cyclists residents of Manhattan Beach?...or are we catering to people from all of the South Bay and others parts of Southern California? <p>2.</p> <ul style="list-style-type: none"> * A big question is that why are we catering to cyclists in a neighborhood when the Manhattan Beach bike path adjacent to the Strand, and neighboring communities is the best in all of the South Bay...and not matched in many areas of our state. <p>This matter needs serious attention by all departments in the city and especially the City Council who will be voting on this proposal. Let us not forget that we are talking about turning an existing residential neighborhood into a recreational area that could include many participants outside of Manhattan Beach. Also, let us not forget that we are NOT Santa Monica, Hermosa Beach or others who have given way the demands of cyclists. We pay a lot of money to live in this wonderful, and primarily a residential city.</p> <p>Respectfully submitted, John Hynd</p> <p>Email: JSHynd@aol.com</p>
13	Charles Watson	08/11/2013	charleskwatson@gmail.com	Sharrows	<p>As a 47 year resident of Manhattan Beach and 30 year member of the South Bay Wheelmen, I am as qualified as any resident to comment on the interaction of the cyclists and motorists with the local streets and their signage. The current state of traffic congestion in our city has led to a growing number of impatient motorists that would benefit from any gesture by the city demonstrating a commitment to bicyclists' safety. The creation of bike lanes and the use of sharrows by our neighboring beach cities, from Redondo Beach to Santa Monica, have produced a much safer atmosphere in those places and have helped to change motorist behavior. An example within our own community is that the bike lane marking on Northbound Valley near Live Oak has made motorists more patient with the cyclists and give us adequate room at the same time that it encourages cyclists to stay to the right; believe me, we notice. Please show your support for the master plan and honor prior commitments so that we can be proud of our community's commitment to cycling safety. If the plan is for sharrows on Pacific, let's get on with it. It may also help cyclists to adopt more preferred routes. We are always looking for safer ways to negotiate the beach cities. Chuck Watson 653 33rd St</p>
14	Gary McAulay	08/12/2013	gary.mcaulay@gmail.com	Sharrows	<p>Subject: Sharrows Town Hall Meeting</p> <p>Dear Council</p> <p>I am concerned about the information gathering for the sharrows on Pacific.</p> <p>Back in June, there was a "stakeholder" meeting between City staff and folks from the South Bay Bicycle Coalition (SBBC) and Blue Zones. I missed parts of the meeting, first because information on the meeting wasn't posted anywhere and it took some time to find. Then I missed some of the meeting when I was asked to step outside for a discussion about whether I was even supposed to be there; that is, whether the meeting was a public or a closed meeting. Although the only person not on "the list," I was eventually allowed to stay, but the question of whether the meeting was open to the public was not really resolved.</p> <p>What I did get to see at the stakeholder meeting revolved a great deal around sharrows, with a few comments on roundabouts. Since that time, I've watched for the stakeholder meeting for residents of Pacific Avenue. I've watched for the stakeholder meeting for motorists or the driving public. Seeing none, I assume they all get lumped in together as "the public."</p> <p>In this instance, regarding the mobility plan and the implementation of the Bicycle Master Plan, are we not all stakeholders? If so why are there separate (closed, or at least not publicized) stakeholder meetings for some special interest groups? Or, conversely, why was there no separate stakeholder meeting for Pacific Avenue residents?</p> <p>The issue of sharrows aside, to me it seems that undue influence is being exerted by outside groups. The SBBC expressed concern that there is "misinformation" going out about sharrows, and that people just need to be educated. But education does not seem to be what tonight's meeting is about; rather, both the SBBC and the Blue Zones group are doing their best via emails and phone calls to pack the meeting with supporters. They seek to weight the discussion, to drown out opposition.</p> <p>I think that I can safely say that the SBBC and BZ are very organized, well-funded groups. Nothing wrong with that. It's safe to say as well that the Pacific Avenue folk are less organized. Still, to me it seems that perhaps they should have gotten their own "stakeholder" meeting in this particular instance, rather than having to face the larger machines that do get special meetings.</p> <p>Or, perhaps, those special meetings should be open. They can be focused-topic meetings (e.g., seniors concerns, or cyclists' concerns), but all residents are stakeholders, and many of us fall into multiple categories. The SBBC does not necessarily represent my position as a bicyclist. It represents the SBBC. I may not share the same concerns as other seniors, but I'd like to hear what they have to say, and perhaps add my two cents. The Mobility Plan and the issue of various bike lanes are major issues deserving of full, open, fair representation.</p>

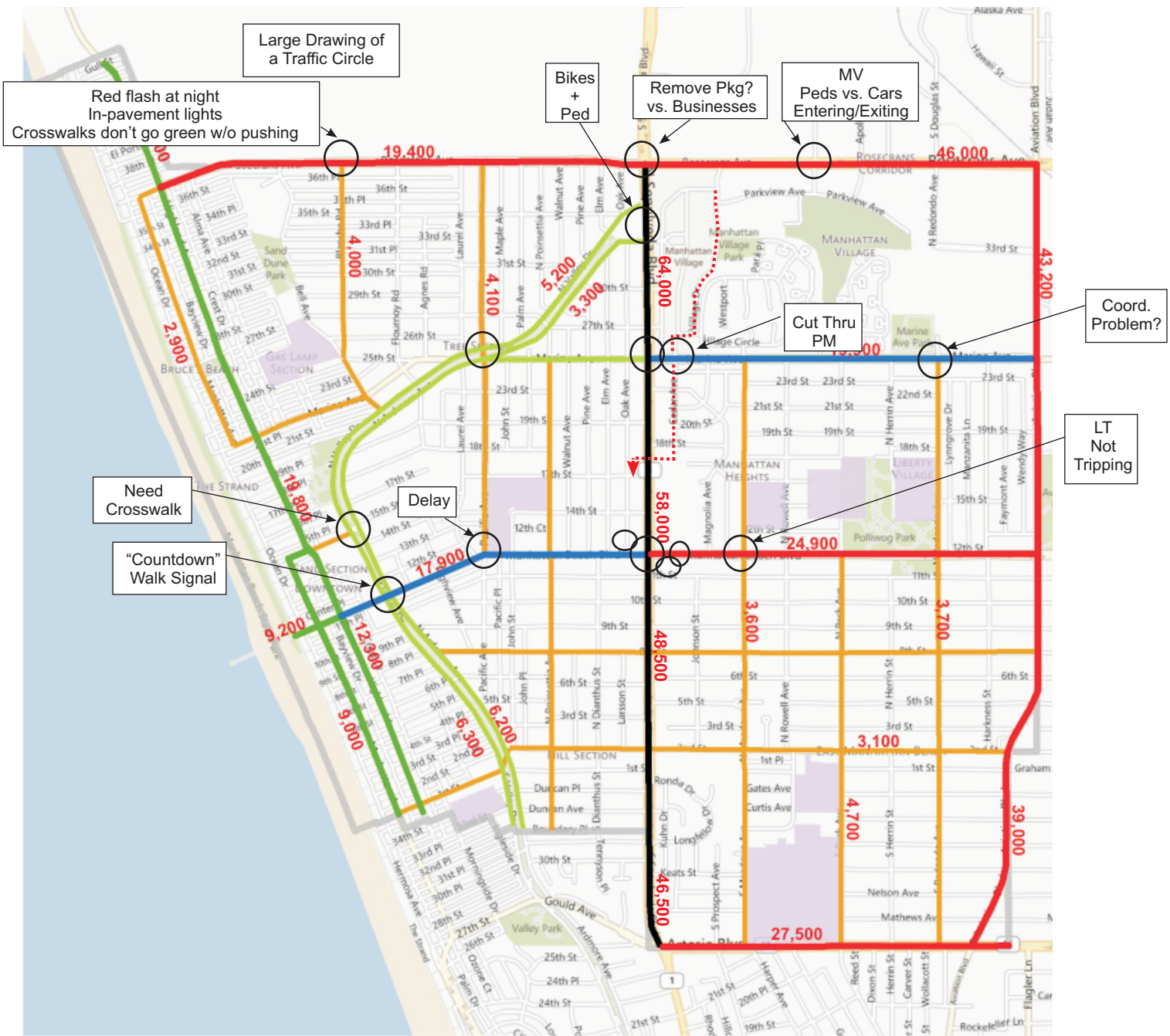
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	Name	Date Received	Email	Topic	Comment
15	Marcie Pettigrew	08/02/2013	marcie44@earthlink.net	Sharrows	<p>Dear Mr. Masters, I will not be able to attend the meeting on August 12th, but I would like to submit a comment: I oppose marking Pacific Ave with Sharrows. Pacific Ave is a two lane road with parking on either side. If there is a bicyclist in front of a car the car must go the same speed as the bicyclist and not overtake the cyclist as the cyclist is in the middle of the road. Pacific Ave is a very busy street as it is a main artery for north-south traffic. Large commercial trucks use Pacific Ave. Pacific Ave is not conducive to bicycle traffic. Sharrows work best when there are four lanes (two in each direction), or when the roadway is not a main artery. There are other north-south routes in the tree section that would be more conducive to sharrows. I see very few bicyclists on Pacific Ave, whereas there are many on Ardmore and Valley Avenues, and even Marine Ave. and Manhattan Beach Blvd.</p> <p>Marcie Pettigrew 2400 Pacific Ave Manhattan Beach, CA</p>
16	Vikki McMahon	08/04/2013	fvmcmahon@verizon.net	Sharrows	<p>I cannot attend the upcoming meeting since my family is out of town. We have lived in the Hill section of MB for over 20 years. Our current address is 819 9th (one block east of Pacific). Our town was not initially designed for cars and bikes to share the roads - unfortunately - and it's hard enough to maneuver cars up and down the streets with parked cars everywhere, and adding bikers to the streets would make driving very difficult and unsafe for the bikers. There is a bike path that runs north and south - just 8 blocks from Pacific that bikers can use safely - and extends for a longer distance than Pacific. If you decide to incorporate the shallows and more people start using Pacific on their bikes, someone WILL get hit. Just check out the traffic at the corner of MB Blvd and Pacific - or hang out when Pacific school kids are being picked up - too many cars and too many kids. I know you want our town to be a Blue Zone - great for our town and real estate. Maybe you can put a bike path on the green belt??</p> <p>Vikki McMahon</p>
17	Lars Viklund	08/07/2013	lv90266@gmail.com	Sharrows	<p>I support sharrows on Pacific to raise awareness of cyclists and motorists Lars Viklund Manhattan Beach resident lv90266@gmail.com</p>
18	Diane Sweeney	08/12/2013	NA	Sharrows	<p>To Whom it May Concern:</p> <p>I have lived and worked in Manhattan Beach for the past fifty years. For over twenty five years I have lived at 3408 Pacific Avenue. I have strong concerns concerning proposed Sharrows on Pacific Avenue.</p> <p>Over the years I have seen Pacific become more and more crowded and by bigger vehicles. Trucks often use Pacific to get to Rosecrans Avenue. From Manhattan Beach Blvd. to Rosecrans Ave. cars coming north funnel into Pacific Ave. By the time they get to my house there are lots of cars.</p> <p>Right now the biggest problem for me is backing out of my driveway onto Pacific. On average there are two cars parked in front of my property to the south of my driveway. I have to look beyond the cars to find an open space to see if cars are coming. It is not easy. Twenty years ago the cars were smaller and I could see more easily. Now the parked cars are often minivans. I fear it could be harder and less safe if I have to watch out for cars and bicyclists, who are harder to see. My greatest concern is in the winter when it gets dark earlier. Early morning and early evening I look for headlights when I am backing out of my driveway. I sure hope there will be no bicycles without lights!</p> <p>As of now there is not enough room for a bike lane. If there were a bike lane on my side of the street I would have to back out of my driveway across the northbound traffic lane into the southbound traffic lane to get onto Pacific making it much harder and more unsafe than backing out into one lane of traffic on the northbound side of the street.</p> <p>It has been over 15 years since I have ridden my bike to the beach bike path. I live one house away from 35th Street. I have never ridden on Pacific because it is a very busy street. I would walk my bike across Pacific and then ride on 35th Street west to Blanche and south to Marine. Then I would ride on Marine west to the bike path.</p> <p>Over the past 25 years I have seen only a handful of bikes on Pacific. On Sunday, April 28th I encountered several bicyclists going north on Pacific Ave. in front of me. The first several riders were in a group together and rode at an average speed for a bike. However, a lone woman who was directly in front of me was going quite slowly. She was a little unsteady. Because Pacific Ave. is not that wide of a street, I could not pass her without going into the southbound lane. When I drive on Pacific there is approximately one foot of space on each side of my car from the oncoming traffic and parked cars. There is no room for a bike lane! I stayed behind her. There are lots of stop signs on Pacific. She stopped at each stop sign as she should. When she started up it took several hours for her to get up to five miles an hour and several more to get up to ten miles. When she finally got up to fifteen miles an hour it was time for her to slow down for the next stop sign. Pacific has a twenty five mile an hour limit. Since Pacific is a main traffic route from south to north, bicyclists would significantly slow morning and evening commuters. The experienced group riders rode through every stop sign!</p> <p>I would not be surprised to see commuters go west to Laurel Ave. or go east to Maple Ave. to commute. These streets can not accommodate two way traffic. This would cause safety problems especially in the mornings when kids are walking to school!</p> <p>I think riding bikes is great and rode on the bike path for many years. I am however, 100% against making Pacific Avenue a thoroughfare for bikes. A few bikes would be okay but a lot of bikes would cause major problems especially for the residents living on Pacific who have to back out of their driveways onto Pacific Avenue!</p> <p>Sincerely, Ms. Diane Sweeney 3408 Pacific Ave. Manhattan Beach, CA.</p> <p>P.S. Emergency vehicles often use Pacific instead of Highland or Sepulveda. It is not safe for children. My son rode his bike to school, but I would not let him ride on Pacific. I fear young children or new bike riders will feel safe riding where it is designated by sharrows, when in reality it is not safe at all, giving them a false sense of security.</p>

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17	Thomas P. Kelly, Jr.	08/12/2013	NA	Sharrows	<p>To: Manhattan beach City Planning Commission From: Thomas P. Kelly, Jr. 1411 Pacific Ave. Manhattan Beach, CA 90266 Dear Sirs:</p> <p>This letter is to protest the proposed use of Pacific Ave. for a bicycle route through the city. The plan is ill-advised and potentially dangerous for its intended beneficiaries and an unnecessary imposition on the residents of Pacific Ave. who already bear the burdens on high volumes of traffic, reckless driving, and unregulated speeding. The proposed "sharrows" are an administrative imposition that promises more traffic of an especially dangerous and intrusive kind.</p> <p>There are several reasons this proposal is foodhardy.</p> <p>First, traffic. Pacific Ave. is already heavily traveled with traffic of all kinds--cars, trucks, school buses, moving vans and service vehicles. This traffic starts early and runs late. At Pacific School, we have an unregulated traffic jam at least three times a day during the school year as parents pick up and drop off their children to and from school. with no traffic control to mitigate the U turns and double parking. To put or encourage bicyclists into this melee is bad policy.</p> <p>Second, Bikes and bikers. Bikes present a danger to every resident of Pacific Ave or any other street in that bikes as vehicles have a very narrow visual profile that makes them difficult to see even under the best circumstances. Getting out of driveways is particularly dangerous and harrowing because the street view is usually blocked by large SUVs and traffic on the street travels very fast (again, no traffic control). Bikes would dmake matters worse. Similarly, bikers no not treat their riding as a traffic concern. They meander, talk amongst themselves without paying attention to the "driving" task, some even talk on hand phones. Children are even more erratic and unpredictable. Stop signs are non-existent. In a driving environment that requires consistency and predictability, mixing in this undisciplined population into the traffic stream is a recipe for disaster.</p> <p>There is also a fundamental issue of justice here. Car drivers are tested on both their driving skill and their knowledge of state law governing the operation of a vehicle. They pay for the road they use with stiff vehicle and gasoline tax. And they have to show proof of insurance. What do bikers pay? Nothing.</p> <p>Why should these individuals whose bikes are not licensed with the state or city, who have no license to certify they know the rules of the road and who do not pay an annual tax to ride the streets and who have no visible insurance or identification in case of an accident to a free pass? Because they are "green"? Hogwash! If you want to drive like a car, you need to pay like a car.</p> <p>But what is worse is that none of these people wear the proper safety gear. Adults are curiously exempt from wearing helmets. Almost all of them do not wear coverage and protection for arms and legs. None of them wear reflective vests. many wear nothing more than swim suits and many others wear less than that. If they do not want to protect themselves, why should that protection fall to others> In a city filled with lawyers, what is the city's liability for damages because of its gross neglect of these issues in terms of laws and regulations and enforcement of long established safety rules for two wheeled vehicles? And what about night riding on Pacific Ave? Does the City propose to improve the night lights along the street to provide visibility? Who will pay for that?</p> <p>Finally, Space. The street is not wide enough to accommodate two distinct streets of traffic in one direction. Except for the section between 14th and 17th Sts. at Pacific School, the street has only two narrow lanes. With residential parking on both sides, there is about 15 ft. per lane which is easily consumed by a six foot wide car and a safety zone of three feet on either side. That does not leave much room for an unpredictable biker. If parking were eliminated, bike lanes could be carved out on either side of the street. But I would suggest that that would be politically unacceptable to the residents of the street. The proposal is simply a bad idea.</p> <p>What Pacific Ave. needs is traffic abatement not a bike path! The proposal is itself an indictment of public officials and planners in this respect: The South Bay needs rapid Transit. Instead of letting the City of Los Angeles use our increased taxes for its own Rapid Transit within Los Angeles itself, the South Bay cities s should claim their share and build a rapid transit system that goes from Long Beach through Torrance and the Beach Cities to Santa Monica and the Airport. We should demand this as a high priority. Otherwise we should seek to collect all the funds paid by Beach Cities citizens for our own system. Where is the leadership on this? Why is everyone so craven towards the City of Los Angeles? Riding a bike is no substitute for the traffic on Sepulveda Blvd. everyday, or Aviation or Hawthorne.</p> <p>With this proposal, officials have touched a sensitive nerve that, in my view, reveals their own neglect of traffic needs and their inadequate vision for possible solutions. Perhaps the Staff can do better.</p> <p>Sincerely, Tom Kelly</p>

