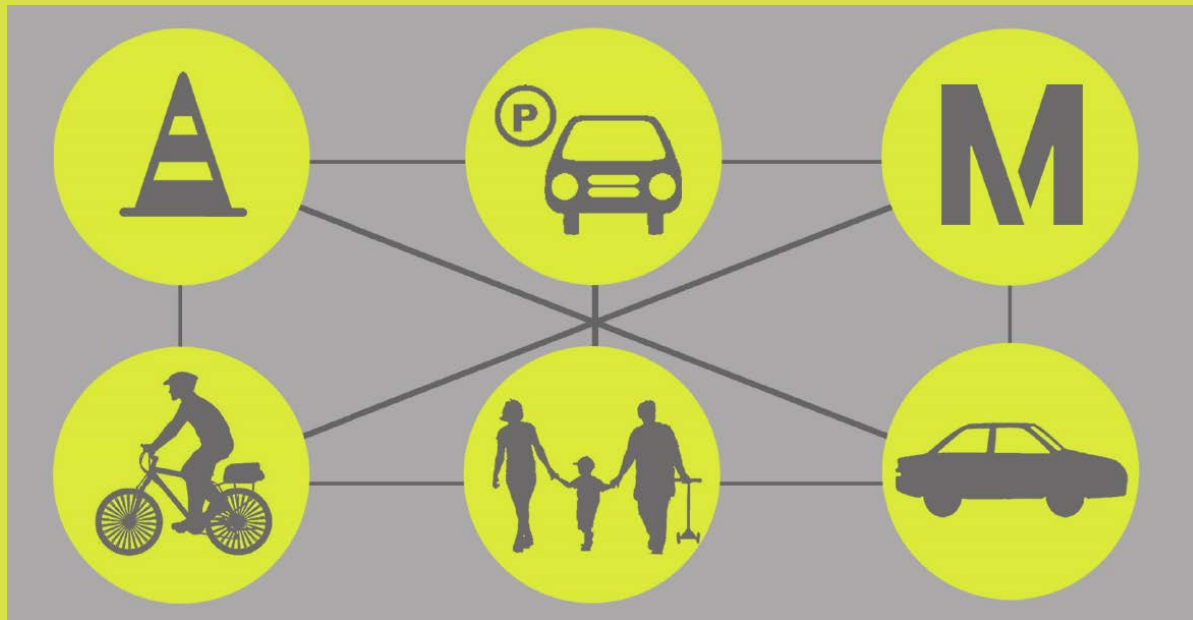


# Beach Cities Living Streets Design Manual



# PRESENTATION OUTLINE

**1** Introductions

**2** Project Background

**3** Living Streets Design Manual

**4** Next Steps

**5** Q & A

# INTRODUCTIONS



City of Hermosa Beach



City of Manhattan Beach



City of Redondo Beach



Beach Cities Health District



# PROJECT BACKGROUND

1. California Department of Transportation (Caltrans) Transportation Planning Grant
2. Customize Los Angeles County Living Streets Design Manual
3. Conduct three (3) Community Outreach Sessions
4. Prepare Concept Plans for the Aviation Boulevard Corridor
5. Approvals at a future date at the City Level



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

# MILESTONES

## Activities so far

- Understanding Existing Conditions
- Parking and Traffic Study
- Meetings with City Staff
- First Community Workshop
- BCHD Workshop featuring Dan Burden
- Draft Living Streets Design Manual for Public review
- Develop Concepts for Aviation Boulevard and Marine Avenue
- Second Community Workshop
- Draft Living Street Design Manual
- Third Community Workshop
- Refined Promising Alternatives based on Workshops
- Develop Implementation Plan

