



Agenda Item # _____

Staff Report

City of Manhattan Beach

TO: Honorable Mayor Fahey and Members of the City Council

THROUGH: Geoff Dolan, City Manager

FROM: Richard Thompson, Director of Community Development
Rob Osborne, Management Analyst
Erik Zandvliet, Traffic Engineer

DATE: November 1, 2005

SUBJECT: Consideration of Northeast Area Neighborhood Traffic Management Program Initial Recommendations

RECOMMENDATION:

Staff recommends that the City Council direct staff to implement the following comprehensive neighborhood traffic management plan in the Northeast Area for a six-month trial period:

1. Regular deployment of the speed display trailer and speeding enforcement inside the neighborhood at peak commute and school times.
2. Paint all traffic striping and markings annually to improve driver awareness of traffic controls and improve compliance.
3. Install dual left turn lanes out of Manhattan Village Shopping Center at Marine Avenue to improve circulation and discourage use of residential streets as alternate routes.
4. Maintain "NO THRU TRAFFIC" restrictions on Meadows Avenue and Peck Avenue at Marine Avenue.
5. Install three-way stop signs at 18th Street and Cedar Avenue.
6. Install four-way stop signs at Peck Avenue and 19th Street.
7. Install four-way stop signs at Herrin Avenue and 19th Street.
8. Prohibit left turns out of Manhattan Middle School during arrival/dismissal times.
9. Study the feasibility of a new parking lot on a vacant lot in Polliwog Park near Begg Field and Peck Avenue to reduce parking impact on residential streets.
10. Study the feasibility with Meadows School representatives of switching curb parking from the west side to the east side on Meadows Ave. between 12th and 17th Streets and posting a student loading zone on the east side to reduce school impacts. Alternately the concept could be referred to the upcoming School Areas NTMP.
11. Restrict access to/from Trader Joe's on Manhattan Beach Blvd. to right-turn-in/right-turn-out.
12. Paint yellow centerline on 17th Street between Magnolia Ave. and Meadows Ave. to

- slow and separate opposing traffic through curve.
13. Paint white edgeline on south side of Marine Avenue between Redondo Avenue and Aviation Boulevard to discourage speeding / protect parked cars.
 14. Post “NO RIGHT TURN ON RED WHEN PEDESTRIANS IN CROSSWALK” at Manhattan Beach Blvd. and Redondo Avenue in the northbound and southbound directions.
 15. Implement citywide traffic signal coordination on Manhattan Beach Boulevard, Marine Avenue and Aviation Boulevard as part of the LA County and South Bay Transportation Programs.
 16. Study the feasibility of protected-permissive left turns on Marine Avenue at Meadows Avenue and Peck Avenue.
 17. Improve signage at Redondo Avenue and Marine Avenue.
 18. Study the feasibility of pedestrian signs and markings at Manhattan Beach Boulevard frontage road and Harkness Avenue.
 19. Consider the addition of a crossing guard on Herrin Avenue at 18th or 19th Street,
 20. Modify traffic signal timing at Manhattan Beach Boulevard and Meadows Avenue to discourage through traffic on Meadows Avenue.

FISCAL IMPLICATION:

The recommended modifications could be accomplished through existing programs and budgets with the exception that Item 3 – Dual southbound left turns at Marine Ave./Cedar St. would cost approximately \$120,000 to \$200,000 including engineering design and construction to widen the driveway in cooperation with the Manhattan Village Shopping Center. This item could be included as a future Capital Improvement Project subject to budgeting priorities, or implemented in conjunction with Conditions of Approval for a planned expansion of the shopping center. This work could also be added to the dual westbound left turn project at Sepulveda Boulevard and Marine Avenue. If this item is approved, staff would discuss feasibility and cost-sharing options with the shopping center owner.

Additional studies as identified in the initial recommendations will require additional staff time that would be charged to the NTMP budget.

BACKGROUND:

The Northeast Neighborhood area is a recently designated section of the City roughly bounded by Sepulveda Boulevard to the West, Manhattan Beach Boulevard to the south, Aviation Boulevard to the east, and Marine Avenue/Manhattan Village to the north. Several features of this neighborhood are unique to the City as well as sources of non-resident intrusion. Manhattan Beach Middle School and Polliwog Park border the neighborhood on the south. The middle school generates significant morning and afternoon traffic on Redondo Avenue, 19th Street and other local streets. Meadows Elementary School is also located in the Northeast area along Meadows Avenue. The Child Development Center is located on 15th Street west of Rowell Avenue. There are over 1,700 students that attend schools in this area, which contributes significantly to local traffic volumes. The neighborhood was built in a grid network that runs parallel to Aviation Boulevard and Manhattan Beach Boulevard which allows non-resident intrusion on local residential streets.

The City has implemented localized traffic calming measures in the neighborhood in the past, including through movement prohibition for northbound and southbound traffic on Meadows, Peck and Redondo Avenues at Marine Avenue. In addition, there is a “NO RIGHT TURN ON RED” restriction on 18th Street at Sepulveda Boulevard, and Right Turn in/Right turn out restrictions on Rowell Avenue at Manhattan Beach Boulevard. Signs have also been posted on Meadows Avenue near Manhattan Beach Boulevard to discourage through traffic. A more detailed summary is provided in the attached staff report presented to the Parking and Public Improvements Commission (PPIC) on August 25, 2005.

MANHATTAN VILLAGE ACCESS RESTRICTIONS

In 1980 and 1981, the Planning Commission and City Council held public hearings to discuss a planned development named Manhattan Village, located north of Marine Avenue and east of Sepulveda Boulevard on vacated Chevron property. The environmental impact report identified the prohibition of through movements into or out of the project development as one of the mitigation measures to reduce the potential impacts to residents to the south. At the hearings, many residents voiced their objection to any potential traffic increases on Meadows Avenue and Peck Avenue related to the development. As a result, the City Council upheld the project conditions of approval to prohibit through movements into or out of the project at the intersections of both streets at Marine Avenue. (Resolution Nos. 3919 and 3920)

On May 16, 2000, the City Council discussed a request from two Manhattan Village Homeowners Associations to remove the through movement restrictions to the development at Marine Avenue. At that meeting, the City Council voted to initiate a study in conjunction with temporary removal of the restrictions in order to determine if there would be any significant traffic impacts. The restrictions at Marine Avenue/Meadows Avenue were removed on a trial basis in April 2001, and before-and-after counts were taken. On August 7, 2001, the City reviewed the results of the study which found that, in general, traffic volumes did not change significantly on streets south of Marine Avenue during the weekdays. However, a 10% to 30% increase in weekend daily traffic volumes was identified. AM and PM peak hours experienced similar increases. It was noted, however, that the study did not identify the source or direction of the increased traffic, so no definitive conclusion could be made whether the changes were the direct result of Manhattan Village traffic. The City Council decided that additional study was needed and authorized staff to conduct additional traffic counts. On September 4, 2001, the City Council discussed the issue further and decided to table the matter and return the traffic signal to its original configuration.

The Northeast Area NTMP process has involved Manhattan Village residents during all phases. Neighborhood surveys and public meeting notices were sent to all MV residents and MV representatives have participated in the discussions. The study analyzed existing traffic conditions at both Manhattan Village access points on Marine Avenue. While it was found that the removal of through movement restrictions at these intersections would improve direct access to Manhattan Village, it would not reduce overall traffic volumes within the NE Area neighborhood. Also, since the study was focused on possible traffic calming measures in the Northeast Area neighborhood from a traffic engineering perspective, it is not known whether removal of the restrictions would have a significant impact on adjacent signalized intersections

or citywide street network. Therefore, no change to the existing development condition to prohibit through movements is recommended at this time.

Before modification to these restrictions is approved, it would first require the environmental documents pursuant to CEQA be addressed through a Planning Commission public hearing process. A focused traffic impact study would need to be completed to determine if any significant impacts would be generated and any new mitigation measures required as the result of the modification. On August 25, 2005, the PPIC recommended that the City Council consider further study of the existing through restrictions.

DISCUSSION:

On November 19, 2002, the City Council approved the City-Wide Neighborhood Traffic Management Program (NTMP). The NTMP flowchart is attached to this report. This Program established a set of procedures to evaluate neighborhoods in an effort to improve livability of neighborhood streets. The NTMP created a consistent way for the City to evaluate traffic requests, so that a comprehensive plan can be implemented that will minimize adverse impacts both before and after implementation of traffic calming measures.

