

**CITY OF MANHATTAN BEACH  
DEPARTMENT OF COMMUNITY DEVELOPMENT**

**TO:** Parking and Public Improvements Commission

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

**DATE:** September 28, 2017

**SUBJECT: West Marine Avenue Neighborhood Traffic Management Study  
Initial Traffic Calming Recommendations**

**BACKGROUND:**

On November 19, 2002, the City Council approved the City-Wide Neighborhood Traffic Management Program (NTMP). 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. Since 2003, NTMP's have been completed in the northeast, southeast and El Porto sections of the City, as well as all school area neighborhoods. The NTMP Program has been followed in developing public outreach and addressing traffic concerns in the neighborhood in the vicinity of Marine Avenue between Grandview Avenue and Valley Drive.

In June 2016, the City received a petition from residents along the 500 block of Marine Avenue asking to address speeding and safety issues on their street segment. (Exhibit 1) The petition is signed by 30 residents in the vicinity of Marine Avenue. Of those signatures, 14 represent residents of Marine Avenue between Grandview Avenue and Blanche Road. Nine of the signatures represent residents of 21<sup>st</sup> Street west of Blanche Road. The residents are concerned about excessive speeding along Marine Avenue and 21<sup>st</sup> Place. The petition also notes several blind spots in the area, especially at a short alley between 542 and 544 Marine Avenue that connects 21<sup>st</sup> Place and Marine Avenue.

In September 2016, the City received a petition from residents along 600 block of Marine Avenue between Blanche Road and Flournoy Road (Exhibit 2). The residents are concerned about speeding on Marine Avenue and unsafe turns at 25<sup>th</sup> Street.

On June 22, 2017, the Parking and Public Improvements Commission (PPIC) discussed the initial findings made by the City Traffic Engineer and heard public testimony from eight residents in the neighborhood who identified concerns and observations about traffic and speeding within the study area. A summary is provided in the draft minutes attached to the meeting agenda.

This staff report analyzes the traffic data, considers resident feedback and evaluates various traffic calming measures that could be implemented to address the comments and concerns. The meeting is intended to be a public forum to discuss and recommend a list of traffic measures to

be forwarded to the City Council for approval. The approved measures would then be implemented on a trial basis to determine their effectiveness and potential impacts.

## **DISCUSSION:**

The West Marine Avenue NTMP area is located in the northwest quadrant of the city, just north of Live Oak Park (Exhibit 3). The boundaries for this study are 20<sup>th</sup> Place, Highland Avenue, 23<sup>rd</sup> / 25<sup>th</sup> Streets and Valley Drive. This study area encompasses at least one parallel street to the north and south of Marine Avenue and includes most streets that could experience traffic diversion if major traffic calming measures were to be implemented on Marine Avenue. Primary access for the neighborhood is via Valley Drive to the east and south, Blanche Road to the north, and Highland Avenue to the west. Live Oak Park and Joselyn Center are located to the south, while Grandview Elementary School is located two full streets to the north. Location photos are attached in Exhibit 4.

Marine Avenue in the study area is classified as a major local street in a residential area with a speed limit of 25 mph. The street is 24-foot wide within a 50-foot wide right-of-way. The street is not improved with curbs, gutters or sidewalks. There are numerous parking pads and driveways along Marine Avenue. There is an uncontrolled marked crosswalk on Manor Drive crossing Marine Avenue. There are speed limit signs posted in both directions on two segments of Marine Avenue. An unnamed 15-foot wide alley is located three properties to the west of Blanche Road between 21<sup>st</sup> Place and Marine Avenue. A few residents have voiced their desire to prohibit vehicles on the alley and convert it to a pedestrian walk, pocket park, or vacate it. 21<sup>st</sup> Place between Manor Drive and Blanche Road is a 20-foot wide alley and provides access to rear facing garages. 21<sup>st</sup> Street between Manor Drive and Valley Drive is a 20-foot wide local street with a speed limit of 25 mph and parking on the south side only.

Pursuant to the City's General Plan Circulation Element, major local streets such as Marine Avenue are intended to "provide circulation within and between residential neighborhoods. They are to be designed to discourage longer distance through trips and higher speeds (posted speed limit of 25 mph or lower). Major local streets generally have a maximum of one lane in each direction, and curbside parking is generally allowed where the street width is sufficient to support both moving traffic and parking lanes."

A review of the collision history within the neighborhood was conducted for the period between January 1, 2008 and December 31, 2016. The review indicates there were no reported vehicle or pedestrian collisions on Marine Avenue or other streets within the study area during this time period.

Traffic volume and speed counts were conducted on Marine Avenue during May 2017. Traffic counts were taken on typical weekdays. A summary of the peak hour and daily traffic volumes is shown in Exhibit 5. It should be noted that the counts were taken when public schools were in session and before the summer season, which represents typical non-summer traffic volumes. Traffic volumes are typically somewhat higher in the summer due to beach traffic, but it is generally offset by the absence of school traffic.

A speed survey was conducted on Marine Avenue at the same time on three street segments between Grandview Avenue and Valley Drive. The volume and speed results are summarized in the table:

Segment	Average Daily Volume	Average Speed (mph)	85 <sup>th</sup> Percentile Speed (mph)	Percent over 30 mph
Grandview Ave. to Blanche Rd.	3,753	22	27	2.8%
Blanche Rd. to 25 <sup>th</sup> St.	1,146	21	26	2.9%
25 <sup>th</sup> Street to Valley Drive	2,044	19	22	<1%

The average overall speed is between 19 and 21 mph, and the prevailing speed (85<sup>th</sup> percentile) is between 26 and 27 mph. These are typical and expected speeds on a residential street. It was found that approximately three percent (3%) of traffic traveled in excess of 30 mph. This is a lower than expected percentage of violators.

It should be noted that the traffic volume on Marine Avenue is significantly lower on the segment between Blanche Road and 25<sup>th</sup> Street. This is because Blanche Road acts as a primary access through the neighborhood in the north and south directions. Also, about 44% of traffic on Marine Avenue west of Valley Drive continues straight on 25<sup>th</sup> Street instead of continuing on Marine Avenue to the west. The estimated daily volume on 21<sup>st</sup> Place is 400 vehicles per day, based on typical trip generation for the adjacent homes pursuant to the Trip Generation Manual, published by the Institute of Transportation Engineers.

