

City of Manhattan Beach

1400 Highland Avenue
Manhattan Beach, CA 90266



Meeting Minutes - Draft

Monday, October 29, 2018

6:30 PM

Special Multi-Agency Meeting of the City Councils of
Hermosa Beach, Manhattan Beach and Redondo Beach and
the Board of Directors of the Beach Cities Health District
Redondo Beach Public Library
Main Library Meeting Room - Second Floor
303 North Pacific Coast Highway, Redondo Beach, CA 90277

City Council Adjourned Regular Meeting

Mayor Steve Napolitano
Mayor Pro Tem Nancy Hersman
Councilmember Richard Montgomery
Councilmember David Lesser
Councilmember Amy Howorth

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A. CALL MEETING TO ORDER

A Special Meeting of the Redondo Beach City Council was called to order by Mayor Brand at 6:34 PM in the City Hall Council Chamber, 415 Diamond Street, Redondo Beach, California.

B. MOTION TO ELECT A TEMPORARY CHAIRPERSON TO LEAD THE MEETING

Motion by Redondo Beach Councilmember Gran, seconded by Redondo Beach Councilmember Nehrenheim, to elect Councilmember Horvath as temporary Chairperson. Motion carried unanimously.

C. ROLL CALL

ROLL CALL – REDONDO BEACH CITY COUNCIL

Present:

Councilmember Nehrenheim, Councilmember Horvath, Councilmember Gran, Councilmember Emdee and Mayor Brand

Absent:

Councilmember Loewenstein

Other Officials Present:

Eleanor Manzano, City Clerk
Michael W. Webb, City Attorney
Diane Cleary, Minutes Secretary

ROLL CALL – HERMOSA BEACH CITY COUNCIL

Present:

Councilmember Campbell, Councilmember Fangary, Councilmember Massey and Mayor Pro Tem Armato

Absent:

Mayor Duclos

ROLL CALL – MANHATTAN BEACH CITY COUNCIL

Present:

Councilmember Montgomery, Councilmember Lesser, Councilmember Howorth, Mayor Pro Tem Hersman and Mayor Napolitano

Absent: None

ROLL CALL – BEACH CITIES HEALTH DISTRICT BOARD OF DIRECTORS

Present:

Secretary Diehl, President Pro Tem Poster, Boardmember Chatterji and President Chun

Absent:

Boardmember Bholat

D. PLEDGE TO THE FLAG

At the request of Mayor Brand, the audience and Councilmembers rose to salute the flag followed by an invocation by Rabbi Yossi Mintz of Chabad of the Beach Cities, Redondo Beach.

F. DISCUSSION ITEM:

Tri-Cities Study Session on the Draft Beach Cities Living Streets Design Manual.

[18-0486](#)

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i. STUDY SESSION: PRESENTATION REGARDING THE BEACH CITIES LIVING STREETS DESIGN MANUAL AS PART OF THE CALTRANS TRANSPORTATION PLANNING GRANT: BEACH CITIES LIVING STREETS DESIGN MANUAL & AVIATION BOULEVARD MULTIMODAL CORRIDOR PLAN

Tom Bakaly, CEO of Beach Cities Health District, spoke on the goals to include education and community engagement.

Lauren Nakano, Director, Blue Zones Project at Beach Cities Health District, welcomed those in attendance, spoke on the Tri-City SCAG Grant and introduced Stantec.

Consultant Richard Rock Miller of Stantec, spoke on the following:

- *Beach Cities Living Streets Design Manual*
- *Introductions*
- *Project Background*
- *Milestones*
- *Public Outreach Recap*
 - o *Three workshops*
- o *What Is A Living Street*
 - o *Streets for everyone*
 - o *Elements of Living Streets*
- o *Goals of a Living Street*
- o *Living Street Manual*
 - o *Funded through LA County Department of Public Health*
 - o *Updates policies and standards*
 - o *Provides a tool box*
 - o *Emerging technologies*
 - o *Local*
- o *Project Description*
 - o *Customize the Living Streets Design Manual*
- o *Living Streets Manual Chapters*
 - o *Chapter 1 – Introduction*
 - o *Chapter 2 – Vision, goals, policies, and benchmarks*
 - o *Chapter 3 – Street networks and classifications*
 - o *Chapter 4 – Traveled way design*
 - o *Chapter 5 – Intersection design*
 - o *Chapter 6 – Universal pedestrian access*
 - o *Chapter 7 – Pedestrian Crossings*
 - o *Chapter 8 – Bikeway design*
 - o *Best Practices: Class II Bike Lanes*
 - o *Best Practices: Class III Bike Routes*
 - o *Best Practices: Class IV Cycle Tracks*

