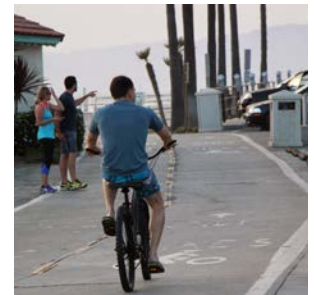
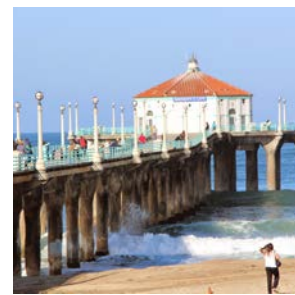
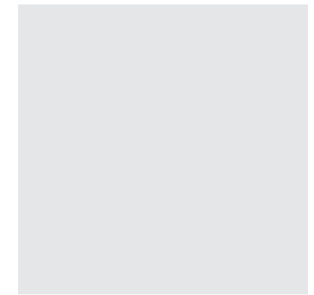
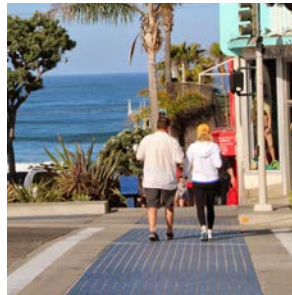


FINAL

City of Manhattan Beach Mobility Plan



Adopted
May 15, 2018



Innovation for better mobility

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VISION FOR THE FUTURE OF TRANSPORTATION IN MANHATTAN BEACH

"Today's transportation system is about more than just highways," said Caltrans Director Malcolm Dougherty. "Active transportation projects are a good investment and will help achieve mobility, safety, and greenhouse gas reduction goals for California."

The recent California Household Travel Survey shows that the percentage of California residents walking, biking, or using public transportation on a typical day has more than doubled since 2000 from 11 percent to 23 percent. Key factors affecting the use of Manhattan Beach's transportation system include:

- Changing trends in auto ownership and transportation choices by the "millennial generation"
- Complete and living streets initiatives
- Emphasis on multi-modalism and other travel choices
- Advancing technology
- Environmental sensitivity and the need to reduce carbon emissions.

The Goals of the Mobility Plan are intended to address many of these changes and initiatives:

- 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.
- Move commuter traffic through the City primarily on arterial and collector streets as appropriate, to protect other streets from the intrusion of cut-through traffic.
- Ensure adequate parking and loading facilities are available to support both residential and commercial

needs while reducing adverse parking and traffic impacts.

- Create well-marked pedestrian and bicycle networks to facilitate these modes of circulation.

VISION OF THE MOBILITY PLAN

- Offers flexible, convenient, energy efficient alternative transportation options.
- Maintains and enhances safety while strengthening community, sense of place and preserves the environment.
- Considers all users of the transportation system on all viable and safe modes of travel.
- Maintains professional standards in traffic engineering design and operations and transportation planning.
- Integrates land use planning with multi-modal transportation network.
- Plans, maintains and operates mobility systems consistent with the principles of Complete Streets, active living and sustainable community design.
- Recognizes and utilizes new technology in transportation and communications to provide improved travel choices for residents and visitors.
- Emphasizes the use of non-motorized modes of transportation.

BALANCING THE TRANSPORTATION SYSTEM

The City historically supported alternative modes of travel to automobiles and the 2003 Circulation Element discussed all modes in its goals and policies. This Mobility Plan takes an even more balanced and complete approach to transportation planning with updates to goals and policies and design guidelines for pedestrians, bicycles and users of transit.



Class III bike route on Pacific Avenue overlooking the Pacific Ocean

WHAT DOES THIS MEAN FOR THE PUBLIC?

More Convenience and Choices:

Walking, bicycling and transit will become more convenient and desirable modes of transportation

More Complete Streets:

Various street corridors will be improved to encourage and accommodate walking, bicycling and/or transit. Improvements will include enhanced pedestrian crossings, new and enhanced bicycle lanes or routes and enhanced transit system amenities or routes

More Mobility for Everyone:

Children, families, the disabled and seniors will have more mobility options in the future to and from destinations such as schools, parks and community centers

Better Bicycle Access:

More bike routes and bike lanes will be added to provide better bicycle access to key points in the City as well as to other cities around Manhattan Beach

Pedestrian-Friendly Improvements:

Improvements will create a more attractive and pedestrian friendly environment featuring better visibility for pedestrians, enhanced crossings and less impediments to walking

RELATIONSHIP BETWEEN ADOPTED 2003 CIRCULATION ELEMENT AND NEW MOBILITY PLAN

The 2003 Infrastructure Element of the City's General Plan included seven categories: Circulation, Neighborhood Traffic Intrusion, Parking, Pedestrian and Bicycle Networks, Water, Sewer, and Storm Drain Systems, Energy and Communications, and Solid Waste and Recycling. This Mobility Plan replaces the Circulation, Neighborhood Traffic Intrusion, Parking, Pedestrian and Bicycle Networks sections of the 2003 Infrastructure Element.