# PUBLIC OUTREACH RECAP

## WORKSHOP #1 July 17, 2017

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



The public was asked to provide input on

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



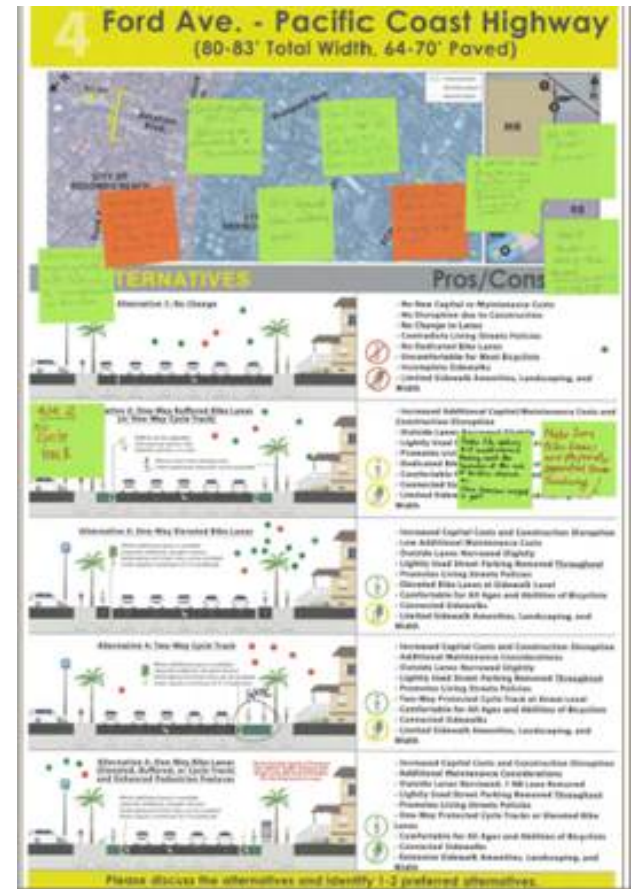
# PUBLIC OUTREACH RECAP

## WORKSHOP #2 January 31, 2018

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

Results: Wide variation of input

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



The public provided input on 4 project segments

# PUBLIC OUTREACH RECAP

## WORKSHOP #3 April 23, 2018

Focused on the Aviation Boulevard preliminary concept alternatives

Results: Wide variation of input

- Concern about the balance between traffic and active transportation



The public provided input on the preliminary concept plans



# PUBLIC OUTREACH RECAP

**BCHD Streets for All** educational series led by Dan Burden

What attendees value the most:

1. Community
2. Beach
3. Safety
4. Recreation
5. Weather
6. Walkability



# WHAT IS A LIVING STREET

## Living Streets can Include:

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



# LIVING STREETS - STREETS FOR EVERYONE

“Living Streets” have the following elements...



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



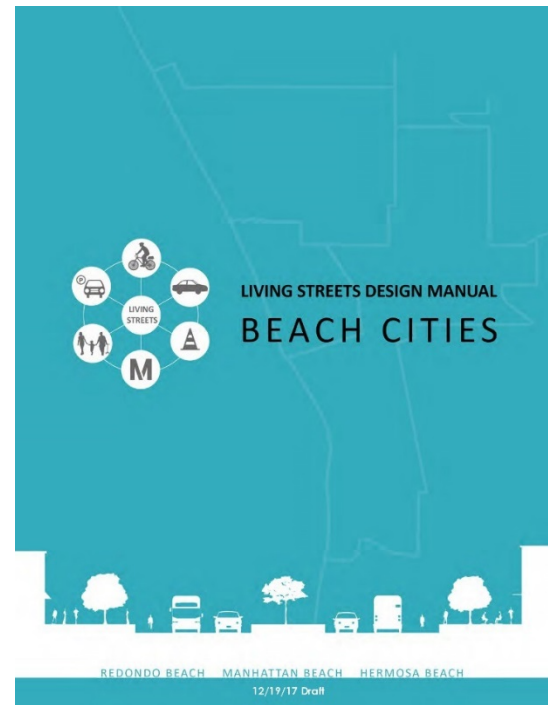
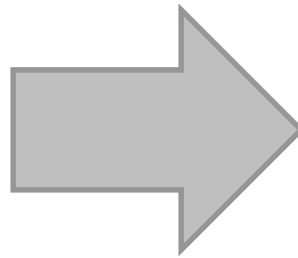
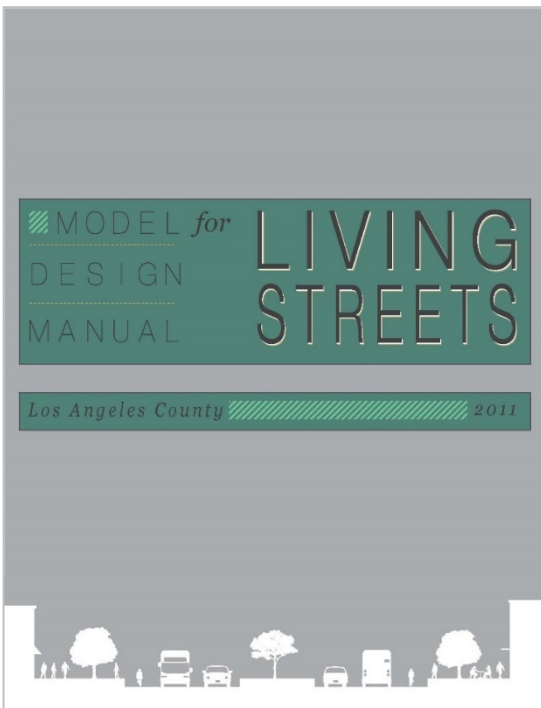
# GOALS OF A LIVING STREET