- o Chapter 9 – Transit accommodations
 - Best Practices: Transit Improvements
- o Chapter 10 – Traffic calming
- o Chapter 11 – Streetscape ecosystem
- o Chapter 12 – Gathering places
- o Chapter 13 – Designing land use along living streets
 - Best Practices: Adjacent Uses
- o Chapter 14 – Retrofitting suburbia
- o Chapter 15 – Community engagement for street design
 - Consensus building
- o Chapter 16 – Emerging technologies
- o Chapter 17 – The Beach Cities and Hermosa Beach, Manhattan Beach, or Redondo Beach
- o Aviation Boulevard
 - Potentially desirable route
 - Alternatives generated a divided response
 - Each city needs to decide what is best for it
 - Living Street Manual
- o Use of the Manual
 - Grant applications
 - Budget planning
 - Land use decisions
 - General Plan update
 - Street projects
 - Capital Improvement projects
 - Active transportation projects
- o Funding
 - Planning Stage
 - Construction Stage
- o Next Steps
 - Customized Living Street Design Manual to be independently approved at the City level.
 - With approval, each City can use the Manual as a tool guiding document for land use and infrastructure decisions
- o Moving Forward
 - Citizen engagement
 - Funding opportunities/leverage funding
 - Concept refinement
 - Further Council action and collaboration

Mayor Brand left the meeting at 7:07 p.m.

ii. DISCUSSION REGARDING PRESENTATION

In response to Manhattan Beach Councilmember Montgomery, Mr. Miller stated his company is a very large multinational company, and stated he works out of Irvine and he is now a consultant. He said he is familiar with Southern California traffic problems, the Vista Del Mar project and the Long Beach project.

Manhattan Beach Councilmember Montgomery stated that road diets involving traffic calming didn't work well at Vista Del Mar and said anything done affects someone else down the road, and all cities should work together on the Bicycling Master Plan.

Redondo Beach Councilmember Horvath stated streets are going change in the next 20 years, and questioned designing a living street for a multimodal environment creating flexibility and narrowing doesn't burden the cities.

Mr. Miller suggested working with streets with a high level of confidence and demand not going up. He reviewed the reconfiguration in downtown Long Beach going to two lanes with a bike lane, and stated the city was confident the needs for that corridor would probably not increase. He said there is no agreement right now regarding traffic levels in the future going up or down, and flexibility is needed if the volumes go up. He also reviewed alternatives to cars and the need to reduce them, such as using scooters.

Hermosa Beach Councilmember Campbell referred to the third meeting in April and asked Mr. Miller to characterize the takeaways from what was a particular interest/concern. Mr. Miller stated there were alternatives presented for Aviation Boulevard that showed a reduction in the existing number of traffic lanes and people attended the meeting regarding these concerns. He also said there were alternatives shown that did not show reductions in travel lanes but there was a large concern over reduction in travel lanes.

Manhattan Beach Councilmember Lesser asked how the guide could be used to produce a road diet when multimodal transportation is implemented, and how this is helpful to the cities with such different topography, different engineering staffs, etc. Mr. Miller referred to curb extension treatment which is done near schools, reducing distance to walk across the street, and street narrowing slows down traffic.

In response to Hermosa Beach Councilmember Fangary regarding parking and one-way streets, Mr. Miller explained that reversed angle parking is a relative new concept that works well when a street is carrying higher traffic levels such as on Herondo. He also said one-way streets were created to get people in and out of downtown quickly and are no longer considered a real proper and acceptable way of planning a downtown, noting that two-way streets tend to work better for local businesses and looking for parking. He also said improvements include converting one-way streets to two-way streets or converting one lane to a bike lane.

Beach Cities Health District Director Ms. Nakano noted lack of community engagement regarding Vista Del Mar, and supported connecting with the community and doing it right. She said there is a huge opportunity in the three cities to look at how to engage the public.

Manhattan Beach Councilmember Montgomery left the meeting at 7:28 p.m.

Beach Cities Health District President Chun requested information on the tradeoff between decreasing the number of vehicle traffic lanes and modifications in the road such as roundabouts, decreasing stop sign use, and increasing flow. Mr. Miller explained that roundabouts are effective and the best form of traffic control if they fit the space that's available. He said a single lane roundabout would accommodate 25,000 cars or less, but a little bit of space is still needed. He noted roundabouts in Long Beach, and restored landscapes in the neighborhood to allow for roundabout projects. He said the challenge comes with traffic above 25,000, such as the one intersection at Prospect and Aviation.