While the City of Manhattan Beach has always supported alternative modes of transportation, such as walking, biking, and transit, the 2003 Circulation Element was largely focused on the movement of cars and the effect cars had on the community. The updated Mobility Plan encompasses a more balanced, multi-modal approach to the movement of people and goods throughout the City, and incorporates the vision and goals of the City to support all users of the roadway. Potential benefits associated with planning a multi-modal transportation network include:

- **Improved Safety** – Designing streets and travel routes that consider safe travel for all modes can reduce the occurrence and severity of vehicular collisions with pedestrian and bicyclists.²
- **Health** – Multi-modal transportation networks that allow people to walk or bicycle as a viable transportation option can promote an active lifestyle.³

- **Increased Transportation Choices** – Multi-modal transportation networks provide options and increased mobility for people who cannot drive. This is especially important for people with disabilities and for seniors.
- **Economic Revitalization** – Creating multi-modal transportation networks can improve economic conditions for both business owners and residents. A network of complete streets can be safer and more appealing to residents and visitors, which can benefit retail and commercial development. Multi-modal transportation networks can improve conditions for existing businesses by helping revitalize an area and attracting new economic activity.⁴
- **Better Air Quality** – Land use patterns and the existing transportation infrastructure play a direct role in the rate and growth of vehicle miles traveled (VMT); influencing the distance people travel and the model of travel they chose. Reducing the number of automobile trips can reduce fuel consumption and greenhouse gas (GHG) emissions.⁵



Manhattan Beach, looking toward El Segundo.

CURRENT CONDITIONS

PEDESTRIAN NETWORK

Manhattan Beach’s high residential density, walkstreets, narrow streets, and lively street frontages in Downtown and North Manhattan Beach all make it a very “walkable” community. A map of the various neighborhoods in Manhattan Beach is provided in Figure 1. Walking from some residential neighborhoods down to the beach can be accomplished easily and quickly. Parking shortages and traffic congestion during the summer months also make walking a desirable alternative for accessing the beach and activity centers.

Walkability, access, and connections are necessary components of a circulation system that easily and specifically accommodates pedestrians. Walkability includes adequate pedestrian space, safe street crossings, features that encourage cautious driving, and a pleasant and safe walking environment. Walkways, mid-block crossings, pathways, and pedestrian short-cuts allow people to get from one destination to another with ease. Dedicated pedestrian paths can provide safe access between residential, beach, and retail areas. Pedestrian connections should be provided primarily to and from commercial activity centers such as the Downtown, North Manhattan Beach, transit stops, as well as schools. Disabled access strategies, which also accommodate strollers and other

wheeled transportation, should be incorporated into all street and pathway plans.