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





# LIVING STREETS MANUAL



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

**Available Online**  
Please visit your City website

# PROJECT DESCRIPTION

## CUSTOMIZE THE LIVING STREETS DESIGN MANUAL

- a) Local outreach and priorities specific to the Beach Cities
- b) Local examples
- c) Framework for future improvements within the Cities



# LIVING STREETS MANUAL CHAPTERS

## **Chapter 1: Introduction**

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

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

Removed generic policies and referenced city-specific goals

## **Chapter 3: Street Networks and Classifications**

No changes

## **Chapter 4: Traveled Way Design**

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

## **Chapter 5: Intersection Design**

Expanded discussion of pedestrian scrambles and curb ramp orientation

## **Chapter 6: Universal Pedestrian Access**

No changes

## **Chapter 7: Pedestrian Crossings**

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

## **Chapter 8: Bikeway Design**

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

# LIVING STREETS MANUAL CHAPTERS

## **Chapter 9: Transit Accommodations**

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

## **Chapter 10: Traffic Calming**

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

## **Chapter 11: Streetscape Ecosystem**

Added discussion of regional SCAG GoHuman regional outreach and advertising program

## **Chapter 12: Gathering Places**

No changes

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

No changes

## **Chapter 14: Retrofitting Suburbia**

No changes

## **Chapter 15: Community Engagement for Street Design**

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

## **Chapter 16: Emerging Technologies**

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

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



# CHAPTER 1

## INTRODUCTION

- Legal standing of street manuals,
- Purpose of the manual
- How to use the manual
- New materials since 2011