The process includes the following seven steps:

- Step 1-** Identify Candidate Streets/Neighborhoods
- Step 2-** Preliminary Screening and Evaluation
- Step 3-** Engineering Analysis/Preliminary Recommendations
- Step 4-** Neighborhood Meetings and Survey/Petitions
- Step 5-** Develop, Install, and Evaluate Test projects
- Step 6-** Determination of Permanent Project
- Step 7-** Monitoring

The NTMP also contains a toolbox of possible traffic calming measures that could be considered when preparing a comprehensive solution to the identified traffic impacts within a neighborhood. The toolbox is included as an attachment. This Program has been followed in developing possible traffic calming measures for the Northeast Area neighborhood.

PUBLIC WORKSHOP

On December 2, 2004, the City held a public workshop for the Northeast Area Neighborhood to discuss and listen to resident concerns on streets within their neighborhood. Notices were mailed to the entire neighborhood, as well as to Manhattan Village residents and those who had previously expressed interest. Approximately 25 residents attended the workshop facilitated by the Traffic Engineer.

The residents' concerns fell into these primary categories:

1. Speeding on many streets, in particular 18th and 19th Streets, Herrin Avenue, Marine Avenue and Manhattan Beach Boulevard.
2. Cut through traffic and high volume on Meadows Avenue and Redondo Avenue.

3. Cut through traffic on 19th Street due to middle school drop-off/pick-up.
4. Parking congestion on the south end of Peck Avenue.
5. Driveway congestion at Trader Joe's Market on Manhattan Beach Boulevard.
6. Stop sign requests at Peck Avenue/19th Street, Herrin Avenue/21st Street and along Meadows Avenue.
7. School related congestion at the middle school.
8. Enforcement of speed limits and stop signs in the neighborhood.
9. Congestion at Marine Avenue/Cedar Avenue at shopping center entrance.
10. Maintain or remove the north-south through movement restrictions at Marine Avenue and Meadows Avenue and Peck Avenue.
11. Commercial parking on 18th Street near Cedar Avenue.

Staff conducted a series of traffic studies in the neighborhood to gather factual evidence of existing traffic volumes and speeding. The following studies were completed:

- March 14-16, 2005 – Weekday traffic volume study on 22 street segments and speed counts on 6 streets during spring break
- April 21 to May 10, 2005, – Weekday and weekend traffic volume study on 22 street segments, 6 key intersections and speed counts on 6 streets on typical school days
- June 9, 2005 – License Plate Survey on Meadows Avenue and Redondo Avenue through the study area
- April 12, 2005 – Radar speed study on 2 key major street segments

Summaries of the traffic and speed studies are presented in the attached PPIC Agenda Report. The counts verified that most streets have volumes corresponding to their roadway classifications in the General Plan. Approximately one-third to one-half of the weekday traffic on Redondo Avenue can be attributed to middle school traffic. Significant school traffic was also recorded on Rowell Avenue and Herrin Avenue.

A high percentage of daily commuter traffic was recorded on Meadows Avenue. Since most of commuter traffic occurs in the AM and PM peak periods, a significant reduction in overall traffic volume could be obtained by discouraging peak period traffic in directions favored by commuters through the use of turn restrictions, signal timing or physical constraints.

A review of the collision history within the neighborhood was conducted for the period between January 1, 2001 and September 30, 2004. The review reveals that there are no locations with elevated collision rates or traffic collision patterns within the neighborhood. However, it was noted that two pedestrian collisions occurred at Manhattan Beach Boulevard at Harkness Avenue before crosswalk warning signs and markings were enhanced in 2003.

Radar speed studies were conducted on several streets as identified by residents at the public workshop. These studies confirm that all surveyed streets have typical prevailing speeds for their classifications, however, speeds are higher than typical on 19th Street between Peck Avenue and Herrin Avenue. The speed limits on the major and minor arterial streets are 35 mph, which is consistent with the 85th percentile speed and allowable reductions for surrounding conditions.

FINDINGS:

1. Traffic volumes are higher than expected on 19th Street between Peck Avenue and Redondo Avenue for a residential street. Some of the extra volume is attributed to middle school related traffic and park activities at the rear of Polliwog Park.
2. Traffic volumes are higher than expected on 18th Street between Cedar Avenue and Magnolia Avenue. Some of the extra volume may be due to the absence of other east-west streets on the west end of the neighborhood.
3. Significant cut-through traffic is evident on both Meadows Avenue and Redondo Avenue. Up to 36% of the AM and PM traffic is cut-through on Meadows Avenue. Up to 31% of the AM and 63% of the PM traffic is cut-through on Redondo Avenue.
4. Most of the cut-through traffic on Meadows Avenue and Redondo Avenue is northbound in the AM and southbound in the PM.
5. Most of the cut-through traffic continues north or south on Meadows Avenue and Redondo Avenue across Manhattan Beach Boulevard.
6. Northbound cut-through traffic on Meadows Avenue and Redondo Avenue is fairly evenly split going left and right at Marine Avenue.
7. Some parking related to commercial uses was evident on 18th Street east of Cedar Street in the residential area. This encroachment can be handled by limited time parking restrictions to discourage long-term parking by employees.
8. The through movement prohibitions on Meadows Avenue and Peck Avenue at Marine Avenue have been effective in reducing potential cut-through traffic to and from the Manhattan Village (MV). However, this prohibition also inhibits the ability of MV residents to access local streets for local destinations.
9. The through movement prohibitions on Redondo Avenue at Marine Avenue are routinely violated by residents going to the Marine Sports Complex and Adventureplex as well as employees of nearby aerospace companies. Existing signs and markings may not be clear or obvious to motorists.
10. Heavy congestion on Sepulveda Boulevard and Aviation Boulevard is believed to be the primary cause of increased cut-through traffic on the north-south major local streets in the neighborhood, namely Meadows Avenue and Redondo Avenue.
11. The narrower street width on 18th, 19th, 21st and 23rd Streets between Meadows Avenue and Peck Avenue help discourage cut-through traffic, with the exception of 19th Street.
12. Weekend traffic count patterns are similar to the weekday counts throughout the neighborhood but were generally lower in volume.

13. Consistent speeding is not evident in the targeted areas, with the exception of westbound 19th Street between Peck Avenue and Herrin Avenue. However, occasional speeding vehicles were found on all residential streets within the neighborhood.
14. Traffic volumes on Redondo Avenue are approximately double during the school year due to high school student and staff traffic.
15. Four-way stop signs are justified at the intersections of 18th Street/Cedar Avenue, 19th Street/Peck Avenue and 19th Street/Herrin Street. These locations would benefit from additional traffic controls due to limited sight distance and long distances between traffic controls. The stop signs would have a traffic calming effect by interrupting a convenient cut-through path.
16. Very large left turn volumes out of the Manhattan Village Shopping Center cause excessive delay at Marine Avenue and Cedar Avenue. This condition tends to encourage drivers to find alternate routes around this area, often on Cedar Avenue or Meadows Avenue.

NEIGHBORHOOD SURVEY

A survey was sent to all residents in the Northeast Area including Manhattan Village to ascertain whether or not the residents support some of the possible traffic calming measures as developed from the NTMP toolbox. The purpose of the survey is to establish the level of support among affected persons before proceeding with implementation. 437 surveys were returned, including 286 from the Northeast Area residents, 103 from Manhattan Village residents and 48 from other areas or not identified. Almost all of the possible measures received good support except #15 (Narrow south side of 19th Street-22% in favor). 78% of Manhattan Village residents were opposed to #4 (Maintaining the "NO THRU TRAFFIC" restriction) versus 76% of NE Area residents in favor of keeping it. A summary of the results is attached in Exhibit C.

NTMP TOOLBOX

Each of the NTMP toolbox measures was evaluated for appropriateness and its ability to address the identified concerns and findings. Those possible measures and an evaluation of their appropriateness were presented to the PPIC on August 25, 2005 and are included in the Agenda Report.

The Traffic Engineer has prepared a striping plan for the intersection of Marine Avenue and Redondo Avenue that will discourage through movements as recommended by the PPIC on August 25, 2005. This plan is attached in Exhibit D.

NEXT STEPS

Upon approval by the City Council and in accordance with the Neighborhood Traffic

Management Program, the recommended measures would be implemented on a six-month trial basis. A follow-up traffic study will be taken in May 2006, to coincide with the previous traffic counts taken in May 2005. In this way, similar seasonal traffic conditions will be compared before and after the temporary measures are implemented. The “after” study results will then be presented at an upcoming PPIC meeting. The PPIC meeting will be noticed to all residents in the neighborhood including Manhattan Village to solicit their opinion about the overall effectiveness of these temporary measures. If appropriate, changes to the comprehensive plan may be recommended at that time.

