



Honorable Mayor and Members of the Hermosa Beach City Council

## **LIVING STREETS STUDY SESSION**

(Public Works Director Joe SanClemente)

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### **Recommended Action:**

Staff recommends City Council:

1. Receive and provide comment on the Living Streets Study Session; and
2. Provide direction to staff regarding Living Streets as future funding and staff resources allow.

### **Executive Summary:**

The Living Streets Study Session details the City's continued commitment towards creating a living street network, as envisioned in the City's General Plan, PLAN Hermosa, and the City's future efforts to encourage safe travel for all users within the public right-of-way.

The study session format provides an opportunity for staff to update Council and community on the City's efforts to advance living streets elements in City projects and on the coordination with the South Bay Bicycle Coalition Plus (SBBC+) with its Bicycle Master Plan Update. It is also an opportunity for City Council and the community to discuss and provide feedback on those efforts and make suggestions for improvements in the future. While the focus of the study session is largely on bicyclists, a holistic approach must be considered to balance bicyclist needs with the needs of pedestrians, motorists, and all other users.

### **Background:**

In 2012, Hermosa Beach was the first city in the United States to adopt a living streets policy that promotes health and mobility for all users by creating streets that are safe, accessible, sustainable, and inviting. The key goals of living streets are:

- Provide for the needs of all roadway users—motorists, pedestrians, bicyclists, and transit users—regardless of age or physical abilities;
- Enhance safety and security for all users;
- Incorporate inviting streetscapes with engaging architecture, street furniture, landscaping, and public art – and foster healthy economic development;

- Integrate sustainability and conservation principles addressing water, energy, materials, waste, plant life and other resources; and
- Design for the community with beautification elements and amenities and encourage active and healthy lifestyles.

The City furthered its commitment to living streets principles in the City's 2017 General Plan, PLAN Hermosa. The General Plan details the City's long-term vision for the creation of a comprehensive and safe multi-modal transportation system, critical to fulfill Hermosa Beach's growing desire for additional transportation choices and acknowledges its inability to widen streets for more vehicles and parking due to its narrow street rights-of-way. The creation of a high-quality multi-modal transportation network provides a range of economic, health, sustainability, and safety benefits, which all contribute toward an improved quality of life in Hermosa Beach.

In 2018, staff worked in collaboration with the Beach Cities Health District, Redondo Beach, and Manhattan Beach, and the Southern California Association of Governments (SCAG) to create the draft Beach Cities Living Streets Design Manual and the Aviation Boulevard Multimodal Corridor Plan. The draft Design Manual was based on the Los Angeles County Model Design Manual for Living Streets, but tailored and updated for the local beach cities. The effort included three public workshops and the development of conceptual design alternatives for the incorporation of living streets elements, such as protected bike lanes, enhanced landscaping, and pedestrian amenities. The manual was presented to the Hermosa Beach City Council on October 29, 2018 as part of a Special Multi-Agency Meeting held in conjunction with the cities of Manhattan Beach, Redondo Beach, and the Board of Directors of the Beach Cities Health District.

The City continues to work towards implementing living streets design elements in projects throughout the City; however the rapid rise of electric bikes (e-bikes) in recent years has resulted in increased community concerns regarding bike safety and sidewalk riding as the demand for e-bikes has outpaced the ability to create appropriate infrastructure to accommodate them. In 2022, the City launched the Bike Smart Hermosa safety campaign, in an effort to help address these concerns and prevent bicycle and e-bike collisions and injuries through a balanced approach, combining engineering, traffic enforcement, and educational outreach on cycling safety. However, without providing a complete, connected, and safe bicycle network, enforcement efforts will continue to have limited effectiveness as the demand for both bicycles and e-bikes remains strong. According to the *2021 Route Refinement Study for a South Bay Local Travel Network*, completed by the South Bay Cities Council of Governments, most vehicle trips, or about 70 percent, made in the South Bay are less than three miles in length; many of these trips could potentially be accommodated by bicycle if appropriate infrastructure were in place.