Beach Cities Health District Board Member Chatterji asked about the effect of navigation apps. Mr. Miller explained that navigation apps probably are routing motorists on the street not appropriate for through traffic.

Beach Cities Health District Board Member Chatterji suggested a more flexible mechanism and moving roundabouts. Mr. Miller said there are possibilities with temporary roundabouts but cautioned they are more successful with elements of aesthetics and traffic engineering.

Beach Cities Health District Boardmember Chatterji suggested prioritizing using existing assets and connecting them. Mr. Miller said the Manual would have tools for possible ways of addressing the gap but priority usually requires bringing in local values and local tradeoffs.

Beach Cities Health District Board Member Poster asked about street suggestions for grant proposals if Aviation isn't done. Mr. Miller believed there are a lot of ideas from staff, and noted a street that doesn't carry 30,000 cars a day would be a much easier street.

Beach Cities Health District Board Member Poster also asked about safety data regarding the back end angled parking and double bike lane. Mr. Miller said he has not seen any crashes coming through the project, but the cities involved should be fully aware of any accidents.

Redondo Beach Councilmember Horvath suggested the parking lane next to the travel lane for cars and the bike lane is protected. Mr. Miller stated these treatments and examples are in the Manual and work well where there are not a lot of driveways.

Redondo Beach Councilmember Nehrenheim noted 93% of Redondo commuters go outside the City to work to LA, El Segundo and Torrance, and suggested building more commercial office space in Redondo. He also said the number will remain in place by increasing residential density. He asked about cutting off a street in the middle to stop cut through traffic. Mr. Miller said this is more common on residential streets, reviewed a bicycle boulevard, and a median across the street. He said it is important it is right for the neighborhood, and said there is a discussion in the Manual regarding the appropriate use and need of a street in the future. He also did not support having a limit on community engagement for a project resulting in change to get consensus, and noted some projects having 60 to 100 engagement meetings.

In response to Redondo Beach Councilmember Nehrenheim regarding having an island in the middle of a block, Mr. Miller stated this would slow down traffic which has been done in other communities. He also said it is easy to install a circle in a four-way intersection which avoids dealing with parking.

Redondo Beach Councilmember Horvath supported having safe streets and giving people multiple options of getting around. He also welcomed elected official Olivia Valentine of Hawthorne to the meeting tonight.

iii. PUBLIC INPUT

Jerri Russo, Manhattan Beach, did not support any further reduction on Aviation Boulevard. She supported some aspects of the Manual being useful to include the light remaining red and the walkway turning green, the pedestrian scramble in Hermosa Beach, and said she did not understand adding landscaping to make Aviation more walkable. She also requested addressing the intersection at 15th and Valley Ardmore.

Gary Mlynek, North Redondo, spoke on an article by Doug Macintyre and the Venice Boulevard road diet and loss of business due to traffic and parking impacts. He said if traffic is slowed down, there is more pollution, no economic growth due to more traffic, and he did not support the Vista Del Mar project. He suggested a good walk street at Avenue I and PCH, and opposed Aviation road diets or reducing lanes on main boulevards.

Sandy Wilson-White, South Redondo, stated Aviation Boulevard is another thoroughfare for people to commute to El Segundo and West Los Angeles, and she did not support taking away lanes for cars both ways, especially at certain times of the day. She also said people will not be getting out of their cars and using bicycles to go to work, and noted people from the hill will not be getting on the 405 Freeway to go north. She said if there is an accident on PCH, the only other option is Aviation Boulevard to get to the airport. She said funds for Prop 1 is not a given, and hoped Prop 6 wins for people of California. She proposed no LA road diets, and said this is about Agenda 21.

Chuck Tipton gave a history and said he knows the area. He said the LA project was executed poorly, but believed some ideas have some merit. He said the engagement portion is very important, and said tying of projects into other regional development plans are crucial to the ongoing development of the city and traffic patterns and use of arterials. He suggested looking at 30, 40 and 50 year plans regarding the area. He also referred to the Galleria project along an area that is already traffic choked. He noted accidents and said Rindge Avenue has become unusable at certain hours of the day. He suggested improving streets, other modalities, and looking at this holistically.

Laura Zahn noted most streets in North Redondo are one-way streets with sidewalks, trashcans, junk, meters sticking out, poles, fire hydrants and utility boxes, and stated North Redondo is not a walkable City. She also said landscape bulb outs are hard to maintain, with vegetation abuse, too much heat and wind for plants, pollutants, and trash.

