CITY OF MANHATTAN BEACH
DEPARTMENT OF COMMUNITY DEVELOPMENT
TRAFFIC ENGINEERING DIVISION
MEMORANDUM

DATE: December 1, 2022

TO: Parking and Public Improvements Commission

FROM: Erik Zandvliet, T.E., City Traffic Engineer

SUBJECT: Presentation of the South Bay Local Travel Network by the South Bay Cities Council of Governments

RECOMMENDATION

Staff recommends that the Commission hear the presentation and provide comments related to the South Bay Local Travel Network.

BACKGROUND

On May 27, 2021, the South Bay Cities Council of Governments (SBCCOG) passed a resolution supporting the implementation of a sub-regional Local Travel Network (LTN) that will provide safe routes for slow-speed, zero-emission vehicles throughout the South Bay. The City of Manhattan Beach has a representative on the SBCCOG Board. SBCCOG staff is reaching out to each city to describe the LTN project in detail, help answer questions, and solicit support for local implementation of the project. This item will be presented by SBCCOG staff.

DISCUSSION

The South Bay Local Travel Network, or LTN, is formally a 243-mile road network overlayed on the South Bay's 2,150 miles of streets meant to emphasize safe and efficient paths for residents to travel between neighborhoods and to local destinations using micromobility transportation. Micromobility devices includes a variety of zero-emissions vehicles that operate at speeds below 25 mph from pedal bikes to e-bikes, e-scooters to Neighborhood Electric Vehicles (NEVs), and other wheeled personal devices. The LTN will be implemented as a "sharrow" system of local streets as well as directional branded wayfinding signs safely connecting neighborhoods to each other and to local destinations. The LTN does not change

any existing traffic codes, rules or regulations governing the use of micromobility devices on public streets.

According to the SBCCOG's LTN Vision Statement, the new LTN will provide South Bay residents with many co-benefits including:

- Stimulating the market for micromobility devices
- Reducing congestion
- Reducing greenhouse gas emissions
- Improving local transportation connectivity
- Increasing safety

The South Bay LTN project is funded by a 2017 California Department of Transportation "Sustainability Planning" grant with the purpose to plan and design a slow-speed transportation network for the South Bay sub-region. Each South Bay city would be responsible for implementing their respective sections of the 243-mile network. SBCCOG has committed to supporting funding applications and facilitating inter-city corridors as required.

In May 2022, the SBCCOG hired Fehr and Peers to serve as the project's technical consultant. Fehr and Peers proposed a design charrette process to refine the LTN network and develop the network brand. City staff participated in two stakeholder charrettes organized by Fehr and Peers in August and September 2022 to brainstorm and build consensus for one of three branded wayfinding designs. From these charrettes, a recommended brand and logo was forwarded to the SBCCOG Board of Directors at their November 17, 2022, meeting. The Board of Directors chose the "rolling turtle" design. (See attached presentation.) The City Traffic Engineer confirmed that the wayfinding branding and logo can be easily integrated into the City's own wayfinding sign style and design.

Next Steps

The SBCCOG is requesting input from the South Bay cities to assist SBCCOG staff in implementing the remaining steps of the LTN:

- Completion of the LTN Route Refinement
- Development of the LTN Wayfinding and Signage Project
- Engagement and Education of local Stakeholders about LTN
- Submission of a Measure M Application to fund local LTN Implementation

Regarding the last step, SBCCOG staff is encouraging the City of Manhattan Beach to apply for Measure M subregional grant funding for a new project to construct the sharrow and wayfinding elements on the proposed LTN streets within the City of Manhattan Beach. The City Council will consider whether to add the city-specific LTN project elements and related

Measure M funding request when it reviews the City's next Capital Improvement Program update in early 2023.

PUBLIC NOTIFICATION, OUTREACH, AND COMMENT

The public has been informed of this agenda item as part of the City's standard meeting notice practices via public bulletin boards, website calendar, and social media.