**Neighborhood Feedback**

Subsequent to the June 22, 2017 meeting, the City received public comments from residents in the study area (Exhibit 6), which are summarized below:

- A. High volumes and speeding on Marine Avenue
- B. Failure to stop at the intersection of Marine Avenue and Blanche Road
- C. Failure to stop at the intersection of Marine Avenue and 25<sup>th</sup> Street
- D. Driving on the wrong side
- E. Limited driver awareness of the alley between Marine Avenue and 21<sup>st</sup> Place
- F. Absence of a pedestrian area on the street.
- G. Narrow width on 21<sup>st</sup> Street
- H. Unsafe turning movements at Marine Avenue and 25<sup>th</sup> Street

Many residents have offered suggestions, such as speed humps, flashing stop beacons, alley speed limit signs, 25 MPH pavement legends, unmanned police car parked on street, one-way eastbound street on 21<sup>st</sup> Street, closing 25<sup>th</sup> Street at Agnes Street, 4-way stop signs at Marine Avenue and Flournoy Road, closure of the alley between Marine Avenue and 21<sup>st</sup> Place, pedestrian striping, painted crosswalks, bike lanes and more enforcement.

**NTMP TOOLBOX**

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

## Level One Tools

- A. Enhanced Police Enforcement – This measure would be effective for localized speeding in the neighborhood as well as for stop sign violations.
- B. Speed Monitoring Trailer – This measure would be effective on Marine Avenue, however, the relative speeds on other narrow streets within the neighborhood are not excessive, and the narrowness would make it difficult to find a place to deploy it.
- C. Neighborhood Watch Program – This measure would not be very effective since the program is better for enforcing other types of neighborhood violations.
- D. High Visibility Crosswalk – This measure would be beneficial at the intersections of Marine Avenue and Blanche Road (south and west legs) and at Marine Avenue and Flournoy Road (south and west legs). Also, crosswalks can be painted on the north legs of 21<sup>st</sup> Street, Blanche Road, Flournoy Road and 25<sup>th</sup> Street at Valley Drive to connect the existing sidewalk along the north side of Valley Drive. The crosswalk markings would encourage good behavior by encouraging drivers to stop fully at the intersection and look for pedestrians.
- E. Pedestrian Crossing Sign – This measure would be beneficial at a recommended crosswalk on Marine Avenue at Flournoy Road.
- F. Electronic or Larger Speed Limit Signs – Speed limit signs and markings are already posted on Marine Avenue. 15 MPH speed limit signs would be beneficial on 21<sup>st</sup> Place to remind drivers to slow down. Other streets and alleys in the neighborhood are clearly residential in nature and have low volumes, therefore, drivers are generally aware of the prima facie 25 mph (streets) or 15 mph (alleys) speed limits.

## Level Two Tools

- G. Traffic Signal Timing – This measure does not apply in this neighborhood.
- H. Turn Restrictions via Signage – This measure could be implemented at 25<sup>th</sup> Street and Marine Avenue, however, the expected traffic diversion will cause substantial volume increases on other streets, including 24<sup>th</sup> Street adjacent to Grandview Elementary School. It would also limit the residents' ability to access their homes, resulting in higher overall trip lengths and greater vehicle mileage through the neighborhood.
- 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.
- J. Crosswalk Warning System – No uncontrolled intersections were identified with a combination of high pedestrian and vehicle volumes to justify crosswalk warning systems with the exception of Valley Drive and Flournoy Road, which is part of an upcoming pedestrian crossing study and report to City Council in October.
- 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.
- L. Neighborhood Entry Island – Due to the narrow rights-of-way on the major entry points to the neighborhood, no locations would be appropriate for this measure.
- M. Mid-block Narrowing – Due to the narrow rights-of-way and existing street widths in the neighborhood, no locations would be appropriate for this measure.

- N. Chokers at Intersections – A corner bulb-out could be beneficial at the intersection of Marine Avenue and 25<sup>th</sup> Street to realign the intersection in a more traditional right angle. This would require drivers to make the westbound left turn or eastbound right turn slower. It could be implemented on a trial basis with temporary curbing.
- O. Lane Reduction/Narrowing/Restriping - This measure can reduce speeding and discourages some cut-through traffic by limiting the lane width available for drivers. However, the streets within the neighborhood are already quite narrow and would not benefit from this measure.
- P. Stop Sign as Neighborhood Traffic Control Measure – Stop signs should be installed in accordance with established guidelines, or when special conditions exist at an intersection, such as a significant visibility issue. There are no uncontrolled intersections in the neighborhood that have unusual conditions or meet the established guidelines for stop signs. The addition of unwarranted stop signs generally encourages rolling stops and general disregard for all stop signs.
- Q. Parking Restrictions – Non-resident parking in the neighborhood does not appear to be prevalent in the neighborhood, although the amount of curb parking is limited and in high demand.

#### Level Three Tools

- R. Raised Crosswalk – Due to the absence of sidewalks and curbs on most streets, there are no locations within the neighborhood that would be a candidate for this measure.
- S. Raised Intersection – This tool is not being considered at this time since Level One and Two tools are currently being evaluated to address speeding concerns.
- T. Traffic Circle – There are no locations identified within the neighborhood that would be a candidate for this measure due to the narrowness of the streets, with the exception of Marine Avenue and 25<sup>th</sup> Street. This would require significant redesign and reduction of landscaping in the public parkways adjacent to the residences, so this measure is not being considered at this time.
- U. Restricted Movement Barrier-Half Closure – There are no locations identified within the neighborhood that would be a candidate for this measure due to the narrowness of the streets and potential adverse impact that would be caused by diverted traffic.
- V. Diagonal Diverter – There are no locations identified within the neighborhood that would be a candidate for this measure due to the narrowness of the streets and potential adverse impact that would be caused by diverted traffic.
- W. Speed Humps – Since there are no streets with prevailing speeds over 30 mph within the study area, this measure would not be effective or appropriate.

#### Other Possible Measures

- X. One-Way Street – Some residents on 21<sup>st</sup> Street have proposed a one-way eastbound street between Manor Drive and Valley Drive. The street is only 20 feet wide, which means it is too narrow for two-way traffic when cars are parked along the south side. Also, there are only four homes with driveways on the south side that enable drivers to pass each other in opposite directions in the driveway area when curb parking is full. A one-way street could be accomplished by posting “DO NOT ENTER” signs on 21<sup>st</sup>

Street at Valley Drive and one-way signs at Manor Avenue. A small increase in traffic volume may occur on Marine Avenue due to the resulting diverted westbound traffic, and should be studied before and after a trial period. Also, the majority of residents on 21<sup>st</sup> Street should indicate strong support prior to considering a one-way street.