Both the Fire and Police Departments have been involved in the preparation of the Northeast Area NTMP and have no preliminary objections to the recommended actions. By way of mailed notices, all residents and affected parties in the Northeast Area Neighborhood and Manhattan Village have been invited to the City Council meeting.

ALTERNATIVES: The City Council may choose to change, add or delete any recommended measures at its discretion before implementation on a trial basis.

- Attachments:
- A. Neighborhood Vicinity Map with Recommendations
 - B. Minutes of 8/25/05 PPIC meeting
 - C. PPIC staff report, 8/25/05 with attachments
 - Neighborhood Vicinity Map
 - Neighborhood Survey Results
 - Traffic Volumes-April/May 2005
 - Turning Movement Counts-April 2005
 - License Plate Survey Results-June 2005
 - City-Wide NTMP Flowchart
 - NTMP Toolbox (Nov. 19, 2002)
 - Workshop and Meeting Notices
 - Correspondence prior to 8/25/05
 - D. Striping Plan at Marine Avenue and Redondo Avenue (not available electronically)
 - E. Recent Correspondence (not available electronically)

**CITY OF MANHATTAN BEACH
PARKING AND PUBLIC IMPROVEMENTS COMMISSION
MINUTES OF REGULAR MEETING
AUGUST 25, 2005**

3. Northeast Area Neighborhood Traffic Management Program - Initial Findings

Traffic Engineer Erik Zandvliet presented the report for the northeast Neighborhood area, a recently designated section of the City roughly bounded by Sepulveda Boulevard to the West, Manhattan Beach Boulevard to the south, Aviation Boulevard to the east, and Marine Avenue to the north. He reviewed staff's evaluation process, including a public workshop, traffic data collection, and a neighborhood survey. Each of the Neighborhood Traffic Management Program (NTMP) measures were then evaluated for appropriateness and ability to address the identified concerns and findings. Traffic Engineer Zandvliet reviewed staff's findings and the following recommendations which represent a comprehensive plan to be submitted to the City Council for their approval and implementation:

1. Regular deployment of the speed display trailer and speeding enforcement inside the neighborhood at peak commute and school times.
2. Paint all traffic striping and markings annually to improve driver awareness of traffic controls and improve compliance.
3. Install dual left turn lanes out of Manhattan Village Shopping Center at Marine Avenue to improve circulation and discourage use of residential streets as alternate routes.
4. Maintain "NO THRU TRAFFIC" restrictions on Meadows Avenue and Peck Avenue at Marine Avenue.
5. Install three-way stop signs at 18th Street and Cedar Avenue.
6. Install four-way stop signs at Peck Avenue and 19th Street.
7. Install four-way stop signs at Herrin Avenue and 19th Street.
8. Prohibit left turns out of Manhattan Middle School during arrival/dismissal times.
9. Study the feasibility of a new parking lot on a vacant lot in Polliwog Park near Begg Field and Peck Avenue to reduce parking impact on residential streets.

10. Discuss with Meadows School representatives the possibility of switching curb parking from the west side to the east side on Meadows Ave. between 12th and 17th Streets and posting a student loading zone on the east side to reduce school impacts. Alternately the concept could be referred to the upcoming School Areas NTMP.
11. Restrict access to/from Trader Joe's on Manhattan Beach Blvd. to right-turn-in/right-turn-out.
12. Paint yellow centerline on 17th Street between Magnolia Ave. and Meadows Ave. to slow and separate opposing traffic through curve.
13. Paint white edgeline on south side of Marine Avenue between Redondo Avenue and Aviation Boulevard to discourage speeding / protect parked cars.
14. Post "NO RIGHT TURN ON RED WHEN PEDESTRIANS IN CROSSWALK" at Manhattan Beach Blvd. and Redondo Avenue in the northbound and southbound directions.
15. Implement citywide traffic signal coordination on Manhattan Beach Boulevard, Marine Avenue and Aviation Boulevard as part of the LA County and South Bay Transportation Programs.

The Commission held discussion with Traffic Engineer Zandvliet on the additional written comments received by the City regarding left turns on Redondo Avenue and Peck Avenue, improved signal coordination, additional crossing guards and markings, as well as the Manhattan Village through restrictions.

Audience Participation

Sam Barr, 1600 Block of 23rd Street, referred to the issues and concerns brought forth by the residents at the December 2004 workshop and questioned why they are not addressed in the staff report.

Traffic Engineer Zandvliet responded that staff did review all the concerns brought forth at the workshop. He explained that staff's recommended measures represent those issues that warranted some type of action or measure. If an issue is not mentioned, it most likely means that staff determined the issue or concern did not warrant any further action at this time.

Mr. Barr voiced his concern with the process, sharing that the residents spent a great deal of time at that workshop and that all the issues brought forth should have been included in the staff report. He disputed staff's process of addressing concerns brought forth through recent emails rather than responding to the "laundry list" of concerns and issues discussed at the 2004 workshop. Mr. Barr asked that he be given a copy of the list from that meeting.

Acting Chairman Saunders held discussion with staff on this matter. Traffic Engineer Zandvliet reiterated that he believes staff has addressed the issues discussed at the 2004 workshop.

Christine Ricci, 18th Street, talked of the problem her neighborhood faces by employees and patrons from Sepulveda Boulevard businesses (South Bay Animal Hospital, Wilson Flooring, the hotel, etc) who continually park in front of residents' homes. Calls to the businesses asking that this practice be stopped are continually ignored, and the residents are becoming more and more frustrated by not being able to park in front of their own homes.

Traffic Engineer Zandvliet shared that this issue is not specifically addressed in the Traffic Study and that the only way to prohibit parking would be through some type of parking restriction, which the residents can request. He added that he will review the approvals of these businesses to see if there was any type of parking condition imposed.

Ms. Ricci further shared that she was told by employees of the South Bay Animal Hospital that they lost parking spaces when the hotel was built. She added that Wilson Flooring has made efforts to keep their employees and patrons off the neighborhood streets.

Richard Perle, 1400 Block of Meadows Avenue, voiced concern with the recommendations to consider switching curb parking from the west side to the east side on Meadows Avenue, and the posting of a student loading zone on the east side to reduce school impacts. He talked of serious safety issues these measures would create and asked that the Commission reconsider the measures.

Gail Griebenow, 1600 Block of 23rd Street, stated that the issue of allowing a left turn on Redondo Avenue to Marine Avenue was discussed at the 2004 workshop, but is not included in the staff report.

Traffic Engineer Zandvliet responded that allowable left turns is not recommended due to visibility and that the issue can be addressed through improved timing of the signals.

Jerry Schwartz, 1500 Block of 21st Street, questioned staff's rationale in not allowing the left turns on Redondo Avenue. He shared that he also questions the mind set of the City's traffic management team as their traffic calming measures involve restrictions, diversions and impediments, when their primary objective should be to promote a safe, orderly traffic flow.

Howard Brown, 1800 Block of Harkness Street, talked of the dangerous situation at the Redondo/Marine Avenue intersection, when exiting Northrop. He shared that he has almost been hit many times and that better signage is needed.

Barbara Heacox, 1800 Block of Harkness Street, concurred with Mr. Brown's comments on the dangerous situation at the Redondo/Marine Avenue intersection and the need for

better signage. She also talked of the speeding that occurs on Harkness and 19th Street and the need for some type of crosswalk markings, maybe diagonal at Harkness and Manhattan Beach Boulevard.

Referring to the results of the 2001 study finding that traffic volumes did not change significantly when the through movement restrictions were removed at Manhattan Village, **Sherman Fenster, Manhattan Village**, asked that the Commission consider their removal. He shared his belief that removing these restrictions would actually decrease traffic on Meadows Avenue as well as alleviate the backup of vehicles using the Manhattan Village exit.

Traffic Engineer Zandvliet confirmed that the 2001 study did find that, in general, traffic volumes did not change significantly when the through movement restrictions were removed. Although he agrees with the findings, he pointed out that more steps are needed before the through restrictions could be removed. Any modifications to these restrictions would require an amendment to the environmental documents through a Planning Commission hearing process, which can be recommended by the PPIC or initiated by the Manhattan Village residents.

