



# City of Hermosa Beach

City Hall  
1315 Valley Drive  
Hermosa Beach, CA  
90254

## Special Meeting Agenda - Final

### City Council

*Mayor*  
*Jeff Duclos*

*Mayor Pro Tem*  
*Stacey Armato*

*Councilmembers*  
*Mary Campbell*  
*Hany S. Fangary*  
*Justin Massey*

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Monday, October 29, 2018

6:30 PM

Redondo Beach Public Library

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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

LOCATION:

Redondo Beach Public Library, 2nd Floor Meeting Room  
303 North Pacific Coast Highway Redondo Beach, CA 90277

**All council meetings are open to the public. PLEASE ATTEND.**

The Council receives a packet with detailed information and recommendations on nearly every agenda item. City Council agenda packets are available for your review on the City's website located at [www.hermosabch.org](http://www.hermosabch.org). Complete agenda packets are also available for public inspection in the Police Department, Hermosa Beach Public Library and the Office of the City Clerk.

During the meeting, a packet is also available in the Redondo Beach Public Library, 2nd Floor Meeting Room or you can access the packet at our website, [www.hermosabch.org](http://www.hermosabch.org), on your laptop, tablet or smartphone through the wireless signal available in the Redondo Beach Public Library:  
Network ID - RBPL Wireless, Password - RBPLibrary

Please send written communication for this special meeting to [cityclerk@redondo.org](mailto:cityclerk@redondo.org). Written materials pertaining to matters listed on the agenda will be posted under the relevant agenda item on the City of Redondo Beach's website and will be distributed to the Mayors and Councilmembers by email and provided to the Mayors and Councilmembers and the public at the meeting.

It is the intention of the Cities of Redondo Beach, Hermosa Beach and Manhattan Beach to comply with the Americans with Disabilities Act (ADA) in all respects. If, as an attendee or a participant at this meeting, you will need special assistance beyond what is normally provided, the City of Redondo Beach will attempt to accommodate you in every reasonable manner. Please contact the City of Redondo Beach City Clerk's Office at (310) 318-0656 at least forty-eight (48) hours prior to the meeting to inform them of your particular needs and to determine if accommodation is feasible.

**STUDY SESSIONS:**

From time to time the City Council will meet in a Study Session at a time and place to be designated by the City Council. Such Study Sessions shall be noticed and will be open to the public and the press. Such Study Sessions shall be devoted to matters pertaining to which the interchange of information preliminary to a regular meeting is deemed to be essential. No official action or formal vote shall be taken at such Study Session on any matter under discussion; provided, however, that the Councilmembers in attendance shall be entitled to express their opinion on any matter under discussion.

**6:30 P.M. – 8:30 P.M.**

**A. CALL TO ORDER****B. APPOINTMENT OF TEMPORARY CHAIRPERSON TO LEAD MEETING****C. ROLL CALL****D. SALUTE TO THE FLAG****E. DISCUSSION ITEM:**

- i. [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**
- ii. [ii.](#) **DISCUSSION REGARDING PRESENTATION**
- iii. [iii.](#) **PUBLIC INPUT**
- iv. [iv.](#) **COUNCIL DISCUSSION**

**F. ADJOURNMENT**



# City of Hermosa Beach

City Hall  
1315 Valley Drive  
Hermosa Beach, CA 90254

## Staff Report

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### Staff Report

i.

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**Honorable Mayor and Members of the Hermosa Beach City Council  
Special Meeting of October 29, 2018**

**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**



## Study Session Staff Report

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### TRI-CITIES STUDY SESSION ON THE DRAFT BEACH CITIES LIVING STREETS DESIGN MANUAL

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#### **Study Session Objectives**

Staff recommends that the City Councils: receive and file the staff report and presentation materials and provide input (or comments) related to the Draft Beach Cities Living Streets Design Manual and discuss whether there is a common set of shared principles for living streets among the beach cities.

#### **Executive Summary:**

The tri-cities study session is intended to bring the Council, Commissioners and public from each city up to speed on the work that has been completed to date so that they are familiar with the purpose and concepts of living streets when the Draft Manual is brought forward to each commission and council for review at a later date. This staff report provides a brief introduction to the topics, work completed to date, community workshops, and next steps for the cities of Hermosa Beach, Manhattan Beach, Redondo Beach and the Beach Cities Health District in the development of the Beach Cities Living Streets Design Manual and Aviation Boulevard Multimodal Corridor Plan.

#### **Background:**

The Beach Cities Health District, through a grant from the Southern California Association of Governments (SCAG), partnered with the cities of Redondo Beach, Manhattan Beach, and Hermosa Beach, and Stantec to develop a comprehensive design manual to guide future street improvements towards the goals of health, safety, livability, sustainability, and more. The Beach Cities Health District (BCHD) and partnering cities have a long history of collaborating on active transportation policies and initiatives that aim to improve the health and wellness of residents while also offering a greater range of safe and convenient transportation choices to the community.