EXHIBITS:

A. SBCCOG Local Travel Network Presentation

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EXHIBIT A

Local Travel Network:
Steps Towards Implementation

Manhattan Beach Parking and Public Improvements Commission Meeting

December 1, 2022

SOUTH BAY CITIES COUNCIL OF GOVERNMENTS

Infrastructure to Support Growing Market of Micro-Mobility Devices

SBCCOG Resolution Passed May 27, 2021

South Bay Cities Council of Governments Resolves to:

- Support the implementation of a sub-regional Local Travel Network (LTN) that will provide safe routes for slow-speed, zero-emission vehicles throughout the South Bay
- Direct staff to work with the South Bay cities to promote, coordinate, and facilitate the implementation of a sub-regional LTN
- Strongly recommend that the South Bay cities review, approve, and proceed to implement the LTN within their respective boundaries
- Work with all South Bay cities to draft and introduce a Neighborhood Electric Vehicle Plan for adoption by the State Legislature – if required

Resolution does not obligate cities to implement the LTN

Why the South Bay Local Travel Network…Why Now?

Sustainability

Access

Safety

Congestion Relief

- 70% of all South Bay Trips are 3-miles or less
- 90% of all trips are under 10-miles or less
- 80% of Traffic on 20% of Roads
- *Right-Sizing Your Ride*
- Implementation of LUT Strategies for Climate Action Plans
- *Vision-Zero (Safety)*
- *Access & Equity: Mobility/Physically Challenged*
- *Infrastructure to support growing market of micro-mobility devices –* ***Complements bicycle infrastructure***

What is the South Bay Local Travel Network?

Connecting… Neighborhoods to Neighborhoods to Destinations

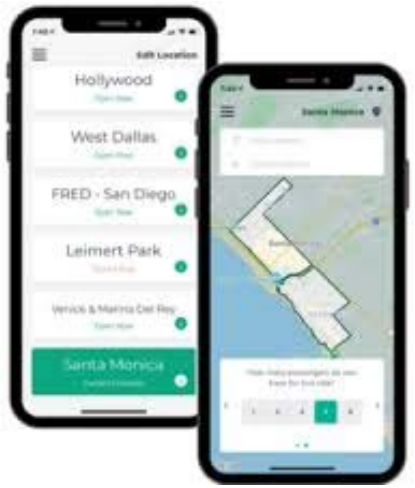
- A 243-mile route-network overlayed on the South Bay's 2,000 miles of streets
- To provide South Bay residents with safe and efficient routes to reach frequent destinations using zero-emission micro-mobility devices
- ***Slow-Speed Streets (mostly 25 mph)***
- ***Traffic signals to cross busy, fast-moving streets***
- Automobiles will share the roadway with micro-devices on the LTN without dedicated lanes – **via a system of "sharrows"**

This IS about personally-owned vehicles

This is NOT about rental scooters

Infrastructure to Support Growing Market of Personally-Owned Micro-Mobility Devices

E-Bike Boom is Here!