### ***Past Board, Commission, and Council Actions***

Meeting Date	Description
<a href="#">September 14, 2011</a>	Public Works Commission recommended the adoption of the South Bay Bicycle Master Plan to City Council.
<a href="#">October 25, 2011</a>	Adoption of the South Bay Bicycle Master Plan
<a href="#">December 11, 2012</a>	A resolution of the City Council of the City of Hermosa Beach, California, Adopting a Living Streets Policy for the City of Hermosa Beach
<a href="#">October 29, 2018</a>	Study Session: Presentation regarding the Beach Cities Living Streets Design Manual as part of the Caltrans Transportation Planning Grant: Beach Cities Living Street Design Manual & Aviation Boulevard Multimodal Corridor Plan
<a href="#">March 31, 2022</a>	Consideration of taking action and giving direction not staff on items from the Americans with Disabilities Act (ADA) Study Session
<a href="#">June 4, 2024</a>	Adoption of an urgency ordinance of the City of Hermosa Beach, California adding Section 10.12.175 to the Hermosa Beach Municipal Code regarding safety and operational regulations related to electric/motorized bicycles in the City

**Discussion:**

*Past Bike Planning Efforts*

In 2011, the City adopted the South Bay Bicycle Master Plan (SBBMP) created by the South Bay Bicycle Coalition (SBBC) in partnership with the Los Angeles County Bicycle Coalition and seven cities of the South Bay including Hermosa Beach, El Segundo, Gardena, Lawndale, Manhattan Beach, Redondo Beach, and Torrance. The SBBMP outlined over 200 miles of a regional bicycle network and proposed a series of interconnected bikeways, bike parking facilities, and associated programs and policies throughout the seven cities. The SBBMP is included in **Attachment 1** and shows the proposed bike network in Hermosa Beach.

Many elements of the SBBMP were later incorporated into PLAN Hermosa with some additions including a greater emphasis on east-west connections and identification of multi-use path connections to parks, schools, and other key destinations. **Attachment 2** illustrates the Intended Bicycle and Multi-use Facilities from PLAN Hermosa covering approximately 25.7 linear lane miles that included five different facility categories as summarized in the table below.

## ***Bicycle and Multi-use Facility Categories Considered in PLAN Hermosa***

<b>Type</b>	<b>Caltrans Classification<sup>1</sup></b>	<b>Description</b>
Multi-use Path	Class I	A two-way facility separated from motor vehicles (adjacent to or independent of roadways) for use by pedestrians, joggers, skaters, and bicyclists.
Shared Roadway	No designation	A street segment that functions as a space for multiple users and intermittently as a gathering space, without delineations for each mode.
Bike Lane	Class II	Bike lanes, or buffered bike lanes, provide preferential or exclusive use of a portion of the roadway for bicyclists through striping or markings.
Sharrows	Class III	Sharrows combine bicycle stencils with chevrons placed in the center of a travel lane. They bring awareness to drivers that bicycles share the lane and “may use full lane.”
Bike Boulevard	Class III	Bike boulevards allow bicyclists and motorists to share the same travel lanes to facilitate safe and convenient bicycle travel. They are low-volume streets optimized for bicyclists and pedestrians and typically treated with traffic calming features.

1. Highway Design Manual (HDM), 7th Edition, Caltrans.
2. Per the HDM, sidewalks are not Class I bikeways, because they are primarily intended to serve pedestrians, generally cannot meet the design standards for Class I bikeways, and do not minimize vehicle cross flows.

Class IV facilities, also referred to as separated bikeways, protected bike lanes, or cycle tracks, were not considered in the City’s bicycle plan as it predated their formal introduction to California. The Protected Bikeways Act of 2014 established Class IV Bikeways for California and required the California Department of Transportation (Caltrans) to establish design criteria for separated bikeways. This Design Information Bulletin (DIB) was released in 2018, and amended in 2022, providing design criteria and other general design guidance on best practices related to separated facilities.

