

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

TO: Parking and Public Improvements Commission

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

DATE: July 25, 2019

SUBJECT: Consider Alternative Pedestrian Crossing Measures at Manhattan Avenue and 26th Street and at Manhattan Avenue and 27th Street

RECOMMENDATION:

Staff recommends that the Parking and Public Improvements Commission (PPIC) pass a motion to deny the request for additional stop signs at the intersections of Manhattan Avenue and 26th Street and at Manhattan Avenue and 27th Street, and to recommend the following measures:

1. Reduce the height of the masonry wall on the northwest corner of Manhattan Avenue and 26th Street and on the southwest corner of Manhattan Avenue and 27th Street,
2. Remove two street trees on the northwest corner of Manhattan Avenue and 27th Street,
3. Install red curb to prohibit parking near the corners, and
4. Install high-visibility crosswalks on all legs of both intersections.

BACKGROUND:

In January 2003, the City received a petition from local residents concerned about speeding and safety along Manhattan Avenue, who requested the installation of at least two 4-way stop signs, preferably at 26th Street and 27th Street. On April 24, 2003, the PPIC discussed the evaluation of the City Traffic Engineer in support of four-way stop signs at these locations, reviewed written correspondence, and heard public testimony from nine residents. The PPIC passed a motion to deny the request for stop signs, and to recommend increased Police enforcement, placement of the speed trailer, and installation of speed limit and crosswalk warning signs. On May 20, 2003, the City Council discussed the matter and voted to support the PPIC recommendations. Both intersection are currently stopped in the eastbound and westbound directions only.

In July 2018, the City received a request from Mr. Bedi Singh, a local resident, for the installation of stop signs in all directions at the intersections of Manhattan Avenue and 26th Street and at Manhattan Avenue and 27th Street (Exhibit 1). Mr. Singh states that there is speeding and a need to slow down traffic by Bruce's Beach. In January 2019, Ms. Ellen Kane, a local resident, requested stop signs in all directions at Manhattan Avenue and 27th Street.

On February 28, 2019, the PPIC discussed the matter, heard testimony from five residents, and considered the Traffic Engineer's recommendations. Three speakers voiced support for all-way stop signs, and two were opposed to them. The Commissioners voted to recommend stop signs in all directions at the intersection of Manhattan Avenue and 26th Street, and at Manhattan Avenue and 27th Street. Prior to this item going to City Council, the City Manager recommended that the item be returned to the PPIC for further consideration of other measures that could address the public concerns without the need for additional stop signs.

DISCUSSION:

The intersection of Manhattan Avenue and 26th Street and at Manhattan Avenue and 27th Street are located in a residential area within the Coastal Zone. Manhattan Avenue is a 30 feet wide two-lane local street with a 25mph posted speed limit. Manhattan Avenue is stopped at Marine Avenue to the south and Rosecrans Avenue to the north. Manhattan Avenue runs parallel to Highland Avenue and carries both local resident and beach related traffic. Manhattan Avenue sometimes acts as an alternate to Highland Avenue for destinations along The Strand. 26th Street and 27th Street are 24 feet wide local streets with 25 mph prima facie speed limits. There are two-way stop signs in the eastbound and westbound directions of both streets at Manhattan Avenue. Both streets are improved with curbs, and some sidewalks. Curb parking is allowed on the north side of 26th and 27th Streets and on the east side of Manhattan Avenue, except for street sweeping restrictions. Curb parking demand is heavy during most times of the day and at full capacity in summer months.

A public parking lot with 68 metered spaces is located west of Manhattan Avenue between 26th Street and 27th Street. Bruce's Beach park is located east of Manhattan Avenue between 26th Street and 27th Street. 26th Street and 27th Street have vertical slopes rising in the eastbound direction. (Exhibit 3). Pedestrian visibility is somewhat restricted when crossing Manhattan Avenue, due to the vertical curve, buildings and walls on the corners, and parked cars. There are high visibility crosswalk signs and markings on the north side of 26th Street and the south side of 27th Street at Manhattan Avenue to increase driver awareness of crossing pedestrians.