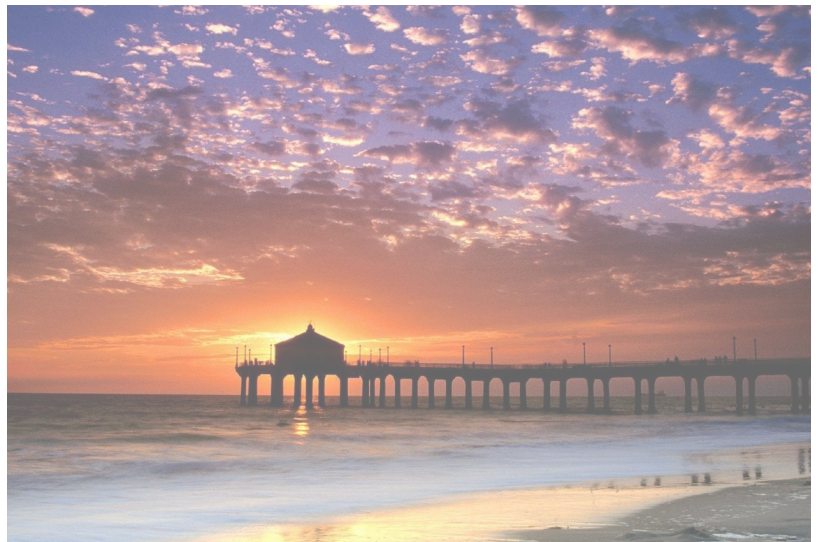
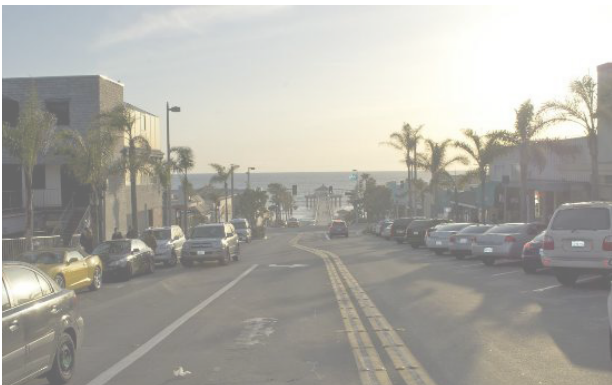
Existing Functional Classification and Average Daily Traffic Volume



APPENDIX B: MANHATTAN BEACH MOBILITY PLAN – COMPLETE STREET BEST PRACTICES REVIEW

DRAFT

MANHATTAN BEACH MOBILITY PLAN - COMPLETE STREETS BEST PRACTICES REVIEW



Prepared by:



FEHR & PEERS

May 2013

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Introduction

In 2008, California enacted the *California Complete Streets Act* (AB 1358) which requires that any city preparing a substantive revision to its general plan circulation element must plan for a balanced multi-modal transportation network that “meets the needs of all users of streets, including motorists, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation...” The California Complete Streets Act does not specifically articulate how this balanced approach to planning a multi-modal transportation network should be implemented, so this report summarizes approaches taken by exemplary communities to implement complete streets. While specifically required in new updates to circulation elements by the State of California, the complete streets concept is gaining popularity across the nation as a way to improve quality of life in communities and bring activity beyond vehicular traffic back onto the streets. The jurisdictions highlighted in this report provide examples of best practices that are relevant to both the development of Mobility Plan goals and policies in the City of Manhattan Beach, as well implementation and funding strategies following the adoption of the Mobility Plan that will meet the intent of the *California Complete Streets Act*.

This summary of best practices is divided into four categories that make up all of the elements necessary to implement a strong network of complete streets:



Legal & Policy

The cities highlighted in this category have adopted award-winning policy and/or legal documents related to complete streets in award-winning communities. How other cities have overcome concerns relevant to Manhattan Beach by developing new policies or guidelines is discussed in this section.



Design Innovations

The cities described in this category have implemented innovative physical changes to the public realm as part of their complete streets framework. These include changes that go beyond traditional roadway designs and improve streets for multiple modes.



Funding

Cost is a major component of program implementation. This category includes descriptions of several award-winning communities, who succeeded in securing funding using unconventional approaches, including partnerships, revising local spending, tax levies, and securing commitments for ongoing maintenance.



Maintenance & Operations

Maintenance & Operations includes partnerships, coordination, and routine accommodation involved in implementing complete streets. Best Practice cities have begun to address how to tie in routine maintenance projects with complete streets goals. Successful examples of this process are provided in the Maintenance & Operations section.

Policies that support a multi-modal approach to streets or flexibility in design standards enhance a jurisdiction's ability to develop a complete streets program. Implementing roadway designs or developing new standards beyond generally accepted ones can yield innovative solutions for making streets more livable. Implementing new streets projects – particularly projects that go beyond maintaining existing roadways – require funding, so finding novel ways to fund these projects is essential. Lastly, developing an approach to maintain complete streets is important at the forefront of the project, so that the roads stay livable.

While the novel and successful approaches have worked in one or more communities, it is important to note that all of these best practices may not all be appropriate for the City of Manhattan Beach in the exact form that was implemented in these other communities. However, these approaches can be modified and adapted to help guide the development of the goals and policies of the Mobility Plan.



Best Practices in Legal & Policy

The communities discussed in this section have developed innovative approaches to policy and legislation to aid in implementing complete streets. These cities include: Hermosa Beach, CA; Arlington, VA; Redwood City, CA; Fort Collins, Colorado; and Minneapolis, MN.

Hermosa Beach, CA

In 2012, the City of Hermosa Beach, CA, adopted a *Living Streets Policy* developed in conjunction with the Blue Zones Project, which aligns City policy with the *Beach Cities Livability Plan* adopted in 2011 by the Cities of Manhattan, Hermosa, and Redondo Beach. The policy won a National Complete Streets Coalition Awards in April 2013 for excellence in policy and was ranked #2 in the top 10 policies in a nationally.

The *Living Streets Policy* is envisioned as an interim policy guide for the City over the next several years. The City will soon be initiating an update to their General Plan, and the *Living Streets Policy* will likely be further customized to the City's needs at the time the General Plan is adopted.

The *Living Streets Policy* has four primary principles:

- Streets and other transportation networks and projects should be designed for people, should provide amenities, and should be beautiful
- Streets and other transportation networks should provide for the needs of users of all "ages, abilities and backgrounds"

MANHATTAN BEACH
MOBILITY PLAN



- Streetscapes should be inviting places with street furnishings, landscaping, public art, and “engaging architecture”
- Streets and streetscapes should integrate sustainability principles related to address water, energy, materials, waste, plant life, etc.

The policy is focused on all development/redevelopment in the public domain conducted by the City, including a broad list of street projects such as new construction reconstruction/rehabilitation, retrofits, repaving, and change in the allocation of pavement space. Developers who affect publically accessible streets or other non-motorized facilities would also need to follow the principles of the *Living Streets Policy*.

Enhancing connectivity is one of the primary focus areas for the *Living Streets Policy*. It focuses in particular on enhancing pedestrian, bicycle, and transit connectivity at destinations, such as schools, parks, regional connections, as well as other opportunity areas, such as the Strand, alleys, walk streets, and the Greenbelt (i.e. Veteran’s Parkway in Manhattan Beach).

A design manual or guidelines to guide street design in the City is also envisioned as an outgrowth of the *Living Streets Policy*.

One of the outcomes of the City’s adoption of the *Living Streets Policy* is the fulfillment of the Blue Zones Community Policy Pledge.

Key Takeaways for Manhattan Beach

- The Mobility Plan is the ideal opportunity to implement a complete streets policy, so that it may be considered in the context of overall mobility in the City.

MANHATTAN BEACH
MOBILITY PLAN



- Adopting a policy similar to the *Living Streets Policy* can generate positive attention and press for the City and the Mobility Plan.
- Partnering with an advocacy groups like those involved in the Blue Zones project can help maintain momentum to ensure implementation and accountability.

Arlington County, VA

Arlington County, VA serves as a popular bedroom community to Washington, D.C. Developed areas in the County include both historic areas and rapidly growing communities, particularly along the Metro corridors. However, there was one particular area, known as Columbia Pike, that did not see the same improvements to the built environment and tax base that its surrounding areas did. In addition to serving as the area's namesake, Columbia Pike is the community's "main street" and a historic thoroughfare connecting Washington, D.C. to the Arlington/Fairfax County Line. Land uses along this roadway comprise a mix of strip malls, parking lots, car dealerships, and apartment complexes, not unlike Pacific Coast Highway in Manhattan Beach. The County initiated a revitalization effort along the 3.5-mile urban corridor to both encourage redevelopment and to create a mixed-use, pedestrian-oriented environment with the potential for light rail or bus rapid transit (BRT) access. Through a process including extensive public outreach and the development of a quasi-public project team, the County developed a Form-Based Code to improve the quality of development along this roadway and especially the relationship and orientation of buildings to the street. The new code replaces the old Euclidean Zoning, a practice in which all land uses are segregated from one another. Form-Based Zoning is developed such that planning controls are on building form, including the relationship of the buildings to the street



but with broad parameters and flexibility on specific building use. In doing so, the public space can be better shaped to meet the community's design principles and Complete Streets objectives, and as a result the "life" of a building can be extended and repurposed over and over.

Nonetheless, a policy is just a policy without impetus for change. The County made form-based zoning optional for development on Columbia Pike, primarily to avoid potential legal "takings" issues. However, they also provided incentives for developers to adopt this new approach to planning. One of the notable features of the process was streamlining the approval process for Columbia Pike Form Based Code (CP-FBC) projects. Prior to developing a form-based code, it was difficult to develop many parcels along Columbia Pike due to development guidelines and existing zoning. For parcels choosing to adopt the CP-FBC, the County streamlined the approval process. Small projects (under 40,000 square feet) could develop as a by-right option with approvals handled administratively by county staff within one month. Larger projects could proceed under an expedited special exception use permit process provided they followed the Form-Based Code, with approval within 60 days. Under either case, approval was based on an objective set of parameters instead of a subjective decision-making group.

Since implementation, there have been several mixed-use redevelopment projects undertaken. These include both improvements made by existing property owners and new developments by new owners. The County has also seen an uptick in development in the periphery of the Columbia Pike district due to support in the area for the form-based code. This uptick has improved the livelihood of the streets and the activity along the corridor.



Key Takeaways for Manhattan Beach

- Building form and the relationship of buildings to streets is an important factor in the walkability of neighborhoods. The design of the interface between buildings and the street, entryway spaces, plazas, outdoor seating, even the conversion of parking spaces as sidewalk extensions can be better controlled by form based codes than existing zoning tools to ensure consistency between parcels.
- What occurs within the public right of way (ROW) alone may not be enough to support a complete street.
- Updating development standards to encourage walkability could be an important strategy in areas within the City where available ROW is limited and enhancements to the pedestrian environment would be supported by on-site plazas and seating areas (such as Pacific Coast Highway).
- Streamlining or expediting desirable projects in priority locations can help remove barriers to complete streets implementation.

Redwood City, CA

The City of Redwood City, CA included a complete streets section and a series of supporting policies within its 2010 General Plan. Instead of differentiating different roadways as arterials or collector streets, the City opted to develop a new set of street typologies based on the function and purpose of roadways, such as a transit street or bicycle boulevard. Additionally, the policies and implementation programs in the Circulation Element were updated to support complete streets values.



There are seven policies in the Redwood City Circulation Element that explicitly note complete streets. Some of the policies are more general, such as supporting the concept of complete streets (BE-25.3) and considering impacts on overall mobility (BE-25.4). Others note implementation mechanisms such as Pedestrian Enhanced Designs (BE-25.5) or taking a multi-modal approach to the transportation impact fee program (BE-25.6). Finally, some policies provide guidance moving forward, such as encouraging citizen participation in improving complete streets and supporting the re-evaluation of level of service (LOS) policies to include multiple modes of transportation.

The Redwood City Circulation Element also identifies several implementation actions regarding complete streets. These include hiring a complete streets coordinator, implementing the new street standards, re-evaluating the existing Level of Service Policy and developing and adopting multi-modal LOS standards.

Key Takeaways for Manhattan Beach

- Rethinking roadway modal priorities is an important consideration for the Mobility Plan, and street typologies are a good tool for incorporating these priorities and facilitating trade off discussions.
- “Complete streets” do not necessarily mean that every street must serve each mode equally well. Redwood City’s approach, which has also been used by the City of Los Angeles, looks at the street network holistically, relying on parallel corridors to provide increased modal emphasis (such as a transit emphasis street, or a bike emphasis street). These emphases guide city project development, but also put focus on the types of improvements that would be provided by developers with projects on the particular corridor.



Fort Collins, CO

The City of Fort Collins, CO has been a frontrunner in implementing Multi-Modal Level of Service (MMLOS) standards. The City created MMLOS standards for its streets in the late 1990s and has continued to refine them since then. The standards consider both route characteristics and land use characteristics – high-priority land uses, such as schools, require higher pedestrian and bicycle LOS. The City has also developed context-sensitive LOS standards for vehicles, allowing worse automobile LOS grades along commercial corridors and in mixed-use districts than in low-density residential areas. The Pedestrian LOS in the City is scored along five criteria: directness of pedestrian trip, sidewalk continuity and width, quality and frequency of street crossings, visual interest and amenities, and security features. MMLOS analysis is required in the City’s transportation impact study guidelines for arterial improvements and all public and private development in the City. The City’s 2011 Pedestrian Plan also uses the City’s MMLOS standards to establish policies and design guidelines for pedestrian infrastructure improvement.

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The City of Fort Collins has also directly linked their Comprehensive Plan and Transportation Master Plan policies to their Capital Improvement Program (CIP). A direct connection exists between complete streets policies in the Transportation Master Plan and the CIP ensures implementation and progress toward the desired outcomes over time. This award winning approach is consistent with the City's overall commitment to a performance-based investment strategy known as "Budgeting for Outcomes."



Transportation Master Plan February 15, 2011



innovate · sustain · connect

A direct connection exists between Complete Streets policies in the City of Fort Collins' Transportation Master Plan and the CIP.

Key Takeaways for Manhattan Beach

- Auto LOS standards have typically been applied in many cities in a "one size fits all" approach. However, cities typically have neighborhoods and districts with very different characteristics. For example, Downtown Manhattan Beach is very different from the Pacific Coast Highway corridor. Context sensitive LOS policies



can allow diminished auto LOS in locations with high pedestrian activity (such as Downtown), where priorities are different than along auto focused corridors.

Minnesota

The City of Minneapolis, MN has been lauded as a progressive multi-modal city. Despite winters colder than most other cities in the US, Minneapolis enjoys a 3.5% bicycle commuter mode split year-round. It holds a Gold designation for being a Bicycle Friendly City. It also successfully operates a seasonal bike share program – one of the first in the US. But the City is not the only jurisdiction in Minnesota to be looked upon as a complete streets leader. Several Minnesota cities have adopted policies or legislation surrounding complete streets. Furthermore, the State of Minnesota enacted a statewide complete streets policy, joining 13 other states with complete streets laws in place. The legislation defines complete streets, requires Minnesota Department of Transportation (Mn/DOT) to implement a statewide complete streets policy on state-aid streets, establishes stakeholder consultation proceedings, encourages local governments to adopt their own policies, and ensures that any local government seeking to implement a complete streets project may request a variance for this purpose. As part of the legislation, Mn/DOT has to report every one to two years on the implementation status of the Complete Streets policy, including identification of barriers and changes to the variance process, development of performance indicators, and identification of statutory recommendations.

**Key Takeaways for
 Manhattan Beach**

- Establishing regular reporting periods and specifying performance indicators is a useful tool to track the implementation and progress of the Mobility Plan.

Planning and Funding

What Needs To Be Done	Responsibility Area	Deliverable/Outcome	Expected Completion Date
1. Review and revise transportation plans to include Complete Streets goals and objectives	Planning and Programming	Facilitate effective implementation of Complete Streets and associated goals and objectives	Ongoing
<ul style="list-style-type: none"> Integrate multimodal planning in Minnesota GO Incorporate pedestrian and bicycle system planning into state transportation plans including: <ul style="list-style-type: none"> statewide transportation policy plan state and district investment plans strategic highway safety plan corridor plans highway systems operations plans 	Planning and Programming	50 year vision for transportation that includes all modes, ages and abilities	March 2010 Completed
2. Review and revise 2012-2021 MnDOT Highway Investment Plan	Planning and Programming	Incorporate Complete Streets goals and objectives	
3. Work with regional planning agencies (Met Council, Area Transportation Partnerships) to align goals and include Complete Streets in regional planning	Planning and Programming	Complete Streets integrated into regional planning processes	
4. Establish a program for the development of bikeways primarily on existing road rights-of-way to be established, developed maintained by MnDOT		Provide a program for bikeway facility development	

As part of their Complete Streets legislation, Mn/DOT has to report every 1-2 years on the status of implementation of the complete streets policy.