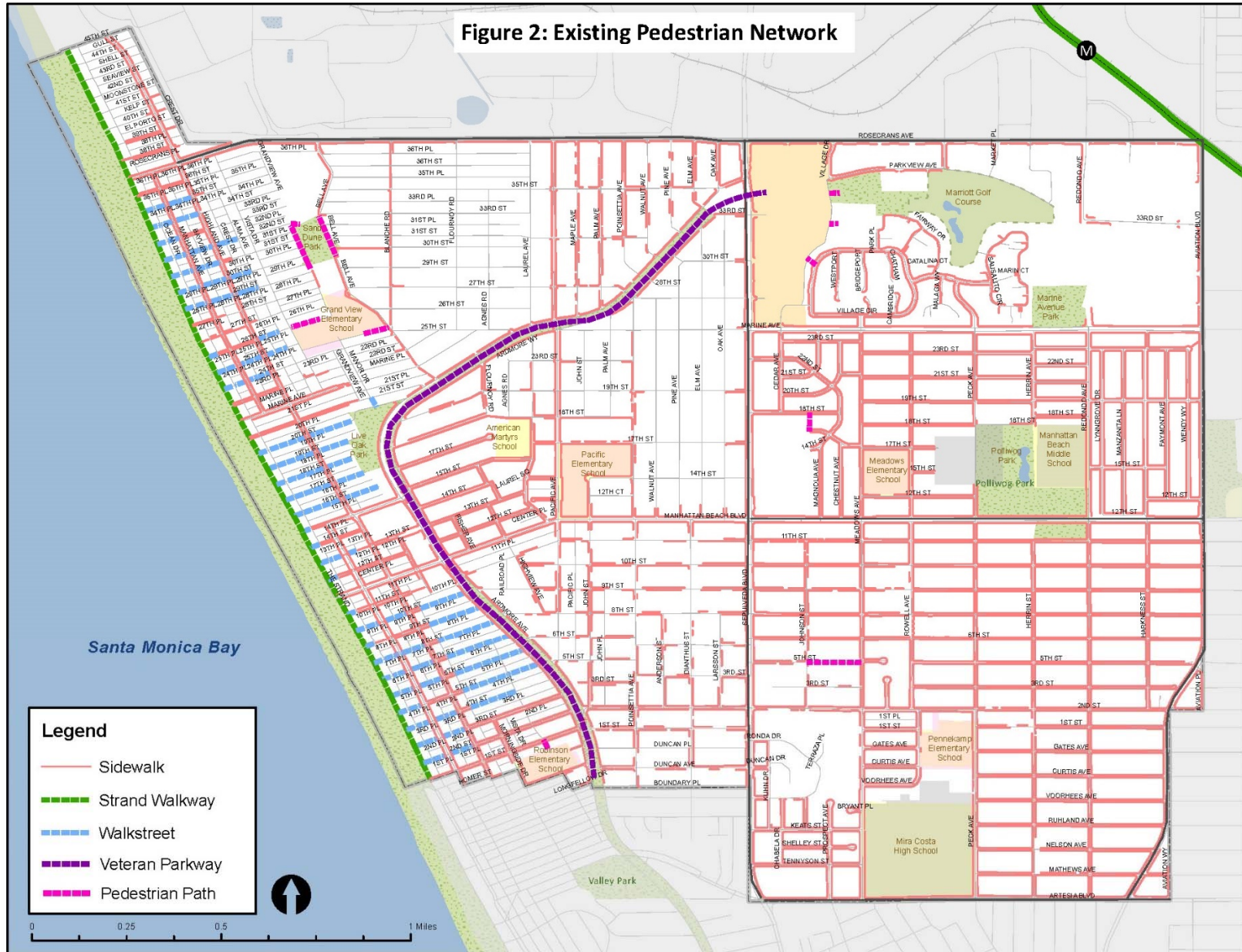
The pedestrian network in Manhattan Beach is comprised of sidewalks, The Strand, walkstreets, the pedestrian path through Veterans Parkway, and crosswalks. The utilization of the various pedestrian facilities varies by neighborhood. North Manhattan Beach, Downtown, and the Sand Section are served by walkstreets, The Strand, and Veterans Parkway. Manhattan Village, Liberty Village, East Manhattan Beach, and the Hill Section are primarily served by a sidewalk system. Figure 2 identifies the pedestrian network components of Manhattan Beach.



Manhattan Beach Boulevard is a very popular pedestrian destination with an abundance of coffee shops, beachfront bars and restaurants, unique shops, and beach access.



Figure 2: Existing Pedestrian Network



MOBILITY FOR ALL

This section describes goals and policies to encourage a well-balanced, connected, safe, and convenient multi-modal transportation network. It is organized by modal types defined in four sub-categories; pedestrian, bicycle, transit, and auto-related. The modal type discussions presented are a product of various sources, including but not limited to, technical studies, public outreach and input, staff input, numerous stakeholder meetings with residents, bicycle advocates, business representatives, seniors, commissioners, school representatives, and the City Council. Key themes inform recommended steps the City will take to achieve the goals of this Mobility Plan.

PEDESTRIAN

Pedestrian travel is extremely important in Manhattan Beach. With its unique walkstreets, the City has a long history of recognizing the importance of the walking environment. The pedestrian facilities vary significantly depending on where you are walking in the City.



Downtown Manhattan Beach attracts many pedestrians.

KEY PEDESTRIAN THEMES

- Provide safe and convenient pedestrian crossings
- Improve the pedestrian environment along the Valley/Ardmore corridor
- Improve the walking experience in the downtown area
- Prioritization – Determine the best and most appropriate locations for pedestrian related improvements at currently uncontrolled locations
- Address the issue of discontinuous sidewalks for pedestrians. In some parts of the City, pedestrians are forced to walk on street
- Develop and incorporate pedestrian facility selection process and design guidelines
- Enhance locations where walkstreets cross vehicular streets
- Improve pedestrian crossings/intersections that access Veterans Parkway
- Review and revise policies for streets without sidewalks during residential development process
- Implement recommended improvements in the Downtown Specific Plan that addresses pedestrian flow on sidewalks and crosswalks

Pedestrian crossings, both at intersections and also mid-block locations are a critical part of the pedestrian network. At these locations the pedestrian crosses vehicular traffic and faces many issues associated with safety, visibility and convenience. There are many design standards associated with design and implementation of pedestrian crossings, and the City has always been dedicated to providing safe crossings that meet professional engineering standards. However, the options for pedestrian enhancements continues to evolve and change and every pedestrian crossing location is unique and warrants a unique and customized review.