# CHAPTER 2

## VISION, GOALS, POLICIES, AND BENCHMARKS

- Creating a new set of benchmarks and performance measures

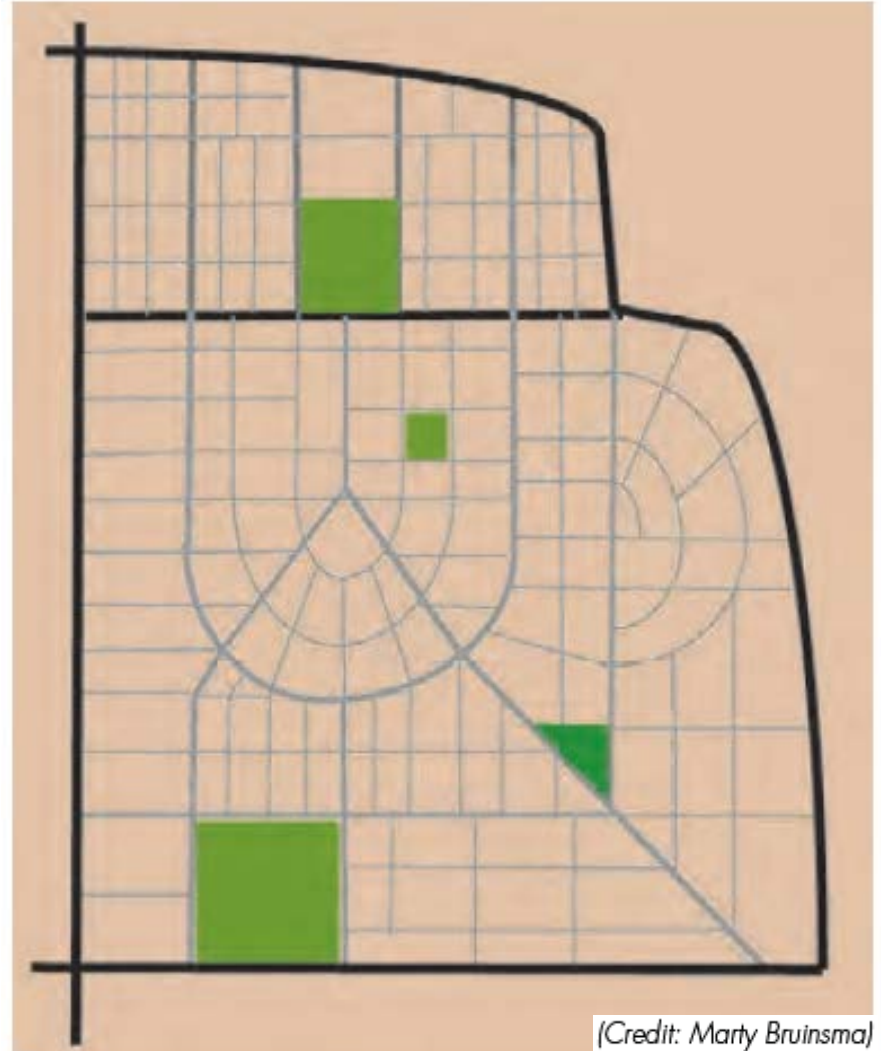


# CHAPTER 3

## STREET NETWORKS AND CLASSIFICATIONS

- Sustainable street networks
- Characteristics
- Classifications
- Design standards

Interconnected  
street network  
with small blocks



# CHAPTER 4

## TRAVELED WAY DESIGN

- Factors affecting street design
  - Users
  - Traffic volume
  - Design speed
  - Multi-modal LOS
  - Access





# CHAPTER 4

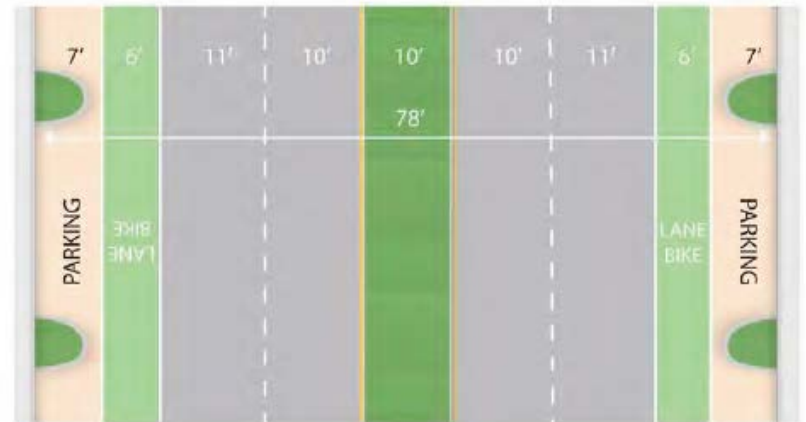
## TRAVELED WAY DESIGN

- Cross-sections
  - On-street parking, bicycle facilities, transit facilities, lanes, medians, samples



## Geometric designs

- Vertical and horizontal alignment, sight distance, horizontal clearance, traveled way lighting



# CHAPTER 5

## INTERSECTION DESIGN

- Principles of intersection design
- Intersection geometry
- Yield and Stop-controlled intersections
- Signalized intersection operation and phasing
- Roundabouts



*(Credit: Michele Weisbart)*

# CHAPTER 6

## UNIVERSAL PEDESTRIAN ACCESS

- Users and needs
  - Mobility, visual, cognitive impairments, children and adults
- Pedestrian facility design
  - Sidewalks, curb ramps, detectable warnings, signals
- Land use and sidewalk design
  - Residential density, commercial, downtown, offices, public facilities
- Design specifications by roadway type



(Credit: Dan Burden)

# CHAPTER 7

## PEDESTRIAN CROSSINGS

- Performance measures
- Pedestrian crossing toolbox
- Pedestrian scrambles





# Best Practices: Pedestrian Crossings



Intersection Bulbouts  
Source: BCHD



Specialty Pavement  
Hawthorne Blvd.,  
Hawthorne



All-Direction Pedestrian  
Scramble Crossing Treatment,  
Santa Monica

## Crossing Treatments

- Reduce vehicle speeds
- Reduce crossing distances
- Pedestrian comfort

## Crossing Toolbox

- Marked crosswalks
- Raised crossing island/medians
- Raised crosswalks
- Curb extensions
- Pedestrian scrambles
- Signs
- Advanced yield
- and more

# CHAPTER 8

## BIKEWAY DESIGN

- Bikeway types and design
- Implementation
- Topography
- Bicycle stations
- Bicycle channels
- Cycle tracks
- Bike boxes
- Colored pavement



# Best Practices: Class II Bike Lanes



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

- Designed to accommodate cyclists
- A dedicated, striped lane
- Special treatments to increase visibility