Design Innovations

Communities discussed in this section have developed design manuals that promote complete streets or have implemented unique or innovative design elements on their streets. While many cities have developed new complete streets guidelines, two of the best known examples in the country are Charlotte, NC, and New York, NY.

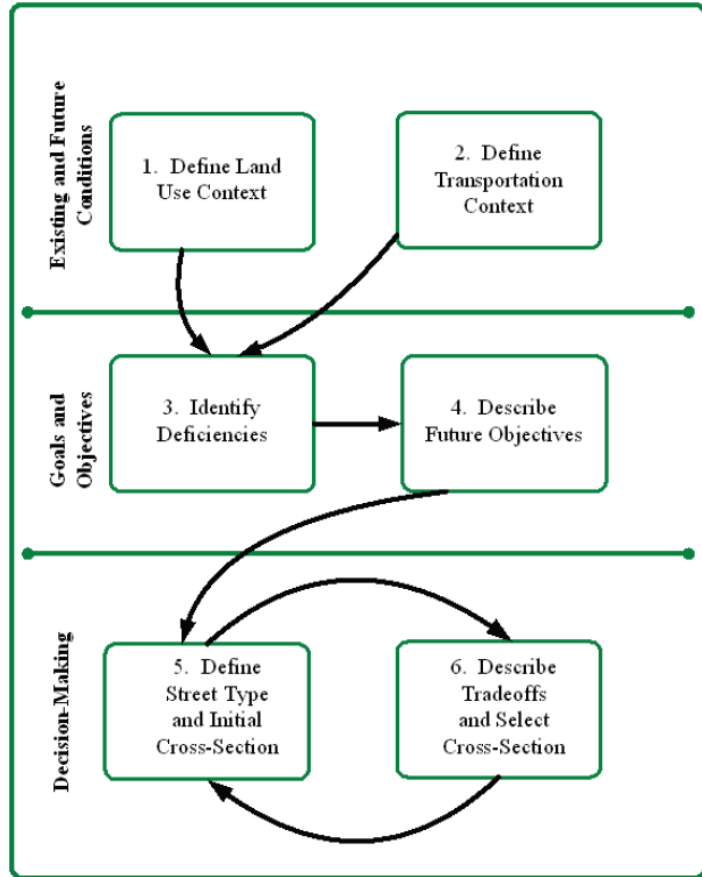
Charlotte, NC

Charlotte, NC developed a new street classification system, as an overlay to federal classifications as part of its 2006 Transportation Action Plan (TAP). This work was predominantly developed by the Charlotte Department of Transportation (CDOT) as a change in its approach to streets – the engineers and planners wanted to start creating a street network designed for people using various modes of transportation. The Urban Street Design Guidelines (USDG), an outcome of the TAP, was developed through stakeholder outreach with city staff taking primary ownership of the project.

CDOT classified a network of streets in the urban core under five typologies: main streets, avenues, boulevard, parkways, and local streets. The new street types fall along a continuum, with some being more oriented towards pedestrians and others to vehicles. These do not replace the standard federal street classifications, but instead serve as an overlay, with sample cross-sections of each type illustrated in the design guidelines. Rather than showing right-of-way widths or standard drawings, the cross-sections display different public realms: pedestrian zones, green zones, motorist zones and the like.



The new street typology was developed in a six-step process, including: defining land use context, defining transportation context, identifying deficiencies, describing future objectives, defining the street type and initial cross-section, and describing tradeoffs for each mode and selecting the cross-section. There are several feedback loops in the process, and stakeholders are involved throughout. In developing new street guidelines, CDOT also developed a new MMLOS methodology that evaluates



There are several feedback loops in the street typology process, with stakeholder involvement throughout.

facilities over a longer period than the standard 60-minute interval, and incorporates design features such as crossing-distance, corner radii, and bicycle facilities. CDOT also evaluates vehicle flow as it pertains to road diet projects to ensure that vehicular flow does not worsen by reducing the amount of vehicular travel space. One barrier that the department has had to cross on many an occasion is the inclusion of roadways in Charlotte’s growth boundary but outside of its jurisdiction. In these areas, the lead agency, North Carolina Department of Transportation (NCDOT) standards for elements like lane-width and non-motorized facilities can contradict the elements of the USDG



that CDOT is trying to implement. CDOT has learned to negotiate with NCDOT, but ultimately NCDOT adopted a complete streets policy that should help the two agencies align.

Key Takeaways for Manhattan Beach

- The CDOT work provides another example for how to re-think standard street typologies to achieve a context sensitive transportation network.
- In Charlotte, the typology system provides for auto-oriented streets along with pedestrian-oriented streets, but regular monitoring is also used to determine whether automotive delay is deteriorating with new implementation.

New York, NY

New York City has adopted several sustainable streets initiatives over the last five years, but one great example of an innovative program with noticeable results is the City's Plaza Program. The crux of this program is to convert underutilized rights-of-way into thriving public space. This can include expanding a median refuge island at its flanks to accommodate street furniture or a pocket park, or reducing a lane of traffic or removing a cut-through turn lane to develop more public space. The Plaza Program seeks to develop opportunities for open space for all residents within a 10-minute walking radius. Priority areas include neighborhoods lacking open space and lower income areas. Non-profit organizations, such as Business Improvement Districts and community redevelopment organizations, apply for a plaza to the City's Department of Transportation. They must also demonstrate local support from stakeholders and the local Community Board. The Department of Transportation considers the site context of a proposed plaza to ensure that the travel lanes that are reduced or removed will not

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create permanent traffic impacts. The applicant organization is ultimately responsible for operations and maintenance of the plaza, so part of the evaluation process is ensuring that they can undertake that responsibility and also that there has been advance community initiative. If approved, the organization enters into an agreement with DOT for plaza maintenance, programs, and ongoing funding. DOT then uses professional designers to design the plaza concept and funds the design and construction of the project. The concept design is discussed at community outreach meetings. Existing conditions such as vehicular traffic, access points, and parking are discussed to determine appropriateness of location and potential impacts. In many cases the initial plaza is temporary. Many of the plazas that have been implemented in the City merely consist of paint on the pavement, bollards, and some street furniture.



The use of the plaza and the effects on traffic are then monitored, with new traffic and pedestrian counts collected, to determine whether it should be considered for permanent installation. This is an example of a public-private partnership that is relatively quick and inexpensive to implement, but has had a noticeable impact.

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Key Takeaways for Manhattan Beach

- Excess pavement provides opportunities to quickly add more public open space.
- Monitoring to track the success of a project is important. Installing demonstration projects allows quick implementation and easy removal, if monitoring suggests the project is not working as intended.

Best Practices in Funding

Communities discussed in this section have found innovative approaches to funding complete streets implementation. These communities include Boulder, CO, Washington, D.C., and Austin, TX.

Boulder, CO

Boulder, CO allocates most of its Capital Improvement Program budget for transportation towards alternative transportation modes – 63% of investment is allocated for bicycle and pedestrian improvements, and 11% is allocated for transit improvements. The City is a leader among cities dedicated to open government and transparency around city expenditures. Specifically for transportation funding, they developed a reporting approach based on direct input from stakeholder groups including bicycle activists, the University of Colorado, and environmental groups, in addition to an advisory board and city staff. The primary purpose of the report is to identify potential sources of local funding for transportation projects in Boulder, and to review their viability and legality. This work stemmed from the 2008 Transportation Master Plan and reflects their progress on a specific action item in that plan. The Master Plan included three future networks, based on current funding availability, the action plan, and the vision plan for the area. The 2008 plan included a plan for complete streets investments that totaled \$115.8 million. With only \$3 million in secured funding, it was necessary to explore other sources of funding to generate revenue of roughly \$7 million per year.

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The advisory board and stakeholders considered various funding sources, discussed each one, and decided which they felt were viable. Groups could then give a “thumbs up” or “thumbs down” for a particular approach.



The task force developed a cut-sheet for each funding source, identifying potential revenues, feedback from stakeholders, examples of how it was applied elsewhere, and any constraints. The task force provided estimates of the amount of revenue that each source could raise, and the benefits and limitations of the source.

Through this process, the task force identified transportation maintenance fees, development excise taxes (DET) and market-based revenue opportunities (i.e.,

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advertising) as the most viable revenue sources for the City at that time. Other potential sources explored included a transportation fee assessed on parking spaces, a vehicle miles traveled tax, and a local option gas tax. Each group then considered what mix of the aforementioned funding sources could be used to “fill the pothole” of \$7 million per year.

Key Takeaways for Manhattan Beach

- Funding for complete streets projects can come from a variety of sources and fees, market based strategies, etc.
- Engaging stakeholder input on the approach to funding and prioritization is an effective means to garner greater support for a complete streets project.

Austin, TX

The City of Austin, TX has been funding part of its Great Streets Initiative through a public/private partnership. Their Great Streets Development Program includes a mechanism for financial assistance to private developers to implement streetscape standards that go beyond the City's

minimum requirements. The City established locational program boundaries and Great Streets standards, including turning radii, street lighting, street furniture, and greenery. If a developer wants to improve the streetscape in their right-of-way, they can meet with Urban Design staff to review their streetscape improvements and draft a plan, with a reimbursement cap established at the forefront of the project. Once the improvements are constructed, the developer is partially reimbursed for the project. Depending on the

Austin's Great Streets Parking Meter Funds sets aside 30% of parking revenues to implement the new standards.



priority of the improvements, reimbursement ranges from \$10 to 18 per square foot. The funding for the reimbursement program comes from the Great Streets Parking Meter fund, which sets aside 30% of parking revenues collected within the program's boundaries to implement these standards. This program provides a novel approach to developing complete streets, as the City is not responsible for the full cost of implementing improvements, but has sufficiently incentivized the process to entice developers through partial reimbursement.

Key Takeaways for Manhattan Beach

- Establishing design standards can lead to better outcomes, and provides developers clarity on the types of improvements that they will be expected to provide with projects.
- Parking revenue is an important funding source to support complete streets improvements to districts. Old Town Pasadena has funded much of the streetscape improvements in the district through parking revenue.

Carlsbad, CA

The City of Carlsbad, CA has found innovative ways to implement complete streets within its current departmental structure. Most recently, the City conducted a Livable Streets Assessment, identifying where the City was and where they wanted it to be with regard to Livable Streets. One challenge that the City faced was implementing complete streets improvements under the existing City's departmental budget. Upon completion of this study, the City successfully applied for several grants with the regional agency, SANDAG, leveraging \$650,000 of local funds into \$1,850,000 for complete streets improvements. This funding will be used to develop an Active Transportation Strategy



and implementation approach for the City, improve the downtown Village area, and develop some capital complete streets improvements. Additionally, as part of the Active Transportation Strategy, the City will identify areas of the Capital Improvement Program where complete streets elements can be added to an existing project.

Key Takeaways for Manhattan Beach

- Engaging staff from all City departments can address conflicts and ensure coordinated implementation for complete streets.
- There are significant grant opportunities available for complete streets projects. Identifying local matching funds, and having an adopted plan are two key elements that can be leveraged to apply for grant funding from Metro, SCAG, etc..



Best Practices in Maintenance & Operations

Communities discussed in this section have developed maintenance and operation programs that help promote complete streets in their jurisdictions. These communities include Seattle, WA, Denver, CO, and San Francisco, CA.

Seattle, WA

Beginning in 2006, Seattle, WA has been leveraging a \$365 million, nine-year, transportation levy (Bridging the Gap) to implement complete streets. The tax levy was approved to reduce the backlog of transportation projects. With the program, all CIP projects have to undergo complete streets review including review by bicycle and pedestrian program staff, to see if there is right-of-way available for non-motorized transportation improvements. With this program in place, planning for projects begins nine years before implementation, which allows SDOT staff to prioritize the projects being planned and allowing adjacent projects to be grouped together to decrease cost and increase efficiency. In the 2010 annual report, the City included accomplishments such as installing pedestrian countdown signals, building new sidewalk block faces, remarking crosswalks, striping and restriping bicycle lanes and sharrows (shared lane markings), and building and improving bicycle trails. Other accomplishments include street use, urban forestry, and transit improvements. In 2007, as part of the project, the City established the Bridging the Gap Oversight Committee to provide accountability on how the levy was being used. The committee focuses on how the program and its associated funding is being integrated into other SDOT planning, and has looked into and commented on programs including the Complete Streets and Bicycle & Pedestrian Master Plans. This system of checks and balances allows the City to approach streets as



a single entity and implement key points from a multitude of plans and programs in tandem and systematically.

Key Takeaways for Manhattan Beach

- Regularly scheduled street maintenance projects (resurfacing, etc.) provides an excellent opportunity to implement complete streets projects, such as bicycle lanes more cost effectively.
- Reviewing all CIP projects through the lens of complete streets is important to ensure that there are no projects that would hinder the advancement of complete streets concepts

Denver, CO

Denver, CO has a comprehensive approach to complete streets that considers input from all City departments in roadway changes. The effort to establish the framework included department heads from the Office of Economic Development, Parks and Recreation, Public Works, Development Services, and Community Planning & Development to ensure an interdepartmental approach. The project also considered the multiple interests and departmental responsibilities for the various elements of the street, with special focus on the maintenance and operations process responsibilities and needs. One key finding of the effort was a lack of coordination on day to day decisions such as roadway repaving and restriping. The City therefore established a new process to include review by staff in the Public Works Planning group for all repaving and restriping projects. The intention is for these staff members, including the City's bicycle planner to identify additional opportunities for including alternative mode facilities in planned projects. This coordinated interdepartmental approach, which has



also been implemented in Seattle, ensures that an opportunity for a multi-modal facility is not overlooked during roadway reconstruction.

Key Takeaways for Manhattan Beach

- Interdepartmental coordination on street projects is critical, so that departmental responsibilities are clearly defined, and there is accountability and a feedback loop to avoid missing opportunities to implement complete streets.

San Francisco, CA

In San Francisco, CA, the Better Streets Plan provides design guidance and outlines both existing challenges and solutions. Beyond standard components of a complete streets document, the City provides an organization matrix of what department is responsible for a given element of the complete streets work and the design process. In their Better Streets Plan, the City addresses the challenge to efficient design, namely a patchwork financing and shared responsibilities for a single streetscape project across several departments. The subsequent plan addresses how to coordinate securing full funding for a project and identifies a framework and process for implementing complete streets. By explicitly stating the responsibilities of each department in the process, while also coordinating the implementation, the Plan provides a more streamlined and efficient means to develop complete streets.

Key Takeaways for Manhattan Beach

- Outlining clear responsibilities among multiple departments and convening regular coordination meetings can ensure that there are no missed opportunities

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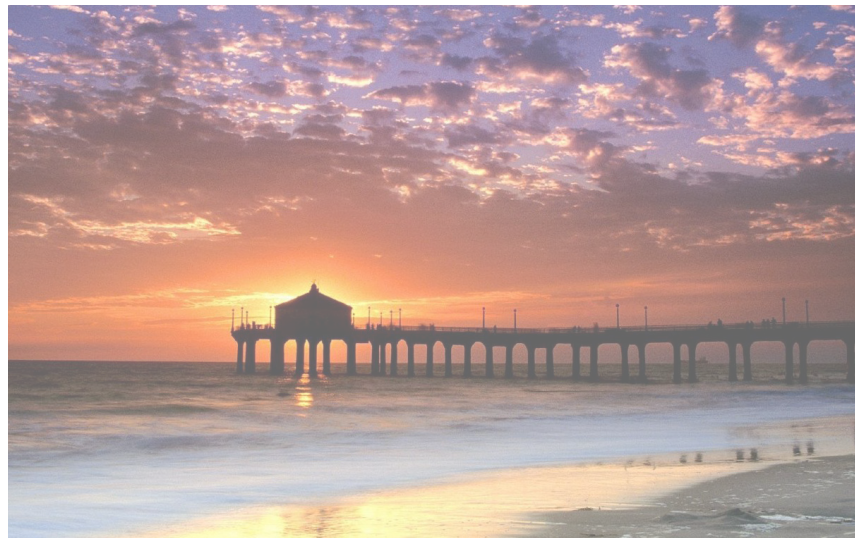
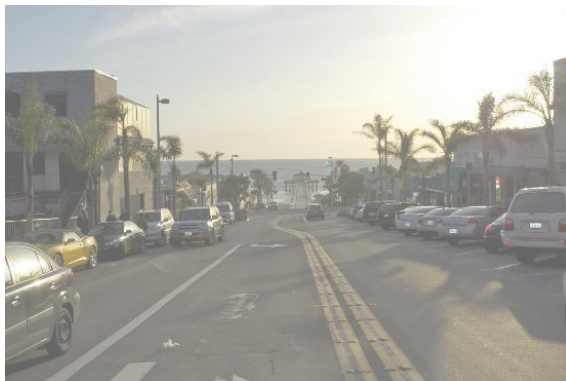


to implement complete streets projects as part of the City's typical maintenance and operation.