- Y. Walkstreet – The alley west of Blanche Road between Marine Avenue and 21<sup>st</sup> Place is a potential candidate for a walkstreet. It has a very low volume and is not required for emergency purposes. It is only one block long has no garage access. The alley could be beneficial to the neighborhood if converted to a walkstreet or parklet with a sidewalk, because adults and children have a safe place to walk, gather and play off the street. It would also reduce the potential for collisions by removing vehicle conflicts and sight distance limitations at the existing intersection at Marine Avenue. Prior to conversion to a walkstreet or potentially vacated and sold as private land, a temporary closure should be conducted on a trial basis to determine the potential impacts to traffic circulation.
- Z. Sidewalk Striping – There are no existing sidewalks in the study area with the exception of Valley Drive and Blanche Road. While most streets (not alleys) have sufficient right-of-way width, the addition of sidewalks would require the removal of substantial residential landscaping and would significantly change the character of the neighborhood. It would also require the removal or relocation of parking pads. Alternately, a white edgeline can be painted along the south side of Marin Avenue to establish a pedestrian walking area. The line would effectively reduce the eastbound lane width, which would have a traffic calming effect as well. Pedestrians may sometimes have to walk around cars parked on parking pads, but pedestrians and vehicles would generally be separated from each other.
- AA. Bike Route and Sharrows – Marine Avenue has been designated as a proposed bike route in the City’s Bicycle Master Plan. Bike route signs and “sharrow” markings would be appropriate between Grandview Avenue and Valley Drive. Eventually, the bikeway along Marine Avenue would connect the Strand Bikeway to Veterans Parkway.

Both the Fire and Police Departments have been involved in the preparation of the North Manhattan Beach NTMP and have no preliminary objections to the recommended actions. The Departments will review any approved measures to ensure they do not impede emergency response.

### **Next Steps:**

Upon the PPIC’s recommendation of the refined list of toolbox measures, the recommended initial measures will be forwarded to the City Council for approval on a trial basis. Upon approval, the NTMP will then follow the remaining steps as identified in the city-wide NTMP procedures. During the trial period, a before-and-after study will be conducted to evaluate the effectiveness of the initial measures. This follow-up evaluation will be then forwarded to the Commission at a future public hearing for further discussion to determine if the initial measures should be modified or made permanent and if additional measures should be considered.

### **PUBLIC OUTREACH**

By way of mailed notices, the residents and affected parties within and surrounding the study area have been invited to the PPIC meeting. Public notices have been posted in three public locations and posted online on the City's website, [www.citymb.info](http://www.citymb.info).

### **RECOMMENDATION:**

Based on the traffic studies, previous findings, citizen comments and evaluation of NTMP toolbox measures, staff recommends that the Commission recommend the following traffic calming measures and forward them to the City Council for their approval on a trial basis (See Exhibit 7):

1. Increase enforcement of speeding and other moving violations on a regular basis.
2. Deploy the mobile speed feedback trailer periodically on Marine Avenue to raise driver awareness.
3. Install high-visibility crosswalks at the following locations:
  - a. West and south legs of Marine Avenue at Blanche Road
  - b. West and south legs of Marine Avenue at Flournoy Road
  - c. North leg of 21<sup>st</sup> Street at Valley Drive
  - d. North leg of Blanche Road at Valley Drive
  - e. North leg of Flournoy Road at Valley Drive, and
  - f. West leg of Marine Avenue at Valley Drive
4. Install pedestrian warning signs on Marine Avenue at Flournoy Road in both directions.
5. Install two 15 mph speed limit signs on 21<sup>st</sup> Place between Manor Drive and Blanche Road.
6. Realign the intersection of Marine Avenue and 25<sup>th</sup> Street with a temporary corner bulb-out to reduce speeds through the intersection on a trial basis.
7. Conduct a survey to determine if a majority of residents on 21<sup>st</sup> Street between Manor Drive and Blanche Road support a one-way eastbound street. If so, a one-way street would be considered at a future PPIC meeting.
8. Install vehicle barricades on the alley west of Blanche Road between Marine Avenue and 21<sup>st</sup> Place and study the potential impacts during a 6-month trial period.
9. Install an edgeline along the south side of Marine Avenue between Grandview Avenue and 25<sup>th</sup> Street to provide a separate walking area.
10. Install bike route signs and sharrows on Marine Avenue between Highland Avenue and Valley Drive.

- Exhibits:
1. 500 Block of Marine Avenue Petition
  2. 600 Block of Marine Avenue Petition
  3. Study Area Map
  4. Location Photos
  5. Traffic Counts and Speeds - May 2017
  6. Correspondence after June 22, 2017
  7. Initial Recommendations Map

## EXHIBIT 1

June 10, 2016

Tony Olmos  
City of Manhattan Beach  
Director of Public Works  
3621 Bell Avenue  
Manhattan Beach, CA 90266

Dear Mr. Olmos:

The City of Manhattan Beach is recognized for providing exemplary municipal services for *California's safest Beach community* so please accept this urgent request and letter of support to address the need for:

- Installing speed modification tools on the alley at 21<sup>st</sup> Place
- Installing speed modification tools on the 500<sup>th</sup> block of Marine Avenue
- Placing the alley between 544 Marine Avenue and 546 Marine Avenue on vacation
- Increasing speed enforcement on the 500<sup>th</sup> block of Marine Avenue

Our families live on the 500th block of Marine Avenue. Among us we have over 30 school age children. We are all so grateful to have the opportunity to raise our children in this wonderful community. Our neighborhood is active and engaged. As a result, our children and families interact with each other on daily basis. Our children mostly enjoy playing in the alley at 21<sup>st</sup> Place, behind our homes. However, the excessive speed at which vehicles drive up and down both the alley and Marine Avenue has become of great concern. In addition, we believe that vehicle blind spots in this area are a safety hazard for all residents who live here.

There have been several incidents with vehicles nearly running over children and adults, as well as the loss of several beloved pets. As a result, we reached out to Lieutenant Andrew Herrod, and are grateful to him for placing a Speed Monitor on Marine Avenue during the months of April and May 2016.

For clarifications purposes, we have attached is a diagram of the area that we are referring to.

We know that one of your missions, as well as ours, is to ensure that our families are afforded safe and secure environments. We anticipate that your approval of these requests will greatly improve the safety of our children and families.

Thank you for your attention and consideration. Should you require additional information, please feel free to contact Ilia Dickey at 619.306.3498.