# Best Practices: Class III Bike Routes



Bicycle Boulevard  
Long Beach, CA

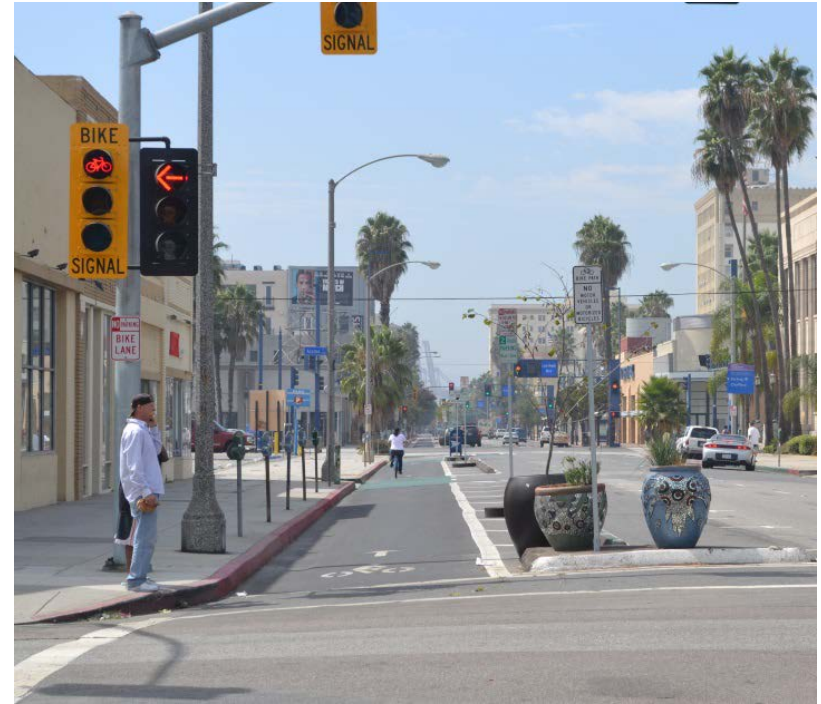
- Shared use with vehicles
- Designate preferred routes
- Identified with signage with or without sharrow markings or colored pavement
- Reminds users to share the road



# Best Practices: Class IV Cycle Tracks



Harbor Dr. Cycle Track  
Redondo Beach, CA



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

- Dedicated bicycle right-of-way
- Buffered by some kind of physical barrier

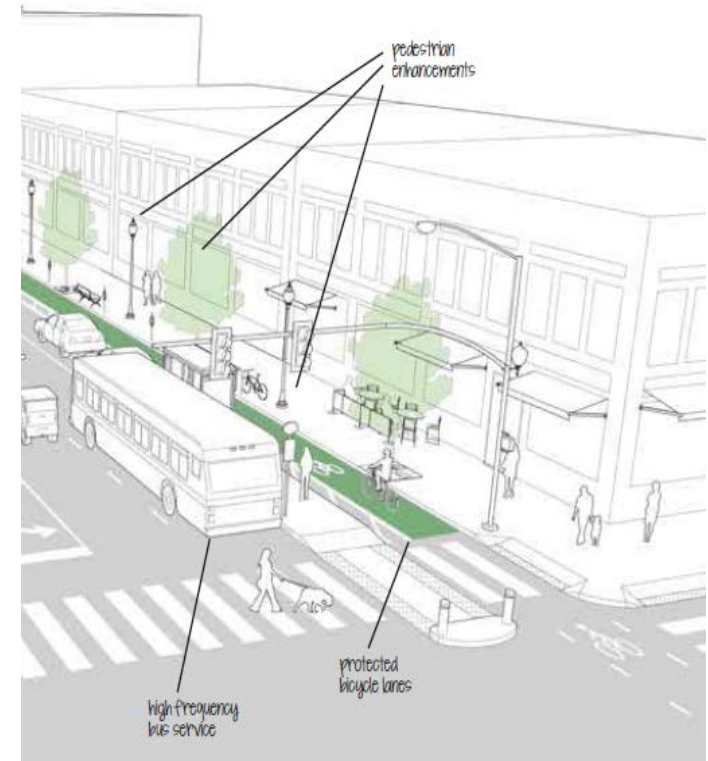
# CHAPTER 9

## TRANSIT ACCOMMODATIONS

- Access to transit and bus stops
- Bus stop placement
- Signal treatment
- Bus lane and bus bulbs
- Transit-bike conflicts
- Light rail
- Wayfinding