Robert Addeus suggested a roundabout at Prospect and Aviation, Pier Avenue and Valley, and 15th and Valley. He said it is important to make streets livable and suggested reducing traffic congestion first which promotes health and improve safety. He suggested synchronizing traffic lights and improving traffic flow, and cutting streets off is a bad idea, pushing traffic into other areas. He said it is important to reduce traffic on residential streets and improve traffic flow on the arteries. He also opposed having excessive and unnecessary stop signs, making the speed problems worse, which are not the solution. He suggested finding better ideas.

Jacki Bacharach, Executive Director SBCCOG, supported flexibility, noted transportation is changing every month, received a grant from Caltrans for the slow speed network feasibility study for the South Bay, and dedicating space for slow speed vehicles of all types. She also said they sent a letter to Supervisor Hahn who stated they are looking at all their trails and bikeways, and what electric use might mean. She suggested integrating with what they are doing and what is being done here, and to address the future for all the different modes to come.

Wayne Powell commended the Beach Cities Council and Health District on the public workshop and stated the multimodal living streets is an important concept. He said a workshop in Manhattan Beach was well-received and stated the residents did not support roundabouts on the green belt at Manhattan Beach Boulevard, 15th Street and where Marine/Pacific/Valley and Ardmore all come together. He said the plan needs to be multimodal and the roundabouts don't achieve this. He suggested looking at a plan 10 to 20 years into the future where modes of transportation may be different.

Joe Franklin noted distracted drivers need to be addressed. He said he stays off the busy roads, supported promoting more bicycle usage, to make more room for cars, noted historical and societal bike usage in Amsterdam, electric bicycles are very effective and suggested considering some grants for electric bicycles which help mitigate the hills.

Sean Guthrie, Beach Cities Health District Livability Committee, supported blue zones, stated he walked and biked when he was young which was a much healthier lifestyle, stated he grew up in Manhattan Beach, lived in Hermosa Beach and now in Redondo Beach, supported the three beach cities working together, walking school buses, and hoped to have meetings more often.

Gerry O'Conner, Manhattan Beach, stated he would like to see an overview of the project with a timeline and milestones, asked how much money was spent on this contract, and if there are more grants. He said an overview should be provided with all projects, particularly the Aviation project.

Lara Duke supported biking, referred to the Aviation proposal and questioned not getting off of main roads due to having living streets and neighborhoods. She suggested getting the message out to bike and to get out of cars.

Beach Cities Health District Director Nakano supported all comments from the public, Councils and Board which is important due to being a regional issue. She noted themes around issues, priorities, focus on street networks and creating connectivity, intersection design, pedestrian and bikeway issues, bike master plan, transit and Greenline, and community engagement. She suggested having a dialogue regarding things relative and said it is important to share and market as action items go forward. She reviewed the milestones and timeline for this project and stated a draft plan will go back to the consultants to look at revisions to come back to the City Councils and Commissions.

iv. COUNCIL DISCUSSION

Redondo Beach Councilmember Horvath stated the CCOG level focuses on transportation issues and in this case, there is an opportunity to involve the three beach cities, making streets livable, focusing on the 10 to 30 year plan, and to proceed in a policy way that doesn't necessarily affect the existing ridership.

Beach Cities Health District Boardmember Chatterji suggested having more bike racks and to make sure they are part of construction plans for new buildings and businesses.

Mahattan Beach Councilmember Howorth believed that biking is encouraged when there is the ability to lock them up. She suggested Aviation should be put aside for a long while, and believed things can be done within our own communities, helping each other with what may work or not work, and not backing up traffic into another town. She suggested more education regarding roundabouts, and that each Council go back with these guidelines presented tonight.

Redondo Beach Councilmember Emdee stated Aviation Boulevard is the road to take to get up to El Segundo and asked what road would be an arterial to get out to the job centers. She said the cities already are tackling their own projects, and noted a lot of bicyclists are using Aviation Boulevard. She also observed more 50+ age bicyclists on electric bikes which helps with the hills. She did not support reducing the lanes at Marine and Manhattan Beach Boulevard, and suggested using Douglas for a bike lane to get to the job centers, noting there are many possibilities to review. She also supported solving regional transportation issues.

Hermosa Beach Councilmember Massey noted a 33% increase in population in the State of California over 30 years, difficulty in commuting, and stated the Living Streets Design Manual is giving viable alternatives for those who don't need to get in their cars. He supported creating walkable bikeable communities and noted this is what people want. He also said a primary metrix on Zillow is a walk score for neighborhoods, noting there is a clear relationship between walkable and bikeable communities and property values, as well as quality of life. He said not driving improves quality of life, and being able to leave your car all weekend in the beach cities. He also supported economic vitality and said the bikeway on Harbor Drive is utilized very heavily along with foot traffic, and supported the green lanes protected from traffic. He said engagement and collaborative decision on implementation is important. He reviewed adopted plans and said a lot of planning has taken place. He said there is power in all the beach cities moving forward, and suggested looking at Aviation Boulevard to implement some of the principals. He also reviewed businesses and walking, job centers, density around Aviation Boulevard and where it connects makes it a useful corridor. He also pointed out that Prospect is worth looking at as well as a connector, and supported the concept and work that has been done and moving the project forward.