Acting Chairman Saunders pointed out that 60% of the residents polled through the survey were in favor of maintaining these restrictions,

Rachel Vandenberg, 1600 Block of 22nd Street, voiced her support of the recommended stop signs at Herrin Avenue at 19th Street, sharing that enforcement is also needed. She also stated support of the narrowing of 19th Street. The width of the street encourages speeding and the parking of commercial vehicles, which is a detriment to the neighborhood.

Wilma Robinson, 1800 Block of Lynn Grove Drive, talked of the excessive speeds on Redondo Avenue and the continuous circling of SUV's picking up and dropping off students who do not stop at stop signs or allow children to cross. She shared that she rarely sees police present and stressed the need for police enforcement.

Albert Roth, 1400 Block of 23rd Street, stated that he has been following the issue of the through movement restrictions and does not understand why the issue keeps coming back for discussion. A covenant is in place that clearly prohibits through movements into or out of the project on Marine Avenue. He further stated that the continual discussions to reconsider this issue just generates hostility between the Manhattan Village residents and the residents south of Marine.

Bruce Field, 1500 Block of 21st Street, thanked staff and the Commission for the time spent on these important issues. He stated that if the EIR was opened, consideration should also be given to allowing residents to travel through Manhattan Village to directly reach the Bristol Farms shopping center without going around the Village. He pointed out that if the City

looks to reduce any inconveniences to the Manhattan Village residents, they should look at the inconvenience to all the residents of the City.

Robin Pittman, 19th Street, stated her support of maintaining the through movement restrictions at Manhattan Village, sharing that Manhattan Village residents need to realize that the rest of the residents also have to go out of their way by going around the Village to reach destinations. She also stated that she does not support the narrowing of 19th Street.

Sherman Fenster, Manhattan Village, shared that the purpose of Manhattan Village was to provide a noise buffer. The referenced EIR was prepared before the Village was built and their residents did not have an opportunity to comment. He acknowledged that there is a level of animosity amongst the Village and City residents and he would love to see the issue resolved once and for all.

Jim Schaeffer, 1300 Block of 23rd Street, commented that he has not heard any logical reasons why the through movement restrictions should be removed. The Village was designed with limited egress for safety concerns and should remain as is. He asked that the Commission spend their time on the calming measures proposed not rehashing this issue.

Noting that he has spoken at every public meeting on this issue over the last seven years, **Steve Kallenbach, North Meadows Avenue**, voiced his strong support of maintaining the through movement restrictions at Manhattan Village. He shared that he was the one who challenged the results of the City's 2001 study, which were essentially deemed inconclusive. Mr. Kallenbach stated his confidence and trust that the City has a qualified engineer and asked that the Commission follow engineering principals, honor the EIR, and maintain the restrictions.

Ralph Smaldino, Manhattan Village, commented that he has lived in the Village for 20 years. He used to think the restrictions were a good idea, but now believes they should be removed as they are just diverting traffic. Traffic is still traveling through the neighborhoods as it is the only way to reach the destinations, which in most cases is a school.

Acting Chairman Saunders clarified with Mr. Smaldino that if the restrictions were removed, he would not cut through the neighborhood unless it was a direct route to his destination.

Discussion

Per a request from Commissioner Seville-Jones, Traffic Engineer Zandvliet clarified that staff's recommendations include maintaining the "NO THRU TRAFFIC" restrictions at Manhattan Village. If the Commission wanted to reconsider this recommendation, he would not be opposed to further looking at this issue as he does not believe the removal of the restrictions would have a significant impact to the northeast study area.

Commissioner Seville-Jones stated that she does not believe the through restrictions at Manhattan Village is a closed issue, as it is a component of the northeast area. She shared that she would be inclined to further look at this issue, suggesting the consideration of another study.

Commissioner Powell shared that the purpose of calming measures is to keep traffic moving on the arterial streets, which will discourage motorists from cutting through neighborhoods. In regard to the through movement restrictions at Manhattan Village, he stated that the EIR was a comprehensive report with community input to minimize impact to the neighborhoods. It was reviewed in 2001 and although the results were inconclusive, the City decided to maintain the restrictions. He stated that he would not be opposed to another study, but believes the decision should be determined by the City Council.

Action

The Commission held discussion on the best way to approach staff's recommendations, deciding to first move forward on the recommendations that the Commission supports and consider separately those recommendations that require further discussion.

A motion was MADE and SECONDED (Seville-Jones/Powell) that the following recommendations (1,2,3,6,7,8,11,12,13 &15) be submitted to the City Council with the survey results for their approval and implementations.

1. Regular deployment of the speed display trailer and Police enforcement inside the neighborhood at peak commute and school times.
2. Paint all traffic striping and markings annually to improve driver awareness of traffic controls and improve compliance.
3. Install dual left turn lanes out of Manhattan Village Shopping Center at Marine Avenue to improve circulation and discourage use of residential streets as alternate routes.
6. Install four-way stop signs at Peck Avenue and 19th Street.
7. Install four-way stop signs at Herrin Avenue and 19th Street.
8. Prohibit left turns out of Manhattan Middle School during arrival/dismissal times.
11. Restrict access to/from Trader Joe's on Manhattan Beach Blvd. to right-turn-in/right-turn-out.
12. Paint yellow centerline on 17th Street between Magnolia Ave. and Meadows Ave. to slow and separate opposing traffic through curve.
13. Paint white edgeline on south side of Marine Avenue between Redondo Avenue and Aviation Boulevard to discourage speeding / protect parked cars.
15. Implement citywide traffic signal coordination on Manhattan Beach Boulevard, Marine Avenue and Aviation Boulevard as part of the LA County and South Bay Transportation Programs.

AYES: Powell, Seville-Jones, Acting Chairman Saunders
NOES: None
ABSENT: Lang, Osterhout
ABSTAIN: None

The Commission pulled the following recommendations for separate discussion

5. Install three-way stop signs at 18th Street and Cedar Avenue.

Commissioner Seville-Jones questioned the reasoning behind this recommendation.

Traffic Engineer Zandvliet stated that it is to interrupt the path of traffic on 18th Street, which should reduce traffic speeds and volumes.

A motion was MADE and SECONDED (Seville-Jones/Powell) that recommendation #5 be submitted to the City Council with the survey results for their approval and implementation.

AYES: Powell, Seville-Jones, Acting Chairman Saunders
NOES: None
ABSENT: Lang, Osterhout
ABSTAIN: None

9. Study the feasibility of a new parking lot on a vacant lot in Polliwog Park near Begg Field and Peck Avenue to reduce parking impact on residential streets.

Acting Chairman Saunders referenced the pros and cons on this issue.

Traffic Engineer Zandvliet clarified that the recommendation is to “study the feasibility” and that all surrounding issues would be thoroughly reviewed and discussed with the School District.

A motion was MADE and SECONDED (Saunders/Seville-Jones) that recommendation #9 be submitted to the City Council with the survey results for their approval and implementation.

AYES: Powell, Seville-Jones, Acting Chairman Saunders
NOES: None
ABSENT: Lang, Osterhout
ABSTAIN: None

10. Discuss with Meadows School representatives the possibility of switching curb parking from the west side to the east side on Meadows Ave. between 12th and 17th

Streets and posting a student loading zone on the east side to reduce school impacts. Alternately the concept could be referred to the upcoming School Areas NTMP.

Acting Chairman Saunders suggested that the recommendation read “study the feasibility” rather than “discuss” and that it be included as part of this study.

Commissioners Seville-Jones and Powell agreed.

A motion was MADE and SECONDED (Saunders/Seville-Jones) that recommendation #10, with the change of wording to read “Study the feasibility with Meadows ...”, be submitted to the City Council with the survey results for their approval and implementation.

AYES: Powell, Seville-Jones, Acting Chairman Saunders
NOES: None
ABSENT: Lang, Osterhout
ABSTAIN: None

14. Post ‘NO RIGHT TURN ON RED WHEN PEDESTRIANS IN CROSSWALK’ at Manhattan Beach Blvd. and Redondo Avenue in the northbound and southbound directions.

In response to Commissioner Seville-Jones, Traffic Engineer Zandvliet clarified that this signage is to re-enforce the existing law.

Commission Seville-Jones asked that staff review the left turn signals at this location to consider the practicability of protected rather than permissive-protected left turns.

A motion was MADE and SECONDED (Saunders/Seville-Jones) that recommendation #14, be submitted to the City Council with the survey results for their approval and implementation. Staff is also directed to further consider the practicability of protected rather than permissive-protected left turns at this location.