The facility classifications are generally not considered to be a hierarchy of one preferred over the other as each has its application. However, as detailed in the 2011 South Bay Bicycle Master Plan and the Beach Cities Living Streets Design Manual, based on a classification system developed by the City of Portland, Oregon, bicyclists can generally be categorized into four different user types that may be more, or less, willing to ride in certain bicycle facility types and will depend on the actual level of stress of any particular segment on that travel path:

- **Strong and Fearless**—Bicyclists who will ride anywhere regardless of roadway conditions. These bicyclists can ride faster than other user types, prefer direct routes, and will typically choose roadways, even if shared with vehicles, over separate bicycle facilities such as paths. Very low percentage of the population (<1 percent).
- **Enthused and Confident**—This group encompasses intermediate cyclists who are mostly comfortable riding on all types of bicycle facilities but will usually prefer low traffic streets, bike lanes, or separate paths when available. They may deviate from a more direct route in favor of a preferred facility type. This group includes commuters, utilitarian cyclists, and recreational riders, and probably represents about 7 percent of the population.
- **Interested but Concerned**—This user type makes up the bulk (likely between half and two-thirds) of the cycling or potential cycling population. They are cyclists who typically ride only on low traffic streets or paths under favorable conditions and weather. They perceive traffic and safety as significant barriers towards increased use of cycling. These cyclists may become “Enthused and Confident” with encouragement, education, and experience (about 60 percent of the population).
- **No Way, No How**—People in this category are not cyclists; they perceive severe safety issues with riding in traffic and will never ride a bicycle under any circumstances. But some may eventually give cycling a second look and may progress to the user types above. This group likely composes something between a quarter and a third of the population.

### *Existing Bicycle Network*

Currently only approximately 25 percent of the intended network is fully in place or has been enhanced beyond what was originally proposed in PLAN Hermosa. This group of segments is largely comprised of pre-existing facilities such as The Strand and other bike infrastructure on Hermosa Avenue north of 24<sup>th</sup> Street. This group of segments also includes the bicycle lanes that were added in the downtown area in 2021 along Pier Avenue between Valley Drive and Hermosa Avenue and along Hermosa Avenue between 10<sup>th</sup> Street and 14<sup>th</sup> Street and represent enhanced facilities versus those originally proposed in PLAN Hermosa which called only for sharrows at those locations.

There are also several other segments that are partially complete, bringing the amount of the intended network that is partially complete up to approximately 56 percent. Partially complete segments include segments such as Prospect Avenue that received sharrow markings and signage in 2024 as a first step towards establishing the roadway as a north-south bicycle corridor; however, the plan calls for future installation of buffered bike lanes. Other segments, such as the proposed bike boulevard on Monterey Boulevard, require additional infrastructure in order to be considered fully in place. **Attachment 3** illustrates the current status of the intended bicycle network.

## *Planned Bicycle Improvements*

**Annual Street Improvements Project (CIP 105)** will include the resurfacing of Pier Avenue between Hermosa Avenue and Pacific Coast Highway (PCH) and Valley Drive between Pier Avenue and Herondo Street, which will allow staff the opportunity to further upgrade the existing bicycle markings along those corridors. Staff is currently developing the design for the project to include the installation of limited green bicycle markings on Pier Avenue to enhance visibility, similar to those recently installed by the City of Redondo Beach on Beryl Street. Staff is also exploring the installation of a bicycle lane along Pier Avenue eastbound from Ardmore Avenue to PCH. The Pier Avenue eastbound lane would serve as a “climbing” lane and at this time staff believes it may fit without removal of travel lanes or parking and accommodated by minor narrowing of the existing lanes. The plans would also incorporate the addition of sharrow pavement markings along Valley Drive between Pier Avenue and Herondo Street.

**PCH and Aviation Mobility Improvement Project (CIP 143)** will consider the potential for the addition of bicycle infrastructure along Aviation Boulevard and PCH, as well as enhanced crossings of PCH. In addition to bicycle improvements, the project also includes evaluation of a wide range of complete street elements to improve mobility, accessibility, aesthetics, and safety for all users along the PCH and Aviation Boulevard corridors as identified in the 2015 Project Study Report prepared by the City and Caltrans.

The project is in the early stage of the alternative development and environmental review process and is being led by Los Angeles County Metropolitan Transportation Authority staff on behalf of the City in close coordination with Caltrans. Improvements to PCH will require Caltrans approval as it is state right-of-way. On September 30, 2024, Senate Bill (SB) 960 was approved by the Governor, requiring Caltrans to prioritize road improvements for pedestrians, bike riders, and public transit users whenever it performs maintenance or does road work. SB 960 is significant since it forces Caltrans to consider the needs of non-motorized vehicle users and may help further advance goals of this project.