APPENDIX C: CONCEPTUAL PEDESTRIAN IMPROVEMENTS AND PEDESTRIAN CROSSING ENHANCEMENT POLICY

DRAFT

MANHATTAN BEACH MOBILITY PLAN - PEDESTRIAN AND BICYCLE PROJECT LIST



Prepared by:



FEHR & PEERS

May 2013



Traffic Controls

Signing/Striping

Engineering

Project 1: Walk Streets Crossing Treatments

Per *Pedestrian Enhancements Policy*, no crossings (Ocean, Manhattan, Highland) would trigger additional enhancements beyond high visibility crosswalk package. However, due to the higher traffic volumes & higher collision factors on Highland Ave, additional enhancements area recommended



Ocean Drive

- No change at stop controlled locations
- At uncontrolled locations that meet *Pedestrian Enhancements Policy* thresholds for ped volume/ped generators:
 - High visibility crosswalk
 - FYG signage in advance of and at crosswalk
 - Yield limit lines (sharks' teeth)

Manhattan Ave

- High visibility crosswalk
- FYG signage in advance of and at crosswalk
- Yield limit lines (sharks' teeth)

Highland Ave

- High visibility crosswalk
- FYG signage in advance of and at crosswalk
- Yield limit lines (sharks' teeth)
- Median Refuge



★ Potential Highland Enhancement Locations
 ★ Potential Ocean or Manhattan Enhancement Locations

Median Refuge



Fluorescent yellow-green (FYG) advanced warning sign

Yield Limit Line





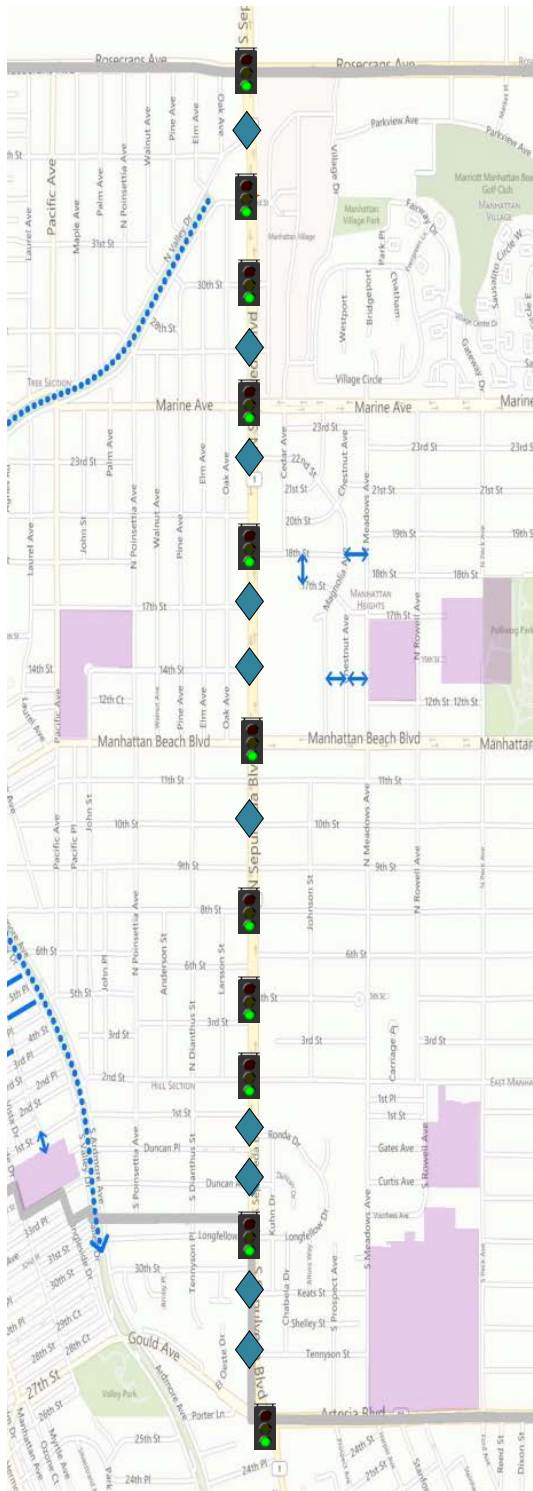
- Traffic Controls
- Signing/Striping
- Engineering

Project 2: Sepulveda Crossing Treatments

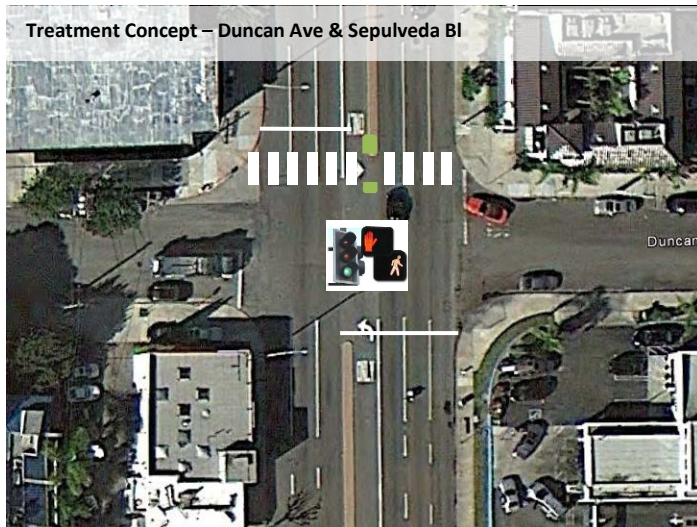
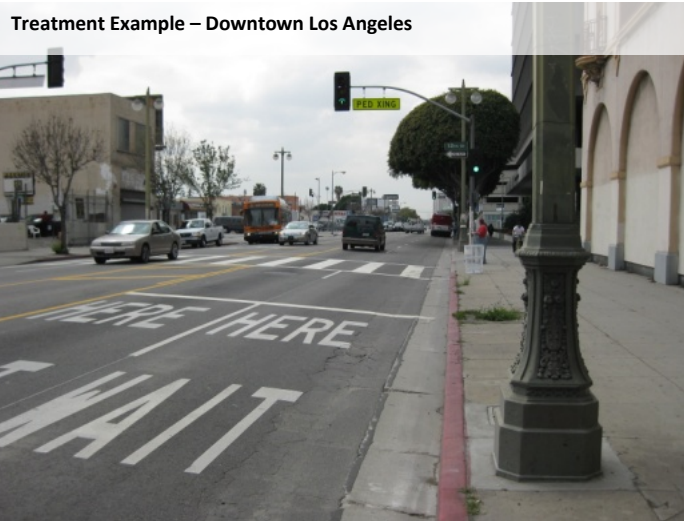
Per *Pedestrian Enhancements Policy*, given speed, volume & number of lanes on Sepulveda Bl, any selected crossing would require installation of:

- Actuated pedestrian signal
- Marked crosswalk(s)
- Countdown pedestrian signal head
- Stop bars on all approaches.
- Median refuge if feasible

Determine locations for treatment based on pedestrian volumes or presence of pedestrian generators



- Existing marked, signalized crossings
- Candidate Location**
Unmarked legal crossing locations located further than 300' from nearest marked crossing





Traffic Controls

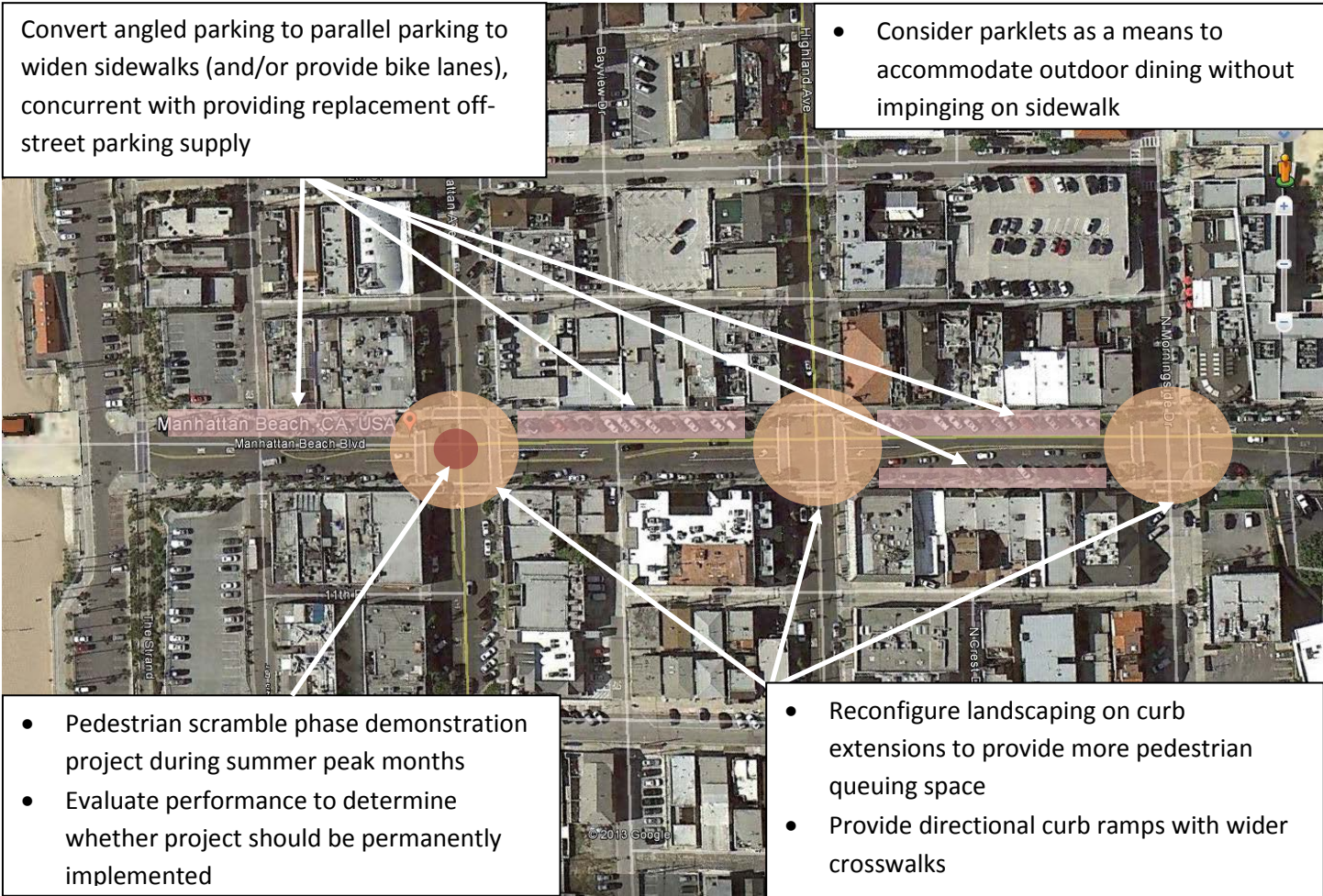
Signing/Striping

Engineering

Project 3: Downtown Pedestrian Enhancements: Manhattan Beach Blvd.

Convert angled parking to parallel parking to widen sidewalks (and/or provide bike lanes), concurrent with providing replacement off-street parking supply

- Consider parklets as a means to accommodate outdoor dining without impinging on sidewalk



- Pedestrian scramble phase demonstration project during summer peak months
- Evaluate performance to determine whether project should be permanently implemented

- Reconfigure landscaping on curb extensions to provide more pedestrian queuing space
- Provide directional curb ramps with wider crosswalks



Source: <http://labikas.wordpress.com/2012/07/19/when-a-car-parking-space-dies-and-goes-to-heaven/>

Source: Google Streetview



Traffic Controls

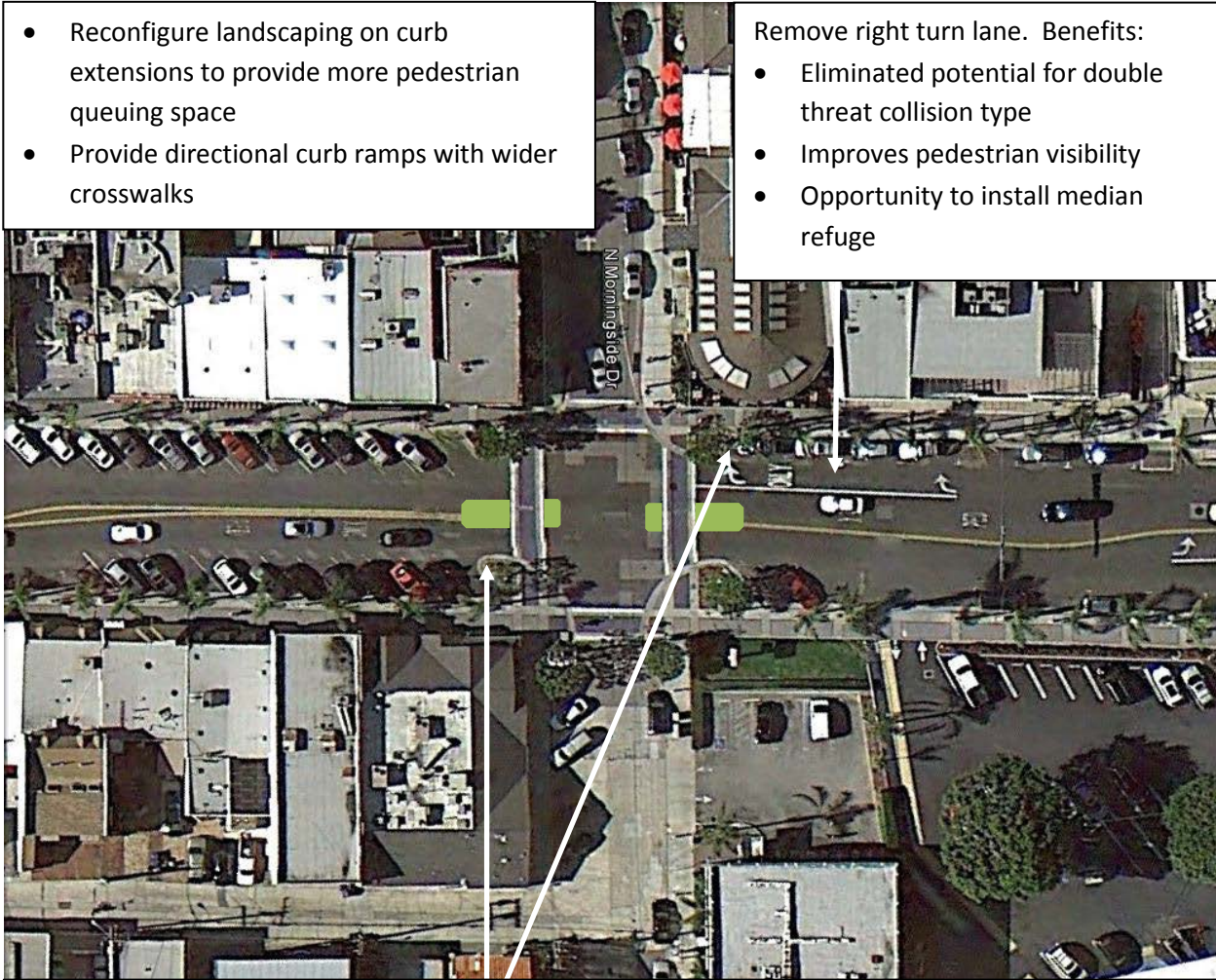
Signing/Striping

Engineering


Project 4: Downtown Pedestrian Enhancements: Manhattan Beach Bl & Morningside Dr

- Reconfigure landscaping on curb extensions to provide more pedestrian queuing space
- Provide directional curb ramps with wider crosswalks

- Remove right turn lane. Benefits:
- Eliminated potential for double threat collision type
 - Improves pedestrian visibility
 - Opportunity to install median refuge



Install Rectangular Rapid Flashing Beacons (RRFB) & fluorescent yellow green (FYG) pedestrian signage on eastbound & westbound approaches

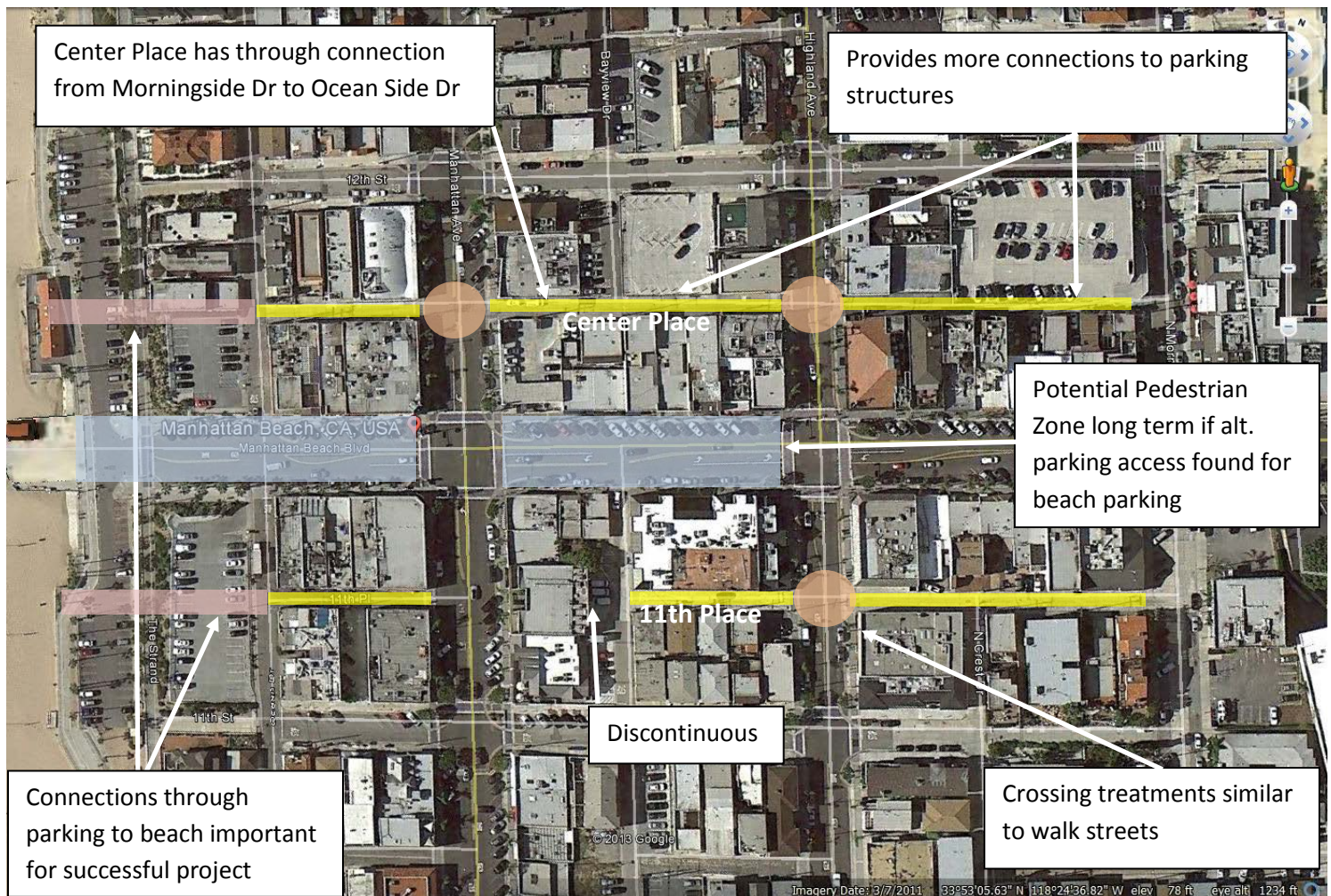


Traffic Controls

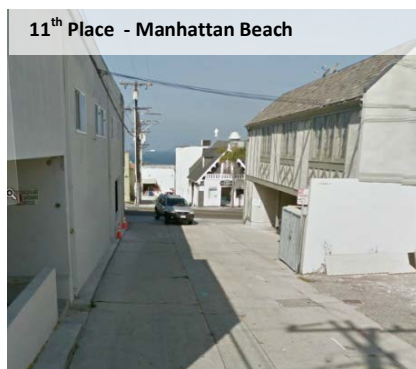
Signing/Striping

Engineering

Project 5: Downtown Pedestrian Enhancements: Walk Streets



- Center Place better option than 11th Place because of connectivity
- Width ~18' limits opportunity to provide extensive sidewalk dining, but width to successful Hollywood project
- Long Term – consider pedestrianizing 2-3 blocks of Manhattan Beach Blvd closest to the beach if parking access can be rerouted or replaced