The work efforts under this grant include customizing the Los Angeles County Living Streets Manual for the three South Bay cities and then applying concepts from the manual as a framework for potential improvements on Aviation Boulevard through the South Bay.

**Community Engagement:**

As part of this process, three community workshops were held to solicit ideas and comments to shape the Living Streets Design Manual (Manual) and Aviation Boulevard Multimodal Corridor Plan. Stakeholders unable to attend one of the three workshops were also invited to provide written comments online. The specific content and focus of each workshop is outlined below.

*Workshop 1 – Living Streets Planning Concepts*

July 17, 2017, 6:00 PM to 7:30 PM

Manhattan Heights Auditorium, 1600 Manhattan Beach Boulevard

*Workshop 2 – Preliminary Aviation Corridor Concepts & Alternatives*

January 31, 2018, 6:00 PM to 7:30 PM

Redondo Beach Performing Arts Center, 1935 Manhattan Beach Boulevard

Workshop 2 Materials: [Display Boards](#) and [Alternatives](#)

*Workshop 3 – Draft Living Streets Design Manual & Aviation Corridor Concepts*

April 23, 2018, 6:00 PM to 7:30 PM

Hermosa Beach Community Center Theater, 710 Pier Avenue

Workshop 3 Materials: [Presentation](#)

In addition to the three project workshops, in January 2018, BCHD hosted a Streets for All day of events that included discussions and dialogue with decision-makers, staff, and the community from the beach cities about the community's values and how the principles of living streets help to achieve those values. During the community-focused event, the top values articulated by attendees included:

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

**Living Streets Design Manual:**

The grant awarded to the Beach Cities included the adaptation of the Los Angeles County Living Streets Design Manual to fit the context and needs of the beach cities. These concepts are important as a growing number of communities, including the beach cities, are discovering the value of streets as important public spaces for many aspects of daily life. Beach cities residents want streets that are safe to cross or walk along, offer places to meet people, link healthy neighborhoods, and have a vibrant mix of retail and amenities. More people are enjoying the value of farmers' markets, street festivals, and gathering places and people want to be able to walk and ride bicycles.

Once adopted, the Manual is intended to assist staff, decision-makers, and the community in understanding living streets concepts and consider how those concepts may be appropriately applied to different types of streets and public spaces when planning and designing projects that involve streets and streetscapes. The Draft Living Streets Design Manual is provided as **Attachment 1** and the chapter topics are provided below.

- |  |   |
|--|---|
| 1. Introduction                            | 10. Traffic Calming                         |
| 2. Vision, Goals, Policies, and Benchmarks | 11. Streetscape Ecosystem                   |
| 3. Street Networks and Classifications     | 12. Gathering Places                        |
| 4. Traveled Way Design                     | 13. Designing Land Use Along Living Streets |
| 5. Intersection Design                     | 14. Retrofitting Suburbia                   |
| 6. Universal Pedestrian Access             | 15. Community Engagement for Street Design  |
| 7. Pedestrian Crossings                    | 16. Emerging Technologies                   |
| 8. Bikeway Design                          | 17. Beach Cities Specific Chapters          |
| 9. Transit Accommodations                  |   |

**Aviation Corridor Multimodal Plan:**

The second work effort of the grant included the development of a series of concepts that apply the Living Street Manual framework to Aviation Boulevard. This corridor in the South Bay region is heavily traveled, auto-oriented and can potentially benefit from safety and livability improvements. Through this process, three conceptual alternatives were developed and collectively are referred to as the Aviation Boulevard Multimodal Corridor Concept Plan. While the Aviation Corridor Concepts are not the primary focus of today's study session, this context is provided to show how the Living Streets Concepts may be applied to a corridor in the Beach Cities. Future implementation of any improvements along the corridor would be at the discretion of the governing agency that has jurisdiction over their segment of roadway.

**Moving Forward:**

Staff anticipates that the review and adoption of the Living Streets Design Manual and Aviation Corridor Concept Plan, would be brought forward to the commission(s) and councils of each city later this fall for review and discussion. And as we turn our attention from adoption to implementation, staff anticipates a number of opportunities to collaborate among the three cities moving forward which may include:

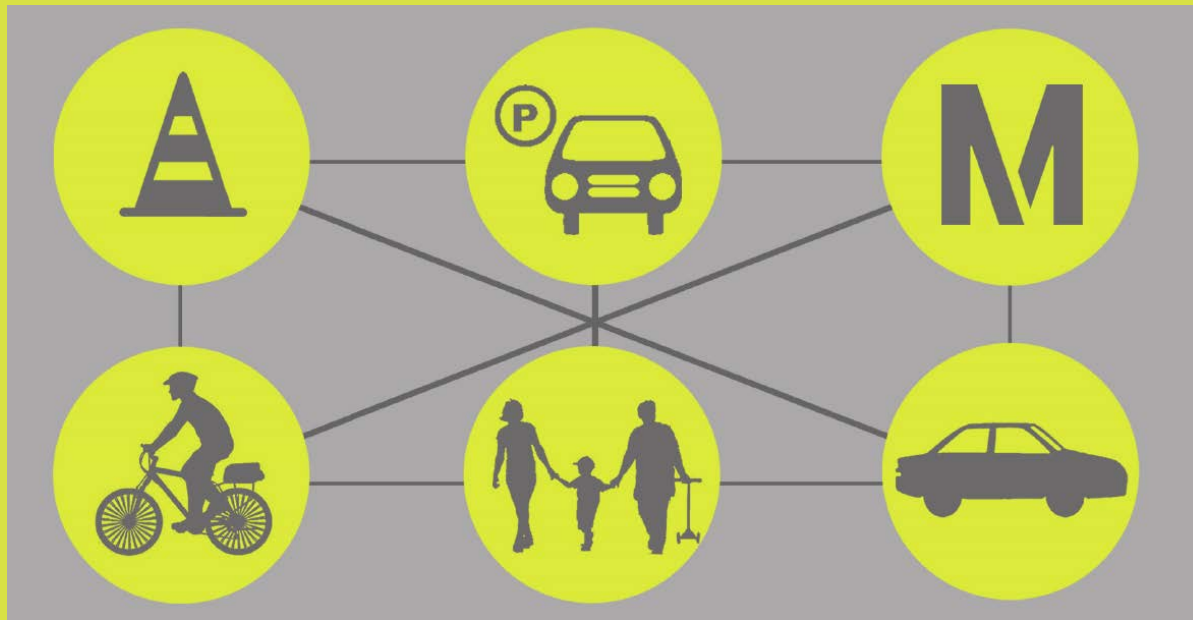
- 1) Leveraging funding for specific projects with Living Streets concepts
- 2) Convening three Beach Cities to pursue a regional approach
- 3) Partnering to engage the community in dialogue around living streets
- 4) Identifying feasible best practices that can be consistently implemented across the cities

**Attachments:**

1. Draft Beach Cities Living Streets Design Manual -  
<http://www.hermosabch.org/index.aspx?page=484>
2. Tri-Cities Study Session Presentation