Sincerely,

**Marine Avenue Neighbors**

CC: Lieutenant Andrew Herrod

**Attachment:** Diagram



Sincerely,

**Marine Avenue Neighbors**

*Ilia Dickey*

SIGNATURE

Scott and Ilia Dickey  
544 Marine Avenue  
Manhattan Beach, CA 90266

*John and Samantha Buchanan*

SIGNATURE

John and Samantha Buchanan  
548 Marine Avenue  
Manhattan Beach, CA 90266

*Kevin and Meagan Ring*

SIGNATURE

Kevin and Meagan Ring  
542 Marine Avenue  
Manhattan Beach, CA 90266

*Paul and Cailin Goncalves*

SIGNATURE

Paul and Cailin Goncalves  
540 Marine Avenue  
Manhattan Beach, CA 90266

*Jennifer Lee*

SIGNATURE

Jennifer Lee  
532 Marine Ave.  
Manhattan Beach, CA 90266

*Brad Lossow*

SIGNATURE

BRAD LOSSOW  
553 21ST ST.  
MB 90266

*Samantha Buchanan*

SIGNATURE

Samantha Buchanan  
548 Marine Ave.  
Manhattan Beach, CA 90266

*Dana McFarland*

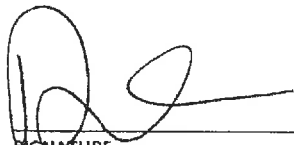
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Dana McFarland  
508 Marine Ave.  
M.B. CA 90266

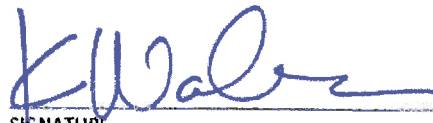
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Clodagh Bowyer-Greene  
814 1st St.  
Manhattan Beach, CA

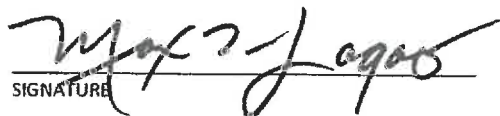
JOE GASPEROV  
520 23RD ST  
MB CA 90266

  
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Danielle Martin  
PRINT NAME  
2100 Blanche Rd.  
STREET ADDRESS  
Manhattan Beach, CA  
CITY STATE ZIP 90266

  
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Kim Waterson  
PRINT NAME  
541 Marine Ave.  
STREET ADDRESS  
Manhattan Beach, CA  
CITY STATE ZIP 90266

  
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Max Lagao  
PRINT NAME  
519 21st ST  
STREET ADDRESS  
Manhattan Beach, CA  
CITY STATE ZIP 90266

  
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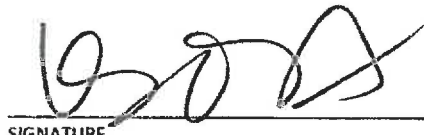
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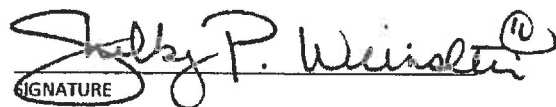
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Manhattan Beach, CA  
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Marinda Randolph  
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579 21st Street  
STREET ADDRESS  
Manhattan Beach CA 90266  
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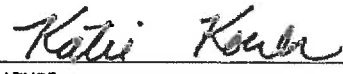
  
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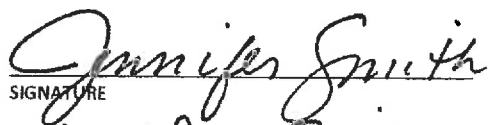
LISA O'HARA  
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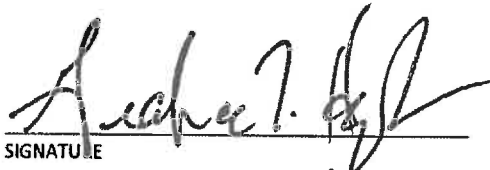
Shelby P. Weinstein  
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522 Marine Ave  
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MB CA 90266  
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555 21<sup>ST</sup> ST  
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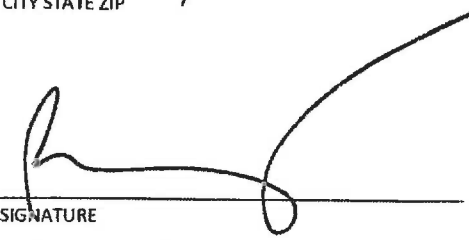
  
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Katie Koerber  
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Jennifer Smith  
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520 Marine Ave  
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Manhattan Beach, CA  
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Trevor Waterson  
PRINT NAME  
541 Marine  
STREET ADDRESS  
Manhattan Beach CA  
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GRAHAM HUGHES  
PRINT NAME  
645 26  
STREET ADDRESS  
MB, CA 90266  
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SIGNATURE  
Lucio Flores  
PRINT NAME  
518 Marine Ave  
STREET ADDRESS  
MB CA 90266  
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SIGNATURE  
Brandi Greenberg  
PRINT NAME  
409 17<sup>th</sup> St  
STREET ADDRESS  
Manhattan Beach CA 90266  
CITY STATE ZIP


  
SIGNATURE  
Michael Swanson  
PRINT NAME  
332 19<sup>th</sup> St  
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MB, CA 90266  
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SIGNATURE  
Jim Benning  
PRINT NAME  
530 Marina Ave.  
STREET ADDRESS  
Manhattan Beach, CA  
CITY STATE ZIP 90266


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Jane Reitz  
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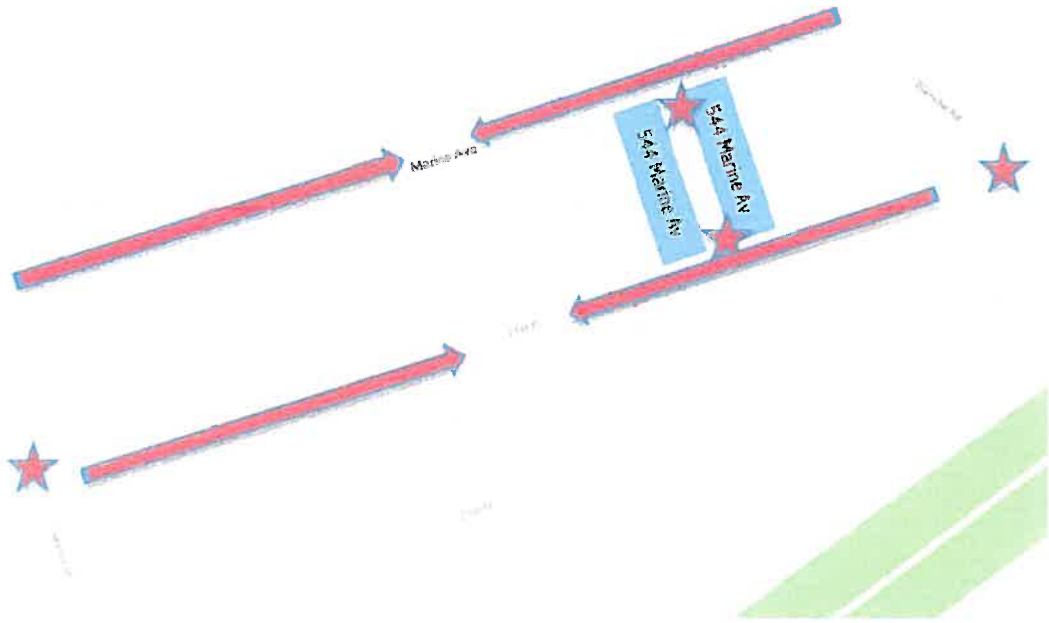
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Barry S. Fisher  
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549 21st St  
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MB CA 90266  
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Kathy Fisher  
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549 21st St.  
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**KEY**

- 
Traffic Blind Spots
  
- 
High Speed Traffic Areas

EXHIBIT 2

September 1, 2016

To: City of Manhattan Beach, Traffic Control/Engineer Department

From: Residents of the 600 block of Marine Avenue

Ladies and Gentlemen,

We the residents of the 600 block of Marine Avenue believe we have a significant speed control problem on our street. The current posted speed limit is 25 mph. In our view many of the vehicles traveling on Marine Avenue exceed or greatly exceed the current posted limit. Additionally, our section of Marine Avenue does not have sidewalks, which combined with the constant high rates speeds creates an unsafe environment for the residents as well as walkers, bikers, etc.

