

ATTACHMENT 1

Citywide Pedestrian Enhancement Evaluation

Related City Goals and Policies

City General Plan-Infrastructure Element

Goal I-1: Provide a balanced transportation system that allows the safe and efficient movement of people, goods and services throughout the City.

Policy I-5.2: Work with the school district and private schools to improve pedestrian and bicycle safety around schools.

Goal I-6: Create well-marked pedestrian and bicycle networks that facilitate these modes of circulation.

Policy I-6.1: Implement those components of the Downtown Design Guidelines that will enhance the pedestrian-oriented environment.

Policy I-6.2: Protect the walkstreets as important pedestrian access to the beach.

Policy I-6.3: Monitor City standards regarding the use of public walkstreets for private purposes.

Policy I-6.4: Consider and protect the character of residential neighborhoods in the design of pedestrian access.

Policy I-6.5: Develop standards to encourage pedestrian-oriented design in the North End.

Policy I-6.6: Incorporate bikeways and pedestrian ways as part of the City's circulation system where safe and appropriate to do so.

Local Coastal Plan

Policy I.A.3: The City shall preserve pedestrian access systems including the Spider Web park concept (Spider Web park concept: a linear park system linking the Santa Fe railroad right-of-way jogging trail to the beach with a network of walkstreets and public open spaces. (See Figure NR-1 of the General Plan).

Policy I.A.4: The City shall maintain the use of commercial alleys as secondary pedestrian accessways.

Policy I.A.5: The City shall preserve its walk-street resources, shall prohibit non-complying walk-street encroachments, including decks, shall enforce measures to eliminate walk-street noncompliance with existing guidelines and shall provide expedited appeal procedures related thereto.

Policy I.B.3: The City shall encourage pedestrian and bicycle modes as a transportation means to the beach.

Policy I.B.4: The City shall maintain the use of the Santa Fe right-of-way as a non-automobile transportation corridor between the northern city boundary and the intersection of Valley-Ardmore and Manhattan Beach Boulevard, as the closest link to the commercial business district and beach use.

Policy I.B.5: The City shall maintain a pathway to facilitate jogging and pedestrian usage along the Santa Fe right-of-way.

Policy I.B.6: The Strand shall be maintained for non-vehicular beach access.

Downtown Specific Plan

Vision Goal 1: Preserve and enhance the project area's small town character.

Vision Goal 2: Enhance pedestrian and bicycle access to the project area.

Vision Goal 3: Improve access to parking and alternative transportation options.

Circulation Goal 1: Provide a balanced transportation system to support vehicular movement and parking while still providing safe use of roads for bicyclists, pedestrians and transit users.

Circulation Goal 2: Prioritize the safety of all street users over vehicle capacity or speeds.

Circulation Goal 3: Provide for changes in development patterns where origins and destinations are situated close together, i.e., within walking, biking, or a short driving distance.

Circulation Goal 4: Increase mobility options so an individual can choose a variety of travel modes from driving to walking, biking or taking transit, even if individuals still complete most of their trip by vehicle.

Circulation Goal 5: Encourage Manhattan Beach residents to arrive by alternate means by adding pedestrian and bike improvements that connect to surrounding neighborhoods, since most are within walking or biking distances of Downtown.

Circulation Goal 7: Incorporate universal access treatments in conformance with federal and state legislation to serve the large percentage of the public that has physical challenges, both as an essential need and good business practice.

Circulation Goal 8: Improve public access and facilities at local transit stops as transit service improves in the region.

Public Realm Goal 2: Make a walking environment that is safe, well lit, protected from the street, and universally accessible.

Public Realm Goal 3: Make a social environment that is comfortable to walk on and sit along, and that encourages social interaction that in turn supports local businesses by making the district a positive place to visit.

Draft Mobility Element

Goal I-1: Provide a balanced, safe, and efficient multi-modal transportation system that serves the mobility needs of all community members, including children, seniors, and the disabled.

Policy I-1.2: Improve street signage citywide, to enhance safety, visibility, and wayfinding especially at pedestrian crossings, and ensure street signs are not obscured by vegetation or structures.

Policy I-1.6: Require property owners, at the time of new construction or substantial remodeling to dedicate land for roadway or other public improvements such as wider sidewalks and/or bicycle lanes, as appropriate and warranted by the project.

Policy I-1.7: Improve multi-modal connections to transit facilities, including bike-to-transit and walk-to-transit options, especially to the Metro Green Line stations.

Policy I-1.8: Seek ways to improve connections between the portions of the City east and west of Sepulveda Boulevard via transit, bicycling and walking.

Policy I-1.11: Allow for flexible use of public rights-of-way to accommodate all users of the street system, while maintaining safety standards.

Policy I-1.12: Integrate the financing, design and construction of pedestrian facilities and improvements with street projects where feasible at the same time as improvements for vehicular circulation.

Policy I-2.1: Utilize the Neighborhood Traffic Management Program (NTMP) tools to mitigate neighborhood intrusion by cut-through traffic, and improve conditions for pedestrians and bicyclists.

Policy I-2.2: Monitor all major intersections and arterial streets and pursue capital projects as needed to minimize traffic diversion into local streets, improve pedestrian and bicycle conditions to keep traffic moving efficiently.

Policy I-2.3: Minimize vehicular access for new developments on local residential streets, and in locations with high pedestrian and bicycle activity, and design access and egress to avoid traffic intrusion on local streets to the maximum extent possible.

Policy I-3.9: Work with the school district and private schools to improve pedestrian and bicycle routing and safety around schools. Focus pedestrian access to the elementary schools and bicycle and pedestrian access to the middle and high schools.

Policy I-3.12: Continue to support and enhance Safe Routes to School programs such as Walking School Bus, walk audits, classroom safety instruction and promotional events.

Goal I-4: Create well-marked pedestrian and bicycle networks to facilitate these modes of circulation.

Policy I-4.2: Protect and enhance the walkstreets as important pedestrian access corridors to the beach. Implement enhanced/improved crossings where the walkstreets connect to the street system.

Policy I-4.3: Consider and protect the character of residential neighborhoods in the design of pedestrian access.

Policy I-4.4: Develop and implement standards to encourage pedestrian-oriented design for commercial properties.

Policy I-4.5: Incorporate bikeways and pedestrian ways as part of the City's circulation system where safe and appropriate.

Policy I-4.10: Identify and analyze locations with higher number of pedestrian and/or bicycle involved collisions and implement appropriate engineering, education, enforcement and other countermeasures at these locations.

Policy I-4.11: In areas with no sidewalks, review parking and other potential obstacles (such as patios and landscaping) into the public right-of-way that interferes with pedestrian ways and bikeways and develop solutions to reduce and minimize those impacts on walking and biking in these areas.

Policy I-4.12: Improve auto-oriented streets so pedestrians using the adjacent businesses or services can walk comfortably and feel safer navigating the thoroughfare.