AYES: Powell, Seville-Jones, Acting Chairman Saunders
NOES: None
ABSENT: Lang, Osterhout
ABSTAIN: None

Prior to moving forward on Recommendation #4, the Commission discussed the additional issues brought forth through tonight’s testimony, and the following motion was made.

A motion was MADE and SECONDED (Seville-Jones/Powell) that the following five recommendations be submitted to the City Council for their approval and implementation:

1. Study the feasibility of protected-permissive left turns on Marine Avenue at Meadows Avenue and Peck Avenue.

2. Improve signage at Redondo Avenue and Marine Avenue.
3. Study the feasibility of pedestrian signs and markings at Manhattan Beach Boulevard and Harkness Avenue.
4. Consider the placement of a crossing guard on Herrin Avenue at 18th or 19th Street,
5. Modify traffic signal timing at Manhattan Beach Boulevard and Meadows Avenue to discourage through traffic on Meadows Avenue.

AYES: Powell, Seville-Jones, Acting Chairman Saunders
 NOES: None
 ABSENT: Lang, Osterhout
 ABSTAIN: None

4. Maintain “NO THRU TRAFFIC” restrictions on Meadows Avenue and Peck Avenue at Marine Avenue.

Commissioner Seville-Jones stated her agreement with Commissioner Powell that the reconsideration of these through movements should be determined by City Council, however, due to tonight’s testimony, she is not supportive of forwarding the recommendation as it presently reads.

Acting Chairperson Saunders agreed that the issue does warrant further consideration, but questions the best approach to the issue, as the survey results indicate 60% of the residents are in support of the restrictions remaining. He suggested moving the recommendation forward as it honors the survey results, but that it also include mention of the minority support from Manhattan Village residents.

The Commission held discussion on the proper wording of the recommendation and moved forward the following recommendation.

A motion was MADE and SECONDED (Seville-Jones/Powell) that recommendation #4 as modified be submitted to the City Council with the survey results for their approval and implementation.

4. Maintain “NO THRU TRAFFIC” restrictions on Meadows Avenue and Peck Avenue at Marine Avenue, with the further recommendation that the City Council consider further study of the restrictions.

AYES: Powell, Seville-Jones, Acting Chairman Saunders
 NOES: None
 ABSENT: Lang, Osterhout

ABSTAIN: None

CITY OF MANHATTAN BEACH

DEPARTMENT OF COMMUNITY DEVELOPMENT

TO: Parking and Public Improvements Commission

FROM: Richard Thompson, Director of Community Development
Robert D. Osborne, Management Analyst

BY: Erik Zandvliet, Traffic Engineer

DATE: August 25, 2005

**SUBJECT: Northeast Area Neighborhood Traffic Management Program (NTMP)
Initial Recommendations**

BACKGROUND:

The Northeast Neighborhood area is a recently designated section of the City roughly bounded by Sepulveda Boulevard to the West, Manhattan Beach Boulevard to the south, Aviation Boulevard to the east, and Marine Avenue to the north. Several features of this neighborhood are unique to the City as well as sources of non-resident intrusion. Manhattan Beach Middle School and Pollywog Park border the neighborhood on the south. The middle school generates significant morning and afternoon traffic on Redondo Avenue, 19th Street and other local streets. Meadows Elementary School is also located in the Northeast area along Meadows Avenue. The Child Development Center is located on 15th Street west of Rowell Avenue. There are over 1,700 students that attend schools in this area, which contributes significantly to local traffic volumes. The neighborhood was built in a grid network that runs parallel to Aviation Boulevard and Manhattan Beach Boulevard which allows non-resident intrusion on local residential streets.

Meadows Avenue and Redondo Avenue are classified as Major Local Streets in the north-south direction between Marine Avenue and Manhattan Beach Boulevard. There are no Major Local Streets in an east-west direction. All other internal streets are local residential streets. It was observed that the street striping and markings in the neighborhood are faded and in need of repainting. All of the major streets bordering the neighborhood are congested in the AM and PM peak hours during the week, which increases the potential for cut-through traffic. For the purposes of this study, school related traffic was not considered cut-through traffic since several schools are within the neighborhood and require access to local streets.

The City has implemented localized traffic calming measures in the neighborhood in the past, including through movement prohibition for northbound and southbound traffic on Meadows, Peck and Redondo Avenues at Marine Avenue. In addition, there is a "NO RIGHT TURN ON RED" restriction on 18th Street at Sepulveda Boulevard, and Right Turn in/Right turn out restrictions on Rowell Avenue at Manhattan Beach Boulevard. Signs have also been posted on Meadows Avenue near Manhattan Beach Boulevard to discourage through traffic.

DISCUSSION:

On November 19, 2002, the City Council approved the City-Wide Neighborhood Traffic Management Program (NTMP). The NTMP flowchart is attached to this report. This Program established a set of procedures to evaluate neighborhoods in an effort to improve livability of neighborhood streets. The NTMP created a consistent way for the City to evaluate traffic requests, so that a comprehensive plan can be implemented that will minimize adverse impacts both before and after implementation of traffic calming measures.

The process includes the following seven steps:

- Step 1-** Identify Candidate Streets/Neighborhoods
- Step 2-** Preliminary Screening and Evaluation
- Step 3-** Engineering Analysis/Preliminary Recommendations
- Step 4-** Neighborhood Meetings and Survey/Petitions
- Step 5-** Develop, Install, and Evaluate Test projects
- Step 6-** Determination of Permanent Project
- Step 7-** Monitoring

The NTMP also contains a toolbox of possible traffic calming measures that could be considered when preparing a comprehensive solution to the identified traffic impacts within a neighborhood. The toolbox is included as an attachment. This Program has been followed in developing possible traffic calming measures for the Northeast Area neighborhood.

MANHATTAN VILLAGE MASTER PLAN

In 1979, the City Council held public hearings to discuss a planned development named Manhattan Village, located north of Marine Avenue and east of Sepulveda Boulevard on vacated Chevron property. The environmental impact report identified the prohibition of through movements into or out of the project development as one of the mitigation measures to reduce the potential impacts to residents to the south. At the hearings, many residents voiced their objection to any potential traffic increases on Meadows Avenue and Peck Avenue related to the development. As a result, the City Council upheld these conditions of approval on the project to prohibit through movements into or out of the project at the intersections of both streets at Marine Avenue. Any modification to these restrictions would initiate a requirement to amend or revise the environmental documents pursuant to CEQA through a Planning Commission public hearing process.

On August 7, 2001, the City reviewed the results of a study initiated by a petition from residents of Manhattan Village to remove the through movement restrictions. The restrictions were removed for a month trial basis in April 2001, and before-and-after counts were taken. The study found that, in general, traffic volumes did not change significantly on related streets south of Marine Avenue during the weekdays. However, a 10% to 30% increase in weekend daily traffic volumes was identified. AM and PM peak hours experienced similar increases. It should be noted, however, that the study did not identify the source or direction of the increased traffic,

so no definitive conclusion could be made whether the changes were the direct result of Manhattan Village traffic. Residents also spoke at a hearing held at the PPIC meeting on May 24, 2001. After discussion, the City Council decided to maintain the current turn prohibitions.

This report will concentrate on possible traffic calming measures in the Northeast Area neighborhood from a traffic engineering perspective. Any recommendations made by the PPIC will be forwarded to the City Council for their approval on a trial basis.

PUBLIC WORKSHOP

On December 2, 2004, the City held a public workshop for the Northeast Area Neighborhood to discuss and listen to resident concerns on streets within their neighborhood. Notices were mailed to the entire neighborhood, as well as to Manhattan Village residents and those who had previously expressed interest. Approximately 25 residents attended the workshop facilitated by the Traffic Engineer.

The residents' concerns fell into these primary categories:

1. Speeding on many streets, in particular 18th and 19th Streets, Herrin Avenue, Marine Avenue and Manhattan Beach Boulevard.
2. Cut through traffic and high volume on Meadows Avenue and Redondo Avenue.
3. Cut through traffic on 19th Street due to middle school drop-off/pick-up.
4. Parking congestion on the south end of Peck Avenue.
5. Driveway congestion at Trader Joe's Market on Manhattan Beach Boulevard.
6. Stop sign requests at Peck Avenue/19th Street, Herrin Avenue/21st Street and along Meadows Avenue.
7. School related congestion at the middle school.
8. Enforcement of speed limits and stop signs in the neighborhood.
9. Congestion at Marine Avenue/Cedar Avenue at shopping center entrance.
10. Maintain or remove the north-south through movement restrictions at Marine Avenue and Meadows Avenue and Peck Avenue.
11. Commercial parking on 18th Street near Cedar Avenue.