We seek your advice and assistance in solving this current and growing problem. We understand the residents of the 500 block of Marine Avenue have voiced similar concerns and are looking for assistance in solving their speed problem. We would like to join in their effort(s) for a solution.

If it is helpful we will create a sub-committee of residents who can represent the collective voice of the 600 block.

Thank you for your consideration and we look forward to working with you towards a solution.

Regards,

Name	Signature	Phone Number
------	-----------	--------------

*NO* 600 Marine:

601 Marine:

604 Marine:

605 Marine: *CORY* *Noreen Cory*

608 Marine: *PAT* *Pat Gleason* *(310) 545-0727*

609 Marine:

612 Marine:

613 Marine: *Andrea Cornwin* *Andrea Cornwin*

616 Marine: *Darlene* *Darlene*

617 Marine: *VAZAL* *Paula S. Vazal* *310 545-7197*

620 Marine:

621 Marine:

624 Marine:

625 Marine:

628 Marine: *Rebecca Kellar* (310) 800 5227 *PK*

629 Marine: *Leut. Rossi* 310 344-2316

632 Marine: *Joe Aviozza* 310 545 2250

633 Marine: *Weather Hall* 310-503-4623

636 Marine: *Toni Harris* - 545-2411

637 Marine: *Nancy Tom* - Out of the Country

640 Marine: *Susan*  
*Mc* (310) 878-9191

644 Marine: *Maria Miller* 310 291 1180

645 Marine: *Stacy* - *Mark E Healy*

648 Marine:  
649 Marine: *Bohannon* *WHD* (310) 991-0480

652 Marine:

653 Marine: *Jones* *D Jones* (310) 546-7245

656 Marine: *Henry* *Henry*

~~657 Marine:~~

~~660 Marine:~~

~~661 Marine:~~

~~664 Marine:~~

~~665 Marine:~~

~~668 Marine:~~

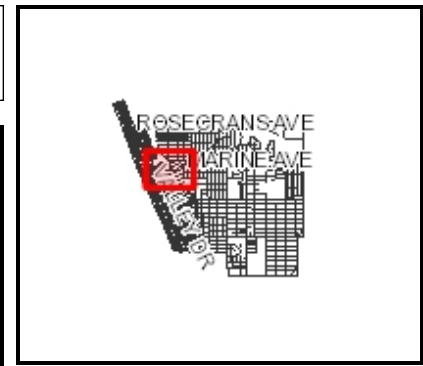




# EXHIBIT 3 West Marine Ave NTMP Notice Area



982.7 0 491.35 982.7 Feet



**Legend**

- Parcels

**Scale: 1: 5,896**

This map is a user generated static output from the "MB GIS Info" Intranet mapping site and is for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