# 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



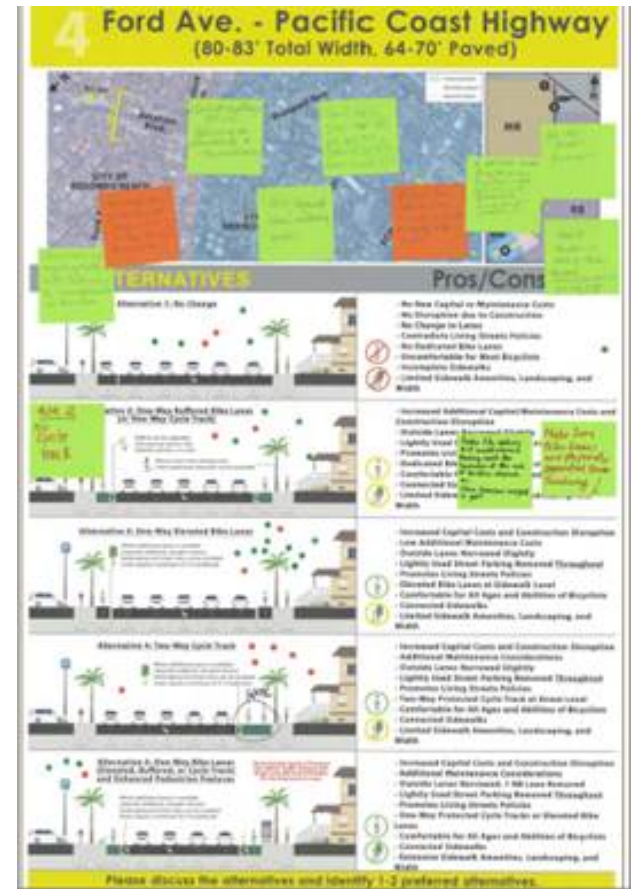
# PUBLIC OUTREACH RECAP

## 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



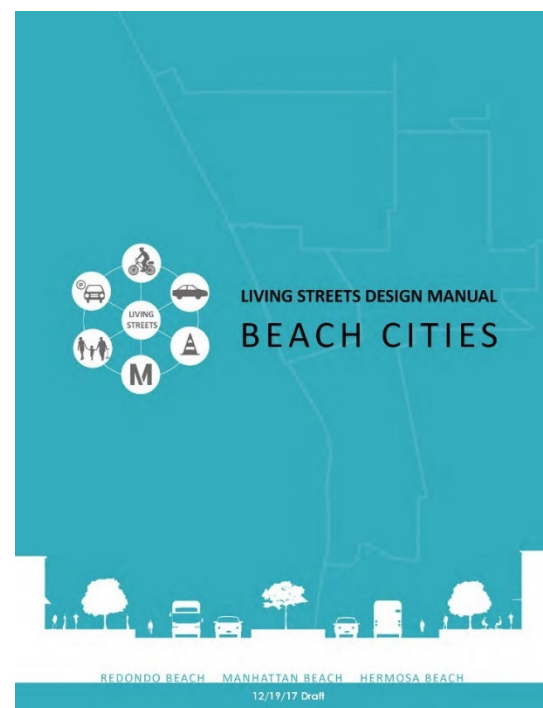
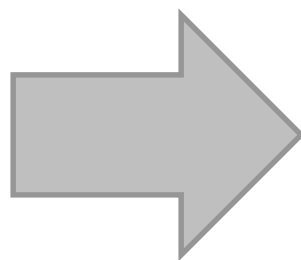
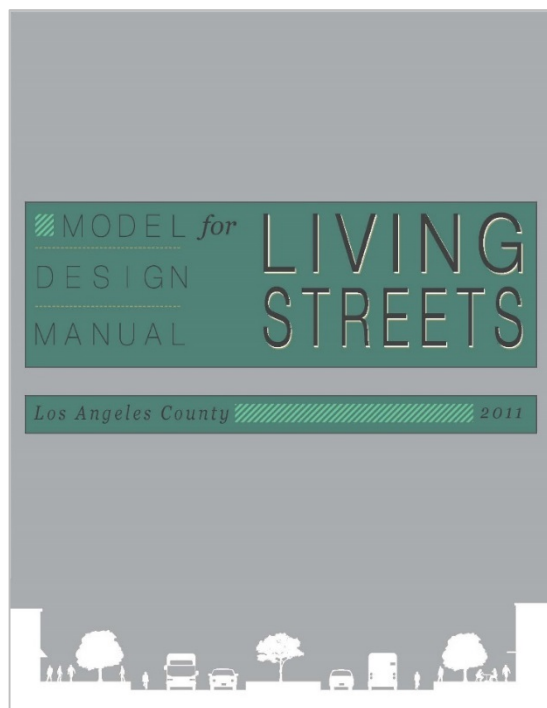


