

**Redline Strikeout of 2003 Goals and Policies**  
**Attachment 5**

# Goals and Policies: Ensuring a Balanced Transportation System

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. ~~allows the safe and efficient movement of people, goods and services throughout the City.~~

Policy I-1.1: Review the safety and functioning of the street system on a regular basis to identify problems and develop solutions.

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

~~Unique street signage, such as walkstreet obelisks, can help improve pedestrian orientation.~~

Policy I-1.3: Encourage the development of Transportation Demand Management (TDM) plans for all major developments or facility expansions to encourage ride-sharing and other improvements, thereby reducing vehicle trips.

~~The Manhattan Beach City Council adopted a Transportation Demand Management Ordinance (No. 1873) that includes TDM measures and trip reduction standards depending on the size of proposed projects. Such measures may include informative bulletin boards, preferential parking for vanpools/carpools, bicycle parking, bus stop improvements, and a pedestrian circulation system.~~

Policy I-1.4: Work with neighboring communities and other South Bay cities, as well as state and other agencies, including Metro and Caltrans, to develop regional solutions to transportation traffic problems that are regional in nature, and to mitigate impacts of development in neighboring communities that impact the City of Manhattan Beach.

~~The South Bay Cities Council of Governments represents all South Bay cities, including Manhattan Beach. This organization can be used as a resource in communicating with other agencies and cities that make up the regional area around Manhattan Beach, as well as a starting point for regional cooperation. Other transportation agencies of importance include MTA and Caltrans.~~

~~Policy I-1.5: Investigate and encourage the use of alternative transportation systems such as intra/inter-city shuttle or trolley systems.~~

Policy I-1.~~4~~5: Support dial-a-ride or other para-transit systems for the senior and disabled members of the community.

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~~The para-transit system offered by the City represents an important transportation option for the seniors and disabled. Continuation of this program with adequate resources to meet riders' needs is critical.~~

~~Policy I-1.8: Require property owners, at the time new construction is proposed, to either improve abutting public right of way to its full required width or to pay in lieu fees for improvements, as appropriate.~~

Policy I-1.9~~6~~9: 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 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-1.10: Adopt and implement standards for public street right-of-way use for private purposes.~~

~~On February 18, 2003, the City Council adopted Encroachment and Right-of-way Ordinances (No. 2039 and 2042) that establish new standards for development on vehicular and walkstreets, such as patios/decks, landscaping, walkways, stairs, parking pads, and drainage.~~

~~Policy I-1.11: Monitor the use of public walkstreets for private purposes consistent with City standards.~~

~~Policy I-1.12: Monitor and minimize traffic issues associated with construction activities.~~

Policy I-1.13~~9~~9: Consider implementing a development impact fee program to collect funds from developers constructing new projects. Such fees would fund "fair-share" costs of circulation improvement projects required to mitigate project impacts.

Policy I-1.10: Promote car-sharing and neighborhood electric vehicles as important means to reduce traffic congestion and further promote climate action projects.

Policy I-1.11: Allow for the 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.

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# Goals and Policies: Preventing Move Commuter Traffic While Preventing Neighborhood Traffic Intrusion

Goal I-2: Move commuter traffic through the City primarily on arterial streets, and ~~on~~ collector streets as appropriate, to protect other streets from the intrusion of cut-through commuter traffic.

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

~~Policy I 2.2: Establish priorities and determine funding available for implementing the Neighborhood Traffic Management Program.~~

~~Levels 2 and 3 traffic measures can be considerable in costs. With limited funding resources, planning and prioritizing the implementation of traffic measures is important, and will be established by the City Council.~~

Policy I-2.3~~2~~: Upgrade 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 2.4: Require additional traffic lanes and/or other traffic improvements for ingress and egress for new development along arterials where necessary for traffic and safety reasons.~~

~~Policy I 2.5: Work with neighboring cities and regional and sub-regional agencies to widen and upgrade all major intersections and associated street segments within the City and adjacent jurisdictions to optimize traffic flow.~~

~~Manhattan Beach is working with the cities of El Segundo, Hawthorne, and Redondo Beach to synchronize traffic signals using real time information and develop traffic management plans to combat congestion. Manhattan Beach consistently works with the MTA, South Bay Cities Council of Governments, Caltrans, employees associations, and neighboring jurisdictions on projects such as the Sepulveda Boulevard widening, Aviation Boulevard widening, Rosecrans Corridor Study and, the Douglas Street extension. Public Works has a number of CIP projects in the City that address subregional and regional traffic issues.~~

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.