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Notes



**EXHIBIT 4  
LOCATION PHOTOS**



Marine Avenue at Grandview Avenue Looking East



Marine Avenue at Manor Drive Looking East





Marine Avenue at Blanche Road Looking West



Marine Avenue at Blanche Road Looking East





Marine Avenue at Flournoy Road Looking East



21<sup>st</sup> Place Looking East



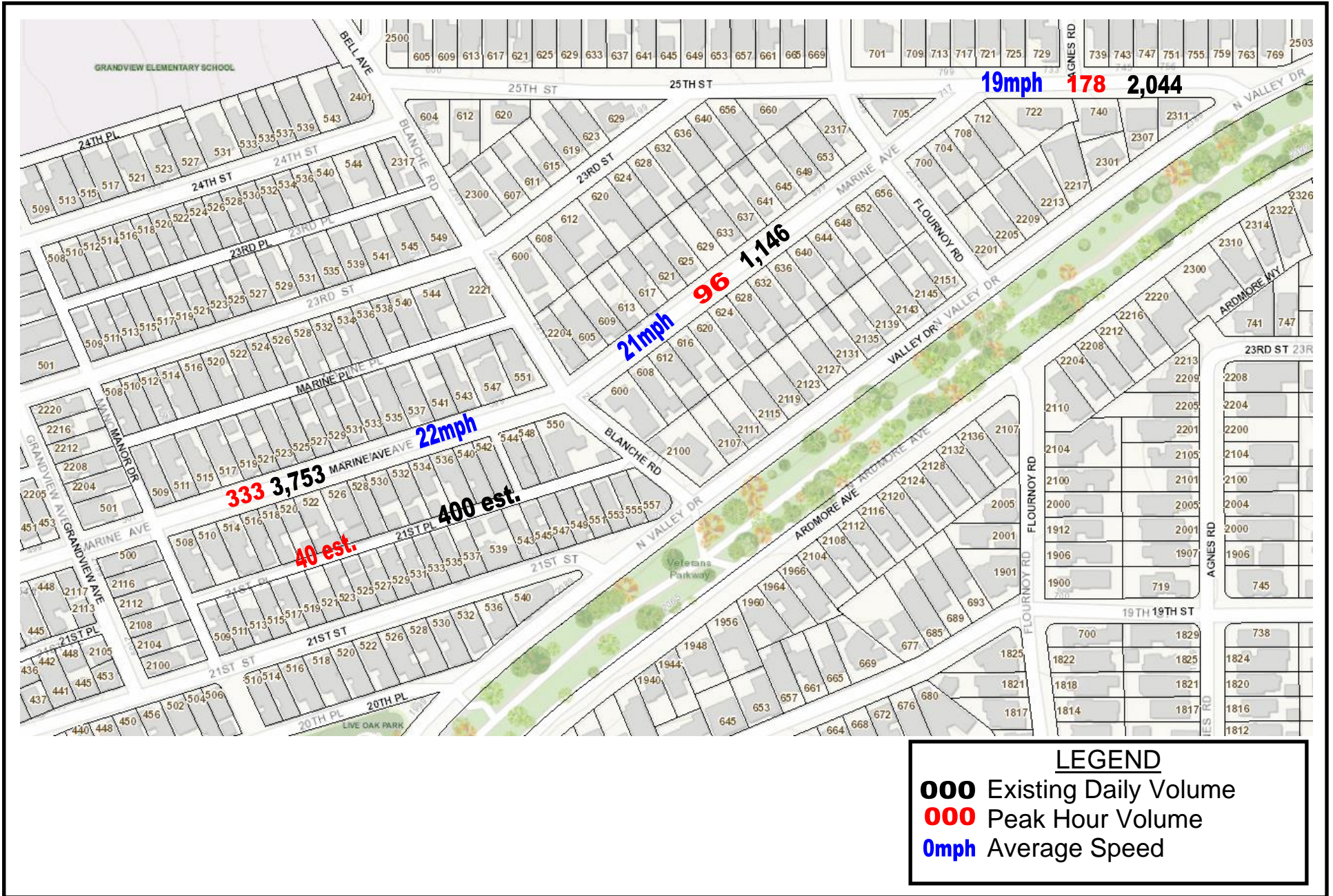


Alley West of Blanche Road Looking North



Alley West of Blanche Road Looking South





City of Manhattan Beach  
Community Development  
Traffic Engineering Division

Exhibit 5  
West Marine Avenue Between Grandview Ave. and Valley Dr.  
Daily and Peak Hour Traffic Counts

Exhibit 6

PARKING  
AND PUBLIC IMPROVEMENTS  
COMMISSION

**West Marine Avenue Neighborhood  
Traffic Management Study  
Initial Traffic Calming  
Recommendations**

Correspondence Received  
After June 22, 2017

## Erik Zandvliet

---

**From:** maryannnomarj@aol.com  
**Sent:** Thursday, June 22, 2017 6:04 PM  
**To:** Erik Zandvliet  
**Subject:** Fwd: West Marine Traffic Study

-----Original Message-----

**From:** maryannnomarj <maryannnomarj@aol.com>  
**To:** EricZandvliet <EricZandvliet@citymb.info>  
**Sent:** Thu, Jun 22, 2017 10:19 am  
**Subject:** West Marine Traffic Study

Dear Mr. Zandvliet- We own two properties in the area of the study, 521 21st and 324 Marine. My only suggestion would be to make 21st Street one-way from Highland or Grandview to Valley. The parking on 21st is on the south-east side which would be in the direction of the proposed traffic flow. Since 21st has room for only one car and parking is tight, making it one-way would eliminate vehicles having to back up all the way to either Valley or Manor to let two cars pass each other.

Thank you for considering my proposal, Omar Johnson

Peter Rech  
535 21<sup>st</sup> Street  
Manhattan Beach, CA 90266  
[p.rech@yahoo.com](mailto:p.rech@yahoo.com)

City of Manhattan Beach  
Public/Parking Improvement  
Erik Zandvliet  
1400 Highland Ave  
Manhattan Beach, CA 90266

RE: West Marine Ave NTMS

I received a notice of meeting concerning West Marine/21<sup>st</sup> Place and adjacent streets in Manhattan Beach would like to supply my input. I have comments on the letter that was sent by the resident of 544 Marine as well as your survey results. They pertain only to the 500 block of Marine and 21<sup>st</sup> Place.

I reviewed the Initial Study Findings and have the following comments and questions. First, the petition that was forwarded to the City is at best, "weak". I see signatures of people that do not live on any of the streets in question, yet the petition was never sent to my property.

The letter states that children play in the alley ie 21<sup>st</sup> Place. I can understand a speed and safety issue for the children's safety as well as a driver's safety. Vehicles travel through that street and that is a fact. Just the simple fact that vehicles travel that street pose a risk at any speed.

Concerning the issue of high speed on 21<sup>st</sup> Place, I would like to see data that supports the claim of high speed. If you trip counted Marine why was 21<sup>st</sup> Place not trip counted? Have there been any Accidents ? Why was it not speed monitored? I believe 400 cars per day travel is an exaggeration. I understand where that number comes from but that might not be the best source for this particular street. If excessive speed is an issue, monitor it. Otherwise, it is simply someone's opinion.



This brings the side street between 542 Marine and 544 Marine into question and yes there is a blind spot when coming in off Marine onto 21<sup>st</sup> Place as well as going into Marine. That section in question is a convenient exit path when 21<sup>st</sup> Place is blocked by refuse trucks, delivery vans, cars parked well into the street etc etc . It's convenient for the owners of 544 Marine to suggest pocket park/vacation etc etc but I maintain you need more data to support any decisions on that property. Did you monitor it for traffic?

As stated in the petition, there is also a blind spot at the west end where 21<sup>st</sup> Place intersects Manor. That's a dangerous intersection and one must "crawl" through it. Manor has lined off walking paths and in the AM and at 3 pm gators go to and from school. Do people want to close that off too?

At the East end of 21<sup>st</sup> Place, there is a blind spot at Blanche and the City took out the stop sign a few years ago in favor of a painted Yield sign on the slurry. That was at the request of the past owner of 557 21<sup>st</sup> St. and they claimed it made it difficult to get into their garage. I maintain removing the stop sign was a bad decision.

Let me summarize:

- According to your **survey results**, Marine Ave speeds in the 500 block are NOT excessive. Only 2.9% have violated the posted speed limit. If it ever came to mitigation measures I suggest you use bike path lanes to slow traffic. In my opinion it is a more friendly approach than speed bumps and serves the community at the same time.
- There is no hard **data** that supports high traffic and more importantly high speed on the 500 block of 21<sup>st</sup> Place. It may be isolated instances or simply conjecture. You need hard data on speed and count. If you ever get to mitigation, consider posting a speed sign eg <15 mph. Hang the sign on the existing poles (east end on the "No Parking opposite Garage" sign and

the west end (No Parking) to save time and labor. Do people know what the speed limit is in an Alley? In most cases, 15 mph is ***too fast*** throughout that alley for various reasons.

- Decisions on the fate of the street section between 542 Marine and 544 Marine should be based on data ie traffic count, accidents, etc etc I am not in favor of closing it.

I trust you will take my input into consideration on these issues.

Thank You

## Erik Zandvliet

---

**From:** Gary McAulay <gary.mcaulay@gmail.com>  
**Sent:** Thursday, June 22, 2017 12:36 PM  
**To:** List - PPIC  
**Subject:** Marine Avenue and citywide mobility

Dear PPIC

Just a quick note re traffic concerns, on Marine and citywide.

I think it is important to note that mobility in Los Angeles, and in this community, is an issue. Perhaps you have seen the recent L.A. Times article declaring Los Angeles traffic the worst in the nation. Undoubtedly you are aware of the fight over Vista del Mar. The point is, traffic is miserable in the Los Angeles region and people need to be able to get around.

People don't want driving through town to be more difficult than it is already.

Safety is a primary concern, of course. But on a "major local street" with a reasonable speed limit of 25 mph, where the measured average speed of traffic is below the speed limit; the 85<sup>th</sup> percentile of traffic might reach 2 mph over the limit; and with no history of accidents, the problem is not with drivers "speeding."