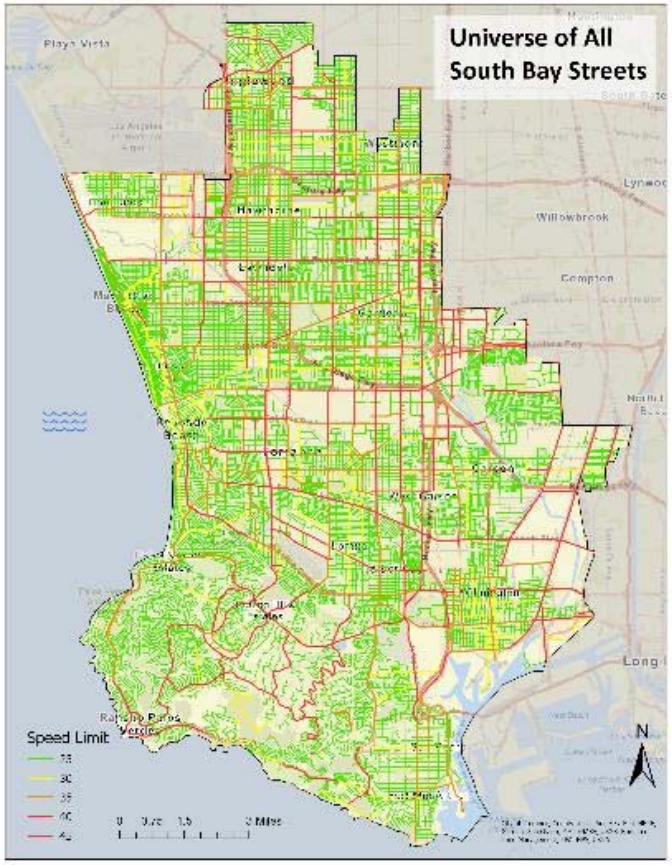


Micro-Mobility as a Service

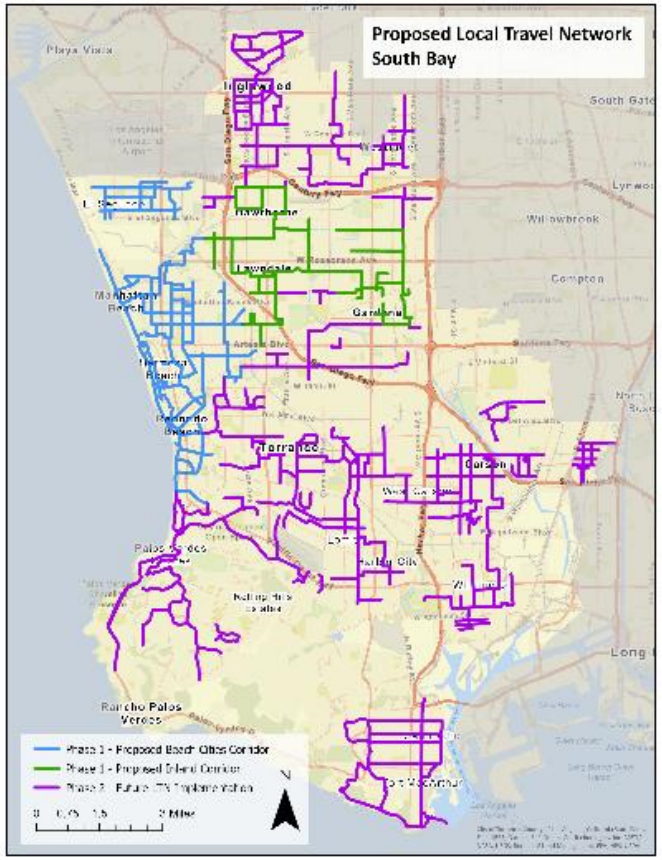
LTN Infrastructure: Sharrows and Wayfinding

Connecting…
Neighborhoods
to
Neighborhoods
to
Destinations

The South Bay Local Travel Network:



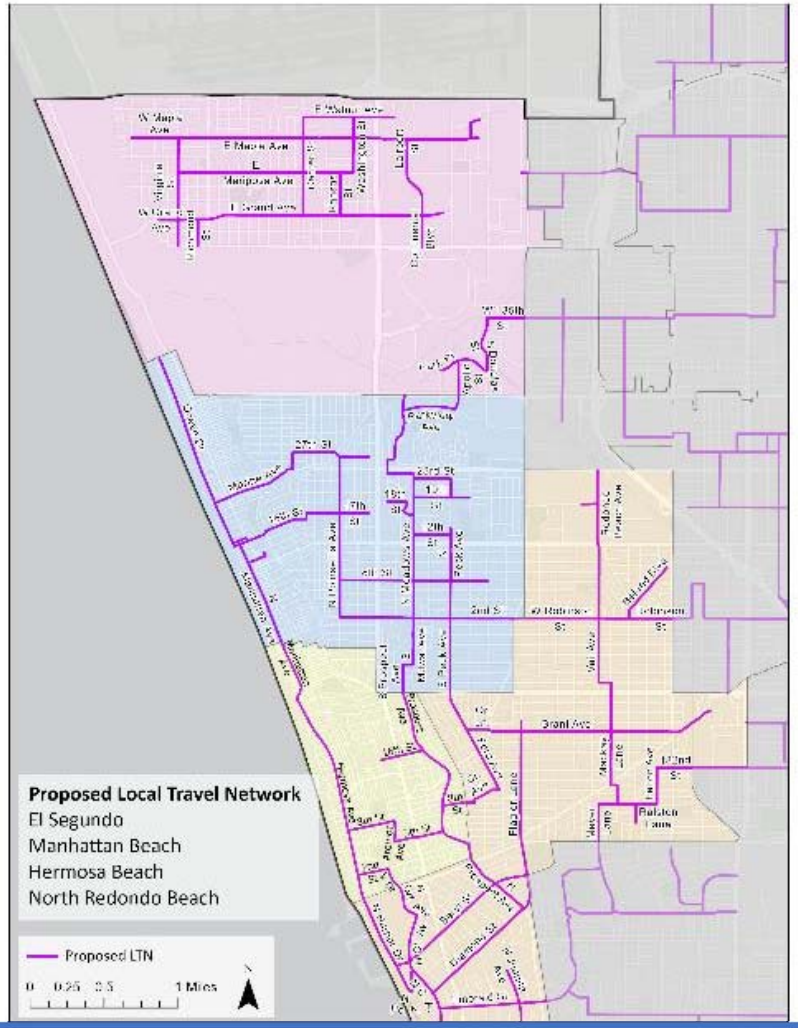
[Local Travel Network Story Map]



Proposed Local Travel Network Beach Corridor

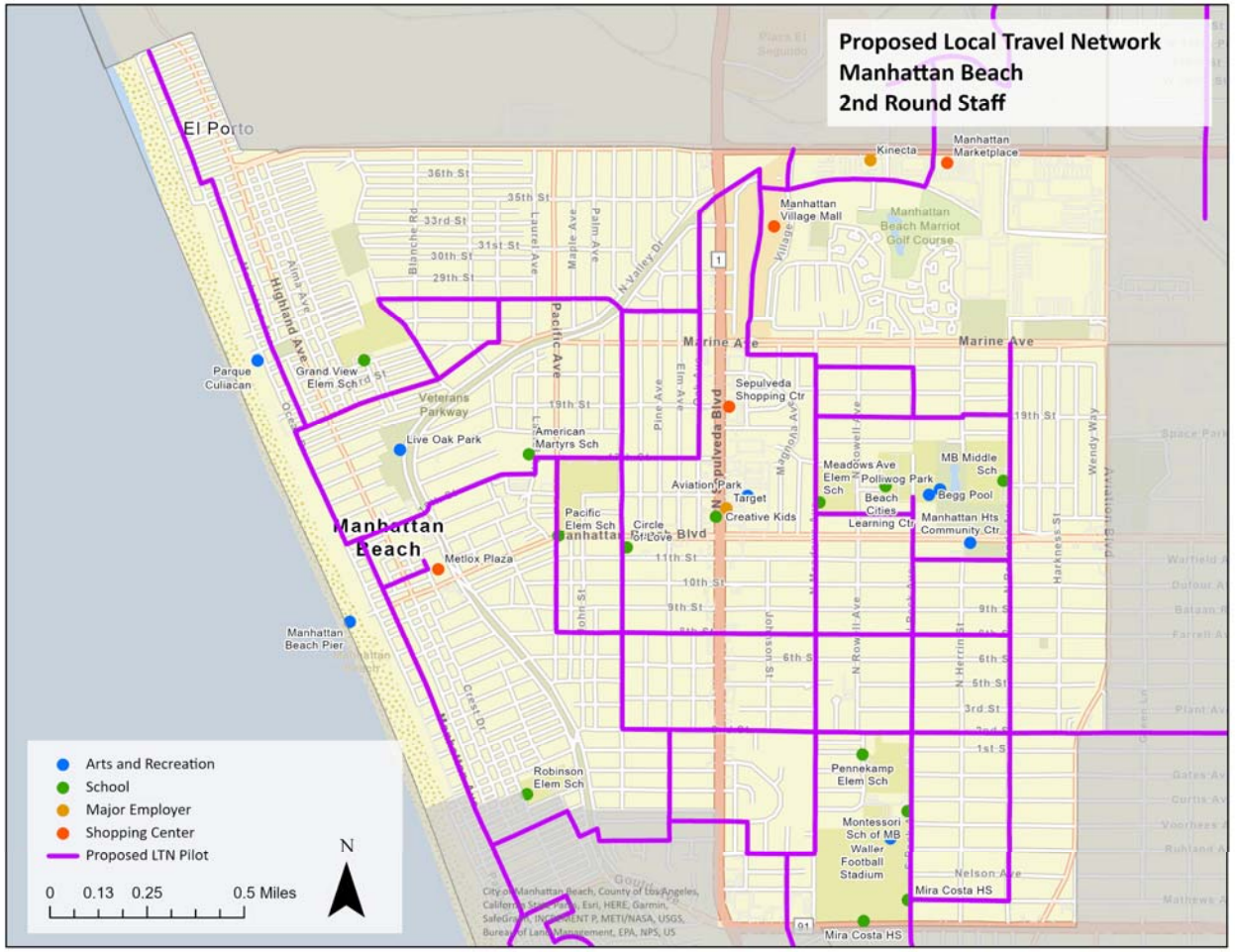
"Connecting Neighborhoods to Neighborhoods to Destinations"

