



# 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

**DATE:** August 16, 2005

**SUBJECT:** Uphold the Parking and Public Improvements Commission Recommendation to Approve a Request for Installation of a Stop Sign on Northbound Ingleside Drive at 2<sup>nd</sup> Street

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**RECOMMENDATION:**

It is recommended that the Council pass a motion to approve the Parking and Public Improvements Commission recommendation to install a stop sign on northbound Ingleside Drive at 2<sup>nd</sup> Street and adopt Resolution #5993.

**FISCAL IMPLICATION:**

Installation of the requested stop sign could be accomplished through existing Public Works budgets.

**BACKGROUND:**

The City recently received a petition requesting installation of a stop sign on northbound Ingleside Drive at 2<sup>nd</sup> Street. The petitioners expressed concern for safety because of limited visibility at the intersection. The request was reviewed by the Parking and Public Improvements Commission at a public meeting on July 28, 2005.

**DISCUSSION:**

As described in the attached staff report, the Traffic Engineer supports the request for a stop sign. Because the intersection is slightly angled visibility of northbound traffic on Ingleside Drive is limited. The Traffic Engineer does not believe visibility can be restored through prohibiting parking near the intersection. He recommended installation of a stop sign to make the intersection an all-way stop.

At the Commission meeting public testimony was provided by three residents, all of whom supported the requested stop sign. The Commission agreed with the Traffic Engineer's findings and voted unanimously to recommend that a stop sign be approved. The Commission also

suggested that vegetation on the southwest corner of the intersection be trimmed back to improve visibility. Should the Council approve the requested stop sign, adoption of the attached Resolution No. 5993 would amend the City's Traffic Resolution to include this intersection.

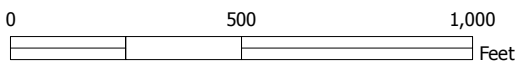
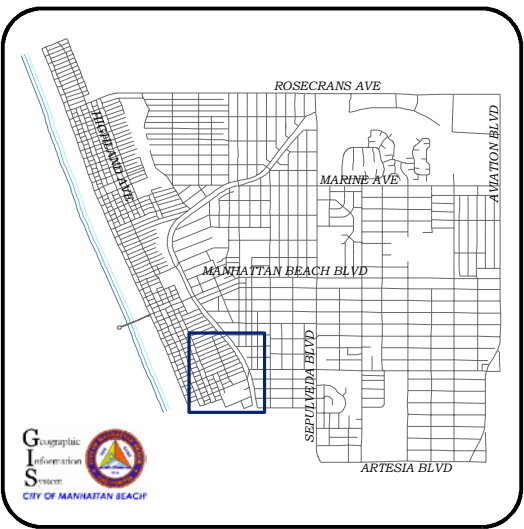
Meeting notices were sent to all properties within 300 feet of the subject intersection and to the 400 and 500 blocks of 3<sup>rd</sup> Street.