TRAFFIC DATA COLLECTION

Staff conducted a series of traffic studies in the neighborhood to gather factual evidence of existing traffic volumes and speeding. The following studies were completed:

- March 14-16, 2005 – Weekday and weekend traffic volume study on 22 street segments and speed counts on 6 streets during spring break
- April 21 to May 10, 2005, – Weekday and weekend traffic volume study on 22 street segments, 6 key intersections and speed counts on 6 streets on typical school days
- June 9, 2005 – License Plate Survey on Meadows Avenue and Redondo Avenue through the study area
- April 12, 2005 – Radar speed study on 2 key major street segments

Summaries of the traffic and speed studies are presented on the attached maps. The counts verified that most streets have volumes corresponding to their roadway classifications in the General Plan. A comparison of typical weekday, no-school and weekend daily traffic volumes is shown below for key street segments. The percent of school and commuter traffic of the total weekday daily volume is also given.

LOCATION	WEEK DAY	NO SCHOOL		WEEKEND	
		VOLUME	% SCH	VOLUME	% COMMUTE
Meadows Ave. N/O MBB	3,651	2,969	19%	2,500	13%
Meadows S/O Marine Ave.	2,891	2,358	18%	1,908	15%
Rowell Ave. N/O MBB	1,125	810	28%	723	8%
Rowell Ave. S/O Marine Ave.	609	453	26%	378	12%
Redondo Ave. N/O MBB	5,597	2,812	50%	2,794	1%
Redondo Ave. S/O Marine Ave.	4,008	2,651	34%	2,321	8%
Herrin Ave. S/O Marine Ave.	609	410	33%	502	0%
Harkness Ave. N/O MBB	1,159	872	25%	819	4%
19 th St. W/O Aviation	1,122	936	17%	925	1%

Approximately one-third to one-half of the weekday traffic on Redondo Avenue can be attributed to middle school traffic. Significant school traffic was also recorded on Rowell Avenue and Herrin Avenue.

A high percentage of daily commuter traffic was recorded on Meadows Avenue. Since most of commuter traffic occurs in the AM and PM peak periods, a significant reduction in overall traffic volume could be obtained by discouraging peak period traffic in directions favored by commuters through the use of turn restrictions, signal timing or physical constraints.

A review of the collision history within the neighborhood was conducted for the period between January 1, 1996 and December 31, 2001. The review reveals that there are no locations with elevated collision rates or traffic collision patterns within the neighborhood. However, it was noted that two pedestrian collisions occurred at Manhattan Beach Boulevard at Harkness Avenue before crosswalk warning signs and markings were enhanced in 2003.

Radar speed studies were conducted on several streets as identified by residents at the public workshop. A statistical summary of the recorded speeds is shown below:

STREET	LOCATION	AVERAGE SPEED (MPH)	85TH PERCENTILE (MPH)	10 MPH PACE (MPH)
Manhattan Beach Blvd.	Redondo Ave. to Aviation Blvd.	34	38	28 to 37
Marine Avenue	Redondo Ave. to Aviation Blvd.	37	42	34 to 43
18 th Street	Cedar Ave. to Magnolia Ave.	25(WB), 26(EB)	28(WB), 26(EB)	21 to 30
19 th Street	Rowell Ave. to Peck Ave.	23(WB), 24(EB)	26(WB), 28(EB)	17 to 26
19 th Street	Peck Ave. to Herrin Ave.	31(WB), 26(EB)	36(WB), 29(EB)	24 to 33
Herrin Ave.	Near 22 nd St.	25(NB), 26(SB)	29	21 to 30
Meadows Ave.	18 th St. to 19 th St.	26(NB), 25(SB)	30(NB), 28(SB)	21 to 30

These studies confirm that all surveyed streets have typical prevailing speeds for their classifications, however, speeds are higher than typical on 19th Street between Peck Avenue and Herrin Avenue. The speed limits on the major and minor arterial streets are 35 mph, which is consistent with the 85th percentile speed and allowable reductions for surrounding conditions.

FINDINGS:

1. Traffic volumes are higher than expected on 19th Street between Peck Avenue and Redondo Avenue for a residential street. Some of the extra volume is attributed to middle school related traffic and park activities at the rear of Polliwog Park.
2. Traffic volumes are higher than expected on 18th Street between Cedar Avenue and Magnolia Avenue. Some of the extra volume may be due to the absence of other east-west streets on the west end of the neighborhood.
3. Significant cut-through traffic is evident on both Meadows Avenue and Redondo Avenue. Up to 36% of the AM and PM traffic is cut-through on Meadows Avenue. Up to 31% of the AM and 63% of the PM traffic is cut-through on Redondo Avenue.
4. Most of the cut-through traffic on Meadows Avenue and Redondo Avenue is northbound in the AM and southbound in the PM.
5. Most of the cut-through traffic continues north or south on Meadows Avenue and Redondo Avenue across Manhattan Beach Boulevard.
6. Northbound cut-through traffic on Meadows Avenue and Redondo Avenue is fairly evenly split going left and right at Marine Avenue.
7. Some parking related to commercial uses was evident on 18th Street east of Cedar Street in the residential area. This encroachment can be handled by limited time parking restrictions to discourage long-term parking by employees.

8. The through movement prohibitions on Meadows Avenue and Peck Avenue at Marine Avenue have been effective in reducing potential cut-through traffic to and from the Manhattan Village (MV). However, this prohibition also inhibits the ability of MV residents to access local streets for local destinations.
9. The through movement prohibitions on Redondo Avenue at Marine Avenue are routinely violated by residents going to the Marine Sports Complex and Adventureplex as well as employees of nearby aerospace companies. Existing signs and markings may not be clear or obvious to motorists.
10. Heavy congestion on Sepulveda Boulevard and Aviation Boulevard is believed to be the primary cause of increased cut-through traffic on the north-south major local streets in the neighborhood, namely Meadows Avenue and Redondo Avenue.
11. The narrower street width on 18th, 19th, 21st and 23rd Streets between Meadows Avenue and Peck Avenue help discourage cut-through traffic, with the exception of 19th Street.
12. Weekend traffic count patterns are similar to the weekday counts throughout the neighborhood but were generally lower in volume.
13. Consistent speeding is not evident in the targeted areas, with the exception of westbound 19th Street between Peck Avenue and Herrin Avenue. However, occasional speeding vehicles were found on all residential streets within the neighborhood.
14. Traffic volumes on Redondo Avenue are approximately double during the school year due to high school student and staff traffic.
15. Four-way stop signs are justified at the intersections of 18th Street/Cedar Avenue, 19th Street/Peck Avenue and 19th Street/Herrin Street. These locations would benefit from additional traffic controls due to limited sight distance and long distances between traffic controls. The stop signs would have a traffic calming effect by interrupting a convenient cut-through path.
16. Very large left turn volumes out of the Manhattan Village Shopping Center causes excessive delay at Marine Avenue and Cedar Avenue. This condition tends to encourage drivers to find alternate routes around this area, often on Cedar Avenue or Meadows Avenue.

NEIGHBORHOOD SURVEY

A survey was sent to all residents in the Northeast Area and Manhattan Village to ascertain whether or not the residents support some of the possible traffic calming measures as developed from the NTMP toolbox. The purpose of the survey is to establish the level of support among affected persons before proceeding with implementation. 437 surveys were returned, including 286 from the Northeast Area residents, 103 from Manhattan Village residents and 48 from other areas or not identified. The results of the survey are summarized in the attached table. Almost

all of the possible measures received good support except #15 (Narrow south side of 19th Street-22% in favor). Manhattan Village residents were opposed to #4 (Maintaining the "NO THRU TRAFFIC" restriction).

NTMP TOOLBOX

Each of the NTMP toolbox measures was evaluated for appropriateness and its ability to address the identified concerns and findings. Those possible measures and an evaluation of their appropriateness are listed below:

Level One Tools

- A. Enhanced Police Enforcement – This measure would be effective in addressing speeding during selected times throughout the neighborhood, especially at school dismissal.
- B. Speed Monitoring Trailer – This measure would be useful on higher volume streets such as Meadows Avenue, Peck Avenue, Redondo Avenue 18th Street and 19th Street.
- C. Neighborhood Watch Program – This measure is already implemented in portions of the neighborhood, however, the program is better for enforcing other types of neighborhood violations.
- D. Higher Visibility Crosswalks – Existing school crosswalks at Redondo Avenue and Meadows Avenue are good candidates for this measure, however, an upcoming evaluation of school area pedestrian safety will be conducted to address school related concerns at Meadows Elementary School and Manhattan Beach Middle School.
- E. Pedestrian Crossing Sign – See Tool D.
- F. Electronic or Larger Speed Limit Signs - All local streets within this neighborhood are clearly residential in nature and are, therefore, prima facie 25 mph. However, the 25 mph speed limit on 18th Street near Cedar Avenue may not be apparent to drivers. All of the major local streets are clearly marked with speed limit signs and/or pavement markings. The future installation of one or more electronic speed awareness signs on street segments near schools might help raise overall safety awareness.