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Policy I- 2.4: Require property owners, at the time new construction is proposed, to either improve abutting public right-of-way to its full required width per the street master plan or to pay in-lieu fees for improvements, as appropriate.

Policy I-2.6~~5~~: Encourage the use of Intelligent Transportation Systems (ITS), such as advanced traffic signalization, motorist information, advanced transit, advanced emergency vehicle access, and intelligent parking systems, as well as other appropriate communication technologies, to efficiently and safely move ~~direct through~~ traffic.

~~Intelligent Transportation Systems include the application of advanced information processing (computers), communications, technologies, and management strategies in an integrated manner to improve the safety, capacity, and efficiency of a transportation system. As mentioned in Policy I-2.5, Manhattan Beach is working with neighboring cities to coordinate traffic signals to move traffic through cities faster.~~

Policy I-4.1 2.6: Review on-street parking in neighborhoods adjacent to commercial areas where neighbors have requested such review, and develop parking and traffic control plans solutions for those neighborhoods ~~which are or which could potentially be adversely impacted by spillover parking and traffic.~~

Policy I- 2.7: Monitor and minimize traffic, parking and truck loading issues associated with construction activities.

~~Construction activity can cause significant traffic congestion due to the need to close lanes or streets, limiting vehicle capacity or creating detours. More than one construction site on a street simultaneously can pose serious traffic impacts on surrounding streets.~~

Policy I-4.2~~2.8~~: Carefully review commercial development proposals with regard to parking, loading and planned ingress/egress, and enforce restrictions as approved.

Policy I- 2.9: Comprehensively review downtown merchant and other parking permits including valet parking to ensure effective utilization of existing parking capacity.

Policy I- 2.10: Protect and enhance on-street public parking including identifying appropriate motorcycle, small car, electric vehicle and bike corral parking opportunities.

Policy I- 2.11: Develop a new multi-modal level of service methodology that includes:

- Emphasis on pedestrian and bicycle access and circulation
- Support for reduced vehicle miles traveled
- Maintenance of appropriate emergency vehicle access and response time

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# Goals and Policies: Meeting Community Parking Needs and Reduce Impacts on Neighborhoods

Parking is a significant issue; the City is committed to finding solutions to improve access to public parking.

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Goal I-3: Ensure ~~that~~ adequate parking and loading facilities are available to support both residential and commercial needs while reducing adverse parking and traffic impacts.

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Policy I-3.1: Periodically ~~Review~~ the existing Downtown and North Manhattan Beach ~~Parking Management Program recommendations, re-evaluate parking and loading~~ needs, demands, ~~and develop and implement a comprehensive program, including revised regulations~~ solutions as needed ~~appropriate, to address parking issues~~ deficiencies.

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Policy I-3.2: ~~Explore opportunities for creating peripheral parking lots to serve the Downtown and North End.~~

~~The Metlox development, schedule for completion in 2003, will provide 460 new public parking spaces within two levels of a subterranean parking structure in the Downtown. The Public Safety Facility, scheduled for completion in 2005, will also increase public parking in the Downtown.~~

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Policy I-3.3~~2~~: Periodically evaluate the adequacy of parking ~~standards~~ codes in light of vehicle ownership patterns and vehicle sizes in the City. land use and parking demand to ensure right-sized parking facilities are provided.

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Policy I-3.4~~3~~: Review development proposals to ensure potential adverse parking impacts are minimized or avoided and pedestrian and bicycle circulation are not negatively impacted.

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Policy I-3.5~~4~~: Encourage joint-use and off-site parking where appropriate and develop procedures and templates for use in shared parking arrangements.