**ALTERNATIVES:**

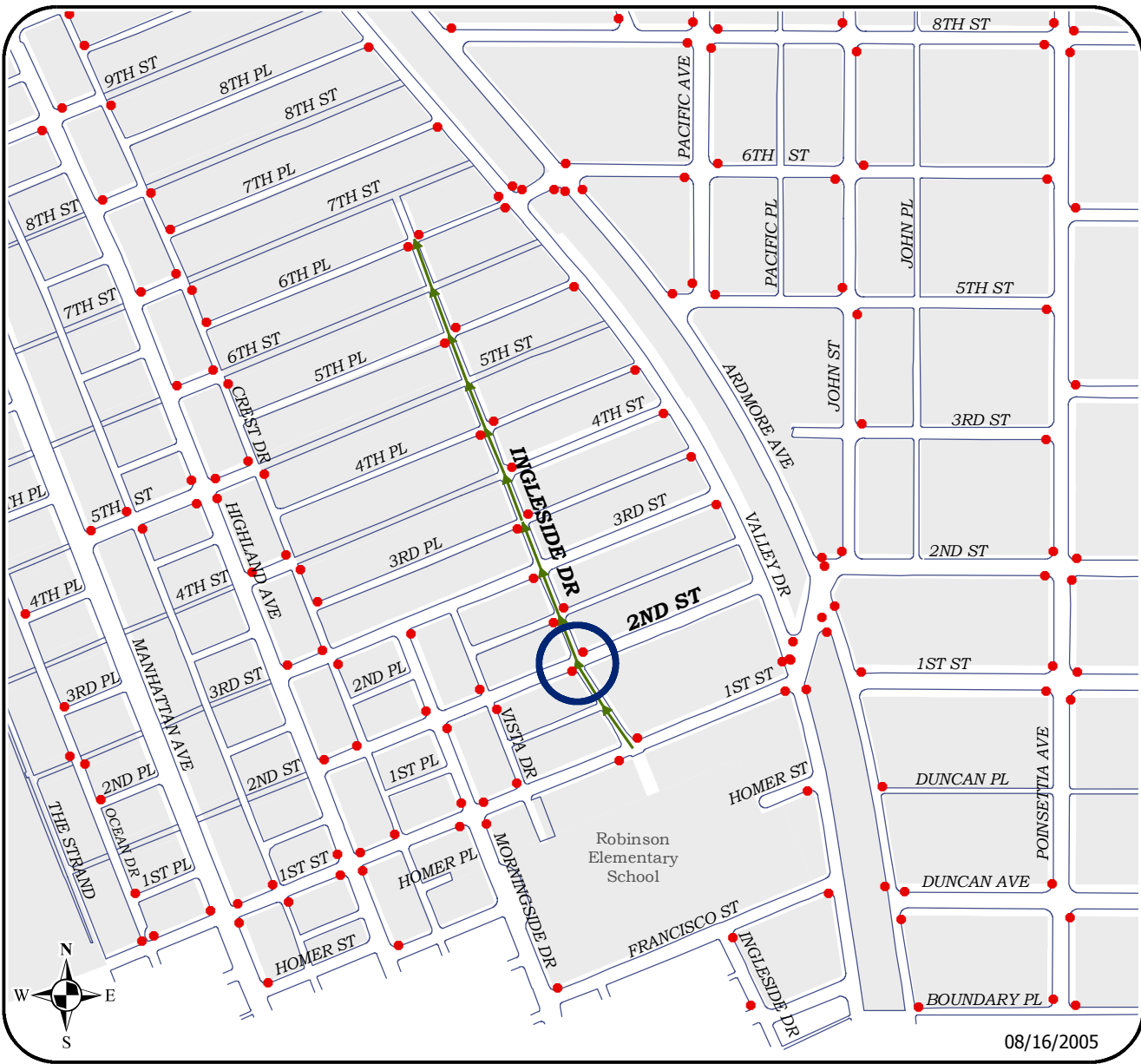
1. **APPROVE** the recommendation of the Parking and Public Improvements Commission.
2. **REMOVE** this item from the Consent Calendar and provide staff with direction.

- Attachments:
- A. Area map
  - B. Resolution 5993
  - C. Excerpt from PPIC minutes of 7/28/05
  - D. PPIC report dated 7/28/05, with attachments
  - E. Additional letters from residents (not available electronically)
  - F. Meeting notice, 8/2/05

# Request for Stop Sign: Northbound Ingleside Dr @ 2nd Street



• Existing Stop Signs



RESOLUTION NO. 5993

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MANHATTAN BEACH, CALIFORNIA, AMENDING SECTION 21 (THROUGH STREETS AND STOP INTERSECTIONS) OF RESOLUTION NO. 2715 (THE TRAFFIC RESOLUTION)

THE CITY COUNCIL OF THE CITY OF MANHATTAN BEACH, CALIFORNIA, DOES HEREBY RESOLVE, DECLARE, DETERMINE AND ORDER AS FOLLOWS:

SECTION 1. That Section 21 (Through Streets and Stop Intersections) of Resolution No. 2715 of the City of Manhattan Beach, California, entitled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MANHATTAN BEACH, CALIFORNIA, DEFINING AND ESTABLISHING CERTAIN STREETS AND PARTS OF STREETS IN THE CITY OF MANHATTAN BEACH AS ONE-WAY STREETS, THROUGH STREETS AND STOP INTERSECTIONS. RAILROAD GRADE CROSSINGS, NO PARKING AREAS, DIAGONAL PARKING ZONES, NO STOPPING ZONES, TRUCK ROUTES, COMMERCIAL VEHICLE PROHIBITED STREETS AND WALK STREETS

passed and adopted on the 19th day of November, 1968, shall be amended by adding the following:

Boulevard Stops:

Add:

	<u>Intersection</u>	<u>Entrance</u>
21i-1,	Ingleside Drive at 2nd Street	Southerly

SECTION 2. This resolution shall take effect immediately.