Level Two Tools

- G. Traffic Signal Timing – Los Angeles County is undertaking a project to coordinate the traffic signals along Manhattan Beach Boulevard and Aviation Boulevard through the City and widen Aviation Boulevard north of Manhattan Beach Boulevard to minimize delay for commuters in the north-south directions. The South Bay Council of Governments is also pursuing traffic signal coordination on other major streets through the City. The City is working closely with the County to ensure that the improvements will improve traffic flow on arterial streets and not adversely impact the neighborhoods.

One method of discouraging cut-through traffic on Meadows Avenue would be to retime the traffic signals at Marine Avenue and Manhattan Beach Boulevard such that there is less green time given to Meadows Avenue. This would cause some minor impact to residents, but would still allow full turn movements at the intersection, unlike turn restrictions (See Tool H). This would also have a side benefit of increasing the green time on the major streets to encourage commuters to stay on the arterials.

- H. Turn Restrictions via Signage – This measure has been implemented on 18th Street at Sepulveda Boulevard to prohibit westbound right turns on a red light. Through movements are prohibited in the north and southbound directions at Meadows, Peck and Redondo Avenues at Marine Avenue. This has proven effective in reducing cut-through traffic on these north-south streets. Manhattan Village residents have adapted to these restrictions since the beginning by turning left or right at two adjacent traffic signals on Marine Avenue to access the NE area neighborhood. If the through restrictions were removed, the expected increase in volume would be a small percentage of overall traffic. Nevertheless, the use of the nearest arterial street, Marine Avenue, would not be encouraged and all three major local streets already carry volumes well in excess of reasonable thresholds for residential streets.

Northbound and southbound through traffic could be prohibited during peak times (7-9am, 4-6pm M-F) on Meadows Avenue at Manhattan Beach Boulevard to discourage commuter traffic. The expected reduction would be approximately 25% during these hours, with an overall daily reduction of 10%.

Left turns could be prohibited out of the Manhattan Beach Middle School driveway during school drop-off and pick-up times to reduce school related traffic volume on Redondo Avenue north of the school. This would require parents driving on campus to exit the neighborhood via the traffic signal at Manhattan Beach Boulevard. However, this may cause some parents to use the east side of Redondo Avenue for a loading zone, before continuing northbound through the neighborhood. The restriction would help improve traffic safety and circulation in front of the school because it would reduce the number of vehicle conflicts and parents would not have to wait for left turns out of the driveway.

- I. Rumble Strips / Dots – These measures are not recommended due to an increase in road noise when vehicles travel over such devices within close proximity to homes at any possible location.
- J. Crosswalk Warning System – See Tool D.
- K. Raised Median Island – There are no locations identified within the neighborhood that would be a candidate for this measure due to the relative narrowness of most streets. A small median island could be considered on Redondo Avenue near 15th Street to assist students crossing at the stop sign and to discourage speeding on this segment.
- L. Neighborhood Entry Island – Due to the narrow rights-of-way at the major entry points to the neighborhood, no locations would be appropriate for this measure.
- M. Mid-block Narrowing – This measure could be implemented on wider streets, however, curb parking must be removed at the narrowed section of street. 19th Street adjacent to the water reservoir east of Peck Avenue might be a candidate for such a measure. A wider parkway on the south side would create a large landscaping area to screen the water tank from residents' view and reduce the apparent width of the street to discourage speeding.
- N. Chokers at Intersections – No specific neighborhood locations were identified with a collision history or resident concern for implementation of this measure. Existing stop signs are installed on all internal neighborhood intersections.

- O. Lane Reduction/Narrowing/Restriping - This measure often reduces speeding and discourages some cut-through traffic by limiting the amount of street available for drivers. Due to the narrow rights-of-way on most streets within the neighborhood, few locations would be appropriate for this measure with the exception of 17th Street between Magnolia Avenue and Meadows Avenue.

A yellow centerline could be painted to help guide drivers around a reverse curve and through an angled intersection at Chestnut Avenue. While this measure may not significantly decrease possible cut-through traffic, it would be expected to decrease prevailing speeds as well as make it safer for residents to exit their driveways and park along the curb. Also, annual repainting of striping and markings will improve compliance of the rules-of-the-road and existing traffic controls.

A white edgeline stripe could be painted on the south side of Marine Avenue between Redondo Avenue and Aviation Boulevard to help separate eastbound traffic from parked vehicles and backing maneuvers along the residential frontage. This measure would have the effect of slowing vehicles by reducing the apparent width of the eastbound lanes.

- P. Stop Sign as Neighborhood Traffic Control Measure – While stop signs should be installed in accordance with established guidelines, special conditions in a neighborhood may justify stop signs in certain directions to discourage non-resident traffic and speeding by virtue of its location. Three intersections are candidates for multi-way stop signs due to limited sight distance: Cedar Avenue at 18th Street, Peck Avenue at 19th Street, and Herrin Avenue/19th Street. These intersections meet the guidelines for stop signs in all directions due to physical obstructions and vertical curves that reduce sight distance. The minor streets have existing stops at these intersections. Stop signs on the major street would also complement the existing traffic controls in the respective areas. For example, there are no stop controls on Herrin Avenue between Marine Avenue and 18th Street, or on 18th Street between Sepulveda Boulevard and Magnolia Avenue. Further, pedestrian safety would be improved on streets north of Polliwog Park.

- Q. Parking Restrictions – A small amount of park/school related parking was identified on the residential streets on and near Herrin Avenue north of Polliwog Park. Limited time parking restrictions during school hours can be helpful in reducing school related traffic and parking on residential streets, however, significant support for such restrictions was not evident through the NTMP process. Non-resident parking was also identified on 18th Street near Cedar Avenue due to employees and customers of nearby commercial businesses. If desired, the residents may request parking restrictions during certain hours that would discourage such parking while minimizing impacts to adjacent residents.

Parking is currently allowed on the west side of Meadows Avenue across from Meadows Elementary School, but is restricted during the school day. Parking is prohibited at all times on the school side. The street is wide enough for parking on one side only. By switching the parking restrictions from the east side to the west side, students could be dropped-off/picked up on the school side and not have to cross the street. At all other times, parking would be available for residents, visitors to the school, etc. This issue has

not yet been discussed with school representatives. It could also be referred to the next NTMP study, which will focus on areas surrounding schools.

Level Three Tools such as raised crosswalks, raised intersections, traffic circles and restricted movement barriers, half street closures and diagonal diverters were not considered at this time, due to high potential for traffic diversion to other residential streets, and higher implementation costs. In fact, the NTMP procedures recommend the implementation and evaluation of less severe measures before advancing to Level Three Tools.

OTHER POSSIBLE MEASURES

Crosswalk Turn Restrictions - Some concern has been raised about the exposure of students at the intersection of Manhattan Beach Boulevard and Redondo Avenue. A high volume of students cross during peak school times. Pedestrian safety can be enhanced by posting a ‘NO RIGHT TURN ON RED WHEN PEDESTRIANS IN CROSSWALK’ for the southbound and northbound approaches. This restriction especially helps the ability for the crossing guard and law enforcement to work together in crossing students all the way across the street without conflicting vehicle movements.

Trader Joe’s Parking Lot Access – The driveway to Trader Joe’s Market on Manhattan Beach Boulevard just west of Aviation Boulevard often becomes congested due to heavy use and limited access to the parking lot. Eastbound drivers often block both eastbound and westbound traffic when waiting to enter the parking lot. In addition, drivers making a left turn out of the easterly driveway also increase congestion near the intersection of Manhattan Beach Boulevard and Aviation Boulevard. Left turn prohibitions for these two movements will reduce the potential for traffic collisions and make both the parking lot and street operate smoother. This could be accomplished by extending the existing center median with a curb or delineators.