# GOALS OF A LIVING STREET

- 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

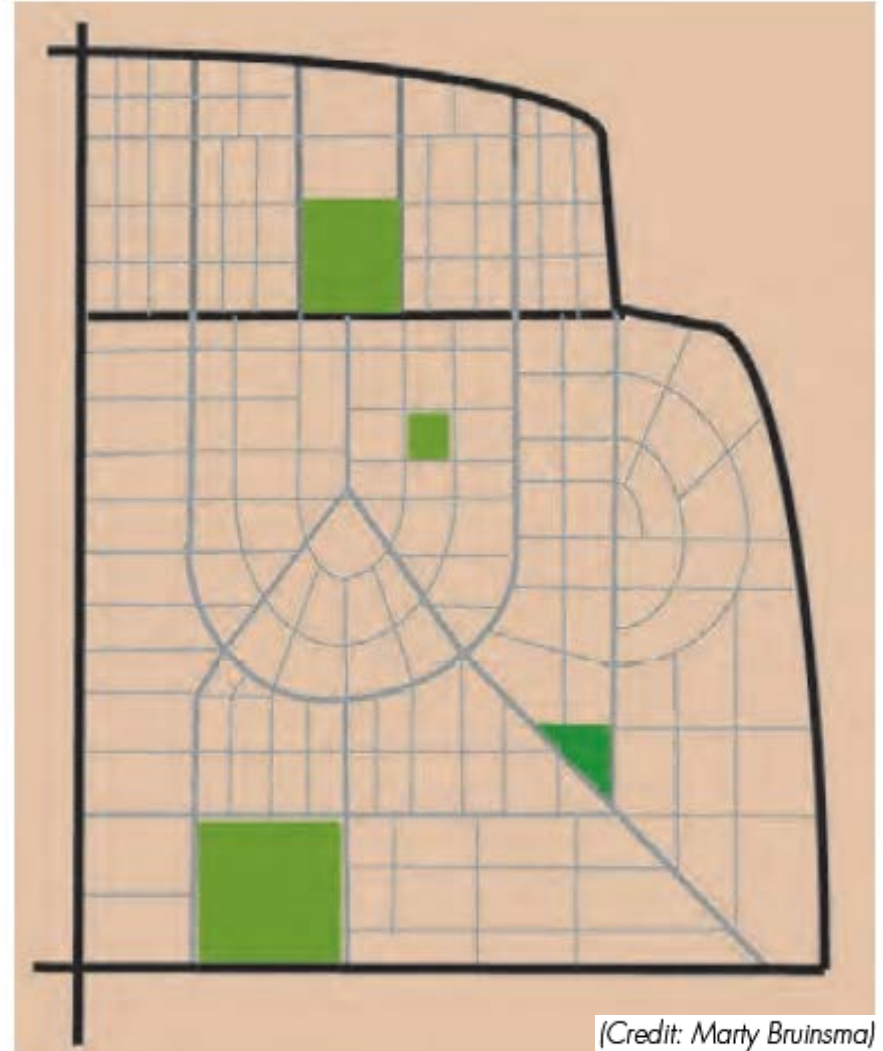


# CHAPTER 3

## STREET NETWORKS AND CLASSIFICATIONS

- Sustainable street networks
- Characteristics
- Classifications
- Design standards

Interconnected  
street network  
with small blocks



(Credit: Marty Bruinsma)

# CHAPTER 4

## TRAVELED WAY DESIGN

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

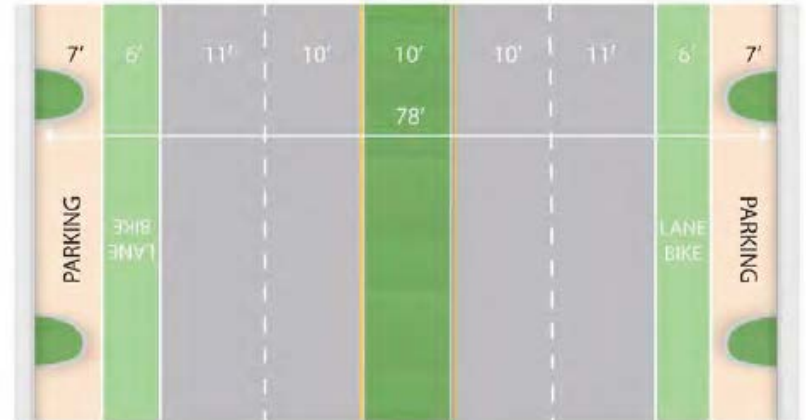




# CHAPTER 4

## 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
  - Intersection skew, corner radii, curb extensions, crosswalk and ramp placement, on-street parking, right-turn channelization
- Yield and Stop-controlled intersections
- Signalized intersection
  - Operation and phasing
- Roundabouts



(Credit: Michele W. ... art)