# Best Practices: Transit Improvements



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

Source: SCAG/NACTO

## Bus Stop Amenities

- Bus arrival signs
- Distinctive shelters & seating
- Signage

## Bus Stop Islands

- Reduces conflicts between buses and bicyclists



# CHAPTER 10

## TRAFFIC CALMING

- Safety
- Emergency response
- Policy guidance
- Public outreach
- Planning and design process
  - Understand context, involve and educate stakeholders, align vision, informed consent of plan





# CHAPTER 10

Sample of  
Table 10.1

Can be used  
by City staff to  
identify  
appropriate  
traffic calming  
measure to  
consider

Legend	Appropriate
	Appropriate on specific circumstances
	Not Appropriate

Traffic Calming Classification		Framework Street			Framework Street or Non-Framework Street	Non-Framework Street	
		Boulevards in Transition (partially calmed)	Regional Boulevard	Community Boulevard	Community Avenue	Neighborhood Avenue	Local Street
Conventional Street Classification							
Posted/Design/Target/Operating Speed (mph)		35 mph +	25 to 30 mph	20 to 30 mph	20 to 30 mph	20 to 25 mph	20 mph or below
Transition Zone from/to higher speed environment							
Entrance Features (architecture/landscaping/monument)							
Cross-Section Measures	Bulb-outs						
	Curb and Gutter						
	Curbless / Flush Streets						
	Flush Medians						
	Pedestrian Scale Lighting						
	Street Trees						
	Building up to the right-of-way						
	Lateral Shifts						
	Shared Spaces						
Bike Lanes / Protected Bike Lanes / Cycle Tracks							

# CHAPTER 10



Lane width reduction



One-lane chicane

*(Credit: Ian Lockwood)*



Rectangular rapid-flash beacon

*(Credit: SPOT Devices)*

# CHAPTER 11

## STREETSCAPE ECOSYSTEM

- Street water management
- Urban forestry
- Street furniture
- Utilities
  - Lighting



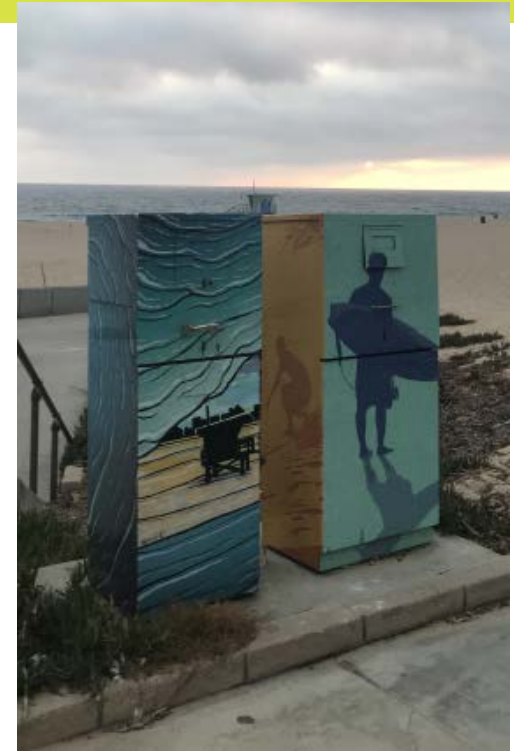
# Best Practices: Streetscape Improvements



Landscaped Roundabout,  
Redondo Beach, CA



Public Art,  
Redondo Beach, CA



Wrapped Utility Boxes  
Hermosa Beach, CA

## Landscaping

- Interest & aesthetics
- Reduce heat island effect
- Capture storm water

## Street Amenities

- Makes roadways more attractive places to walk, shop, or exercise
- Lighting/safety



# Best Practices: Streetscape Improvements



Tree-Lined Street

## Shade Trees

- Pedestrian comfort
- Reduce heat island effect
- Capture storm water



Wayfinding on Culver Blvd.,  
Culver City, CA

## Wayfinding

- Important local destinations
- Establish a sense of place

# CHAPTER 12

## GATHERING PLACES

- Public space
- Strategies to re-place streets
- Placemaking for streets



# CHAPTER 13

## LAND USE ALONG LIVING STREETS

- Streetscape environment types
- Implementation strategies
- Health and land use





# Best Practices: Adjacent Uses



Land Uses Facing the Street  
Manhattan Beach, CA

## Streetwall

- Buildings face the street
- Surface parking lots can be relocated to the rear



Integrating Gardens  
Manhattan Beach, CA

## Activating the Street

- A mix of uses & ground floor uses interact with the street creates interest & walkability