Field Observations

Field observations were made on typical days during peak and non-peak periods. Field observations confirm recorded traffic volumes on Manhattan Avenue and other physical characteristics at the intersection as noted above. Driver right-of-way is assigned by stop signs on the two lower volume side streets. Sight distances for motorists on the east and west legs of both 26th Street and 27th Street are somewhat restricted due to existing buildings, parked cars and other roadside improvements along Manhattan Avenue. The downslope sides of 26th Street and 27th Street also reduce driver sight distance due to the lower profile of stopped eastbound vehicles. Restricted sight distance of pedestrians approaching the intersections along Manhattan Avenue was also observed due to these obstructions.

Pedestrian volumes were higher near 26th Street and 27th Street adjacent to the park and public parking lot in comparison to other walk street intersections, particularly in the summer months. Both streets provide public beach parking and pedestrian beach access. Pedestrians who cross Manhattan Avenue at 26th Street and 27th Street may be difficult to see for drivers approaching the intersection due to the visibility obstructions noted above. It was also observed that pedestrians had an expectation that vehicles should stop at both intersections. The reduced sight visibility in combination with the greater chance of pedestrian-vehicle conflicts could justify stop signs at both intersections.

It was noted that the land use along this segment of Manhattan Avenue changes from residential to public use (park, parking lot and beach access). Vehicle speeds on Manhattan Avenue can be higher than expected for typical residential streets, likely due to the wider street width in comparison to other surrounding streets. (Average = 27mph, 85th Percentile = 31mph) The

Traffic Engineer observed that the higher speed may not be expected by motorists waiting at the stop signs on 26th Street and 27th Street.

The traffic collision history between January 1, 2011 and December 31, 2017 was analyzed for both intersections. According to City records, there have been no reported collisions near the intersection during this eight (8) year period.

A vehicle volume count on Manhattan Avenue was last conducted on June 16, 2009, on a typical day. A summary of the peak hour and daily volumes are provided below:

VEHICLES DIRECTION	AM PEAK HOUR	PM PEAK HOUR	DAILY
Northbound (Manhattan Avenue)	157	225	1,070
Southbound (Manhattan Avenue)	<u>92</u>	<u>140</u>	<u>1,213</u>
Subtotal	249	365	2,283

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 State criteria are satisfied and indicate the existing traffic control devices are not sufficient to assign proper right-of-way or cannot be remedied through other means.

Stop sign warrant checklist were completed that indicate multi-way stop signs are warranted at both intersections (Exhibit 4). Both intersections has sufficient right-of-way controls with two-way stop signs, do not meet minimum traffic volumes and have no reported collision history. However, the sight distance of approaching vehicles is significantly restricted due to the existing buildings, walls, and parked cars on Manhattan Avenue. Drivers waiting at the stop signs on 26th Street and 27th Street may have difficulty seeing vehicles approaching at higher than expected speeds on Manhattan Avenue. Similarly, drivers on Manhattan Avenue may have difficulty seeing pedestrians about to cross the street at 26th Street and 27th Street.

Stop signs in all directions would improve overall safety by ensuring that drivers and pedestrians have sufficient awareness of approaching vehicles before crossing Manhattan Avenue. The prior addition of high visibility signs and markings was helpful, but have not proven to adequately warn drivers of pedestrians or to reduce prevailing speeds sufficiently for waiting drivers and pedestrians to adequately judge sufficient traffic gaps on Manhattan Avenue. Parking prohibitions alone would not remedy the sight distance restrictions caused by the existing visibility obstructions at the intersections.