# 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



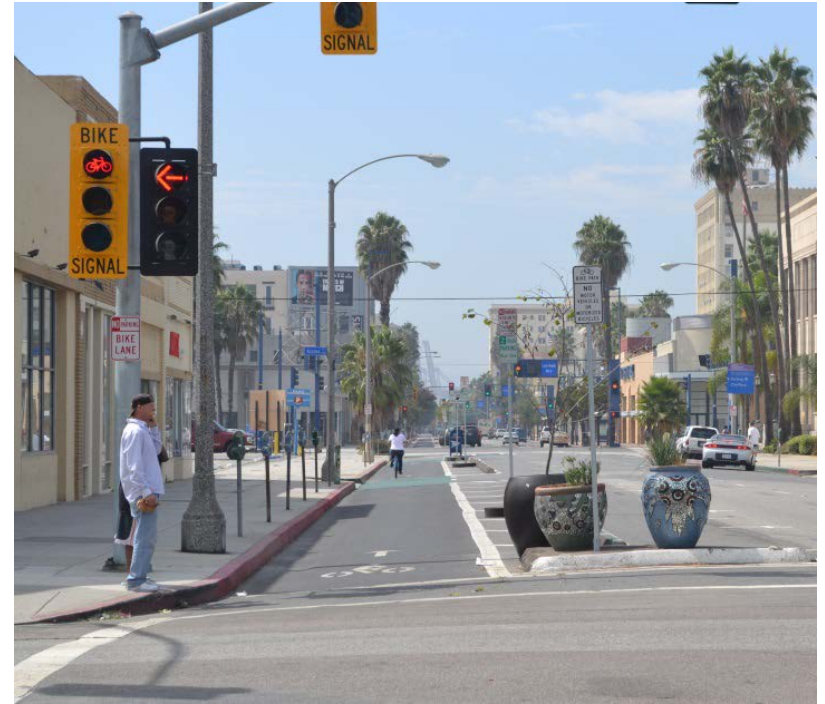
Bicycle Boulevard  
Long Beach, CA

- 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

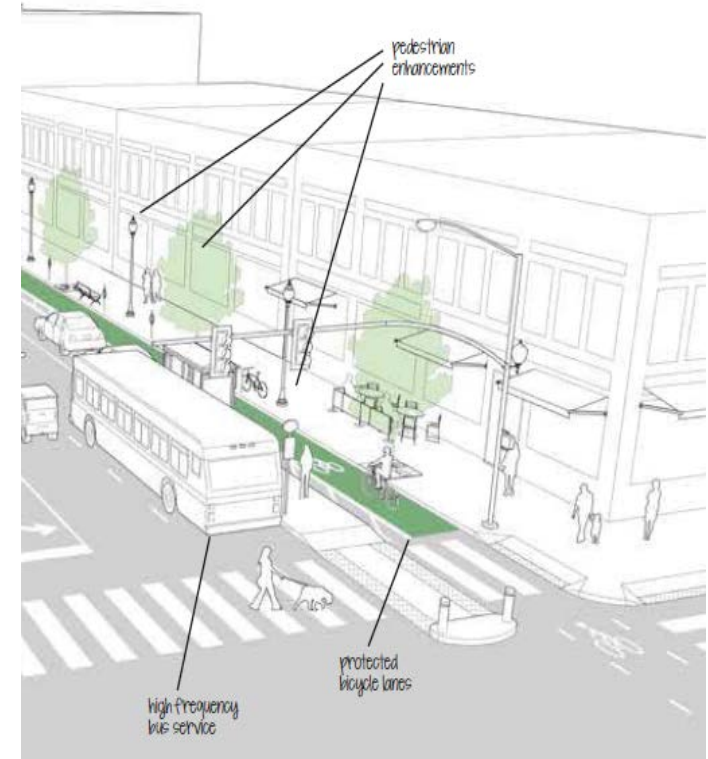
## TRANSIT ACCOMMODATIONS

- 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<br>on specific<br>circumstances |
|        | Not Appropriate                             |

| Traffic Calming Classification                        |  | Framework Street                            |                    |                     | Framework Street or Non-Framework Street | Non-Framework Street |                 |
|---|--|---|--------------------|---------------------|--|----------------------|-----------------|
| Conventional Street Classification                    |  | Boulevards in Transition (partially calmed) | Regional Boulevard | Community Boulevard | Community Avenue                         | Neighborhood Avenue  | Local Street    |
| 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



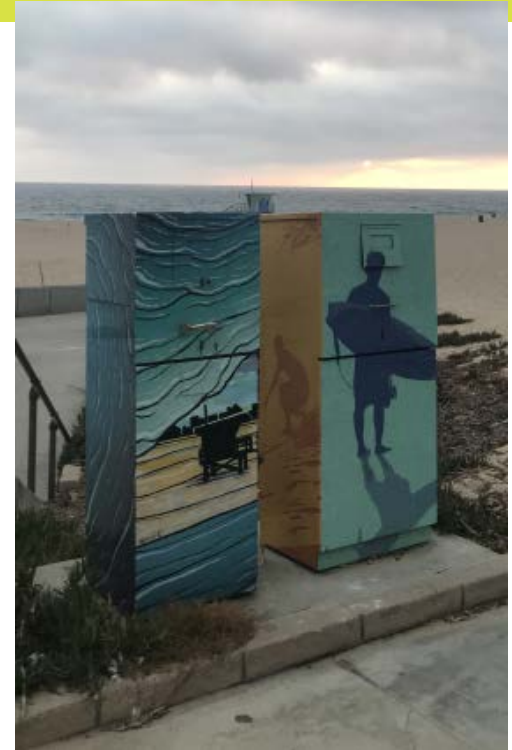
# Best Practices: Streetscape Improvements