SECTION 3. The City Clerk shall make this Resolution reasonably available for public inspection within thirty (30) days of the date this Resolution is adopted.

SECTION 4. The City Clerk shall certify to the adoption of this Resolution and thenceforth and thereafter the same shall be in full force and effect.

PASSED, APPROVED and ADOPTED this 16th day of August, 2005.

- Ayes:
- Noes:
- Absent:
- Abstain:

\_\_\_\_\_  
Mayor, City of Manhattan Beach, California

ATTEST:

\_\_\_\_\_  
City Clerk

**CITY OF MANHATTAN BEACH  
PARKING AND PUBLIC IMPROVEMENTS COMMISSION  
MINUTES OF REGULAR MEETING  
JULY 28, 2005**

**2. Request for Stop Sign - Ingleside Drive at 2<sup>nd</sup> Street**

Traffic Engineer Zandvliet presented the staff report, explaining that the City received a petition signed by 25 residents from 15 homes on 2<sup>nd</sup> and 1<sup>st</sup> Streets requesting this stop sign.

The petition states that it is difficult to see northbound cars when stopped on 2<sup>nd</sup> Street and that many drivers proceed immediately after stopping because they assume that vehicles have to stop on Ingleside Drive. He reviewed staff's analysis of the request, stating that based on restricted sight distance for motorists waiting on 2<sup>nd</sup> Street, staff is recommending the installation of a stop sign on Ingleside Drive in the northbound direction due to the angled street approach and existing physical visibility obstructions.

The Commission held discussion with Traffic Engineer Zandvliet clarifying that removal of the vines on the 2<sup>nd</sup> Street/Ingleside Drive utility pole would improve visibility; that placing the stop sign on Ingleside Drive instead of 2<sup>nd</sup> Street would require parking restrictions/red curbing and the availability of parking is limited in this area; that meeting notices were sent to all properties within 300 feet of the subject location which is the City standard; and that this area is not in the coastal zone or subject to an Area Traffic Study in the near future. Traffic Engineer Zandvliet also expounded on the City's policy of analyzing traffic volume data.

**Audience Participation**

**Mary Athans-Bartlett, 2<sup>nd</sup> Street**, shared that she submitted this petition on behalf of the residents and asked that the Commission act on this request before a serious accident occurs.

She talked of having to inch out pretty far into the intersection to determine if any cars are coming north on Ingleside and the dangerous situation this poses.

**Tim Garret, 2<sup>nd</sup> Street**, said he is happy to hear staff's recommendation for a stop sign, stating that there are many children in the area and motorists travel very fast down 2<sup>nd</sup> Street.

He has witnessed many close calls and accidents in this area and the stop sign is a necessity.

Talking of the many children in the area and the high speeds of motorists, **Rosalie Russ, 2<sup>nd</sup> Street**, voiced her support of the stop sign to improve this dangerous area.

**Discussion**

Commissioner Powell thanked staff for their thorough analysis of this request. He indicated he will support staff's recommendations as he agrees that red curbing would impact prime parking and prove ineffective and a stop sign is needed.

Commissioner Saunders stated his support of staff's recommendations, with the addition of removing the vines on the utility pole to improve visibility. Due to parking limitations in the area, he agrees that red curbing is not needed.

Commission Seville-Jones also voiced her support of staff's recommendations and the removal of the vine. She voiced some concern, however, relative to the noticing requirements as many residents outside of the 300-foot notice will be impacted by this stop sign. She also talked of a possible precedent this approval may set relative to intersections being completely clear. There are many areas where a driver must inch out to see oncoming traffic.

Chairperson Osterhout indicated his support of staff's recommendation, pointing out that it has support of the residents who will be directly impacted by the location of the stop sign.

### **Action**

A motion was MADE and SECONDED (Saunders/Seville-Jones) to approve staff's recommendations to install a stop sign in the northbound direction of Ingleside Drive at 2<sup>nd</sup> Street and direct the trimming of the growing vines on the utility pole.

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

Commissioner Seville-Jones requested that meeting notices for the City Council Meeting also be mailed to residents on the 400 and 500 blocks of 3<sup>rd</sup> Street.

**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:** July 28, 2005

**SUBJECT:** Request for Stop Signs  
**Ingleside Drive at 2<sup>nd</sup> Street**

**RECOMMENDATION:**

That the Commission recommend a stop sign in the northbound direction of Ingleside Drive at 2<sup>nd</sup> Street.