## *Deferred and Unfunded Future Bicycle Projects*

The FY 2024–25 Capital Improvement Program (CIP) identifies a number of Deferred and Unfunded Future Projects awaiting funding and staffing resources in a future budget cycle. There are currently two projects on the Deferred and Unfunded Future Project list that include potential improvements to the bicycle infrastructure:

- ***The Hermosa Avenue Greenwich Village Street Realignment***—this potential improvement project was identified through the *2022 Climate Change Adaptation and Resiliency Planning Project*. That effort produced conceptual designs of potential enhancements at the intersections of Hermosa Avenue and Greenwich

Village and Manhattan Avenue and Greenwich Village/27th Street, including improved bicycle accommodations and visibility and safety improvements for pedestrians and vehicles.

- **Strand Bikeway and Walkway Improvements at 35<sup>th</sup> Street**—this project would provide improved accessibility and connectivity for bicyclists travelling between the Cities of Hermosa Beach and Manhattan Beach via The Strand at 35<sup>th</sup> Street by creating a pathway connection where there is currently only access via stairs.

Both projects would require funding and future consideration of appropriateness by City Council for incorporation into the CIP.

### *South Bay Bicycle Coalition Plus 2024 Bicycle Master Plan Update*

In August 2024, the SBBC+ announced an update to the South Bay Bicycle Master Plan and launch of an interactive Story Map. The primary update to the Master Plan is the call for Class IV protected bike lanes, where feasible, in lieu of Class II painted bike lanes. The update aligns with regional plans and promotes the safety and ridership benefits of these enhanced facilities.

The SBBC+'s story map overlays the proposed bicycle network with regional network plans, school locations, the transit network, and collision data. The updated website also has an interactive tool to collect input from the community on desired bicycle infrastructure improvements with the goal of creating a **Living Master Plan** which can be used to help guide implementation, enhancement, and expansion of the bicycle network both in the City and in the South Bay region. The map details proposed bicycle facilities by classification and estimated completion date. Ongoing outreach and community engagement will be a critical element in this effort. Staff is working in collaboration with the SBBC+ to provide updates to the interactive map.

### *Existing Sidewalk Network*

The City is relatively compact, spanning only about two miles along the shoreline by about one-half to one mile wide. This compact nature combined with a gridded street network, small blocks, and dense land uses make it a highly walkable city. Walking also represents a no-cost transportation mode that can benefit public health, reduce congestion, and improve air quality. While the City has a robust sidewalk network, it does lack continuity in many neighborhoods with missing sidewalk segments or no sidewalks provided either on one or both sides of the street. Many of the existing sidewalk segments are also challenged by missing curb ramps, steep driveways, and sidewalk obstructions, as a result of private encroachments and utilities, that present challenges to users of all abilities and reduce overall walkability.

Staff continues to prioritize improvements to the existing sidewalk network through continued investment in the Capital Improvement Program, maintenance and repair, and through the design approval process for private developments that are generally required to reconstruct sidewalks to current City standards adjacent to their property.

PLAN Hermosa envisions a comprehensive, connected pedestrian network, including a combination of walk streets, local sidewalks, wide sidewalks, and priority sidewalks (**Attachment 4**). The wide sidewalk segments generally correlate with commercial corridors, while priority sidewalks provide essential connections throughout the City and also overlap with the City's Safe Routes to School network. Implementation of PLAN Hermosa's Intended Pedestrian Facilities network will require continued capital investment, planning, and evaluation and each segment will need to consider utility, parking, and private encroachment impacts.

### *Other Completed Projects and Initiatives*

The City has completed several projects and initiatives over the years to advance living street elements. Some of these efforts include:

- 2010: Pier Avenue Improvements which widened sidewalks, enhanced crossings, and implemented an all-pedestrian phase at the intersection of Hermosa Avenue and Pier Avenue.
- 2018: Hermosa Avenue paving project which created curb bulb outs and decorative crossing along Hermosa Ave in the downtown area.
- 2019–2023: PCH Americans with Disabilities Act (ADA) and Sidewalk Improvements which repaired sidewalks, installed ADA curb ramps, and added a new east-west crosswalk at Pier Avenue and PCH with an all-pedestrian phase.
- 2019: 8<sup>th</sup> Street Sidewalk Improvements which restored City right-of-way and created a complete and accessible sidewalk route along 8<sup>th</sup> Street from Valley Drive to Hermosa Avenue on the City's Safe Routes to School network.
- 2022: the City adopted an ADA Transition Plan which documents how the City will reconstruct sidewalks and curb ramps in the City right-of-way to meet ADA standards and create accessible paths for all pedestrians in the City.
- 2023: Business Activity District and School Zone Speed Limit Update which lowered the speed limits by 5 miles per hour on Hermosa Avenue and Pier Avenue in the downtown area by establishing a business activity district and set a 15-mile per hour speed limit in school zones. This task was done as implementation of a portion of State Assembly Bill (AB) 43.
- 2022–2024: Installed approximately 40 bicycle racks, accommodating storage for 80 bikes, at several locations throughout the City including Pier Plaza, Pier Avenue, Valley Park, Hermosa Beach Community Center, and 11<sup>th</sup> Street and Beach Drive.



- 2023: The Strand Pedestrian Safety Pilot Project which installed barricades along The Strand between 11<sup>th</sup> Street and 14<sup>th</sup> Street to increase compliance of bicyclist walking their bikes within the “walk only” zone of The Strand and reduce conflict with pedestrians.
- 2024: Pedestrian Crossing Safety Improvements Phase 1 which installed rectangular rapid-flashing beacons (RRFB) at 10 uncontrolled marked crosswalks throughout the City to enhance safe crossings for pedestrians.

### *Other Ongoing Efforts*

The Public Works Department receives approximately 110 requests from the community each year regarding transportation-related safety or operational issues. Many requests require engineering investigation and consideration for future incorporation into the CIP as part of a larger design and construction effort, pending available funding and staff capacity, to effectively address the issue. For example, staff received several community requests for enhanced pedestrian access the Greenbelt Pedestrian Trail across Valley Drive and Ardmore Avenue, particularly north of 24<sup>th</sup> Street, and receives ongoing requests for enhanced safety on Valley Drive and Ardmore Avenue at their intersections with Pier Avenue and Gould Avenue. The community’s reporting assists staff in understanding where there are needs in the community and helps inform the creation of future capital improvement projects.

The Public Works and Police Departments also work in close coordination to review severe and fatal crashes as they occur to better understand contributing factors and determine if safety improvements could be made through engineering solutions.

Staff is also in the process of evaluating those provisions in Assembly Bill 43 (AB 43) that became effective after June 30, 2024 including the potential designation of certain roadway segments as **safety corridors**. For streets which are designated as a safety corridor, the speed limit can be set 5 miles per hour lower than the traditional 85<sup>th</sup> percentile; however, a maximum of only 20 percent of any city’s streets can be so designated. Staff is working in collaboration with the City’s Traffic Engineer to evaluate the potential of implementing said corridors in the City, including the necessary data collection and supporting engineering analysis.

The FY 2024–25 CIP budget includes several programmed projects with Living Street elements, that staff is working to advance, including:

- **Utility Box Wrapping (CIP 109)**—Adds public art to utility boxes found along sidewalks to enhance the pedestrian experience. This project is underway in partnership with Indivisible Arts and is partially complete.

- **Gateway and Wayfinding Assessment (CIP 111)**—Conceptual design of alternatives to provide downtown wayfinding in a uniform and consistent manner that informs pedestrians of the various downtown establishments.
- **Greenbelt Pedestrian Trail (CIP 502, et al.)**—Removes the existing woodchip surface along the Greenbelt Pedestrian Trail from Pier Avenue to 8<sup>th</sup> Street and replaces it with an accessible decomposed granite surface.
- **Hermosa Avenue Green Street (CIP 164)**—Removes 5,115 linear feet of existing concrete gutter and replaces with a permeable concrete gutter to allow the infiltration of stormwater and decrease the amount of untreated stormwater discharged into the City’s storm drain system
- **CDBG Improvements (CIP 624)**—Constructs ADA-accessible ramps throughout the City to provide accessible paths for people of all abilities.
- **Bus Stop Improvements Phase 2 (CIP 102)**—Improvements to bus stops along Hermosa Avenue to enhance functionality and access to public transportation.
- **Pedestrian Crossing Safety Improvements Phase 2 (CIP 193)** – Improvements to the median island, parking configuration, sidewalks, curb ramps, and crosswalks along Hermosa Avenue to enhance motorist and pedestrian safety and accessible travel.
- **Comprehensive Downtown Lighting Design (CIP 621)**—Conceptual design of lighting in the downtown area to enhance motorist and pedestrian safety and creating a welcoming and inviting atmosphere.