Alternatives to Stop Signs

At the February 28, 2019 PPIC meeting, the Commissioners inquired about other alternatives instead of stop signs in all directions at both intersections, such as removal of the sight restrictions caused by the parking lot walls, parked cars and street trees (Exhibit 5). If the sight restrictions are removed, motorists and pedestrians would have a sufficient view to enter the intersection safely, thereby addressing the special conditions that currently justify the installation

of all-way stop signs. The following measures would be needed to provide a satisfactory level of intersection sight distance:

1. Reduce the height of the masonry walls on the northwest corner of Manhattan Avenue and 26th Street and on the southwest corner of Manhattan Avenue and 27th Street,
2. Remove two street trees on the northwest corner of Manhattan Avenue and 27th Street,
3. Install red curb to prohibit parking near the corners, and
4. Install high-visibility crosswalks on all legs of both intersections.

These measures would result in the removal of approximately four parking spaces and two street trees. If speeding on Manhattan Avenue remains a recurring problem, targeted enforcement and future traffic calming measures could be implemented in the future.

Public Notice

Residents and property owners in an area bounded by 25th Street, The Strand, Bayview Drive, and 28th Street were notified by mail of the proposed stop sign request and were invited to give input to the Commission. Meeting notices were also posted in the standard public notice locations.

CONCLUSION:

Based on State guidelines, multi-way stop signs are justified at the intersections of Manhattan Avenue and 26th Street and at Manhattan Avenue and 27th Street at this time. Alternately, the removal of sight distance restrictions and the installation of crosswalks at both intersections would address most of the public safety concerns and preclude the justification for additional stop signs at this time. It is recommended that the Commission pass a motion to deny the request for additional stop signs at the intersections of Manhattan Avenue and 26th Street and at Manhattan Avenue and 27th Street, and to recommend the sight distance and crossing measures noted above.

- Exhibits:
1. Citizen Request
 2. Aerial Photo and Location Map
 3. Site Photos
 4. Stop Sign Warrant Checklist
 5. Intersection Sketches
 6. Correspondence Received After 2/28/2019 PPIC Meeting

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EXHIBIT 1

Erik Zandvliet

From: Bedi Singh <bsingh2059@gmail.com>
Sent: Wednesday, December 12, 2018 9:21 AM
To: Erik Zandvliet
Cc: Bruce Moe; Anne McIntosh; Steve Napolitano
Subject: Re: Traffic Issues-Manhattan Avenue at 23rd, 26th and 27th Streets

Hi Erik

I very much appreciate your reply.

I would be happy to participate and provide input. I have observed a number of near misses and its especially the case in the summer months...when traffic volumes and pedestrian traffic is at its highest. There is no doubt that with increase in population and cars this will only get worse in the years to come.

You are right in that cross traffic visibility is limited at these junctions and we also have trees blocking the pedestrian signs in some cases.

Bedi

On Wed, Dec 12, 2018 at 5:22 AM Erik Zandvliet <ezandvliet@citymb.info> wrote:

Hello Mr. Singh,

I apologize for the long delay in the ongoing stop sign evaluation.

The City must follow the State Stop Sign warrants (guidelines) for establishing 4-way stop signs (See attached). The criteria include volumes, collisions, and the physical conditions at the intersection. Speeding is not a factor in determining whether a stop sign should be installed, but it can be a contributing factor if it is related to the available sight distance at the intersection.

In reviewing the criteria, I found there was no collision history at the intersections of Manhattan Avenue at 23rd, 26th, and 27th Streets for the past 6 years (It is understood some collisions may not be reported but can't be counted)

Side street volumes are far too low to justify stopping the higher-volume street. However, there are special circumstances at Manhattan Avenue at 26th Street and 27th Street that limit sight distance for drivers approaching the intersection, and a high pedestrian crossing volume with limited visibility due to high walls around the public parking lot, buildings and private vegetation.

As such, I am preparing an Engineering Study to consider 4-way stop signs at the intersections of Manhattan Avenue at 26th Street and Manhattan Avenue at 27th Street, to be presented to the Parking and Public Improvements Commission at an upcoming meeting. I will be inviting the neighbors along Manhattan Avenue and yourself to this meeting to solicit public comments. If recommended by the Commission, the matter will then be forwarded to the City Council to pass a resolution establishing new stop signs.