Traffic Controls

Signing/Striping

Engineering

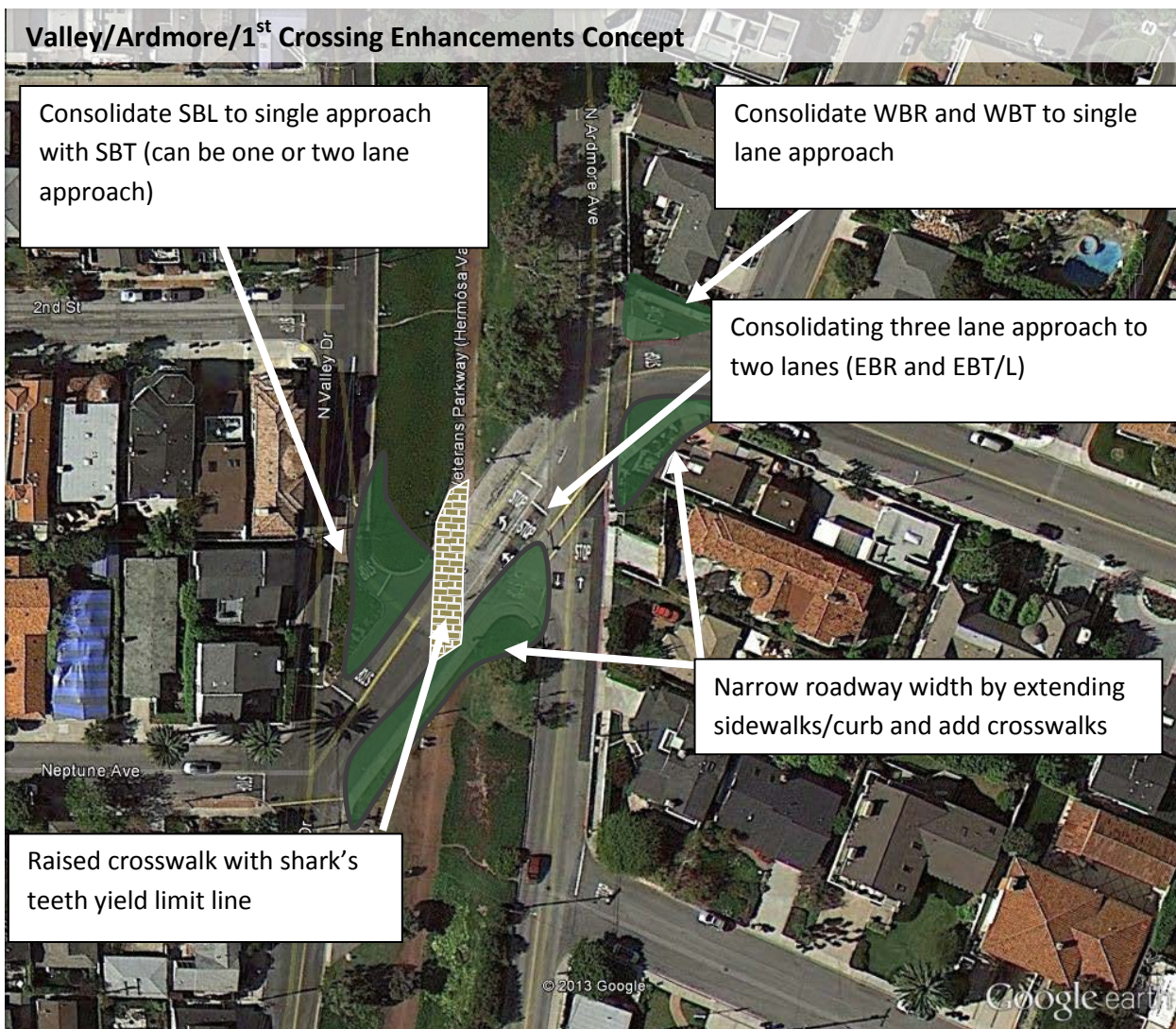
Project 6: Valley/Ardmore Crossings

Per *Pedestrian Enhancements Policy*, given speed, volume & number of lanes on Valley and Ardmore no enhancements beyond high visibility crosswalks, advanced yield lines, and signage are recommended.

Candidate locations for this treatment determined by:

- Pedestrian volumes per *Pedestrian Enhancements Policy* threshold
- *Pedestrian generators* (staircase, pedestrian desire line, see Mia Lehrer figures)

Special circumstances, such as atypical intersection configuration could trigger additional enhancements (e.g. Valley/Ardmore/1st)





- Traffic Controls
- Signing/Striping
- Engineering

Project 7: Poliwog Park/Manhattan Beach Middle School





Traffic Controls

Signing/Striping

Engineering

Project 8: Belle/Blanche/24th/25th





- Traffic Controls
- Signing/Striping
- Engineering

Project 9: Tree Section/Sand Section

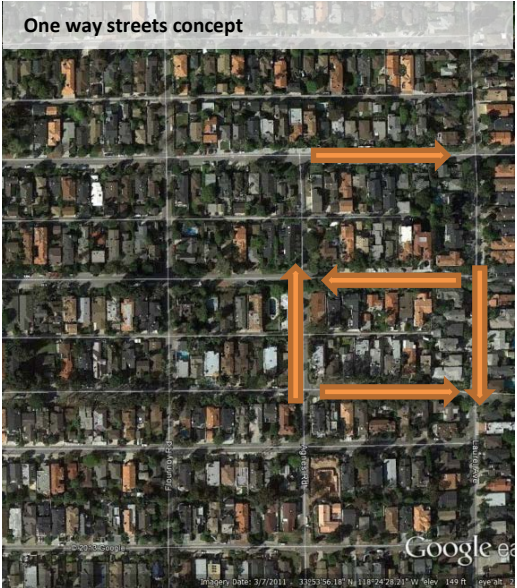


Source:
<http://urbantimes.co/2011/11/riskier-street-safer-streets/woonerf-la-citta-vita-flickr/>

Few opportunities to implement designated pedestrian space in the Sand & Tree Sections either with striped edgelines or sidewalks

Options

- Designate a network of one-way streets could provide opportunities for narrow pedestrian spaces, but would be a substantial undertaking, and a major change in the vehicular circulation pattern for residents
- The Dutch Woonerf concept of a fully shared space (pedestrians, bicycles, vehicles, street furnishings, etc.) could be applicable in some locations. While many streets already operate as shared spaces, treatments such as the use of pavers and landscaping better communicate that a street is a shared space
- ***Require setback for the provision of a sidewalk (that would not be blocked by on-street parking or landscaping) for all new development to address lack of dedicated pedestrian network. More opportunity within tree Section than in Sand Section, where parcel sizes are smaller.***



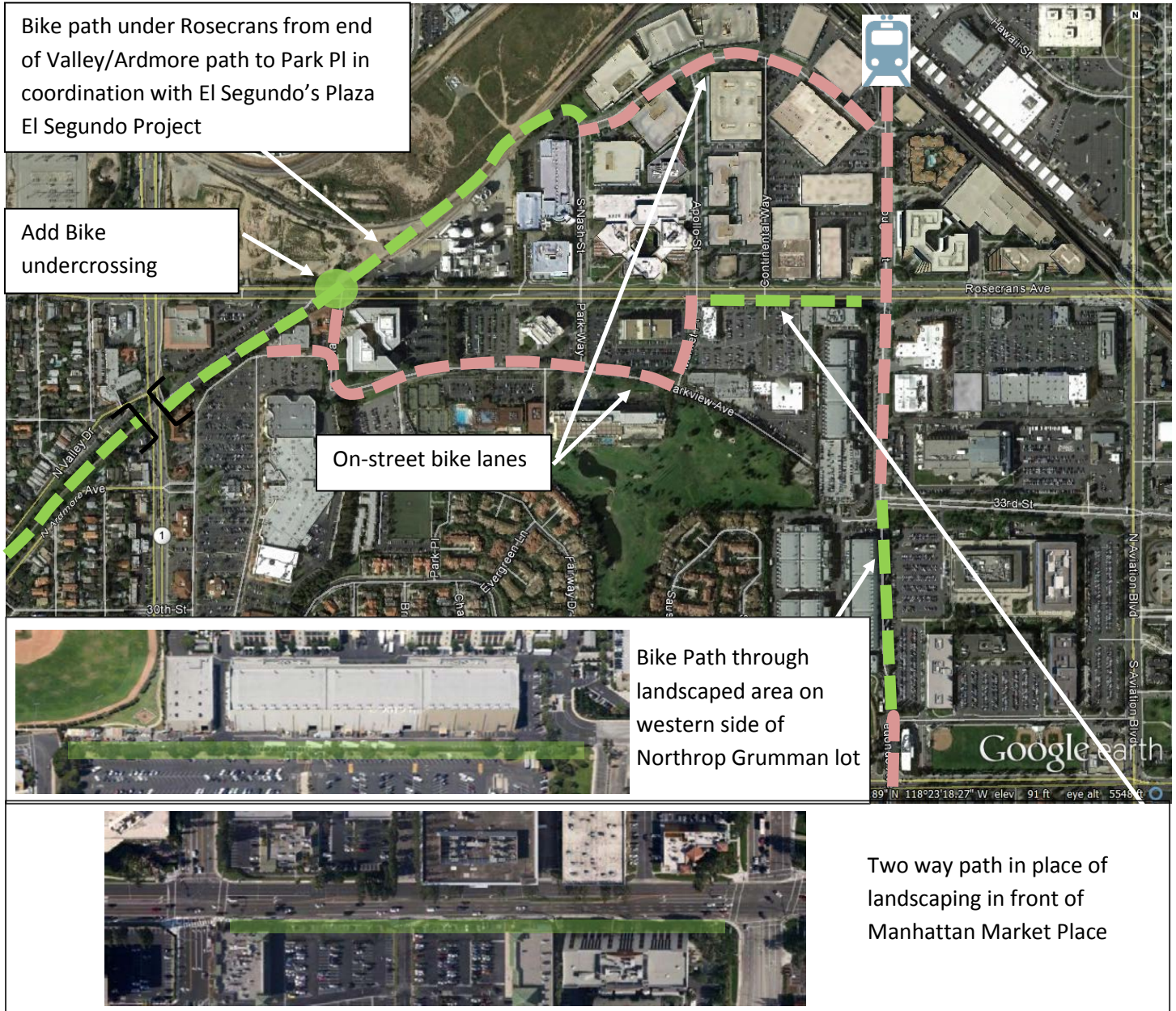


Traffic Controls

Signing/Striping

Engineering

Project 10: Rosecrans Ave Bike Connections





Traffic Controls

Signing/Striping

Engineering

Project 11: Valley/Ardmore Bike Path

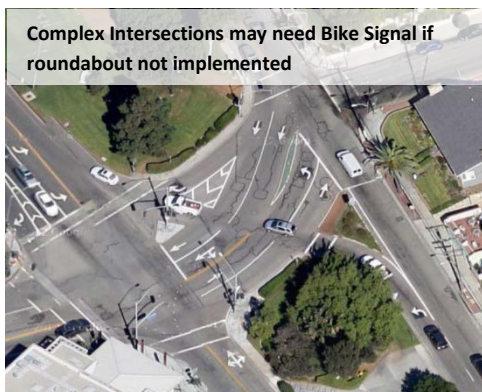
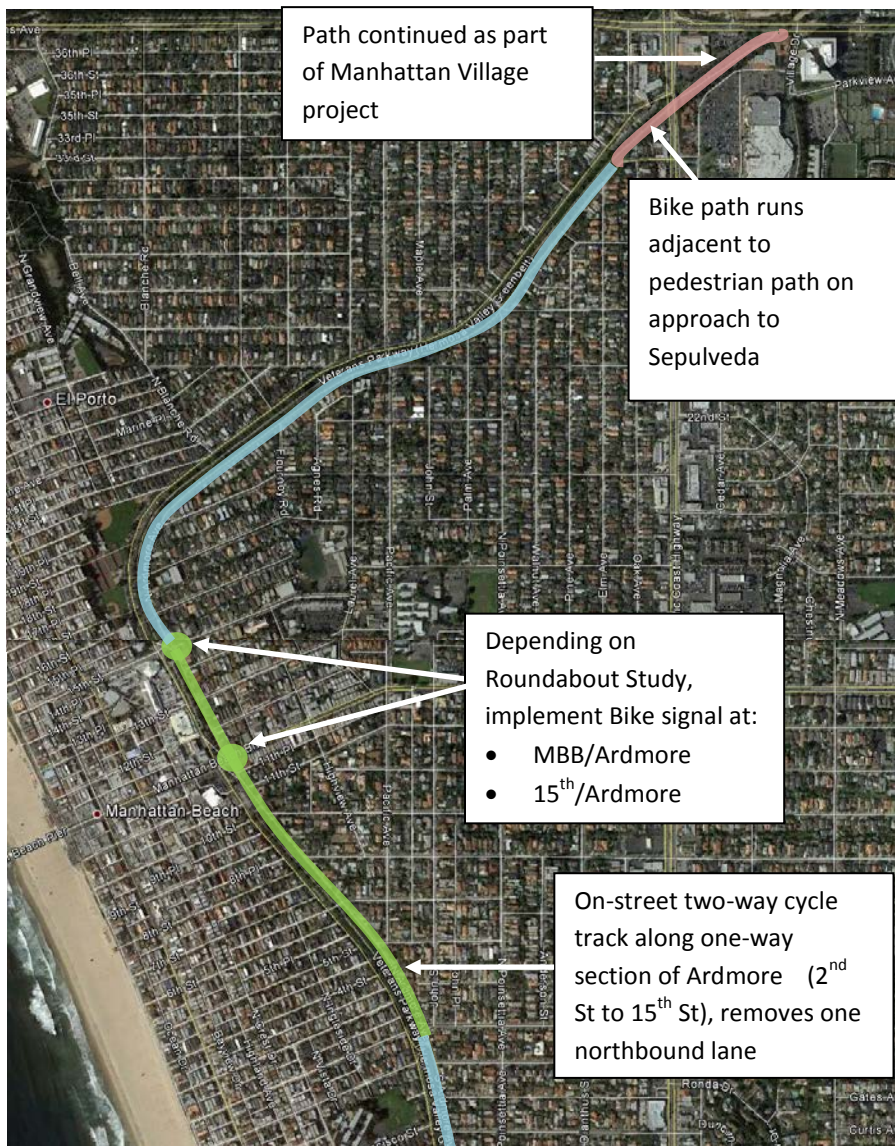
Option 1

Maintain current roadway configuration & path runs in existing parkway along east side.
 Impacts: landscaping, utilities, cost



Option 2

Convert Ardmore to one-way northbound & remove one lane to continue two-way cycle track in place of lane
 Impacts: vehicle capacity, vehicle circulation patterns