New Parking Lot at Begg Field – Concern has been raised about parking related to Begg Field spilling onto residential streets. An unused vacant area is located just east of Peck Avenue and south of the reservoir that could be paved as a parking lot for park and sports field users. This parking lot would provide substantially more parking for the park and relieve parking demand on the residential streets without removing any existing park use. Access would be via Peck Avenue. The survey results showed general support for this measure, and its feasibility should be pursued. The decision to build the parking lot would be deferred to future discussions with Parks and Recreation and the City Council.

Dual Left Turn Lanes out of MV Shopping Center – Due to the very high volume of left turns out of the Manhattan Village Shopping Center at the traffic signal at Marine Avenue and Cedar Avenue, left turn traffic backs up other traffic in the driveway which overflows onto Marine Avenue. The driveway could be restriped with two left turn lanes and the traffic signal and coordination can be retimed to improve circulation on Marine Avenue. Implementation would require the cooperation of the shopping center.

Both the Fire and Police Departments have been involved in the preparation of the Northeast Area NTMP and have no preliminary objections to the recommended actions. By way of mailed

notices, all residents and affected parties in the Northeast Area Neighborhood have been invited to the PPIC meeting today. Upon the PPIC's recommendation of potential toolbox measures, staff will forward the recommended measures to the City Council for approval on a trial basis. Upon implementation, the NTMP will then follow the remaining steps as identified in the city-wide NTMP procedures.

RECOMMENDATION:

Based on the above findings, it is recommended that the following comprehensive plan be submitted to the City Council with the survey results for their approval and implementation:

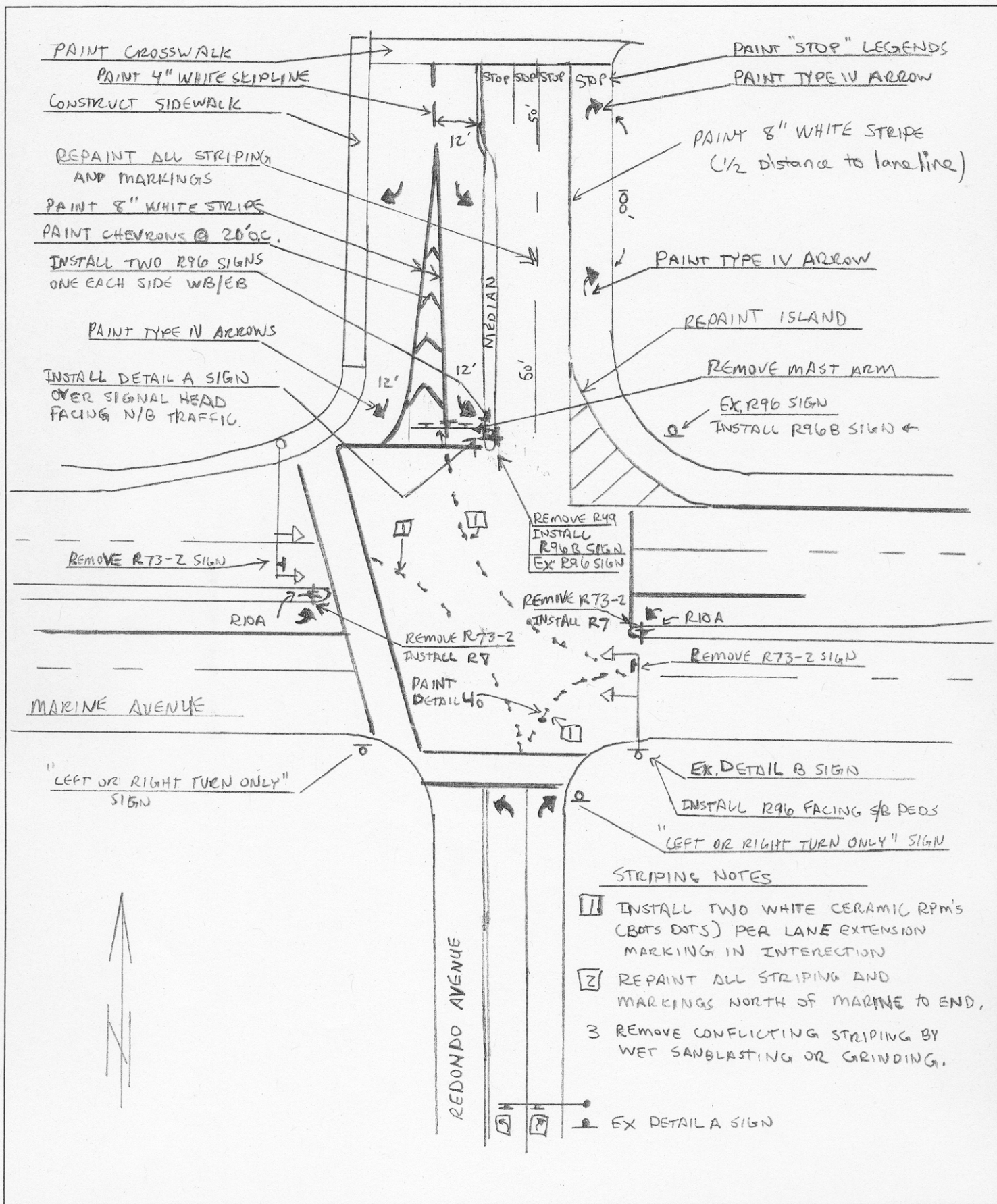
1. Regular deployment of the speed display trailer and speeding enforcement inside the neighborhood at peak commute and school times.
2. Paint all traffic striping and markings annually to improve driver awareness of traffic controls and improve compliance.
3. Install dual left turn lanes out of Manhattan Village Shopping Center at Marine Avenue to improve circulation and discourage use of residential streets as alternate routes.
4. Maintain "NO THRU TRAFFIC" restrictions on Meadows Avenue and Peck Avenue at Marine Avenue.
5. Install three-way stop signs at 18th Street and Cedar Avenue.
6. Install four-way stop signs at Peck Avenue and 19th Street.
7. Install four-way stop signs at Herrin Avenue and 19th Street.
8. Prohibit left turns out of Manhattan Middle School during arrival/dismissal times.
9. Study the feasibility of a new parking lot on a vacant lot in Pollywog Park near Begg Field and Peck Avenue to reduce parking impact on residential streets.
10. Discuss with Meadows School representatives the possibility of switching curb parking from the west side to the east side on Meadows Ave. between 12th and 17th Streets and posting a student loading zone on the east side to reduce school impacts. Alternately the concept could be referred to the upcoming School Areas NTMP.
11. Restrict access to/from Trader Joe's on Manhattan Beach Blvd. to right-turn-in/right-turn-out.
12. Paint yellow centerline on 17th Street between Magnolia Ave. and Meadows Ave. to slow and separate opposing traffic through curve.
13. Paint white edgeline on south side of Marine Avenue between Redondo Avenue and Aviation Boulevard to discourage speeding / protect parked cars.
14. Post "NO RIGHT TURN ON RED WHEN PEDESTRIANS IN CROSSWALK" at Manhattan Beach Blvd. and Redondo Avenue in the northbound and southbound directions.
15. Implement citywide traffic signal coordination on Manhattan Beach Boulevard, Marine Avenue and Aviation Boulevard as part of the LA County and South Bay Transportation Programs.

It should be noted that the residents have not been surveyed for their opinion on traffic signal timing changes on Meadows Avenue. The Commission may want to recommend that the public notice for the City Council meeting include an opportunity to solicit feedback on this measure before the City Council meeting.

Alternately, the PPIC may determine after discussion that other measures may be appropriate and should modify the recommendations as appropriate.

ATTACHMENTS:

- Neighborhood Vicinity Map
- Neighborhood Survey Results
- Traffic Volumes-April/May 2005
- Turning Movement Counts-April 2005
- License Plate Survey Results-June 2005
- City-Wide NTMP Flowchart
- NTMP Toolbox (Nov. 19, 2002)
- Workshop and Meeting Notices
- Related Correspondence



City of Manhattan Beach
 Department of Community Development

**MARINE AVENUE AT REDONDO AVENUE
 SIGNING AND STRIPING**

- STRIPING NOTES**
- 1] INSTALL TWO WHITE CERAMIC RPM'S (BOB'S DOTS) PER LANE EXTENSION MARKING IN INTERSECTION
 - 2] REPAINT ALL STRIPING AND MARKINGS NORTH OF MARINE TO END.
 - 3] REMOVE CONFLICTING STRIPING BY WET SANBLASTING OR GRINDING.

EX DETAIL A SIGN