Beach Cities Health District President Chun stated that roundabouts are everywhere in the world which do not require stopping and keeps traffic moving and avoiding backup. He encouraged consideration of roundabouts first. He also noted there are 30 stop signs between Manhattan Beach Boulevard and Palos Verdes, and roundabouts would improve traffic and are far more effective in slowing traffic.

Manhattan Beach Councilmember Lesser supported coordination between all cities, cautioned the experience on Vista Del Mar, and supported looking at multimodal modes of traffic and improving other alternative routes of transportation.

Redondo Beach Councilmember Horvath noted safety concerns and supported building something safe. He supported making the investments in the infrastructure without taking away car lanes and slowing down traffic and improving the flow. He also noted opportunities for use of multimodal forms of getting around and communicating to the public.

Hermosa Beach Councilmember Campbell supported Councilmember Massey's comments and stated some of the community engagement may benefit from tours of actual areas that are well-designed, and to see in action explaining the benefits more fully. She supported a parallel process, and immediately constructing a way for the three cities at least and occasionally including Hawthorne as needed to keep the conversation moving.

Manhattan Beach Mayor Pro Tem Hersman supported the South Bay Bicycle Master Plan and how it flows into this process. She also suggested including crosswalks between Manhattan Beach Boulevard, 2nd and Aviation, noting there is a large distance in between for people to cross. She also supported the cities working together.

Beach Cities Health District Boardmember Poster supported all three cities and the Board at the same table and getting together. She supported reducing traffic in ways that are reasonable and help people get to places, safety and health, and having data showing safety. She said health is being increased through the work being done, community engagement, working together to create something better, multimodes transportation and how to plan for a future. She also supported trees and other green technology, economic vitality for local businesses and property values.

Redondo Beach Councilmember Nehrenheim stated volume reduction in traffic is only successful if you can get people out of the car into a different mode of transportation. He supported the bike path, adding bike racks, and pointed out there are more bike shares and scooter share services being utilized on the bike path the further north you go where bicyclists are going south to Manhattan Beach.

Beach Cities Health District Boardmember Diehl referred to the Gallop Poll which noted leadership is weak, and hoped that events such as tonight will change this idea. She also supported engagement and leadership that cares and wants to help.

Hermosa Beach Councilmember Fangary thanked the Beach Cities Health District for this meeting tonight, supported community engagement, opposed the Vista Del Mar project which was a learning experience, supported working together, having more bike racks and better accessibility at Hermosa Beach and improving ADA access.

Manhattan Beach Councilmember Howorth suggested focusing on individual cities first, supported the great comments from collective colleagues tonight, and doing something to make traffic better other than reducing a lane of traffic.

Hermosa Beach Mayor Pro Tem Armato thanked the Beach Cities Health District and her colleagues, appreciated this as a tool coupled with the General Plan and useful guidelines. She reviewed projects taking place, and noted there are intersections that can be improved. She suggested exploring roundabouts and to have conversations with Caltrans about synchronizing the lights.

Beach Cities Health District Boardmember Chatterji stated stress levels have been increasing due to difficulty getting around and parking and sitting in traffic, and suggested moving cars through the system in a smoother way. He suggested having a stress score, and stated that stress and well-being should be included in the decision making process.

Redondo Beach Councilmember Gran thanked everyone this evening and looked forward to working with them. He believed that Aviation is the right place to start, noting there are only two major thoroughfares hitting all three cities being Aviation Boulevard and Artesia Boulevard.

Manhattan Beach Mayor Napolitano thanked everyone for their comments, the Beach Cities Health District bringing this meeting together, and believed this is a beginning and opportunity, possibilities on all streets using these guidelines but will take more community engagement.

A member of the public suggested that the public get together and present their own list of having or not having roundabouts and priorities for the major arteries.

Redondo Beach Mayor Pro Tem Horvath thanked everyone for coming and supported getting together again soon with further information.

G. ADJOURNMENT

There being no further business to come before the City Council, Motion by Manhattan Beach Councilmember Howorth, seconded by Redondo Beach Councilmember Emdee to adjourn the meeting at 9:09 PM.

Martha Alvarez
Recording Secretary

Steve Napolitano
Mayor

ATTEST:

Liza Tamura
City Clerk