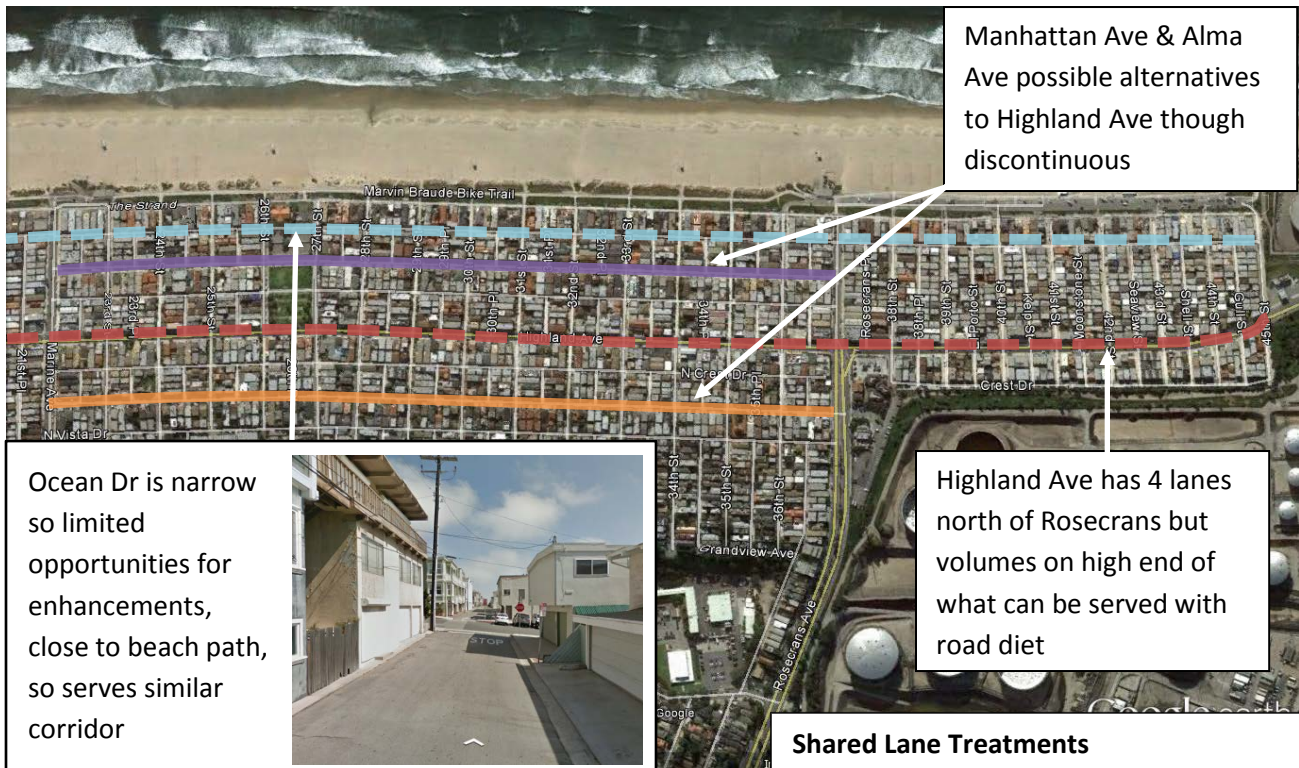


Traffic Controls

Signing/Striping

Engineering

Project 12: North-South Sand Section/Downtown Bike Facilities



Shared Lane Treatments

Level 1	Level 2	Level 3



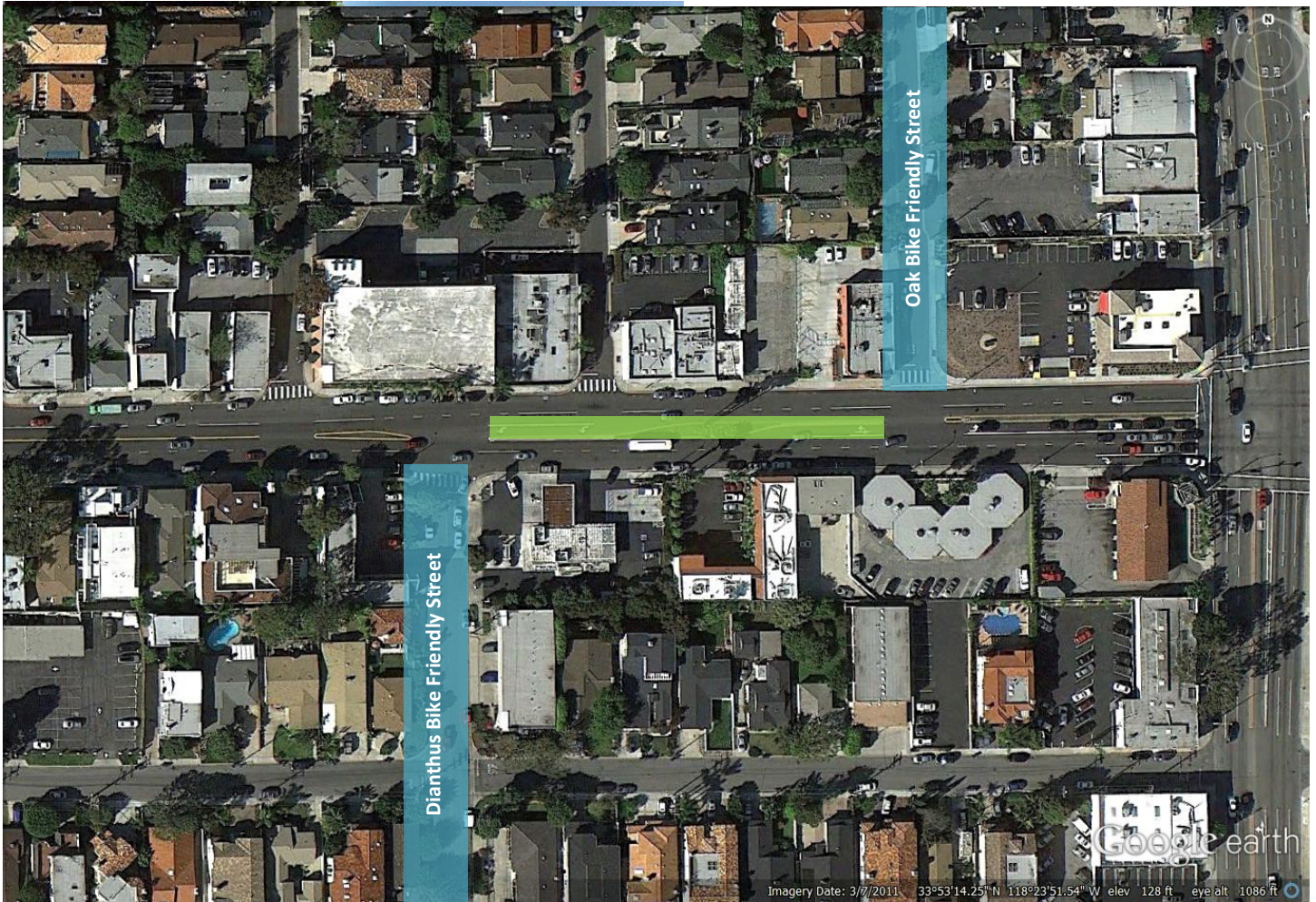


Traffic Controls

Signing/Striping

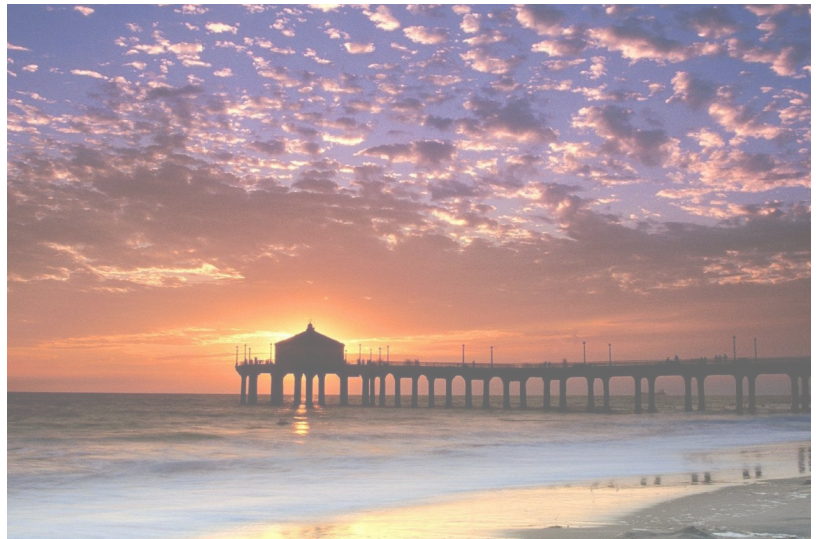
Engineering

Project 13: Oak/Dianthus Bike Friendly Street Connection



DRAFT

Manhattan Beach Mobility Plan Pedestrian Crossing Enhancements Policy



Prepared by:



FEHR & PEERS

March 2014

TABLE A \\ UNCONTROLLED CROSSING TREATMENT TOOLBOX

POTENTIAL STRIPING ENHANCEMENTS

TREATMENT

IMPLEMENTATION GUIDANCE

HIGH-VISIBILITY MARKED CROSSWALK/TEXTURED CROSSWALK

[Striping]

High-visibility markings include a family of crosswalk striping styles such as the “ladder” and the “triple-four,” as well as decorative or textured crosswalk markings. These marking provide greater crosswalk visibility to motorists.



ADVANCE YIELD LIMIT LINE (MULTI-LANE ROADWAYS)

[Striping]

Yield limit lines (also referred to as “sharks’ teeth”) are placed in advance of marked, uncontrolled crosswalks to indicate to motorists where they should stop when a pedestrian is in a crosswalk.

City of Pasadena



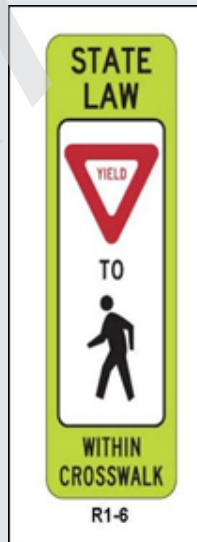
ADVANCE WARNING SIGNS/CROSSWALK SIGN ASSEMBLY

[Signage]

High-visibility fluorescent yellow green signs posted in advance of and at crossings increase the visibility of a pedestrian crossing. Requirements for the design and placement of these signs may be found in the California Manual on Uniform Traffic Control Devices (MUTCD). Additionally, in street pedestrian signs may be added.



pedbikeimages.org



Implemented together as package of improvements at all locations that meet the flow chart test justifying a marked crossing.

Additional enhancements to this package may be needed depending upon width of street, posted speed limit, sight distance and average daily traffic volumes. See guidance under which conditions additional enhancements are needed.

TABLE A \\ UNCONTROLLED CROSSING TREATMENT TOOLBOX, CONT'D

POTENTIAL GEOMETRIC ENHANCEMENTS





TREATMENT	IMPLEMENTATION GUIDANCE		
	SPEED LIMIT		
	30MPH OR LOWER	35 MPH	40 MPH+
<p>CURB EXTENSIONS</p> <p>[Geometrics]</p> <p>Also known as a pedestrian bulb-out, this traffic-calming measure is meant to slow traffic and increase driver awareness of pedestrians. It consists of an extension of the curb into the street, making the pedestrian space (sidewalk) wider and the crosswalk narrower. It improves driver visibility of pedestrians waiting to enter the crosswalk</p> 	<p>One geometric enhancement is recommended under the following conditions:</p>	<p>One geometric enhancement is recommended under the following conditions:</p>	
<p>REFUGE ISLANDS</p> <p>[Geometrics]</p> <p>Raised islands are placed in the center of the roadway, separating opposing lanes of traffic with cutouts or ramps for accessibility along the pedestrian path. Median refuge islands are recommended where right-of-way allows and conditions warrant. Refuge medians can also be designed as a split pedestrian crossover where crosswalks in the roadway are staggered such that a pedestrian crosses half the street and then walks toward traffic to reach the second half of the crosswalk. This measure must be designed for accessibility to direct sight-impaired pedestrians along the path of travel.</p> 	<ul style="list-style-type: none"> • 3 lane street with ADT of 12,000+ • 4+ lane street (no raised median) with ADT of 9,000+ • 4+ lane street (with raised median) with ADT of 12,000+ <p>Locations where pedestrian actuated signals are installed may not require these enhancements</p>	<ul style="list-style-type: none"> • 2 lane street with ADT of 15,000+ • 3 lane street with ADT of 9,000 • 4+ lane street (no raised median) with ADT of 9,000 or less • 4+ lane street (with raised median) with ADT of 12,000+ <p>Locations where pedestrian actuated signals are installed may not require these additional enhancements</p>	<p>One geometric enhancement is recommended at all crossings with a speed limit of 40 mph or greater regardless of lane width and ADT.</p>
<p>RAISED CROSSWALK</p> <p>[Geometrics]</p> <p>This traffic calming measure provides a crosswalk with a surface elevated above the travel lanes (typically at curb height), attracting drivers' attention, encouraging lower speeds at the pedestrian crossing point, and improving the visibility of pedestrians in the crosswalk.</p> 	<p>Locations where pedestrian actuated signals are installed may not require these enhancements</p>	<p>Locations where pedestrian actuated signals are installed may not require these enhancements</p>	

TABLE A \\ UNCONTROLLED CROSSING TREATMENT TOOLBOX, CONT'D

POTENTIAL SIGNAL ENHANCEMENTS

TREATMENT	IMPLEMENTATION GUIDANCE		
	SPEED LIMIT		
	30MPH OR LOWER	35 MPH	40 MPH+
<p>OVERHEAD FLASHING BEACON</p> <p>[Signal Treatment] Flashing amber lights are installed on overhead signal arms in advance of the crosswalk or at the entrance to the crosswalk. Typically overhead beacons are pedestrian push button actuated and are most appropriate on multi-lane, signalized streets.</p>  <p><small>tti.tamu.edu</small></p>	<p>Instead of, or in addition to a geometric enhancement, install an overhead beacon or RRFB under the following conditions:</p> <ul style="list-style-type: none"> • 3+ lane street with ADT of 12,000+ 	<p>Instead of, or in addition to a geometric enhancement, install an overhead beacon or RRFB under the following conditions:</p> <ul style="list-style-type: none"> • 2 lane street with ADT of 15,000+ • 3+ lane street with ADT of 9,000+ <p>Beacons should not be installed at locations of pedestrian actuated signals.</p>	<p>A geometric and/or an overhead beacon or RRFB is recommended at all crossings with a speed limit of 40 mph or greater regardless of lane width and ADT.</p> <p>Beacons should not be installed at locations of pedestrian actuated signals.</p>
<p>RECTANGULAR RAPID FLASHING BEACON (RRFB)</p> <p>[Signal Treatment] RRFB is a flashing beacon that is enhanced by replacing the traditional slow flashing incandescent lamps with rapid flashing LED lamps. The beacons may be push-button activated or activated with pedestrian detection. Research indicated the greatest response from RRFBs.</p>  <p><small>mutcd.fhwa.dot.gov</small></p>	<p>Beacons should not be installed at locations of pedestrian actuated signals.</p>	<p>Beacons should not be installed at locations of pedestrian actuated signals.</p>	<p>Beacons should not be installed at locations of pedestrian actuated signals.</p>
<p>PEDESTRIAN ACTUATED SIGNAL</p> <p>[Signal Treatment] This is a conventional traffic control device with warrants for use based on the MUTCD. Signal remains on green until a pedestrian push button activation. Signal operates with a flashing red until completion of pedestrian phase.</p>  <p><small>City of Pasadena</small></p>	<p>Recommended on 4+ lane streets with ADT of 15,000+.</p> <p>If pedestrian actuated signal is installed, geometric enhancements may not be necessary.</p>	<p>Recommended on 3+ lane street with ADT of 15,000+</p> <p>If pedestrian actuated signal is installed, geometric enhancements may not be necessary.</p>	<p>Recommend on 2 lane street with ADT of 15,000 + or 3+ lane street with ADT of 9,000+</p> <p>If pedestrian actuated signal is installed, geometric enhancements may not be necessary.</p>

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The following is a list of potential enhancements options for intersections in pedestrian priority areas (such as around schools, parks, Downtown, etc.):

TABLE B \ \ STOP-CONTROLLED LOCATION TOOLBOX

City of Pasadena



REFUGE ISLAND

[Geometrics]

Raised islands are placed in the center of the roadway, separating opposing lanes of traffic with cutouts or ramps for accessibility along the pedestrian path.



CURB EXTENSION/BUS BULBS/SHORT RIGHT-TURN LANE ELIMINATION

[Geometrics]

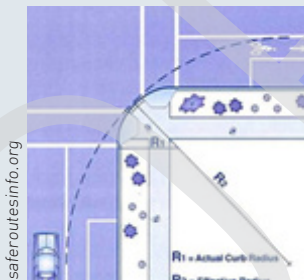
Also known as a pedestrian bulb-out, this traffic-calming measure is meant to slow traffic and increase driver awareness of pedestrians. It consists of an extension of the curb into the street, making the pedestrian space (sidewalk) wider.



IMPROVED RIGHT-TURN SLIP-LANE DESIGN/PORK CHOP REDESIGN

[Geometrics]

Right-turn slip lanes (aka channelized right-turn lanes) are separated from the rest of the travel lanes by a pork chop-shaped striped or raised median area. This measure separates right-turning traffic and streamlines right turning movements. Improved right-turn slip lanes provide pedestrian crossing islands within the intersection and are designed to optimize the right-turning motorist's view of the pedestrian and of vehicles to his or her left.



REDUCED TURNING RADIUS AS DETERMINED BY DESIGN VEHICLE

[Geometrics]

The size of the curb radius determines the speed at which approaching vehicles can navigate a turn. Reduced turn radii force approaching vehicles to slow down when turning, while still efficiently accommodating the largest vehicle commonly expected at the intersection.



www.ci.mil.wi.us

PEDESTRIAN-SCALE LIGHTING

[Streetscape]

Pedestrian-scale lighting improves motorist sight of pedestrians.