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,  
Santa Monica, CA

## 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 replace 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

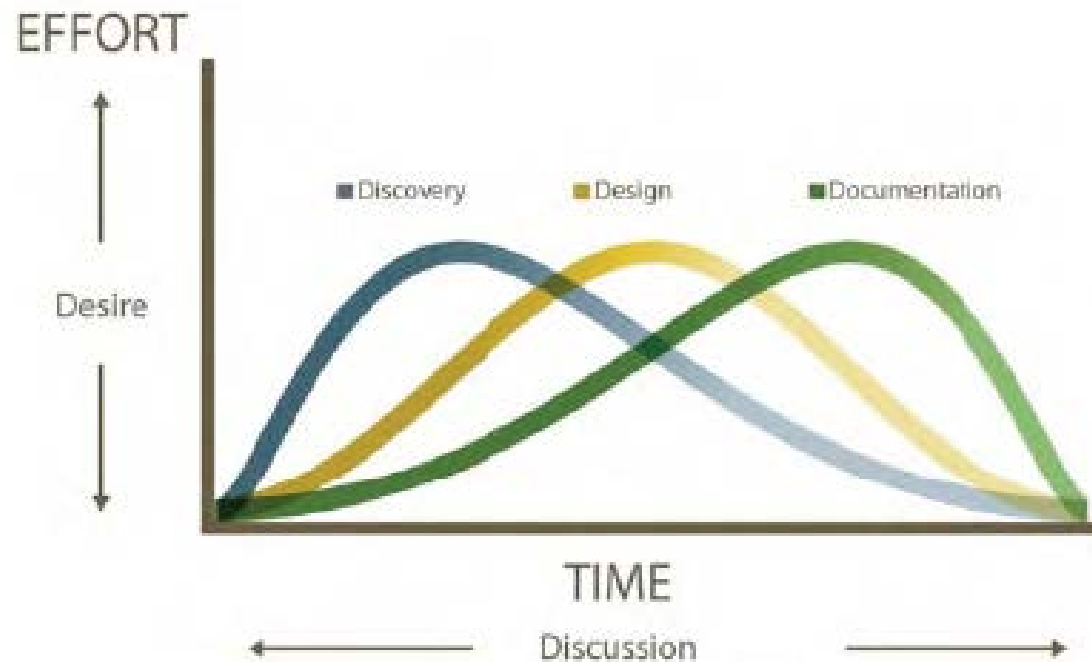
- Essential Principles of Community Engagement
  - Develop a plan
  - Accept Responsibility
  - Start with shared values
  - Build understanding
  - Broaden stakeholders
  - Foster cultural competence
  - Emotional connections
  - Two-way conversation
  - Achieve informed consent
  - Carry momentum
-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