**BACKGROUND:**

In June 2005, Ms. Mary Athans-Bartlett, at 540 2<sup>nd</sup> Street, submitted a petition requesting a multi-way stop sign in the northbound direction of Ingleside Drive at 2<sup>nd</sup> Street. The petition is signed by 25 residents from 15 homes on 2<sup>nd</sup> and 1<sup>st</sup> Streets. The petition states that it is difficult to see northbound cars when stopped on 2<sup>nd</sup> Street and that many drivers proceed immediately after stopping because they assume that vehicles have to stop on Ingleside Drive.

**DISCUSSION:**

2<sup>nd</sup> Street is a 30-foot wide, two-lane local street that provides east-west traffic circulation through a dense residential area between Valley Drive and Highland Avenue. The speed limit on 2nd Street is 25 mph. 2nd Street between Valley Drive and Vista Drive (400-500 blocks) is improved with curbs, gutters and sidewalks on the both sides. Curb parking is allowed on both sides of 2<sup>nd</sup> Street and is in heavy demand. Ingleside Dr. is an 18' wide one-way street between 1<sup>st</sup> Street and 7<sup>th</sup> Street. The speed limit on Ingleside Drive is 15 mph. Curb parking is allowed on the east side only. There are some substandard sidewalks on the west side. The streets have concrete pavement. Robinson Elementary School is two blocks to the south with a school crosswalk across 1<sup>st</sup> Street at Ingleside Drive.

The intersection of 2<sup>nd</sup> Street and Ingleside Drive is stopped on the eastbound and westbound approaches of 2<sup>nd</sup> Street. The northbound approach is angled slightly which reduces the visibility of vehicles approaching from this direction. Also, existing homes and property fences are very close to the roadway on all corners.

The traffic collision history between January 1, 2001 and September 31, 2004 was analyzed for the intersection. According to City records, there have been no traffic collisions reported near 2<sup>nd</sup> Street and Ingleside Drive during this three and three-quarter-year period.

Traffic volumes on both streets are very low, with approximately 500 vehicles per day on 2<sup>nd</sup> Street and 300 vehicles per day on Ingleside Drive.



Northbound Ingleside Drive at 2<sup>nd</sup> Street Looking South

Field observations were made during peak travel periods. Staff confirmed the traffic count data and school activity. 2<sup>nd</sup> Street has a higher traffic volume than Ingleside Drive and both streets experience a small amount of cut-through traffic. No significant delays were observed at any time. Curb parking is heavy on both streets especially in the evening. Sight distance for drivers stopped at 2<sup>nd</sup> Street is constrained due to the angle of Ingleside Drive and existing obstructions on private property. Some drivers were seen failing to stop at the intersection. This could be due to their knowledge of the low cross street volume or that drivers may not notice the small one-way street and related “STOP” markings.

**Multi-way Stop Signs:** The State of California has established guidelines for the installation of stop signs. These criteria have been widely accepted and are used by the City of Manhattan Beach. Multi-way or all-way stop controls are generally recommended when one or more of the criteria are satisfied.





Eastbound 2<sup>nd</sup> Street at Ingleside Drive Looking South

A stop sign warrant checklist is attached to this report that indicates that multi-way stop signs are warranted at this mid-block location based on the special condition of reduced visibility caused by the angle of the street approaches and dense residential land use. This condition can not be remedied by other less intrusive means, such as red curb or switching stop directions.

**CONCLUSION:**

Based on restricted sight distance for motorists waiting on 2<sup>nd</sup> Street, the installation of stop signs on Ingleside Drive in the northbound direction is recommended due to the angled street approach and existing physical visibility obstructions. Meeting notices were sent to all properties within 300 feet of the subject location.

EHZ:  
ATTACHMENTS  
G:\Traffic Engineering\PPIC\PPIC-ingleside at 2nd stop.doc



2<sup>nd</sup> Street at Ingleside Drive Looking Southeast



## STOP SIGN WARRANT CHECKLIST

MAJOR STREET:	2nd Street	MINOR STREET:	Ingleside Drive
REQUESTED BY:	Citizen Petition	DATE:	7/18/05
REVIEWED BY:	EHZ		

### **Warranted?**

#### **SINGLE STREET STOP SIGN WARRANTS - None**

- On a less important road where the normal right-of-way rules would not be expected to provide reasonable compliance with the law.
- On a street entering a legally established through highway or street.
- At an unsignalized intersection in a signalized area.
- At other intersections where high speeds, restricted view, or crash record indicates a need for control by a stop sign.

