INTRODUCTION

Beach Cities Health District (BCHD) in partnership with the Cities of Hermosa Beach, Manhattan Beach, and Redondo Beach hosted a "Streets for All" educational series led by Dan Burden, one of *TIME's* six most important civic innovators in the world. The purpose of the series was to educate city stakeholders and residents on the health, safety, economic and environmental benefits of Living Streets projects – designing streets and neighborhoods with consideration for all users. Attendees included elected officials, commissioners, city staff, the South Bay Cities Council of Governments and residents from all three Beach Cities. The events included:

1. Streets for All Leadership Breakfast
2. Streets for All City Staff Training
3. Community Design Workshop

This report summarizes the information and feedback received during the Streets for All leadership breakfast and community design workshop held on December 4.

Purpose

The Streets for All series created a platform for open community discussions on Living Streets benefits, best practices and current policies. It was also able to create community dialogue around shared values and encourage participants to think about what they'd like to see in the design of their streets and neighborhoods. The series sought to illustrate the overlap between individual stakeholder priorities and community-based livability principles. By involving a diverse group of city stakeholders, the series aimed to elevate community understanding of Living Streets policies and demonstrate the importance of multi-party collaboration on urban development.

STREETS FOR ALL SERIES – DECEMBER 4, 2017

Series Overview

Event #1: The initial event of the Streets for All series was a Leadership Breakfast held in the Avalon Room at Bluewater Grill (655 N. Harbor Drive, Redondo Beach, CA 90277). With 80 people in attendance the list was comprised of elected officials, commissioners, selected city staff, Police and Fire Chiefs, South Bay Cities Council of Governments and BCHD Livability Committee members and staff (Appendix A.1.) The program was facilitated by Dan Burden and Paul Zykofsky. Mr. Zykofsky is Associate Director of the Local Government Commission, directing the Local Government Commission's programs related to community design and healthy communities. Mr. Burden and Mr. Zykofsky provided a 45-minute presentation on Living Streets and public engagement (Appendix A.2), and a 45-minute Q&A session.

Event #2: The second event of the Streets for all series was a technical training session held in the Redondo Room at 514 N. Prospect Ave., Redondo Beach, CA 90277. The attendee list for this event included city staff, BCHD staff and members of the BCHD Livability Committee totaling 17 (Appendix B.1.) The Redondo Room was arranged to accommodate large group discussions as well as collaborative small group activities. The two-and-a-half-hour training was led by Paul Zykofsky with support from Dan Burden and included a PowerPoint presentation on street engineering and Living Street case studies (Appendix B.2). The training was conducted so that each learning module was immediately followed by a small group application exercise. Due to the engineering complexities discussed during this technical training, discussion and input from this event will not be included in this Summary Report, but a copy of the PowerPoint presentation is available.

Event #3: The final event of the Streets for all series was an interactive Community Design Workshop at the Joslyn Community Center (1601 N. Valley Drive, Manhattan Beach 90266). This community event was open to the public – with advanced registration requested, but walk-ins welcome. A total of 97 people participated. The Joslyn Community Center was arranged to have theater-style seating in the center of the room and 12 small group stations around the perimeter. The event layout allowed for an easy transition from the initial large group discussion to interactive small group role-playing activities. The one and a half hour forum was facilitated by Dan Burden and included a five-minute opening remark, 10-minute values exercise, 25-minute presentation on Living Street basics (Appendix C.1), 35-minute small group exercise (Appendix C.2) and a 15-minute debrief.

Streets for All Logistics

Throughout the Streets for All series, BCHD staff collected event information and feedback by taking notes and/or video recordings. Streets for All event participants were also encouraged to contribute their feedback in writing on event evaluations and comment cards. In order to share perspectives and input with other interested individuals and groups, this Summary Report was created, shared and posted on www.bchd.org.