# CHAPTER 15

## CONSENSUS BUILDING



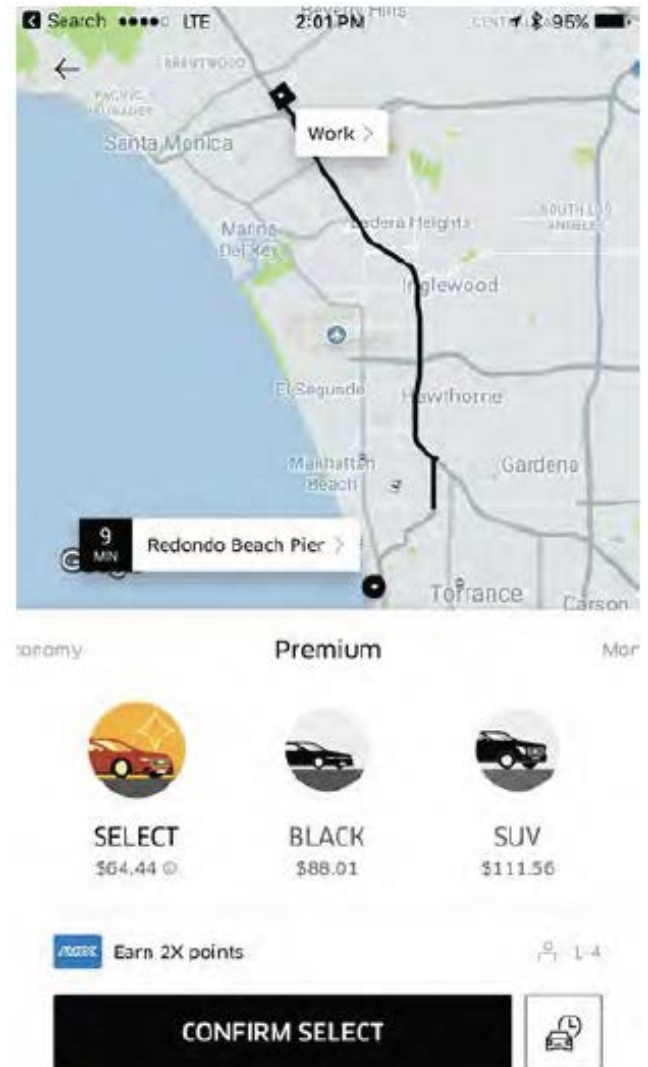
Steps of an informed consent process

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

# CHAPTER 16

## EMERGING TECHNOLOGIES

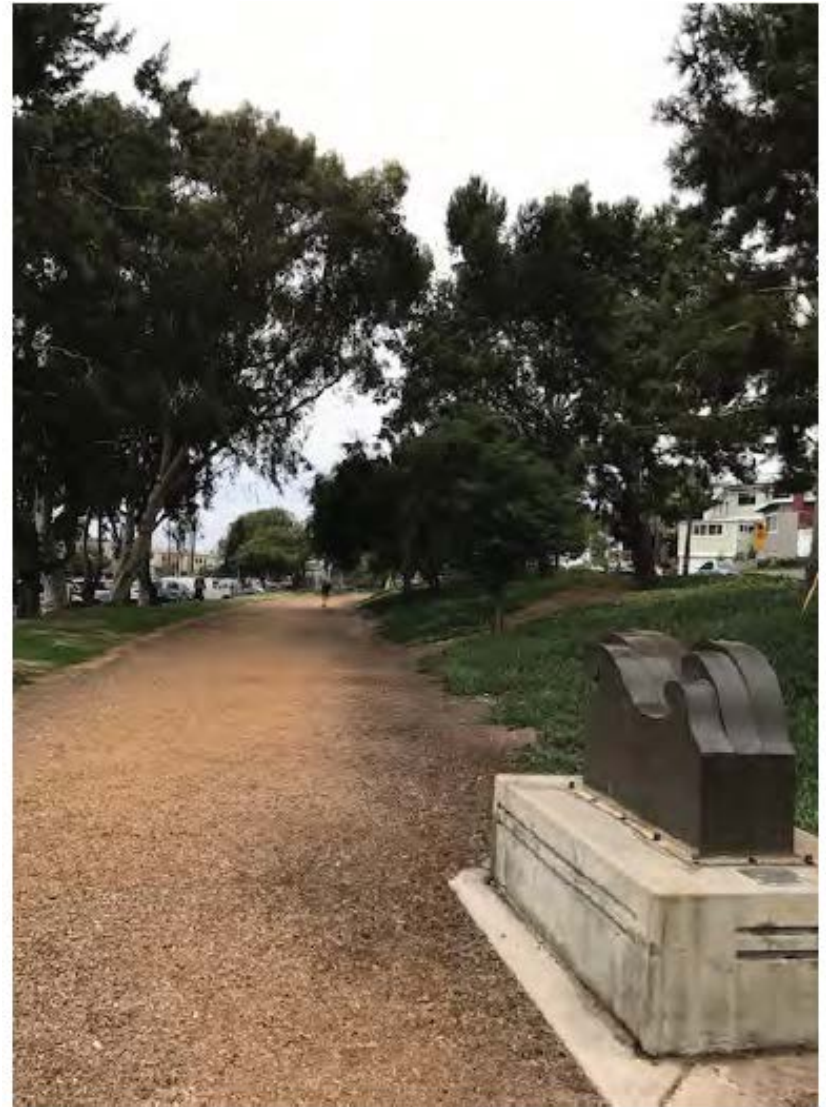
- Shared mobility services
- Transportation network companies
- Car share
- Bike share
- Autonomous vehicles



# CHAPTER 17

## Beach Cities Specific Chapter

- Beach Cities Shared Issues and Challenges
- City-Specific Living Streets Issues and Policies



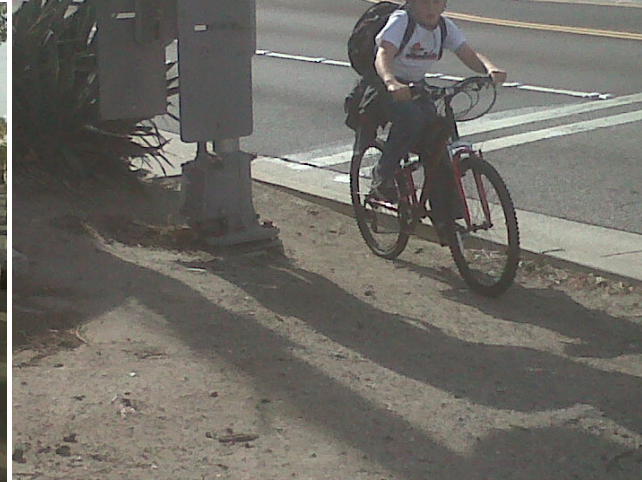
# AVIATION BOULEVARD

- Potentially desirable route
- Alternatives generated a divided response
- Each city needs to decide what is best for it
- Living Street Guide may be helpful for this street or any other street in the communities
- Living Streets Guide 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)



# 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**



# City of Hermosa Beach

City Hall  
1315 Valley Drive  
Hermosa Beach, CA 90254

## Staff Report

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### Staff Report

ii.

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**Honorable Mayor and Members of the Hermosa Beach City Council  
Special Meeting of October 29, 2018**

### **DISCUSSION REGARDING PRESENTATION**



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## Staff Report

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### Staff Report

iii.

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**Honorable Mayor and Members of the Hermosa Beach City Council  
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### **PUBLIC INPUT**



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## Staff Report

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### Staff Report

iv.

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**Honorable Mayor and Members of the Hermosa Beach City Council  
Special Meeting of October 29, 2018**

### **COUNCIL DISCUSSION**