Feel free to contact me if you have any questions.

Erik

EXHIBIT 1

Erik Zandvliet
Traffic Engineer

P: (310) 802-5522

E: ezandvliet@citymb.info



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From: Bedi Singh <bsingh2059@gmail.com>
Sent: Monday, December 10, 2018 7:25 AM
To: Steve Napolitano <snapolitano@citymb.info>
Cc: Bruce Moe <bmoe@citymb.info>; Erik Zandvliet <ezandvliet@citymb.info>
Subject: Re: Traffic Issues

Thanks...btw great job with the fireworks yesterday !!

Very much appreciate the City doing these !

Sent from my iPhone

On Dec 9, 2018, at 10:42 PM, Steve Napolitano <snapolitano@citymb.info> wrote:

Our traffic engineer will advise as to process, thanks!

Steve Napolitano

Mayor

City of Manhattan Beach

Steve Napolitano
Mayor

P: (310) 880-7500

E: snapolitano@citymb.info



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From: Bedi Singh <bsingh2059@gmail.com>
Sent: Sunday, December 9, 2018 9:11 AM
To: Steve Napolitano
Cc: Bruce Moe
Subject: Re: Traffic Issues

Thank you for that Steve.

Please advise on how one goes about gathering up a petition for this...we don't have any HoA here or any sort of community mechanism so am not sure how to do it ?

On Dec 9, 2018, at 8:58 AM, Steve Napolitano <snapolitano@citymb.info> wrote:

Hi--the city manager is correct. Introducing new stop signs involves a process that includes a review by the traffic engineer as well as the public works commission so that everyone can weigh in. Usually it takes a petition to trigger such reviews as it often times turns out that what one person wants, others may not. So the process is to create the best outcome based on public input and a review of the data...

Hope this clarifies things...

Steve Napolitano

Mayor

City of Manhattan Beach

Steve Napolitano
Mayor

P: (310) 880-7500

E: snapolitano@citymb.info



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From: Bruce Moe
Sent: Sunday, December 9, 2018 8:00 AM
To: Bedi Singh
Cc: List - City Council
Subject: Re: Traffic Issues

Hi Bedi,

I will check with the traffic engineer and get back to you. Placement of a new sign often takes a number of weeks to be reviewed for appropriateness and is not necessarily a quick turnaround but I will see where it stands and get back with you.

Bruce

Sent from my iPhone

Bruce Moe
City Manager
P: (310) 802-5552
E: bmoe@citymb.info



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On Dec 9, 2018, at 7:06 AM, Bedi Singh <bsingh2059@gmail.com> wrote:

Hi Bruce

Its been a few months now and i wondered if there was any conclusion reached ??

There has been no improvements to traffic here and in fact there are more horn blowing incidents and near misses daily.

The situation is not helped by the fact that Manhattan Avenue between Marine and Rosecrans has become a massive construction zone with numerous reconstructions taking place.

EXHIBIT 1

The quality of living here has completely deteriorated.

I would urge the city to do something.

Thanks

Bedi

On Aug 15, 2018, at 8:09 AM, Bruce Moe <bmoe@citymb.info> wrote:

Hi Bedi,

I followed up with the Traffic Engineer, and he said he is reviewing the stop sign request.

Thanks,

Bruce

Bruce Moe
City Manager

P: (310) 802-5552

E: bmoe@citymb.info



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From: Bedi Singh <bsingh2059@gmail.com>

Sent: Friday, August 10, 2018 1:17 PM

To: Bruce Moe <bmoe@citymb.info>

Subject: Re: Traffic Issues

Thanks Bruce

The use of this part of the road as a freeway continues unabated. Within the last few days i have been honked at whilst doing 25MPH and then dangerously overtaken by speedsters. Either they don't know the limit on the road or they don't care as they think they can get away with it. I fear there will be fatalities as we have numerous pedestrians crossing to get to the beach and cars crossing.

