



# Administrative Report

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N.2., File # 21-1957

Meeting Date: 1/19/2021

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**To:** MAYOR AND CITY COUNCIL  
**From:** TED SEMAAN, PUBLIC WORKS DIRECTOR

## **TITLE**

DISCUSSION AND POSSIBLE ACTION REGARDING THE DESIGN ALTERNATIVES FOR MANHATTAN BEACH BOULEVARD - AVIATION BOULEVARD TO INGLEWOOD AVENUE PROJECT, JOB NO. 41190

## **EXECUTIVE SUMMARY**

The current Capital Improvement Program ("CIP") includes \$1,718,681 in available funds for the design and construction of the Manhattan Beach Boulevard Resurfacing - Aviation Boulevard to Inglewood Avenue Project, Job No. 41190 ("Project"). The Project will provide street improvements, including repaving and restriping design, along Manhattan Beach Boulevard from Aviation Boulevard to Inglewood Avenue, approximately 1 mile in length. In addition, the Project will also include traffic signal modification design at the intersection of Manhattan Beach Boulevard and Dow Avenue, landscaping and irrigation design for the existing raised center medians and frontage road median between Gibson Place and McBain Avenue. A major objective of the project is to install an appropriate bicycle facility for this corridor, as called for in the South Bay Bicycle Master Plan. The conceptual designs presented tonight will show some alternatives to achieve that objective.

## **BACKGROUND**

Manhattan Beach Boulevard is one of the primary east-west roadways in north Redondo Beach. Being classified as a principle arterial roadway, Manhattan Beach Boulevard's location between two major north-south arterials (Aviation Boulevard and Inglewood Avenue) serves as a major connector roadway to the Redondo Beach Performing Arts Center and commercial centers to the north and residential areas to the south. In its current condition, Manhattan Beach Boulevard provides 2 travel lanes in the eastbound direction, 2-3 travel lanes in the westbound direction, landscaped raised center medians, and protected left-turn pockets along the roadway segment.

On July 7, 2020, the City Council awarded a professional service contract to Cannon Corporation, Inc. (Cannon) for Cannon and City staff have been working closely to determine the appropriate roadway modification alternatives to implement an appropriate bicycle facility. Currently there are two bicycle facility alternatives proposed, Bicycle Facility Alternative 1 and 2A/B for the Council's consideration.

Previously, the design alternative for the Project included a Class II bicycle facility only, however, following initial discussions with Cannon, it was determined that a potential Class IV bike lane

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alternative can be installed if other lane modifications are made. This alternative can be constructed with several modifications to roadway geometry, namely, the removal of a westbound through lane and/or removal of on-street parking on portions of the eastbound corridor. Two conceptual design alternatives have been prepared. Each alternative is below with a brief description of associated modifications for consideration.

Bike Facility Alternative 1 - Class II facility from Aviation Blvd to Inglewood Ave in both directions. Impacts due to this alternative include lane width reductions and the potential for significant median island width reduction to accommodate. This alternative proposes a standard Class II bike facility (unbuffered) that may be considered unfavorable given that the posted speed of Manhattan Beach Blvd is 40 mph and its designation as a truck route.

Bike Facility Alternative 2A - Class IV buffered bicycle facility throughout the entire westbound and about half of eastbound corridor between Aviation Blvd and Inglewood Ave. The westbound direction will accomplish this with removal of a westbound through lane. Currently the westbound direction has three through lanes and the eastbound direction has only two. Initial review of volumes has shown that a lane reduction in the westbound direction would not significantly impact traffic operations. Additional traffic analysis could be conducted for verification. In the eastbound direction, a Class II facility is proposed between Aviation Blvd. and Redondo Beach Avenue due to existing on-street parking and Class IV bike facility is proposed from Redondo Beach Ave to Inglewood Avenue. The Class II facility portion is unbuffered. Impacts associated with this alternative include potential traffic flow and operations impacts and minor median island width reduction to accommodate minimum lane widths.

Bike Facility Alternative 2B - Class IV buffered bicycle facility throughout the entire segment between Aviation Blvd and Inglewood Ave in both directions. In addition to the Class IV improvements described in Alternative 2A, this alternative includes a Class IV facility in the eastbound direction between Aviation Blvd. and Redondo Beach Avenue. This enhancement, from Class II to Class IV for this segment would require removal of on street parking in this segment. The parking in this area is well used and its loss would not be without felt impacts. It is presented so that the most favored bike facility can be considered in this section of the eastbound corridor. Additional impacts associated with this alternative include potential traffic flow and operations impacts, minor median island width reduction to accommodate minimum lane widths.

Cannon has completed the field survey, and are awaiting a decision on the final roadway geometrics based on the preferred bicycle facility before moving forward with the remaining design. Once the roadway alignment is determined with a decision about the bike facility, more detailed design can continue. The Project involves street surface improvements, including repaving and restriping design, ADA curb ramp upgrades, curb and gutter repairs, cross-gutter repairs, and sidewalk repairs, as necessary, for approximately 1 mile of Manhattan Beach Boulevard between Aviation Blvd and Inglewood Ave.

Also included will be traffic signal modification design plans for the intersection of Manhattan Beach Boulevard and Dow Avenue. The Project will provide a protected left-turn phase along the east and westbound directions of Manhattan Beach Blvd and upgrade traffic signal equipment and pole

locations to accommodate the proposed design. The inclusion of a protected left turn lane will allow for u-turns to be permitted at this intersection. The addition of a u-turn possibility at this intersection will serve as the legal alternate for those now making illegal u-turns from the westbound direction at Gibson Place, an issue that surfaced in the recently completed Dow/Johnson traffic calming study.

Landscaping and irrigation design will also be provided for the Project. The design will look into modifications within the existing raised center medians and frontage road median. Currently, minor preliminary work has been completed, including initial discussions with West Basin regarding their interest in the addition of a recycled water (purple pipe) main line for the landscaping within the median and services to other customers. This portion of the Project, similar to the traffic signal design portion, would require roadway geometrics design to be finalized before proceeding.

**COORDINATION**

Public Works Department - Engineering Services Division staff has coordinated with Cannon to determine alternatives for the project.

**FISCAL IMPACT**

<u>Funding</u>		<u>Estimated Expenditures</u>	
State Gas Tax	\$ 900,000	Design	\$ 142,290
Prop C	\$ 672,000	Construction	<u>\$1,576,391</u>
CIP Fund -		TOTAL	\$1,718,681
Assess. 92-1 District	<u>\$ 146,681</u>		
TOTAL	\$1,718,681		

**APPROVED BY:**

*Joe Hoefgen, City Manager*

**ATTACHMENT**

Cannon Concept Design Exhibits