### *Looking Ahead*

Staff continues to identify opportunities to integrate living streets elements into the planning and design of capital improvement and private development projects. Staff also remains actively engaged with the SBBC+ on the SBBMP Update and continues to evaluate opportunities for collaboration with the bordering cities of Redondo Beach and Manhattan Beach. The community is encouraged to actively participate in the SBBC+ interactive website to help inform the evolution of the living SBBMP, providing input on desired changes or additions, and consider how future segments would move forward.

Enforcement solutions alone will only have a limited effectiveness at addressing community concerns for bicycle safety, while also pulling limited staffing resources away from other high-priority public safety needs. Larger planning and engineering solutions will continue to be needed to address the issue. However, continued advancement of PLAN Hermosa’s Intended Bicycle and Multi-Use Facilities network will become increasingly more difficult given the City’s limited right-of-way and high demand for parking with each and every segment presenting its own unique challenges and requiring careful planning, community buy-in, alternatives assessment, and consideration of impacts during design development. For example, PLAN Hermosa shows Prospect Avenue as having a multi-use path or buffered bike lane; and while there is sufficient right-of-way to accommodate this facility, it does not currently fit within the existing curb-to-curb

cross-section and would require a significant reconstruction of the roadway and use of right-of-way that is currently utilized by private encroachments. Similarly, the planned bike network currently does not provide good north-south travel, particularly along Valley Drive and Ardmore Avenue which is heavily utilized by younger and less experienced riders accessing Hermosa Valley School. The shared space on The Strand will also remain a location where there is high potential for conflicts given the limited width and heavy demand and has been an ongoing discussion in the City for many decades.

The community is also encouraged to continue to reach out to City staff regarding location-specific safety concerns throughout the City to help identify issues and inform future CIP budget development.

### **General Plan Consistency:**

This report and associated recommendation have been evaluated for their consistency with the City's General Plan. Relevant Policies are listed below:

#### *Land Use and Design Element*

### **Goal 6. A pedestrian-focused urban form that creates visual interest and a comfortable outdoor environment.**

Policies:

- **6.1 Outdoor amenities.** Require all new multi-family and commercial development to be designed and constructed with pedestrian friendly features such as sidewalks, tree-shaded streets, buildings that define the public realm, and, in the case of non-residential uses, have transparent ground floor building facades that activate the street.
- **6.2 Streetscaping.** Proactively beautify existing streetscapes with street trees, landscaping and pedestrian-scaled lighting.
- **6.3 Green open space network.** Establish an interconnected green infrastructure network throughout Hermosa Beach that serves as a network for active transportation, recreation and scenic beauty and connects all areas of the city. In particular, connections should be made between the beach, parks, the Downtown, neighborhoods, and other destinations within the city. Consider the following components when designing and implementing the green/open space network:
  - Preserved open space areas such as the beach and the Greenbelt Pedestrian Trail
  - Living streets with significant landscaping and pedestrian and bicycle amenities
  - Community and neighborhood parks, and schools
- **6.4 Street lighting for safety.** Improve street lighting for public safety and prioritize areas near parks and schools for lighting improvements.

- **6.5 Provision of sidewalks.** Encourage pedestrian friendly sidewalks on both sides of streets in neighborhoods.
- **6.6 Human-scale buildings.** Encourage buildings and design to include human-scale details such as windows on the street, awnings and architectural features that create a visually interesting pedestrian environment.
- **6.7 Pedestrian oriented design.** Eliminate urban form conditions that reduce walkability by discouraging surface parking and parking structures along walkways, long blank walls along walkways, and garage-dominated building facades.