Sent from my iPhone

EXHIBIT 1

On Aug 10, 2018, at 8:24 AM, Bruce Moe <bmoe@citymb.info> wrote:

Hi Bedi,

Let me check in on this and get back to you.

Thanks,

Bruce

From: Bedi Singh <bsingh2059@gmail.com>
Sent: Thursday, August 9, 2018 6:35 PM
To: Michael G. Boyes <mboyes@citymb.info>
Cc: Scott Combs <scombs@citymb.info>; Bruce Moe <bmoe@citymb.info>
Subject: Re: Traffic Issues

Hello Bruce

I was following up on my email of couple of weeks ago and wondered if there was any update of things City might consider regarding the 4 way stop signs at the intersections i highlighted below ?

It would also be helpful to know if the Police are still considering any of the measures noted by Michael ?

Thanks

Bedi

On Wed, Jul 25, 2018 at 10:40 PM, Bedi Singh <bsingh2059@gmail.com> wrote:

Hello Michael

Thanks for your prompt reply.

I would say that Marine to 2800 block is where i observed most of the issues in both directions.....however it also carries on from there to Rosecrans....around 3300 block also. The most common times are mornings and evenings...

With regards to more permanent traffic calming measures such as 4 way stop signs as noted in my earlier email, i am copying in Bruce Moe who was also kind enough to get involved earlier. He may want to involve

[Erik Zandvliet](#) as you suggested below.

Bedi

On Wed, Jul 25, 2018 at 8:17 AM, Michael G. Boyes <mboyes@citymb.info> wrote:

| Hello Sir,

EXHIBIT 1

As you already know, I was out of the office last week and just returned Monday. I finally cleared out my email inbox late last night.

Just to confirm, it seems the general complaint is speed in the 2300-2800 block of Highland Avenue? I will see about getting the speed trailer deployed in that area as well as work that area for speed over the next few weeks. There are only 2 Motors that are currently working the city of Manhattan Beach and we have many complaints of speed issues throughout the city that we have to handle, along with traffic collisions, and any other calls for service that come up in the day. With that being said, is there a specific time that these issues are more frequent for us to narrow down the time these violations are observed so that I can make the best impact to these drivers? Is it north and southbound traffic, or just a specific direction?

The stop sign concerns/ideas need to go through the city traffic engineer (Erik Zandvliet). He can be reached at the city website or via phone (310-802-5522). He would be the one to determine if stop signs could be installed or not.

We obviously cannot monitor this area all day long, so I want to be the most effective that I can be. E-mail is the best form of communication, since I am in and out of the office all day. If you see me out there monitoring Highland, please feel free to say hello and speak with me then.

Respectfully,

M. Boyes

Michael G. Boyes
Police Officer Motor

P: (310) 802-5100

E: mboyes@citymb.info



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Bruce Moe
City Manager

P: (310) 802-5552

E: bmoe@citymb.info



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EXHIBIT 1



From: Bedi Singh [mailto:bsingh2059@gmail.com]
Sent: Friday, July 20, 2018 9:45 AM
To: Scott Combs <scombs@citymb.info>
Cc: Michael G. Boyes <mboyes@citymb.info>
Subject: Re: Traffic Issues

Hello Scott and Mike

Just a couple of suggestions in the meantime for you to consider...

I think instead of the current 2 way Stops having a 4 way Stop at the junctions of Manhattan Avenue and 23rd as well as 26th and 27th streets on either side of Bruce Beach park will help considerably. I have seen these as the places there is most risk and horn blowing...this will calm traffic for quite a stretch.

Also placing electronic speed indicators near the Marine and Rosecrans ends of Manhattan Avenue may be a good reminder for folks as they commence their journey.

Regularly checking speeds at random times with a speed gun and handing out tickets will also help.

Look forward to hearing back when Mike returns.