If safety is the issue, then my suggestion is for children to not play in the streets and alleys, which are, after all, intended for vehicular traffic. There are parks nearby. School grounds not far away. Private yards, at least sometimes. Teach kids (and adult pedestrians) that they also have responsibilities: to watch for cars, to not play in traffic, to use the sidewalks (where they exist!), and to look both ways before crossing the street. We used to learn that.

Nobody wants to be involved in a collision, nor to hurt a child, or any pedestrian, or a loose pet in the street. But one cannot drive slowly enough through a playground. Remember when kids used to yell, "Car!" and everyone scampered to get out of the way of an approaching car? When did you last see that?

There is no question that there are some people who drive too fast. I'd bet that's virtually every driver, all of us, on occasion. But, please, when we start addressing safety issues, let's keep in mind that the problem is not simply, or even necessarily, fast traffic. Perhaps there are unreasonable expectations that "our" street should get

special measures to slow traffic to trailer park speeds, so the kids can play in the street. The thing is, the streets are intended to handle traffic efficiently, and we all need to be able to get around town in a reasonable fashion.

Please remember that mobility is a quality of life issue, and part of the balance.

Respectfully,

Gary D. McAulay

## Erik Zandvliet

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**From:** Catherine Nall <catherinenall@mac.com>  
**Sent:** Wednesday, July 19, 2017 4:59 PM  
**To:** Erik Zandvliet  
**Subject:** SPEED BUMPS ON 21ST STREET

To Whom It May Concern:

I am a long time resident on the 400-500 block of 21st Street and I believe placing speed bumps on this street would greatly improve safety and reduce the traffic that is using the street as a short cut to Highland Ave. Children, dog walkers and others cross this street to go to the park, the dog park, the tennis courts and as a short cut to town. The STOP signs do little to hinder those that want to speed through and I am amazed that no one has been hit by a car. It would be a better decision to place them now instead of after an accident happens. Also, if they are going to place them on Marine Ave, it would be prudent to also place them on 21st to keep drivers from circumventing Marine for 21st Street.

Thank you for your consideration,

Catherine Nall

## Erik Zandvliet

---

**From:** jimheise@excite.com  
**Sent:** Wednesday, July 19, 2017 10:24 AM  
**To:** Erik Zandvliet  
**Subject:** Speed bumps

Eric;  
I am strongly opposed to any use of speed bumps or humps. I live at 539 21st St. The people concerned on Marine should make a better effort to get their autos off the street and parked in their garages to make visibility of and the roadway more safe for walkers. Speed bumps are very dangerous for bikes. Speed bumps on Marine will make traffic on other streets increase which will cause an escalation of requests for changes to other streets too. Todays autos are notorious for destroying front spoiler on these supposed solutions for insignificant problems. Why should we all have to pay the price forever for the actions of a few?

## Erik Zandvliet

---

**From:** Mickey Klinger <klingersrmk@earthlink.net>  
**Sent:** Wednesday, July 19, 2017 9:33 AM  
**To:** Erik Zandvliet  
**Subject:** Speed bump/hump

Hi Erik,

This is Mickey Klinger, I live at 441 21st Street. I am requesting to be part of the NTMP on West Marine Avenue. People drive by my house as if they are participating in the Indianapolis 500.

Thanks,

Mickey Klinger

## Erik Zandvliet

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**From:** Blake Searles <blake.searles@gmail.com>  
**Sent:** Wednesday, July 19, 2017 7:33 AM  
**To:** Erik Zandvliet  
**Subject:** NTMP on West Marine Ave, Manhattan Beach

Hi Erik, this is Blake Searles I live at 537 21st Street in Manhattan Beach. I am requesting to be part of the NTMP on West Marine Avenue. Thanks, Blake

--  
Blake



## Erik Zandvliet

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**From:** Bradley Losson <bradlosson@me.com>  
**Sent:** Thursday, July 06, 2017 8:37 AM  
**To:** Erik Zandvliet  
**Cc:** Scott Longhurst; Steven Delk; mlipp@citymb.info; Kathleen Paralusz; Steven Nicholson  
**Subject:** Re: Help Pls

Eric and committee members,

Thanks for sending me the meeting recap for the discussion on traffic patterns on Marine 500 block and adjacent streets. Sorry to miss the original meeting. I'd like my voice to be heard as well so here are my thoughts for your consideration.

I've been a resident of Manhattan Beach since 1967, and have seen traffic change over the years. But Marine Street has always been one of the four main thoroughfares to and from the beach (Rosecrans, 15th Street, and MB Blvd being the others.) There has always been a signal at Marine and Highland because of this. Buying a house on Marine and then complaining of traffic is akin buying a house near LAX and complaining of airplane noise.

So in my mind, traffic is a non-issue. If you divert the traffic, cars will find their way onto neighborhood streets that are not built or designed for accommodating the traffic and the risks created therein outweigh the risks avoided on Marine.

Two potential items may help the (as the study shows) very infrequent) speeding. Speed humps work. Also, the intersection of Manor and Marine can be problematic. During the school year, that intersection is a major crossing for children walking to Grandview School. A stop sign or a crosswalk that has the flashing lights could add safety here.

This next topic is much more important, because the proposal is more extreme. I have a house that shares 21st alley with Marine. It is two houses from the unnamed alley in the report. All residents that have garages in 21st alley use that unarmored alley on a regular basis. As you know alleys are tight in MB. And often temporarily blocked by residents shuffling cars and construction deliveries. The unnamed alley is a critical outlet to enter and exit the alley when this occurs.

Now the next part is going to sound bickerish. But the proposal to turn it into a park or walkway is essentially a land grab by a resident who recently bought a home adjacent to the alley. This would represent a personal expansion of their property. Any consideration of this will be highly contested. And the irony is that the alley is often used to avoid disrupting this family's children playing in 21st alley.

But there are solutions that could work, most notably speed humps entering and exiting the alley, and entering 21st place from Blanche. Signage notifying drivers of children at play.

I live on 21st street. But my front door is actually on Valley. I knew what I bought when I chose to purchase the home 11 years ago. I'm supportive of public safety improvement. But not personal gain at the expense of the rest of the community. I hope we can find a balance for Marine and 21st place. Let's not let this become another Vista Del Mar project.

Thanks for your consideration,

## Erik Zandvliet

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**From:** Lisa Montes <lisamontesmd@yahoo.com>  
**Sent:** Friday, June 23, 2017 10:07 AM  
**To:** Erik Zandvliet  
**Cc:** Lillian Bogs Non; Mike Bohannon  
**Subject:** Marine Traffic Project

Eric,  
Thank you for your research into the traffic on Marine 500, 600, 700 block. I was at yesterday's meeting along with my husband, father and son and we have lived on the 600 block of Marine since 2002. This is a very close knitt block and because it is a beach "short cut" for many families in adjacent blocks its great to catch friends walking to beach.