# CHAPTER 14

## RETROFITTING SUBURBIA

- Transforming suburban streets to living streets
- Re-establishing street network
- Setting priorities and phasing



(Credit: Google Maps)

# CHAPTER 15

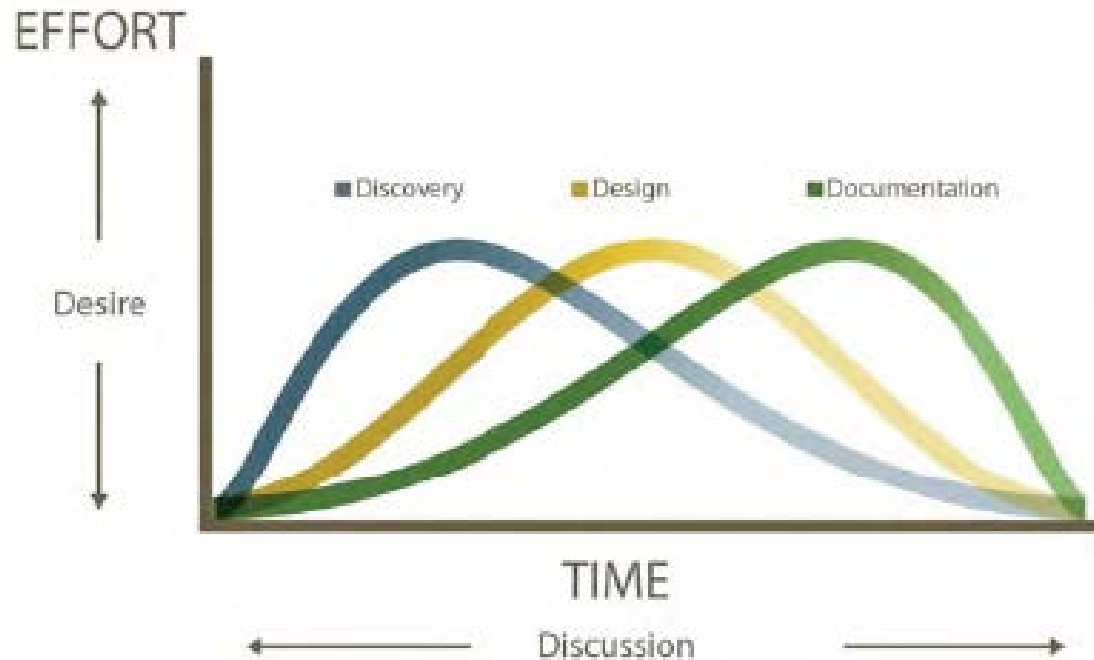
## COMMUNITY ENGAGEMENT FOR STREET DESIGN

- Essential principles of community engagement
  - Develop a plan
  - Accept Responsibility
  - Start with shared values
  - Build understanding
  - Broaden stakeholders
  - Foster cultural competence
  - Emotional connections
  - Two-way conversation
  - Achieve informed consent
  - Carry momentum
- Outreach for the manual