Crossings at Controlled Intersections



Manhattan Beach: Proposed LTN Routes with Destinations

as Refined by Staff



OPTION 2

Wordmark

OPTION 1

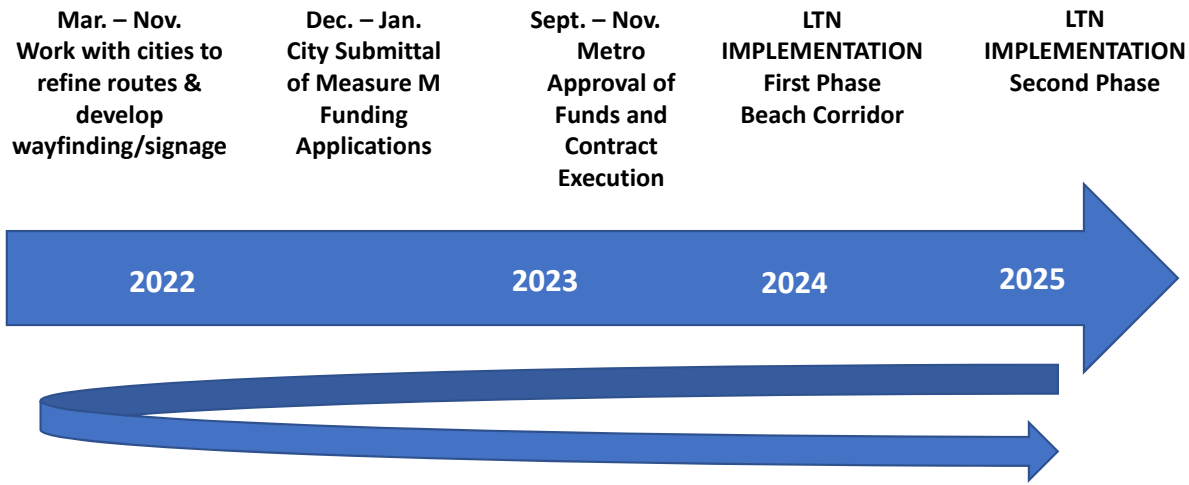
Multimodal

OPTION 3

Rolling Turtle

Measure M Funding Cycle (Yearly)