TABLE B \\ STOP-CONTROLLED LOCATION TOOLBOX, CONT'D

walkinginfo.org/pedsafe/



STANDARD CROSSWALK FOR STOP-CONTROLLED APPROACHES, LADDER OR TRIPLE FOUR AT UNCONTROLLED APPROACHES

[Striping]

High-visibility markings include a family of crosswalk striping styles such as the "ladder" and the "triple-four." Stop bars should be striped in advance of the crosswalk on approaches controlled by a stop sign.

City of Pasadena



DIRECTIONAL CURB RAMP WITH TRUNCATED DOMES

[Geometrics/ADA Treatments]

Where right-of-way is available, directional curb ramps are installed at two per corner and guide pedestrians in to the crosswalk they would utilize to cross the street. Truncated domes provide a tactile signal to the visually impaired that they are leaving the sidewalk area. Exceptions for directional curb ramps may be allowed when physical considerations such as existing drainage or required turn radius deem infeasible. Selecting directional curb ramps as a preferred treatment does not call for retrofit of existing curb ramps, rather installation will be done opportunistically in scenarios such as grant funding, development review, new construction, and

Nazir Lalani



REMOVAL OF SIGHT DISTANCE OBSTRUCTIONS

[Geometrics]

If objects impede sight distance, it may result in an unsafe condition when motorists and pedestrians are unable to see each other. Items such as parked cars, signage, landscaping, fencing, and street furniture should be placed in a location that will not obstruct sight distance.

danpink.com

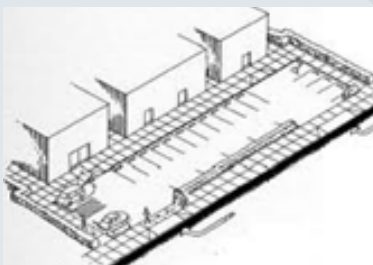


LIMITED SIGNAGE/SIGN CLUTTER EVALUATION

[Signage]

Road signs and street signs at intersections may distract motorists from the road. Unnecessary signage should be removed and relocated to present motorists only with signage relevant to the operation of the intersection.

mjsc.org



DRIVEWAY ACCESS MANAGEMENT

[Geometrics]

Access management strategies can reduce the number of driveway crossings pedestrians encounter and result in a wider sidewalk through more efficient allocation of space.

The following is a list of potential enhancements options for intersections in pedestrian priority areas (such as around schools, parks, Downtown, etc.):

TABLE C \ \ SIGNAL-CONTROLLED LOCATION TOOLBOX

 <p>walkinginfo.org/pedsafe/</p>	<p>MARKED CROSSWALK [Striping]</p> <p>Marked crosswalks should be installed to provide designated pedestrian crossings at signalized locations, on all feasible approaches. Exceptions for striping crosswalks on all four legs of a signalized intersection may be allowed due to operational and physical considerations</p>
	<p>ADVANCE LIMIT LINE [Striping]</p> <p>Standard advance limit (white stop) lines are placed four feet in advance of marked crosswalks</p>
 <p>www.saferoutesinfo.org Mike Cynedi</p>	<p>COUNTDOWN SIGNAL [Signal Treatment]</p> <p>Displays a "countdown" of the number of seconds remaining for the pedestrian crossing interval.</p>
 <p>www.livablestreets.com</p>	<p>SLOWER WALKING SPEED [Signal Treatment]</p> <p>The California MUTCD requires that signal timings be changed to reflect 3.5 feet per second walk times rather than 4.0 feet per second. In locations adjacent to schools, senior centers, etc., a slower walk speed should be considered in signal timings.</p>
 <p>www.saferoutesinfo.org Mike Cane</p>	<p>PEDESTRIAN RECALL IN HIGH ACTIVITY PEDESTRIAN AREAS [Signal Treatment]</p> <p>Pedestrian Recall provides a guaranteed walk phase for each crossing at the signal during periods of peak pedestrian activity regardless of whether the pedestrian push button has been activated. This ensures ample time is provided for pedestrian crossings when pedestrians are typically present (even if a pedestrian fails to push the button).</p>

City of Pasadena

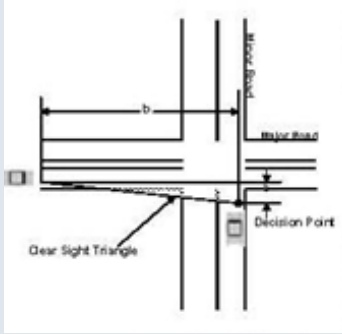


DIRECTIONAL CURB RAMP WITH TRUNCATED DOMES & SEPARATED PEDESTRIAN PUSH BUTTONS (PPB)

[Geometrics/ADA Treatments]

When right-of-way is available, directional curb ramps are installed two per corner and guide pedestrians into the crosswalk. Truncated domes provide a tactile signal to the visually impaired that they are leaving the sidewalk area. Separated push buttons are placed within five feet of each curb ramp, one per crosswalk. Exceptions for directional curb ramps may be allowed when physical considerations such as existing drainage or required turn radius deem infeasible.

Nazir Lalani



REMOVAL OF SIGHT DISTANCE OBSTRUCTIONS

[Geometrics]

If objects impede sight distance, this may result in an unsafe condition where motorists and pedestrians are unable to see each other. Items such as parked cars, signage, landscaping, fencing, and street furniture should be placed in a location that will not obstruct sight distance.

www.ci.milwauis



PEDESTRIAN-SCALE LIGHTING

[Streetscape]

Pedestrian-scale lighting improves motorists' visibility of pedestrians.

TABLE C \\ SIGNAL-CONTROLLED LOCATION TOOLBOX, CONT'D



HIGH-VISIBILITY CROSSWALK

[Striping]

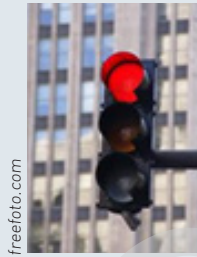
High-visibility markings include a family of crosswalk striping styles such as the "ladder" and the "continental." High-visibility striping should be provided for crosswalks with heavy pedestrian volumes, with frequent pedestrian-vehicle conflicts (such as with permissive left turns), or at skewed intersections. One style of high-visibility striping should be selected as the City's preferred style.



ACCESSIBLE PEDESTRIAN SIGNALS

[ADA Treatments]

Accessible pedestrian signals communicate information about pedestrian crossings in non-visual format such as audible tones, verbal messages, and/or vibrating surfaces, providing access to the pedestrian signals for the visually impaired. Locations for accessible pedestrian signals are coordinated with the Accessibility Disability Commission.



ALL RED CLEARANCE

[Signal Treatment]

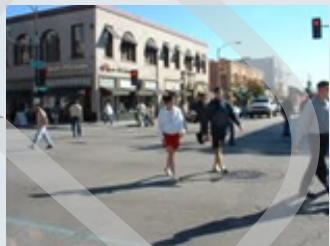
Provides a phase (1-2 seconds) where all vehicle indicators hold the red at an intersection.



LEADING PEDESTRIAN INTERVAL (LPI)

[Signal Treatment]

Provides pedestrians with a walk indicator while all vehicle indicators hold the red ball. This allows pedestrians to get a head start crossing the street before vehicles get the green indication.



SCRAMBLE PHASE

[Signal Treatment]

Provides an all-red phase for vehicles while providing pedestrians with a walk indication. Pedestrians may cross the street orthogonally or diagonally.



PROTECTED LEFTS

[Signal Treatment]

Protected left turns give vehicles that are turning left an exclusive phase that does not coincide with the pedestrian walk phase. This eliminates the pedestrian-vehicle conflict between permissive lefts and pedestrians in a crosswalk.

TABLE C \\ SIGNAL-CONTROLLED LOCATION TOOLBOX, CONT'D

lincoln.ne.gob



FULL-TIME RECALL/FIXED TIME PEDESTRIAN INTERVALS

[Signal Treatment]

Pre-timed signals give pedestrians the walk signal without requiring push button actuation.

lumi.net

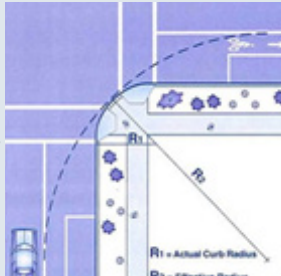


PROHIBITED RIGHT TURN ON RED

[Signal Treatment]

Prohibits vehicles from turning right when the signal has a red indication.

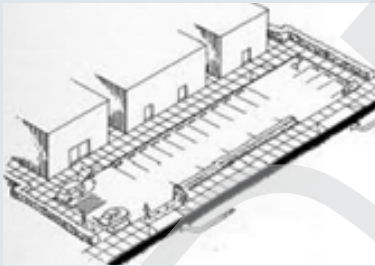
saferoutesinfo.org



REDUCED TURNING RADIUS AS DETERMINED BY DESIGN VEHICLE

[Geometries]

The size of the curb radius determines the speed at which approaching vehicles can navigate a turn. Reduced turn radii force approaching vehicles to slow down when turning, while still accommodating emergency vehicles and the largest vehicle expected to typically navigate the intersection (i.e., the design vehicle).



DRIVEWAY ACCESS MANAGEMENT

[Geometries]

Access management strategies can reduce the number of driveway crossings pedestrians encounter and result in a wider sidewalk through more efficient allocation of space.

City of Pasadena



REFUGE ISLAND

[Geometries]

Raised islands are placed in the center of the roadway, separating opposing lanes of traffic with cutouts or ramps for accessibility along the pedestrian path.

TABLE C \\ SIGNAL-CONTROLLED LOCATION TOOLBOX, CONT'D



CURB EXTENSION/BUS BULBS/SHORT RIGHT-TURN LANE ELIMINATION

[Geometrics]

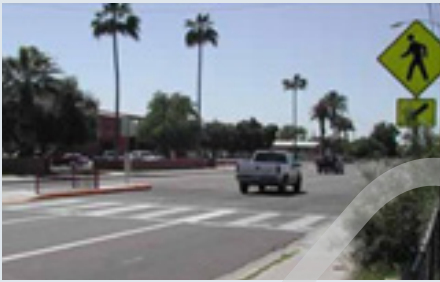
Also known as a pedestrian bulb-out, this traffic-calming measure is meant to slow traffic and increase driver awareness of pedestrians. It consists of an extension of the curb into the street, making the pedestrian space (sidewalk) wider.



IMPROVED RIGHT-TURN SLIP-LANE DESIGN/PORK CHOP REDESIGN

[Geometrics]

Right-turn slip lanes (aka channelized right-turn lanes) are separated from the rest of the travel lanes by a pork chop-shaped striped or raised median area. This measure separates right-turning traffic and streamlines right turning movements. Improved right-turn slip lanes provide pedestrian crossing islands within the intersection and are designed to optimize the right-turning motorist's view of the pedestrian and of vehicles to his or her left.



TWO-STAGE CROSSING

[Geometrics]

This measure is similar to traditional median refuge islands except that the crosswalk is staggered such that a pedestrian crosses half the street and then must walk towards traffic to reach the second half of the crosswalk. This measure must be designed for accessibility by including rails and truncated domes to direct sight-impaired pedestrians along the path of travel.

tfhrc.gov

APPENDIX D: GLOSSARY

Advanced Traffic Management Systems (ATMS): The ATMS view is a top-down management perspective that integrates technology primarily to improve the flow of vehicle traffic and improve safety. Real-time traffic data from cameras, speed sensors, etc. flows into a [Transportation Management Center](#) (TMC) where it is integrated and processed (e.g. for incident detection), and may result in actions taken (e.g. traffic routing, [DMS](#) messages) with the goal of improving traffic flow.

Air Resources Board (ARB): The state agency, (aka, CARB in California) responsible for adopting state air quality standards, establishing emission standards for new cars sold in the state, and overseeing activities of regional and local air pollution control agencies.

Air Quality Management District (AQMD): A regional agency which adopts and enforces regulations to achieve and maintain state and federal air quality standards.

Air Quality Management Plan (AQMP): A plan for attaining state air quality as required by the California Clean Air Act of 1988. The plans are adopted by air quality districts and subject to approval by the California Air Resources Board.

Alternative Fuels: Low-polluting fuels which are used to propel a vehicle instead of high sulfur diesel or gasoline. Examples include methanol, ethanol, propane or compressed natural gas, liquid natural gas, low-sulfur or "clean" diesel and electricity.

American Association of State Highway and Transportation Officials (AASHTO): An interest group based in Washington, D.C., that is involved in transportation-related research, advocacy, and technical assistance.

Americans With Disabilities Act (ADA): Federal civil rights legislation for disabled persons passed in 1990. As it pertains to transportation, public

transportation, and public facilities such as sidewalks, features must be designed per ADA standards to provide access for disabled persons.

Amtrak: Operated by the National Railroad Passenger Corporation, this rail system was created by the Rail Passenger Service Act of 1970 (Public Law 91-518, 84 Stat. 1327) and given the responsibility for the operation of intercity, as distinct from suburban, passenger trains between points designated by the Secretary of Transportation.

Advanced Traffic Management Systems (ATMS): ATMS uses a variety of means to more efficiently manage traffic. It can include roadside sensors, ramp metering, HOV lanes and synchronized traffic signals that respond to traffic flows.

Average Annual Daily Traffic (AADT): The total traffic for a year divided by 365.

Average Daily Traffic (ADT): The total traffic volume during a given period divided by the number of days in that period. Current ADT volumes can be determined by collecting traffic counts for two or more 24-hour periods. Where only periodic traffic counts are taken, ADT volume can be established by applying correction factors, e.g., for season or day of week. For roadways having traffic in two directions, the ADT includes traffic in both directions unless specified otherwise.

Average Vehicle Occupancy (AVO): The average number of persons occupying a passenger vehicle along a roadway segment, intersection, or area and monitored during a specified time period. For purposes of the California Clean Air Act, passenger vehicles include autos, light duty trucks, passenger vans, buses, passenger rail vehicles and motorcycles.

Average Vehicle Ridership (AVR): The number of employees who report to a worksite divided by the number of vehicles driven by those employees, typically averaged over an established time period. This calculation includes crediting vehicle trip reductions from

telecommuting, compressed work weeks and non-motorized transportation.

Average Weekday Daily Traffic (AWDT): The total traffic for an average weekday. An average weekday is a representative weekday computed as the mathematical average of several typical weekdays selected at random throughout the year. A typical weekday has no anomaly such as heavy traffic due to a special public event or light traffic due to inclement weather. Average Saturday, Sunday, and holiday traffic are determined the same way.

Bicycle Paths: Commonly referred to as Class I facilities with exclusive right of way, with cross flows by motorists minimized.

Bicycle Lanes: Commonly referred to as Class II facilities established within the paved area of roadways for the preferential use of bicycles. Bike lane stripes are intended to promote an orderly flow of traffic by establishing specific lines of demarcation between areas reserved for bicycles and lanes to be occupied by motor vehicles.

Bicycle Routes: Commonly referred to as Class III facilities, designated Bicycle Routes do not provide an exclusive lane for bicycles. These facilities are established by placing Bike Route signs along the roadways to provide awareness to drivers that bicyclists may be more common on the route.

Bicycle Rack: A non-enclosed rack designed for parking and securing a bicycle.

Bicycle Locker: An enclosed storage facility designed to temporarily house and secure a bicycle.

Bus (Motor Bus): A rubber-tired, self-propelled, manually steered vehicle with fuel supply carried on board the vehicle. Types include advanced-design, articulated, charter, circulator, double-deck, express, feeder,

intercity, medium-size, new look, sightseeing, small, standard-size, subscription, suburban, transit and van.

Bus, Articulated: A bus, usually 55 feet or more in length, with two connected passenger compartments that bend at the connecting point when the bus turns a corner.

Bus, Circulator: A bus serving an area confined to a specific locale, such as a downtown area or suburban neighborhood with connections to major traffic corridors.

Bus, Bus Rapid Transit (BRT): Bus Rapid Transit can be defined as a flexible, rubber-tired rapid-transit mode that combines stations, vehicles, services, running ways, and Intelligent Transportation System (ITS) elements into an integrated system with a strong positive identity that evokes a unique image. BRT applications are designed to be appropriate to the market they serve and their physical surroundings, and they can be incrementally implemented in a variety of environments. In brief, BRT is an integrated system of facilities, services, and amenities that collectively improves the speed, reliability, and identity of bus transit. BRT, in many respects, is a rubber-tired light-rail transit (LRT) bus with greater operating flexibility and potentially lower capital and operating costs.

Bus Lane: A street or highway lane intended primarily for buses, either all day or during specified periods, but sometimes also used by carpools meeting the requirements set out in traffic laws.

Bus Shelter: A building or other structure constructed near a bus stop for the convenience of waiting passengers to provide seating and protection from the weather.

Bus Stop: A place where passengers can board or alight from the bus, usually identified by a sign.

Busway: Exclusive freeway lane for buses and carpools.



California Department of Transportation (Caltrans): State agency responsible for the design, construction, maintenance and operation of the California State Freeway and Highway System as well as that portion of the Interstate Highway System within the State's boundaries.

California Transportation Commission (CTC): A body appointed by the Governor and confirmed by the Legislature that reviews Regional Transportation Improvement Programs (RTIPs) and the Proposed State Transportation Improvement Program (PSTIP). The CTC makes funding allocations and has financial oversight over the major programs authorized by Propositions 111 and 108. Its nine members are appointed by the Governor.

Capacity: A transportation facility's ability to accommodate a moving stream of people or vehicles in a given time period.

Capital Improvement Program (CIP): As relating to the CMP, a program of projects to maintain or improve traffic LOS and transit performance standards; and to mitigate regional transportation impacts identified by the CMP Land Use Analysis Program.

Capital Costs: Costs of long-term assets such as property, infrastructure, buildings, vehicles, etc.