I wanted to add a few things to the discussion that may not have been highlighted in regards to the speed and congestion on Marine.

1. Marine is a walking and biking path to the beach for families and in the summer Junior Guards participants. The summer Junior Guard Program meets at the Marine Ave and the sand every morning and afternoon. So during this time there is an increase foot/bike numbers. These paticipants are usually alone or in packs without parent supervision. Parents from our community instruct their kids to ride/walk down Marine. Because there are no side walks, bike paths, and with increased flow of traffic and speed it becomes very concerning especially in the summer.
  - a. ASK: it would be nice to get an estimate of foot / bike traffic on Marine
  - b. CONSIDER : bike/walking path all the way to beach
2. Marine and Flournoy is also a walkers "short cut" for Junior Guards as they hit Marine; and for families to hit the Greenbelt with their dog/exercise; and for families cutting across greenbelt to attend American Martyrs School. The greenbelt has a staircase at Flournoy. Cars are traveling so fast through here and it is a saftey issue for pedestrians crossing
  - a. ASK: evaluate foot traffic at Flournoy
  - b. CONSIDER: Crosswalk (+- with lights on pavement) at Marine and Flournoy.
  - c. CONSIDER: Crosswalk (+- with lights on pavement) at Valley and Flournoy this is quadruple dangerous. I have seen tons of families and Jr guards crossing here with their bikes to hit Marine.
  - d. CONSIDER: four way stop
3. Speed capture: I feel the data is off for a few reasons.
  - a. ASK: please capture vehicles traveling WEST near 641Marine. Cars come zipping off valley and are going DOWNHILL at accelerated speeds.
  - b. ASK: please make the speed capture un-noticable to drivers.
  - c. ASK: please stratify the Average speeds at different times of the day and week

Thanks,

Lisa Tan

## Erik Zandvliet

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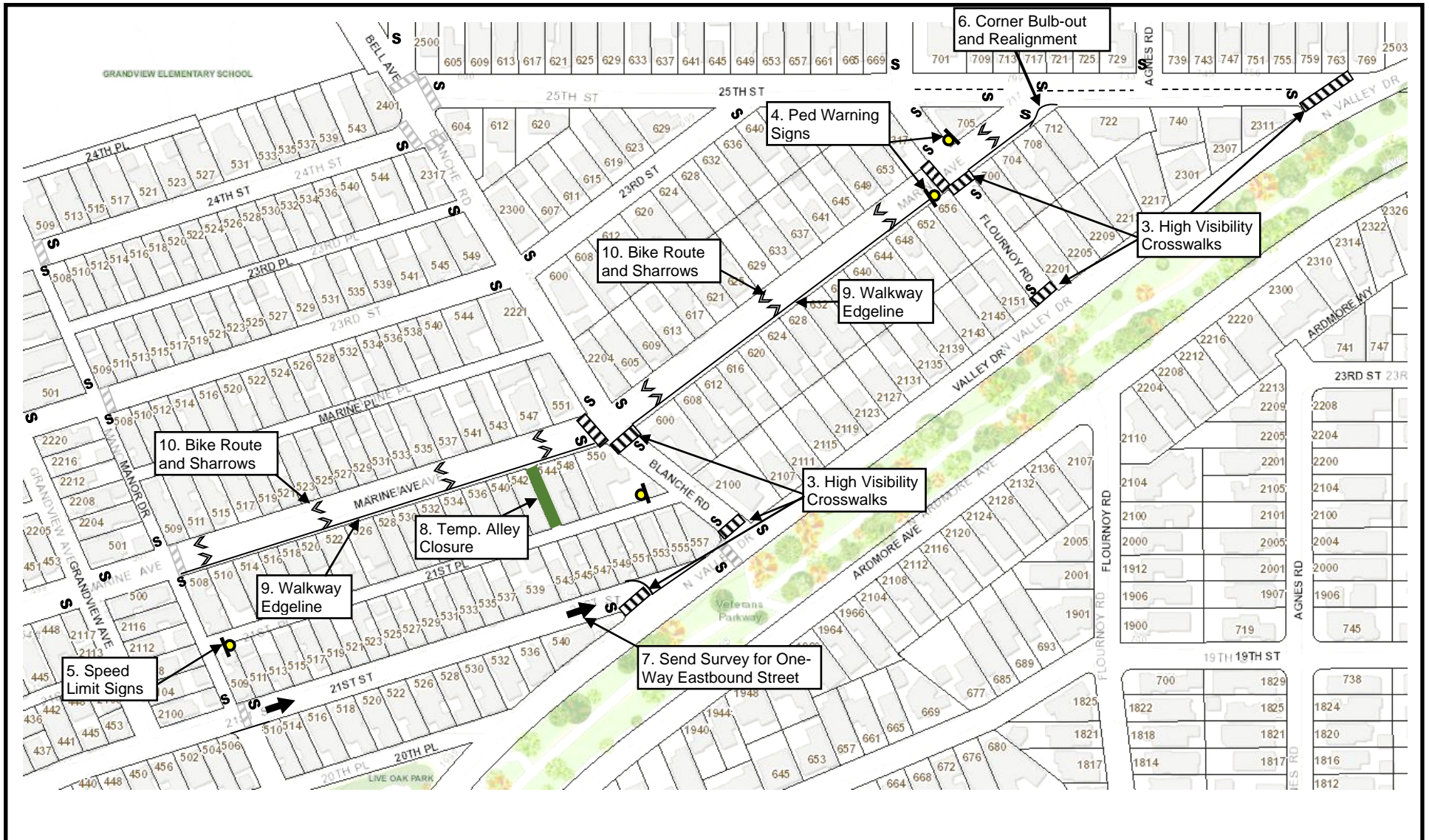
**From:** Mary Wilson <mhdwilson01@gmail.com>  
**Sent:** Sunday, June 25, 2017 8:54 AM  
**To:** Erik Zandvliet  
**Subject:** West marine Ave neighborhood traffic

Hi Erik

I wasn't able to attend the meeting on the 22nd due to a family graduation. In the 23rd, we were sitting on our front patio and watched as two cars tried to pass each other on 21st street next to a parked car. They were not successful. Besides the fact that these mature gentlemen were idiots- it does draw attention to the fact that 21st should be one way on our block.

Thanks!

Mary Wilson  
525 21st St



**Other Measures**

- 1. Enhanced Police Enforcement
- 2. Deploy Mobile Speed Feedback Trailer



City of Manhattan Beach  
 Community Development  
 Traffic Engineering Division

Exhibit 7  
 West Marine Avenue Neighborhood Traffic Management Plan  
 Possible Traffic Calming Measures