Timeline for Implementation



SBCCOG + TECH CONSULTANT WORKING TOGETHER WITH CITY STAFF

Working to Change the Culture of Mobility

- **Education**
- **Marketing**
- **Network Development**

2022	2023	2024
Ride & Drive Events Educational Events (Kids & Adults) Right-Size Your Ride Tool E-Bike Rebates	Additional South Bay Cities Join the LTN	LTN IMPLEMENTATION

SBCCOG + CITIES + VENDORS + COMMUNITY STAKEHOLDERS

Next Steps

for Manhattan Beach:

- Become “Champions” of the LTN & Micro-mobility
- Support Staff’s Work With SBCCOG:
  - Complete Route Refinement
  - Development of LTN Wayfinding and Signage Project
  - Engage and Educate City Stakeholders about LTN
  - Consider submitting a Measure M Application for Funding of LTN Implementation

QUESTIONS?

Thank You!

Contact:
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310 428-7581 (c)

CITY OF MANHATTAN BEACH
PARKING AND PUBLIC IMPROVEMENTS COMMISSION
MINUTES OF A REGULAR MEETING (EXCERPTS)
December 1, 2022

E. GENERAL BUSINESS

12/01/22-2 Presentation of the South Bay Local Travel Network by the South Bay Cities Council of Governments

Traffic Engineer Zandvliet introduced the Local Travel Network (LTN) Program Manager, Aaron Baum. **Aaron Baum** made a presentation to the Commission about the South Bay Cities Council of Governments (SBCCOG) and the Local Travel Network project. The Local Travel Network is a network of preferred streets for microbility transportation and EV vehicles that supports safety, circulation, and sustainability in the South Bay. **Aaron Baum** stated that the project will change the culture of mobility. The proposed network of streets constitutes 243 miles of local streets in the South Bay. **Aaron Baum** summarized the features of the Local Travel Network.

Traffic Engineer Zandvliet stated that the next step after the planning stage is to move into the funding and implementation stage. The project would be added to the City's Capital Improvement Program (CIP). The City Council would have to approve any application of funding for the project through the CIP.

Commissioner DaGiau asked why sharrows would be used instead of dedicated bike lines like in other communities. **Traffic Engineer Zandvliet** responded that the streets within the City of Manhattan Beach are particular constrained due to the narrow width of the streets. **Commissioner DaGiau** asked if the project would add to the number of streets in the City that have sharrows. **Traffic Engineer Zandvliet** responded that half of the streets that are being proposed for the LTN already have sharrows.

Commissioner Apostol stated his support of the project. Commissioner Apostol asked, due to people's reluctance to additional signage, what the SBCCOG has seen in other communities regarding pushback concerning the signage. **Aaron Baum** responded that the SBCCOG is sensitive to this concern and that they are investing time with the stakeholders of the community to show that the program can be an educational opportunity for residents to slow down. He further described the other groups that are in support of the effort. **Traffic Engineer Zandvliet** added that the signs would be "right"-sized for a slow-speed network. **Commissioner Apostol** further asked if there was a possibility of a local mobile map for the LTN. **Aaron Baum** responded that this is definitely a possibility and that they have already had conversations with Waze, Google, and a start-up called Scooter Route.

Commissioner DaGiau asked if there was any consideration to add QR Codes to the signs. **Traffic Engineer Zandvliet** responded yes, it has been considered and further added that the City already has its own city wayfinding program.

Acting Chair Kirschenbaum stated his support for the project and but raised concerns that residents may be opposed to micro-mobility devices on their streets. He also asked that since the sharrow program would increase traffic volumes on specific streets, would the Police Department be able to patrol those streets more frequently. **Traffic Engineer Zandvliet** stated he would make a note to ask them. **Acting Chair Kirschenbaum** further suggested a license program for young adolescents to obtain from City Hall to use the LTN, which would provide a minimum level of safety training.

Traffic Engineer Zandvliet thanked the Commission for their comments and Aaron Baum for the presentation.