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Policy I-3.6: ~~Evaluate parking and loading demands in the North End, and develop and implement a comprehensive program to address these needs.~~

~~The North End Business Improvement District (BID) is conducting a study to address parking and loading demands within this area.~~

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Policy I-3.7~~5~~: Require private development to provide public on-street parking in the public right-of-way according to Public Works standards in certain areas of the City. in compliance with the street master plan.

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~~Ordinances 2039 and 2042 regulate construction within the public street right-of-way. Ordinance 2039 contains updated Encroachment Permit regulations pertaining to private use construction within the public right of way. Ordinance 2042 contains standards for public use construction within the off-roadway portion of the right of way in certain residential areas.~~

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~~Policy I-3.8: Monitor and minimize parking issues associated with construction activities.~~

~~Policy I-4.7.3.6: Consider emergency vehicle access needs when developing on-street parking and other public right-of-way development standards.~~

~~The Manhattan Beach Police and Community Development Departments track and adjust the number of contractor parking permits issued to minimize parking impacts. Parking of construction dumpsters in the street right-of-way is generally not allowed, as it also impacts street parking.~~

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~~Policy I-3.9.7: Work to retain preserve on-street parking in the Beach Area, particularly on Highland Avenue within beach areas.~~

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~~Policy I-3.10: Continue to work with businesses and public agencies to coordinate parking strategies.~~

~~Policy I-5.1.3.8: Encourage the school district and private schools to provide busing or other alternative active modes of transportation modes to the schools for students and employees as a means of reducing peak-hour traffic.~~

~~Policy I-5.2.3.9: 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.~~

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~~Policy I-5.4.3.10: Discourage parking associated with schools, particularly at Mira Costa High School, within surrounding neighborhoods.~~

~~Policy I-5.5.3.11: Work with the school district and private schools to address high traffic volumes during the morning and afternoon peak school hours, and improve drop-off and pick-up circulation.~~

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~~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.~~

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# Goals and Policies: Accommodating Pedestrians and Bicyclists

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Goal I-~~4~~6: Create well-marked pedestrian and bicycle networks ~~that~~ to facilitate these modes of circulation.

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Goal I-4: ~~Protect residential neighborhoods from the adverse impacts of traffic and parking of adjacent non-residential uses.~~

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Policy I-4.1: Strive to promote bicycle facilities that are family-oriented and designed to account for various ages, skill levels and topographical constraints.

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Policy I-~~6~~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.

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Policy I-4.3: ~~Encourage provision of on-site parking for employees.~~

Policy I-~~6~~4.3: Consider and protect the character of residential neighborhoods in the design of pedestrian access.

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Policy I-4.4: ~~Ensure that required parking and loading spaces are available and maintained for parking.~~

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Policy I-~~6~~5.4: Develop and implement standards to encourage pedestrian-oriented design ~~in the North End~~ for commercial properties.

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Policy I-~~6~~4.5: Incorporate bikeways and pedestrian ways as part of the City's circulation system where safe and appropriate ~~to do so~~.

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Policy I-~~6~~7.6: Encourage features that accommodate the use of bicycles in the design of new development, ~~as appropriate.~~

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Policy I-~~6~~8.7: Encourage the development of ~~recreational bicycle routes~~ bikeways to link residential, schools, and recreational areas east of Sepulveda Boulevard with the ~~Strand~~ Marvin Braude bike path.

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Policy I-4.8: Work with local stakeholders to promote safe and attractive bikeways and supporting facilities for both transportation and recreation and implement bicycle facilities identified in the South Bay Bicycle Master Plan.

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Policy I-4.9: Encourage education and enforcement of bicycle and pedestrian safety.

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

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~~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.~~

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~~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.~~

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~~Goal I-5: Reduce the adverse parking and traffic impacts that schools create on surrounding residential neighborhoods.~~

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~~Policy I-5.3: Coordinate after school, weekend, and community activities on school grounds with consideration of potential traffic and parking impacts on neighborhoods.~~

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

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

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~~The City has developed encroachment standards for walkstreets, providing regulations for the installation of fences, retaining walls, landings, landscaping, decks, and patios in the encroachment areas.~~

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