Capital Revenues: Monies dedicated for new projects to cover one-time costs, such as construction of roads, transit lines and facilities, or purchase of buses and rail cars.

Carpool: An arrangement where two or more people share the use and cost of privately owned automobiles in traveling to and from pre-arranged destinations together.

Central Business District (CBD): The downtown retail trade and commercial area of a city or an area of very high land valuation, traffic flow, and concentration of retail business offices, theaters, hotels, and services.

California Environmental Quality Act (CEQA): A statute that requires all jurisdictions in the State of California to evaluate the extent of environmental impact due to a proposed development or project.

California Highway Patrol (CHP): State law enforcement agency responsible for highway safety, among other things.

Capital Improvement Program (CIP): The CIP is a mechanism for prioritizing and funding city-sponsored projects with an estimated cost that exceeds \$50,000. Typical CIP projects include construction/reconstruction of street, water, and sewer systems; technology infrastructure; and public parks, libraries, community centers, etc. The program also includes streetscape projects, installation of street lights and traffic signals, and the City's Neighborhood Traffic Management Program.

Changeable Message Signs (CMS): Changeable message signs provide travelers with real-time information about traffic accidents, special events, and construction activities on the route ahead. CMS is also used to direct traffic to specific routes or parking facilities.

Clean Air Act (CAA): Federal legislation that requires each state with areas that have not met Federal air quality standards to prepare a State Implementation Plan (SIP). The sweeping 1990 amendments to the CAA established new air quality requirements for the development of metropolitan transportation plans and programs. The California Clean Air Act (CCAA) sets even tougher state goals.

Compressed Natural Gas (CNG): A clean-burning alternative fuel for vehicles.

Congestion Management Agency (CMA): The agency responsible for developing the Congestion Management Program and coordinating and monitoring its implementation.



Congestion Management Program (CMP): A legislatively-required, county-wide program linking transportation, land use and air quality planning in order to mitigate the effects of congestion.

Council of Governments (COG): A voluntary organization of local governments that strives for comprehensive, regional planning.

Commuter: A person who travels regularly between home and work or school.

Conformity: A process in which transportation plans and spending programs are reviewed to ensure that they are consistent with federal clean air requirements; transportation projects collectively must not worsen air quality. Conformity ensures that the planning for highway and transit systems, as a whole and over the long term, is consistent with the state air quality plans for attaining and maintaining health-based air quality standards; conformity is determined by metropolitan planning organizations (MPOs) and the U.S. Department of Transportation (U.S. DOT) and is based on whether transportation plans and programs meet the provisions of a State Implementation Plan.

Contraflow Lane: Reserved lane for buses on which the direction of bus traffic is opposite to the flow of traffic on the other lanes.

Corridor: A broad geographical band that follows a general directional flow connecting major sources of trips that may contain a number of streets, highways and transit route alignments.

California Transportation Commission (CTC): A state-level version of MTC that sets state spending priorities for highways and transit and allocates funding. Members are appointed by the governor.

Demand Responsive: Nonfixed-route service utilizing vans or buses with passengers boarding and alighting at prearranged times at any location within the system's service area. Also called "Dial-a-Ride" (DAR).

Environmental Impact Report (EIR): A report prepared pursuant to CEQA that analyzes the extent of environmental impacts expected to be caused by a proposed development or project.

Ethanol: An alternative fuel; a liquid alcohol fuel with vapor heavier than air; produced from agricultural products such as corn, grain, and sugar cane.

Exclusive Right-of-Way: A highway or other facility that can only be used by buses or other transit vehicles.

Fuel-Efficient Traffic Signal Management (FETSIM): State-provided financial fuel for local traffic signal coordination projects.

Fixed Guideway System: A system of vehicles that can operate only on its own guideway constructed for that purpose (e.g., rapid rail, light rail). Federal usage in funding legislation also includes exclusive right-of-way bus operations, trolley coaches and ferryboats as "fixed guideway" transit.

Fixed Route: Service provided on a repetitive, fixed-schedule basis along a specific route with vehicles stopping to pick up and deliver passengers to specific locations; each fixed-route trip serves the same origins and destinations, unlike demand-responsive and taxicabs.

Headway: Time interval between vehicles moving in the same direction on a particular route.

High Occupancy Toll Lane (HOT): A lane of freeway reserved for the use of vehicles with more than one passenger, including buses, taxis, carpools, motorcycles, electric vehicles, as well as single-occupant vehicles that pay a pre-determined toll.

High Occupancy Vehicle (HOV): Any transportation vehicle carrying more than one person for travel purposes. This may include an automobile, bus, train, etc.

High Occupancy Vehicle Lane (HOV Lane): A lane of freeway reserved for the use of vehicles with more than one passenger, including buses, taxis, carpools, motorcycles and electric vehicles.

Highway Capacity Manual (HCM): Published by the Transportation Research Board (latest edition in 2000), the HCM is the primary tool for the design and operation analysis of highway facilities in the United States. The HCM presents methodologies for analyzing the performance (see Level of Service) of transportation systems such as freeways, arterials, transit, and pedestrian facilities.

Incident Management: Systematical monitoring of traffic flow on transportation systems that provides useful information for identifying and responding to traffic incidents.

Intelligent Transportation Systems (ITS): Intelligent Transportation Systems: The term refers to a wide range of advanced electronics and communications technology applied to roads and vehicles designed to improve safety and productivity.

Intermodal: The term "mode" represents one method of transportation, such as automobile, transit, ship, bicycle or walking. Intermodal refers specifically to transportation trips using one or more modes.

Intermodal Surface Transportation Efficiency Act (ISTEA): Landmark federal legislation signed into law in 1991 that initiated broad changes in the way transportation decisions are made. ISTEA emphasized diversity and balance of modes, as well as the preservation of existing systems before construction of new facilities. ISTEA expired in 1997, and much of its program structure was carried forward in successor federal legislation (see TEA-21 and SAFETEA-LU)

Interregional Improvements Program (ITIP): One of the state funding programs also known as "State Choice". It is a statewide discretionary program which utilizes 25% of the State transportation improvement funds and is authorized by the California Transportation Commission

(CTC). 15% of the funds are used for two programs: (1) intercity rail (minimum 2.25%); and (2) interregional roads outside urban areas (12.75% maximum). 10% of the funds are subject to the California North/South split and can be used in each of those areas as determined by the CTC.

Intersection Capacity Utilization (ICU): A method for calculating the level of traffic congestion (see Level of Service) at an intersection.

Kiss-and-Ride: A place where commuters are driven and dropped off at a station to board a public transportation vehicle.

Layover Time: Time built into a schedule between arrival at the end of a route and the departure for the return trip, used for the recovery of delays and preparation for the return trip.

Level of Service (LOS): A qualitative measure describing operational conditions within a traffic stream. Generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Light Rail Transit (LRT): Fixed guideway transportation mode that typically operates on city streets and draws its electric power from overhead wires; includes streetcars, trolley cars, and tramways. Differs from heavy rail, which has a separated right of way and includes commuter and intercity rail, in that it has lighter passenger capacity per hour and more closely spaced stops.

Liquefied Natural Gas (LNG): An alternative fuel; a natural gas cooled to below its boiling point of -260 degrees Fahrenheit so that it becomes a liquid; stored in a vacuum bottle-type container at very low temperatures and under moderate pressure. LNG vapor is lighter than air.

Load Factor: The ratio of passengers actually carried versus the total passenger capacity of a vehicle.

Methanol: An alternative fuel; a liquid alcohol fuel with vapor heavier than air; primarily produced from natural gas.

Metrolink: The regional commuter rail system connecting Los Angeles, Orange, Riverside, Ventura, San Bernardino and San Diego counties. It was established and is operated under the authority of the Southern California Regional Rail Authority (SCRRA) using contracted service providers. Currently, AMTRAK is contracted to operate the system.

Metropolitan Planning Organization (MPO): The organization designated by the Governor and local elected officials responsible for transportation planning in an urbanized area. It serves as the forum for cooperative decision making by principal elected officials of local government. The Governor designates an MPO in every urbanized area with a population of over 50,000 people. In the Southern California region, the Southern California Association of Governments (SCAG) is the designated MPO.

Mobility Index: Measures the ability of a region's transportation systems (all modes) to move people. Higher indices are reached by transportation projects and systems that move people in either fewer vehicles or faster, or both. This index therefore is calculated by the product of aggregate average vehicle occupancy and aggregate speed of the entire region's transportation trips.

Mode Share: Indicates the share of a transportation mode utilized by people for their transportation trips as compared to other modes and all of a region's transportation trips as a whole.

Mode Split: A term which compares the usage of various forms of transportation. Frequently used to describe the percentage of people using private automobiles as opposed to the percentage using public transportation.

Model: An analytical tool (often mathematical) used by transportation planners to assist in making forecasts of land use, economic activity, or

travel activity, and their effects on the quality of resources such as land, air and water.

Multi-modal: Refers to the availability of multiple transportation options, especially within a system or corridor. A multi-modal approach to transportation planning focuses on the most efficient way of getting people or goods from place to place.

National Highway System (NHS): An approximately 155,000-mile network called for in the Intermodal Surface Transportation Efficiency Act to provide an interconnected system of principal routes to serve major travel destinations and population centers. The NHS is expected to be designated by Congress in 1995.

Off-Peak Period: Periods of the day when travel activity is generally lower. Also called "base period."

Paratransit: Flexible forms of transportation services that are not confined to a fixed route. Usually used to provide service for people with disabilities in compliance with the Americans With Disabilities Act of 1990 (ADA).

Park-and-Ride Lot: Designated parking areas for automobile drivers who then board transit vehicles from these locations.

Passenger Miles Traveled (PMT): The aggregate number of miles traveled by each passenger for each trip on a transportation mode such as transit.

Peak Period (Rush Hours): The period during which the maximum amount of travel occurs. It may be specified as the morning (a.m.) or afternoon or evening (p.m.) peak.

Propane: An alternative fuel; a liquid petroleum gas (LPG), with vapor heavier than air, which is stored under moderate pressure; produced as a byproduct of natural gas and oil production.



Public Transportation: Transportation by bus, rail, or other conveyance, either publicly or privately owned, which provides to the public general or special service on a regular and continuing basis. Also known as "mass transportation," "mass transit" and "transit".

Rail, Commuter: Railroad local and regional passenger train operations between a central city, its suburbs and/or another central city. It may be either locomotive-hauled or self-propelled, and is characterized by multi-trip tickets, specific station-to-station fares, railroad employment practices and usually only one or two stations in the central business district. Also known as "suburban rail."

Rail, Heavy: An electric railway with the capacity for a "heavy volume" of traffic and characterized by exclusive rights-of-way, multi-car trains, high speed and rapid acceleration, sophisticated signaling and high platform loading. Also known as "Rapid Rail."

Rail, High Speed (HSR): A rail transportation system with exclusive right-of-way which serves densely traveled corridors at speeds of 124 miles per hour (200 km/h) and greater.

Rail, Light (LRT): An electric railway with a "light volume" traffic capacity compared to heavy rail. Light rail may use shared or exclusive rights-of-way, high or low platform loading and multi-car trains or single cars. Also known as "streetcar," "trolley car" and "tramway".

Rapid Transit: Rail or motorbus transit service operating completely separate from all modes of transportation on an exclusive right-of-way.

Regional Improvement Program: One of the state funding programs, it is also known as "Regional Choice." Project selection is done by the MTA and submitted to the California Transportation Commission for approval. 75% of State transportation improvement funds are programmed through the Regional Improvements Program. These funds may be used for capital projects including highways, arterials,

guideways, rail projects, bikeways, transportation enhancements, and TSM and TDM activities.

Regional Statistical Area (RSA): An aggregation of census tracts for the purpose of subregional demographic and transportation analysis within the Southern California Association of Governments' (SCAG) area.

Regional Transportation Improvement Program (RTIP): A list of proposed countywide highway and transportation projects which identifies funding sources, construction and timing schedules. In Los Angeles County, it is submitted to the Southern California Association of Governments (SCAG), and incorporates projects identified in the county Transportation Improvement Program (TIP). Each county's transportation commission in California prepares an RTIP and submits it to the salient metropolitan planning organization (MPO). The RTIP has a six-year planning period and is updated every other year.

Regional Transportation Plan (RTP): A comprehensive 20-year plan for the region, updated every four years by the Southern California Association of Governments. The RTP includes goals, objectives and policies; and recommends specific transportation improvements.

Reverse Commuting: Movement in a direction opposite the main flow of traffic, such as from the central city to a suburb during the morning peak period.

Ridesharing: Two or more persons traveling by any mode, including but not limited to: automobile, vanpool, bus, taxi, jitney, and public transit.

Ridership: The number of rides taken by people using a public transportation system in a given time period.

Route Miles: The total number of miles included in a fixed-route transit system network.



Regional Transportation Plan (RTP): A blueprint to guide the region's transportation development for a 20- year period. Updated every two years, it is based on projections of growth and travel demand coupled with financial projections.

Regional Transportation Planning Agency (RTPA): A state designated agency responsible for preparing the RTP and RTIP; administering TDA and other tasks.

Shuttle: A public or private vehicle that travels back and forth over a particular route, especially a short route or one that provides connections between transportation systems, employment centers, etc.

Southern California Association of Governments (SCAG): The Metropolitan Planning Organization (MPO) (designated by the Federal Government) for Ventura, Los Angeles, Orange, San Bernardino, Riverside and Imperial counties that is responsible for preparing the RTIP and the RTP. SCAG also prepares land use and transportation control measures for Air Quality Management Plans (AQMPs).

SOV (Single Occupant Vehicle): A vehicle with only one occupant. Also known as a "drive alone."

State Implementation Plan (SIP): Metropolitan areas prepare local and regional SIP's showing steps they plan to take to meet federal air quality standards (outlined in the CAA). Several SIP's make up the statewide plan for cleaning up the air, also known as a SIP.

State Transportation Improvement Program (STIP): A program of projects that covers a five-to seven-year span, is updated every two years and determines the transportation projects that will be funded by the state.

Surface Transportation Program (STP): One of the key highway funding programs in TEA 21. STP monies may be spent on mass transit,

pedestrian and bicycle facilities as well as on roads and highways. It is intended for use by the states and cities for congestion relief in urban areas. Congress annually appropriates funding for this program.

Transfer Center: A fixed location where passengers transfer from one route or vehicle to another.

Transportation Control Measure (TCM): A strategy to reduce traffic volumes and congestion in order to decrease auto emissions and resulting air pollution. Examples of TCM's include incident management,, new or increased transit service, or a program to promote carpools and vanpools.

Transportation Equity ACT for the 21st Century (TEA-21): Passed by Congress in 1998. TEA-21 retained and expanded many of the programs created in 1991 under the Intermodal Surface Transportation Equity Act (ISTEA). The law reauthorized federal surface transportation programs for six years (1998-2003), and significantly increased overall funding for transportation. Its successor is SAFETEA-LU.

Transportation Demand Management (TDM): Techniques intended to promote actions that decrease vehicle trips and vehicle miles traveled by changing SOV trip behavior. TDM generally refers to policies, programs and actions that are designed to increase the use of HOVs, transit, non-motorized trips such as bicycling and walking, and SOV trip elimination by telecommuting and transportation/land use policies.

Transportation Impact Analysis (TIA): A traffic study undertaken usually to forecast the effects of a development project on the affected transportation system including trip generation forecasting. The CMP specifies additional TIA requirements when a project meets certain traffic generation thresholds including effects on public transportation. These requirements are detailed in Appendix D of the 2010 CMP document.



Transportation Improvement Program (TIP): This is primarily a spending plan for federal funding expected to flow to the region from all sources for transportation projects of all types.

Transportation Management Association/Organization (TMA/O): Private, non-profit, member-controlled organizations that provide transportation services in a particular area, such as a commercial district, mall, medical center or industrial park. TMAs allow small employers to provide commute trip reduction services comparable to those offered by large companies.

Transportation System Management (TSM): That part of the urban transportation process undertaken to improve the efficiency of the existing transportation system. The intent is to make better use of the existing transportation system by using short-term, low capital transportation improvements that generally cost less and can be implemented more quickly than system development actions.

Trip Reduction Ordinance (TRO): This regulation is to limit the number of SOV users in order to stanch polluting emissions. Aimed at employers, TRO's have been enacted by local governments in response to CMP requirements, which vary from county to county.

Vanpool: An arrangement in which a group of passengers share the use and cost of a van in traveling to and from pre-arranged destinations together.

Variable Fuel Vehicle (VFV): Also known as "Flexible Vehicle". This kind of vehicle can run on gasoline along with less polluting alternative fuels such as CNG.

Vehicle Hours Traveled (VHT): The total vehicle hours expended traveling on the roadway network in a specified area during a specified time period.

Vehicle Miles Traveled (VMT): (1) For highways, a measurement of the total miles traveled for all vehicles along a specified corridor for a certain time period. (2) For transit, the number of vehicle miles operated on a given transit route or network during a specified time period.

Vehicle Occupancy: The number of people aboard a vehicle at a given time; also known as auto or automobile occupancy when the reference is to automobile travel only.

Vehicle Service Hours (VSH): The total hours of revenue service operated by transit service vehicles. This does not include Deadhead hours.

Vehicle Service Miles (VSM): The total miles traveled by transit service vehicles while in revenue service. This does not include Deadhead mileage.

Vehicle Trip: A one-way movement of a vehicle between two points.

Volume-to-Capacity (V/C) Ratio: The relationship between the number of vehicle trips operating on a transportation facility, versus the number of vehicle trips that can be accommodated by that facility.

APPENDIX E: REFERENCES

References:

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