Selection of Pedestrian Improvements

Pedestrian facilities are located nearly everywhere in the City, with sidewalks adjacent to most streets and hundreds of pedestrian crossings throughout the City. Pedestrian travel, of course, also occurs throughout Manhattan Beach as people walk to and from their destinations; whether on a walk trip, connecting to transit, walking after a bike ride or walking to and from their parked car. Because pedestrian facilities are so numerous, the improvements must be prioritized and funded over time based on priority, level of importance and available funds.

To improve the pedestrian environment, the first step is to create and incorporate a pedestrian facility selection process and design guidelines into the City's Capital Improvements Program (CIP) so the most appropriate locations for pedestrian improvements can be selected and prioritized. Based on community input, priority can be given to the implementation of pedestrian system enhancements at locations where

walkstreets meet vehicle streets as well as implementation of measures for the key pedestrian crossings that access Veterans Parkway, a vital pedestrian amenity in Manhattan Beach.

SIDEWALKS

Some parts of the City have streets with full sidewalks on both sides of the street throughout the entire block, some parts of the City have streets with discontinuous sidewalks and some portions of the City do not have sidewalks. Each of these parts of Manhattan Beach have their own character and history.

For areas with intermittent sidewalks, the priority will be on implementing sidewalks over time as the adjacent properties develop or turnover, and also prioritizing on streets and paths leading to schools and other pedestrian destinations. In the areas with virtually no sidewalks the street itself is the pedestrian walkway. It is not proposed to universally add sidewalks, but rather to take each street on a case by case basis. Many residents in these areas enjoy the character of the street and in fact may choose to live there partially because of the unique street design. However, in these areas it will be important to closely monitor the street right-of-way and effectively enforce encroachments into the street by parked cars, vegetation and even structures/patios. The encroachment by autos and other impediments forces pedestrians further into the street and this can be mitigated without necessarily adding new sidewalks, which would create a major change in the character of the neighborhood.

GOALS AND POLICIES

GOALS AND POLICIES

The Goals and Policies from the City's 2003 adopted Circulation Element are updated to compliment the multi-modal focus of the Mobility Plan and enhance non-motorized transportation while preserving a safe and efficient roadway system.

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.

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 ensure street signs are not obstructed.

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.

Policy I-1.4: Work with neighboring communities, other South Bay cities, the state and other agencies to develop regional solutions to transportation problems that are regional in nature,

and to mitigate impacts of development in neighboring communities that impact the City.

Policy I-1.5: Support Dial-A-Ride or other para-transit systems for the senior and disabled members of the community.

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

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

Policy I-1.8: Improve multi-modal connections between the portions of the City east and west of Sepulveda Boulevard.

Policy I-1.9: Consider implementing a development impact fee program to collect funds from developers constructing new projects. Such fees would fund "fair-share" costs of mobility 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 flexible use of public rights-of-way to accommodate all users, 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.

**GOALS AND POLICIES: MOVE COMMUTER TRAFFIC
WHILE PREVENTING NEIGHBORHOOD INTRUSION**

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

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-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-2.5: 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 traffic.

Policy I-2.6: Review on-street parking in neighborhoods adjacent to commercial areas where neighbors request such review, and develop parking and traffic solutions for those neighborhoods adversely impacted by spillover parking and traffic.

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

Policy I-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

**GOALS AND POLICIES: MEETING COMMUNITY PARKING
NEEDS AND REDUCE IMPACTS ON NEIGHBORHOODS**

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

Policy I-3.1: Periodically review existing Downtown and North Manhattan Beach parking and loading needs and implement solutions as needed to address deficiencies.

Policy I-3.2: Periodically evaluate the adequacy of parking codes in light of land use and parking demand to ensure right-sized parking facilities are provided.

Policy I-3.3: Review development proposals to ensure potential adverse parking impacts are minimized or avoided, and pedestrian and bicycle circulation are not negatively impacted.

Policy I-3.4: Encourage joint-use and off-site parking where appropriate and develop procedures and templates for use in shared parking arrangements.

Policy I-3.5: Require private development to provide public on-street parking in the public right-of-way according to Public Works standards in compliance with the street master plan.

Policy I-3.6: Consider emergency vehicle access needs when developing on-street parking and other public right-of-way development standards.

Policy I-3.7: Work to preserve on-street parking within beach areas.

Policy I-3.8: Encourage the school district and private schools to promote active modes of transportation for students and employees as a means of reducing peak-hour traffic.

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-3.10: Discourage parking associated with schools, particularly at Mira Costa High School, within surrounding neighborhoods.

Policy I-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.

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.

GOALS AND POLICIES: ACCOMMODATING PEDESTRIANS AND BICYCLISTS

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

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

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-4.6: Encourage features that accommodate the use of bicycles in the design of new development.

Policy I-4.7: Encourage the development of bikeways to link residential, schools, and recreational areas east of Sepulveda Boulevard with the Marvin Braude bike path.

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.

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

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.