# CHAPTER 15

## CONSENSUS BUILDING



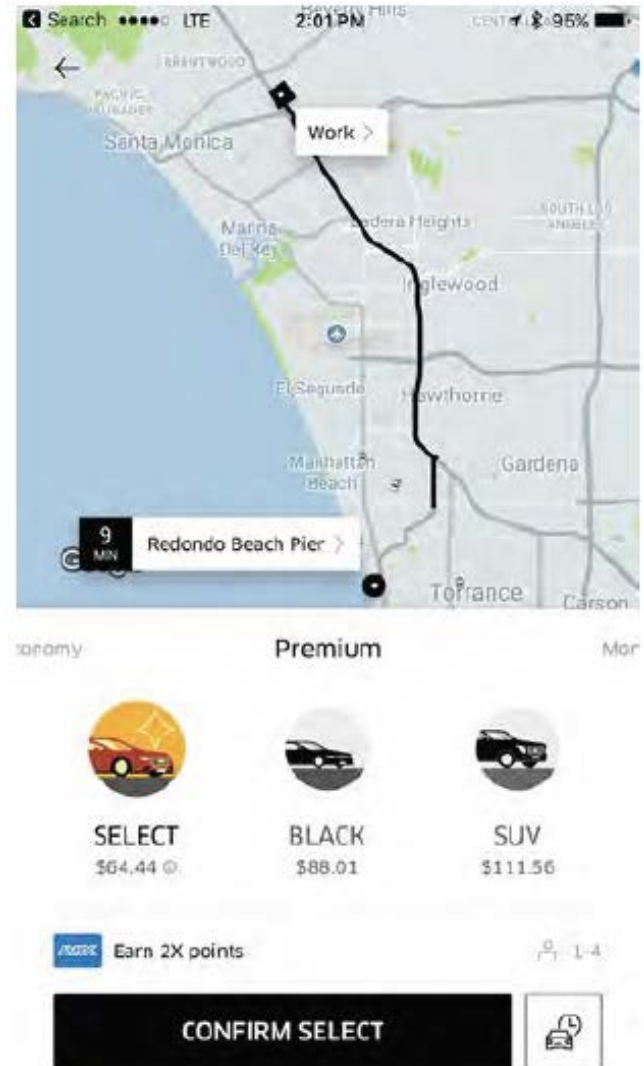
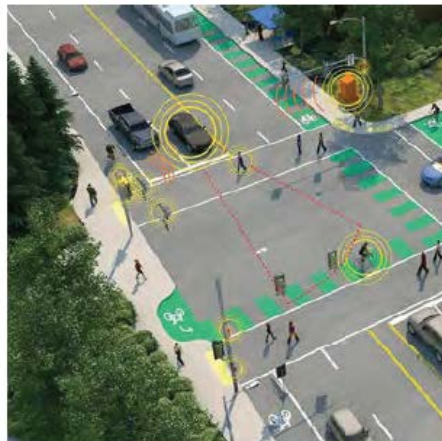
Steps of an informed consent process

*(Credit: Michele Weisbart, adapted from Ian Lockwood)*

# CHAPTER 16

## EMERGING TECHNOLOGIES

- Shared mobility services
- Transportation network companies
- Car share
- Bike share
- Autonomous vehicles





# CHAPTER 17

## BEACH CITIES SPECIFIC CHAPTER

- Beach cities shared issues and challenges
- City-specific living streets issues and policies



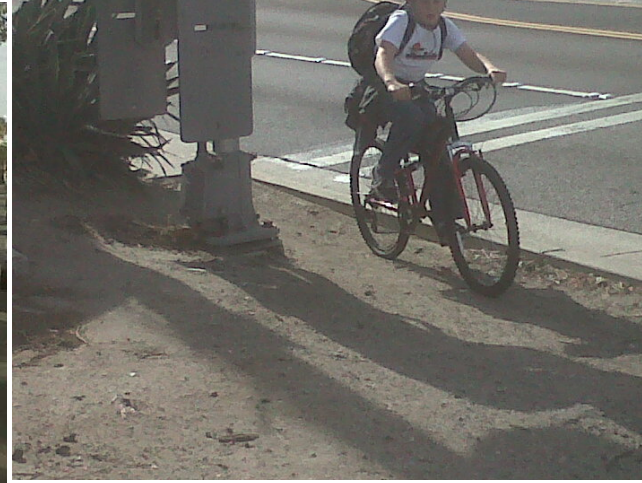
# AVIATION BOULEVARD

- Potentially desirable route
- Alternatives generated a divided response
- Each city needs to decide what is best for it
- Living Street Manual may be helpful for this street or any other street in the communities
- Living Streets Manual does not commit any city to any specific project but helps to identify options for all streets





# AVIATION BOULEVARD TODAY





# USE OF THE MANUAL

- **INTENDED AUDIENCE**
- **INTENDED USES**
  - Grant applications
  - Budget planning
  - Land use decisions
  - General Plan update
  - Street projects
  - Capital improvement projects
  - Active transportation projects



# FUNDING

## PLANNING STAGE

- SCAG Sustainable Communities Program
- Caltrans Transportation Planning Grant Program

## CONSTRUCTION STAGE

- South Bay Cities Council of Governments
- Measure M
- Active Transportation Program
- Senate Bill 1 (SB 1)
- Prop C
- Los Angeles Metro Call for Projects

# 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

# MOVING FORWARD

- Citizen engagement
- Funding opportunities/Leverage funding
- Concept refinement
- Further council action and collaboration

# QUESTIONS

**In our densely populated cities, engage residents in trade-off conversations**

**Collaborate and innovate on community engagement**

**Funding opportunities**

**Identify best practices**

**Convene Beach Cities to discuss multi-city projects**