Outreach and Promotion – the Community Design Workshop was promoted in a variety of ways to encourage maximum participation including:

BCHD, City, school and other community newsletters	Newspaper articles
Event postcards at events	Press releases
Community calendars	Social media
Invitations to personal networks	BCHD e-blasts
Event announcement at public meetings/events	

LEADERSHIP BREAKFAST: SUMMARY OF FEEDBACK

The following information and feedback was captured by BCHD staff and volunteers.

Leadership Concerns

- Walkability
    - Specific Issues:
        - Need better coordination between autos, pedestrians and bikes.
        - Getting kids to walk to school. Sidewalks should be smooth, clear paths, without roots lifting the pavement. The street also needs better lighting.
        - Need better walkability solutions, especially for accessing schools.
- Density
    - Specific Issues:
        - Condensed development vs. density.
        - Fear is that if you improve traffic you will increase development.
- Vehicle Speed
    - Specific Issues:
        - A way to go about speed reduction without lane reduction.
        - Wider roads are not better roads.
- Traffic
    - Specific Issues:
        - Increased cut through traffic on residential streets because of traffic re-routing apps.
        - Heavy vehicle volumes on residential streets.
    - Desired Outcomes:
        - Reduce a person's time to get from one place to another.
        - Plan/design for shorter regional trips. Long regional trips should not be first priority.
        - Build roads appropriate for the uses and populations it serves.

Policy Implementation Discussion

- Funding Challenges
    - Beautification is great, but who pays for upkeep and water.
    - Generate funding without new development.
- Issues with Metrics
    - Need to document success more.
    - Figure out a way to develop levels of services measurement during the EIR process.
    - Identification of additional/alternative metrics.

o Development of criteria by which a given street is identified as a candidate for improvement.

Community Engagement Discussion

- Community Education Needs
    o Need to communicate to public how street improvements can help or not significantly impede traffic flow.
    o Convey the importance of living streets.
    o Need more info on traffic calming tools.
    o Important to understand what the problem is. Residents don't know about other ways to address the problem.
- Community Involvement Issues
    o Adjust community engagement activity for "real" projects that the city is working on.
    o Look at the processes residents use to register their problem/concern and get it addressed and provide a menu of options.
- Desired Outcomes
    o Develop successful community engagement.
    o Let community drive the solutions.
    o Try pop-ups/demonstration projects before construction of permanent fixtures.

Follow-up Items

- Additional Training
    o Walking audits.
    o Proficiency for local people to provide similar workshops.
    o Bike and pedestrian safety/etiquette.
    o Best practices in data collection and analysis.
- Desired Collateral
    o Info sheet on traffic calming.
    o Illustration of what you can reach by walking (3 miles) or biking (20 mins).
    o Neighborhood-wide plans to address cut through traffic.
- Projects for Consideration
    o Look at Aviation for opportunities to make it safer.
    o I would like to see Herondo go back to four lanes. Would love more trees, but not reduction to lanes! Harbor Drive is a mess. I have almost been run over too many times! That was not the case before change.
    o Manhattan Beach: consider roundabouts at 1st/2nd & Valley/Ardmore. There is great danger and no crosswalk to continue on greenbelt and cross from one side to other.
    o Roundabout at Valley and 15th in Manhattan Beach.

- o Hermosa Beach: the traffic on Prospect is largely due to the clogged route on South PCH. Prospect should not be considered for change in a vacuum wider sidewalks, more bike lanes and mini-circles/roundabouts.
  - o Help Hermosa get funding for PCH Project.
  - o Hermosa Beach Prospect demonstration projects.
- Proposed Streetscape Additions:
  - o Paint
  - o Roundabouts
  - o Mini-traffic circles
  - o Remove parking on both sides of the street
  - o Wider sidewalks
  - o More bike lanes.

Event Comments

- A feeling of possibility that positive changes can occur!
- I live near Herondo and this process has demonstrated the street access in and out!

COMMUNITY INPUT

The following information was collected from the values exercise conducted during the Community Design Workshop.