#### **MULTI-WAY STOP SIGN WARRANTS – Not Applicable**

- Where traffic signals are warranted, and stop signs are used as an interim measure to control traffic while the signal is installed.
- Where a crash problem exists, as indicated by five or more reported accidents within a 12 month period of a type correctable by a multi-way stop sign.
- Where the total vehicular volume entering from the major street approaches average at least 300 vehicles per hour for any 8 hours, and  
the combined vehicular, bicycle and pedestrian volume from the minor street approaches average at least 200 units per hour for the same 8 hours, with an average delay to the minor street traffic is at least 30 seconds per vehicle during the highest hour, and  
if the 85<sup>th</sup> percentile approach speed of the major street traffic exceeds 40 MPH, the minimum vehicular volume warrant is 70 percent of the above requirements.
- Where there four or more reported accidents within a 12 month period of a type correctable by a multi-way stop sign, and  
the average major and minor street volumes are at least 80% of the minimum values.
- Other locations where multi-way stop signs are justified based on an engineering study.

## MULTI-WAY STOP SIGN WORKSHEET

MAJOR STREET: 2nd Street 85<sup>TH</sup> SPEED - < 40mph

MINOR STREET: Ingleside Drive DATE: 7/18/05

**TRAFFIC VOLUMES** **WARRANTED**  **YES**  **NO**

If the 85<sup>th</sup> percentile speed of the major street exceeds 40 MPH, use 70% volume.

Street	Min Volume	70%	80%	Ave.	Hour / Volume
Major	300	210	240	<50	< 50
Minor	200	140	160	<40	< 40

And, does the minor street have an average delay of at least 30 seconds in the peak hour?

Peak Average Delay	<30 sec
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**COLLISION RECORD** **WARRANTED**  **YES**  **NO**

Are there five or more reported collisions within a 12 month period of a type correctable by a multi-way stop sign?

DATE	TIME	DIRECTION	TYPE	CAUSE
2004		NONE		
2003		NONE		
2002		NONE		
2001		NONE		

**80% COMBINATION** **WARRANTED**  **YES**  **NO**

Are there four or more reported accidents within a 12 month period of a type correctable by a multi-way stop sign, and

Average major and minor street volumes are at least 80% of the minimum values?

**OTHER MULTI-WAY STOP CONDITIONS** **WARRANTED**  **YES**  **NO**

- |  |   |  |
|--|---|--|
| A. Need to control left turn conflicts                                     | YES                                     | <input checked="" type="checkbox"/> NO |
| B. Need to control vehicle/pedestrian conflicts at high ped locations      | YES                                     | <input checked="" type="checkbox"/> NO |
| C. Visibility obstruction after stopping on minor street approach          | <input checked="" type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| D. Two similar neighborhood collector streets that would improve operation | YES                                     | <input checked="" type="checkbox"/> NO |

*Note: Item C can not be alleviated by removing parking or permanent improvements near intersection.*



City Hall 1400 Highland Avenue Manhattan Beach, CA 90266-4795  
Telephone (310) 802-5000 FAX (310) 802-5001

August 2, 2005

\*\*\*\*\* PUBLIC MEETING NOTICE \*\*\*\*\*

Re: Request for Stop Sign – Ingleside Drive at 2<sup>nd</sup> Street

Dear Resident/Property Owner:

On July 28, 2005, the Parking and Public Improvements Commission reviewed a petition requesting installation of a stop sign on northbound Ingleside Drive at 2<sup>nd</sup> Street. The Commission voted to recommend that the request be approved.

The City Council will review this recommendation at a public meeting on Tuesday, August 16, 2005. The meeting will be held in the City Council Chamber, 1400 Highland Avenue, and will begin at 6:30 p.m. Any comments you might like to make at the meeting would be welcomed.

The issue will be on the portion of the agenda known as the “Consent Calendar”, meaning that it will not automatically be discussed. If it is not requested to be discussed by either a member of the audience, a City staff person or a Councilmember, the recommended action will be approved without discussion. At a point at the beginning of the meeting the Mayor will ask the audience if they would like any items to be removed from the Consent Calendar. If you do not agree with the recommended action for this item, be sure to request that it be removed at that time. It will then be discussed during the portion of the agenda entitled “Items Removed from the Consent Calendar”, toward the end of the meeting.

If you have any questions or would like any additional information, please call me at 802-5540.

Sincerely,

Rob Osborne  
Management Analyst  
Community Development Department