### *Mobility Element*

**Goal 2. A public realm that is safe, comfortable, and convenient for travel via foot, bicycle, public transit, and automobile and creates vibrant, people-oriented public spaces that encourage active living.**

Policies:

- **2.1 Prioritize public rights-of-way.** Prioritize improvements of public rights-of-way that provide heightened levels of safe, comfortable and attractive public spaces for all non-motorized travelers while balancing the needs of efficient vehicular circulation.
- **2.2 Encourage traffic calming.** Encourage traffic calming policies and techniques to improve the safety and efficient movement of people and vehicles along residential areas and highly trafficked corridors.

**Goal 3. Public rights-of-way supporting a multimodal and people-oriented transportation system that provides diversity and flexibility on how users choose to be mobile.**

Policies:

- **3.3 Active transportation.** Require commercial development or redevelopment projects and residential projects with four or more units to accommodate active transportation by providing on-site amenities, necessary connections to adjacent existing and planned pedestrian and bicycle networks, and incorporate people-oriented design practices.
- **3.9 Access for emergency vehicles.** Ensure that emergency vehicles have secure and convenient access to the City's street network.
- **3.10 Require ADA standards.** Require that all public rights-of-way be designed per Americans with Disabilities Act (ADA) standards by incorporating crosswalks, curb ramps, pedestrian signals, and other components to provide ease of access for disabled persons.
- **3.11 Site-specific conditions.** Evaluate and incorporate any site-specific conditions or restrictions on public property or rights-of-way during the design and engineering phases for pedestrian and bicycle facilities.

**Goal 7. A transportation system that results in zero transportation-related fatalities and which minimizes injuries.**

Policies:

- **7.1 Safe public rights-of-way.** Encourage that all public rights-of-way are safe for all users at all times of day where users of all ages and ability feel comfortable participating in both motorized and non-motorized travel.
- **7.2 Manage speeds.** Monitor vehicle speeds through traffic controls, speed limits, and design features with the intended purpose of minimizing vehicle accidents, creating a pedestrian and bicycle environment, and discouraging cut-through traffic.
- **7.4 Traffic safety programs.** Prioritize traffic safety programs oriented towards safe access to schools and community facilities that focus on walking, biking, and driving in school zones.

*Parks and Open Space*

**Goal 4.** Direct and accessible routes and connections to parks, recreational facilities, and open space are provided.

Policies:

- **4.1 Close proximity to parks.** Provide a variety and distribution of parks, open space, and recreational facilities to enhance proximity and easy access to all residents.
- **4.2 Enhanced access points.** Increase and enhance access to parks and open space, particularly across major thoroughfares, as well as access points that promote physical activity such as pedestrian- and bike-oriented access points.
- **4.3 Safe and efficient trail network.** Develop a network of safe and efficient trails, streets, and paths that connect residents, visitors, and neighboring communities to the beach, parks, and activity centers.
- **4.4 ADA accessible park access.** Install ADA and universally accessible amenities and equipment so that all parks, beach, and trail networks are accessible to all persons.

*Parks and Open Space*

**Goal 10.** Abundant landscaping, trees, and green space provided throughout the community.

Policies:

- **10.1 Urban forest.** Expand the urban forest and green spaces citywide on public and private property.
- **10.3 Green space co-benefits.** Recognize the many positive qualities provided by landscaping, trees, and green space including reduced heat gain, controlled

stormwater runoff, absorbed noise, reduced soil erosion, improved aesthetic character, and absorption of air pollution.

- **10.6 City landscaping.** Encourage landscaping, trees, and green spaces across the city consist of non-invasive and drought-tolerant plants.

**Fiscal Impact:**

There is no fiscal impact related to the recommended action.

**Attachments:**

1. 2011 South Bay Bicycle Master Plan
2. PLAN Hermosa Intended Bicycle and Multi-Use Facilities Map
3. Current State of PLAN Hermosa's Intended Bicycle and Multi-Use Facilities
4. PLAN Hermosa Intended Pedestrian Facilities Map

**Respectfully Submitted by: Andrew Nguyen**, Associate Engineer

**Concur: Brandon Araujo**, Senior Engineer

**Concur: Joe SanClemente**, Public Works Director

**Concur: Doug Krauss**, Environmental Programs Manager

**Concur: Paul LeBaron**, Chief of Police

**Legal Review:** Patrick Donegan, City Attorney

**Reviewed by:** Angela Crespi, Deputy City Manager

**Approved:** Suja Lowenthal, City Manager