Community Values

Collectively, the 90 attendees at the Community Design Workshop came up with the following things they value most about living in this community:

1. Community (47)
2. Beach (47)
3. Safety (21)
4. Recreation (20)
5. Weather (19)
6. Walkability (17)

Community Concerns

- The future of transportation and its effects on street demands.
- Safety around schools.
- Safety of bicyclists, children and older adults.
- The commuters' main concern is consistent speed and safety.

COMMUNITY DESIGN WORKSHOP: SUMMARY OF FEEDBACK

The following feedback was collected through comment cards, event evaluations and by BCHD staff and volunteers during the event.

Discussion Feedback

- Commentary on Individual Perspectives
    - It's easy to look at only one perspective.
    - When people like where they live, it's hard to imagine change/hard to accept change when things are already great.
    - Seemed everyone wanted a roundabout on their street and very little, if any, about ADA compliance.
    - For some, it's difficult to take on another point of view.
    - Some participants were knowledgeable about street elements.
- Growing Openness to Compromise
    - Participants looked favorably upon multi-use space (ex: "flex" lanes, shared bike and pedestrian space.)
    - Compromise is challenging.
    - People seem open to different points of view even if it would negatively impact them (ex: one lane would be safer, but could add time to a commute.)
    - Theoretical neighborhood created was geared toward pedestrians and not commuter.
    - Some groups compromised easily and appreciated having input and being heard.
    - Found it easy/were willing to compromise.
    - All participants were open to different aspects, even if it would negatively impact them.
- Learning Outcomes
    - Learned and understood the trade-offs needed when designing a street for multiple users.
    - Be creative, think outside the box to meet the needs.
    - It is all possible!

Small-Group Exercises Feedback

- Effective demonstrating/illustrating streetscape options.
- Effective for teaching about potential safety benefits attached to certain traffic calming measures.
- Effective for helping people realize they had to make tradeoffs and participants didn't think of these until the activity.
- Some of the participant's real life roles were also being expressed.
- Not only did participants enjoy it, but it stimulated the conversation around Streets for All.
- Good interaction with participants.

Written Comments Submitted

- Excellent. Look forward to the next workshop. Would like a workshop that addresses a specific street in a local neighborhood.

- Great event! I walked with Dan in 2010 – excellent info and thought let's start implementing!!
- Great exercise. May I have a copy of the PowerPoint?
- Very good demonstration of collegial working groups.
- Good info from Ron. Excellent brainstorming with group on street design. Great workshop!
- Very informative. I will keep some of these things in mind as I serve on the GPAC advisory in RB. The impact of decisions are long term so it is good to have a formula for bringing it together. Round-a-bouts Rock!! How can I get more info about areas within BCHD that I can help.
- Excellent! Let's improve our streets in South Bay soon!!
- Fabulous class. Dan – I live on a residential with two lanes for traffic and one lane for parking. Very fast traffic. Speed hump does not work. What do I do?
- Excellent Presentation.
- Well run, informative workshop. Good introduction to the subject matter. Enthusiastically presented and good community involvement. Nice perks with snacks, coffee and reusable bags.
- When this workshop is held, I think we should also put some focus on activities that puts safety at risk.
- Build it now!
- Great interactive exercise.
- Fabulous. Very challenging to balance all stakeholders' interests especially with school in the mix. But when you sit at a table together and talk compromise can happen. Thank you.
- Nice presentation to educate us.
- Great work!

Follow-Up Items

- Provide a better understanding of bike lanes and their safety benefits for bicyclists and pedestrians.
- More/deeper information about roundabouts and impact on cars, pedestrians and traffic.
- How to implement these ideas in older neighborhoods.
- Proposed Streetscape Additions:
    o Context specific solutions (ex: streetscape elements relative to the surrounding infrastructure.)
    o Sidewalks
    o Greenspace
    o Crosswalks
    o Traffic flow
    o Public transportation
    o Beautiful neighborhood
    o Wider sidewalks
    o More transit considerations as part of complete/living streets…
    o Roundabouts

APPENDIX D.1: Leadership Breakfast

APPENDIX D.2: Technical Training

APPENDIX D.3: Community Design Workshop