Thanks again for your help with this

Bedi

On Jul 17, 2018, at 3:00 PM, Scott Combs <scombs@citymb.info> wrote:

The Officer assigned to your area is Ofc. Mike Boyes. His email is listed below.

mboyes@citymb.info

His number is 310-802-7502.

Scott Combs
Traffic Sergeant
P: (310) 802-5166
E: scombs@citymb.info



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EXHIBIT 1

Erik Zandvliet

From: ellen kane <ekane52@yahoo.com>
Sent: Wednesday, January 30, 2019 3:29 PM
To: Erik Zandvliet
Subject: Re: Upcoming construction related to pedestrian safety

Hey Erik, thanks for the email. A 4 way stop would be awesome!
Please use my comments.
Ellen

On Wednesday, January 30, 2019, 11:54:18 AM PST, Erik Zandvliet wrote:

Hi Ellen,

We've had a request to consider stop signs in all directions at the intersection of Manhattan Avenue and 27th Street.

I am conducting an investigation and comparing the conditions against the State Stop Sign Warrants.

If justified, we will present this to the Parking and Public Improvements Commission for a recommendation, and then to City Council for a resolution to install stop signs.

I will add your comments in this email to the public comments if that is OK with you.

You will also be invited to both public meetings to provide public comments if you like.

Of course, if the stop signs are installed, there is no need for flashing beacons.

Feel free to contact me if you have any questions.

Erik

Erik Zandvliet
Traffic Engineer

P: (310) 802-5522

E: ezandvliet@citymb.info



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From: ellen kane
Sent: Tuesday, January 29, 2019 2:27 PM
To: Erik Zandvliet
Subject: Fw: Upcoming construction related to pedestrian safety

Hello Erik, I'm being referred to you by Gilbert Gamboa, please see my email below.

Thank you!

Ellen Kane

----- Forwarded Message -----

From: Gilbert Gamboa <ggamboa@citymb.info>

To: ellen kane <ekane52@yahoo.com>

Sent: Tuesday, January 29, 2019, 2:21:28 PM PST

Subject: RE: Upcoming construction related to pedestrian safety

Dear Mrs. Kane,

I understand your concern with the intersection of 27th and Manhattan Ave and this location has raised some attention in which the City's Traffic Engineer is looking into these concerns.

However, the specific scope of work associated with the current pedestrian improvements project along Highland Ave is tied to a Federal / State Safe Routes to School Grant Funding with specific locations previously approved in the application process.

If you would like to discuss the intersection of 27th Street and Manhattan Ave with the City's Traffic Engineer you may contact him at the following:

Erik Zandvliet

310-802-5522

ezandvliet@citymb.info

Thank you,

Gilbert Gamboa
Senior Civil Engineer
P: (310) 802-5356
E: ggamboa@citymb.info

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From: ellen kane [<mailto:ekane52@yahoo.com>]
Sent: Saturday, January 26, 2019 3:08 PM
To: Gilbert Gamboa <ggamboa@citymb.info>
Subject: Upcoming construction related to pedestrian safety

Hi Mr. Gamboa,

I live right across the street from Bruces Beach and each day and I mean everyday, there is almost an accident on the corner of 27th street and Manhattan ave and 27th and Highland. So while reading this notice of the new updates today I thought maybe while the workers are out there on Highland they could also add **2 Flashing Stop Signs on 27th and Manhattan Ave?**

Last night I was literally at the corner (27th and Manhattan Ave), it was dark and a car coming up from the ocean almost hit a bicyclist (with lights) going south on Manhattan ave. There was lots of profanity from the guy on his bike and literally rode his bike around the corner so he could go after the woman driver!

We as neighbors have talked about speed bumps and many other alternatives but those on that corner don't want a speed bump, safer we think to just make the stop signs extremely visible like flashing them.

Summer is coming and it only gets worse. Any other suggestions from your team on improving the safety at that corner is welcome:)

Thanks Mr. Gamboa!

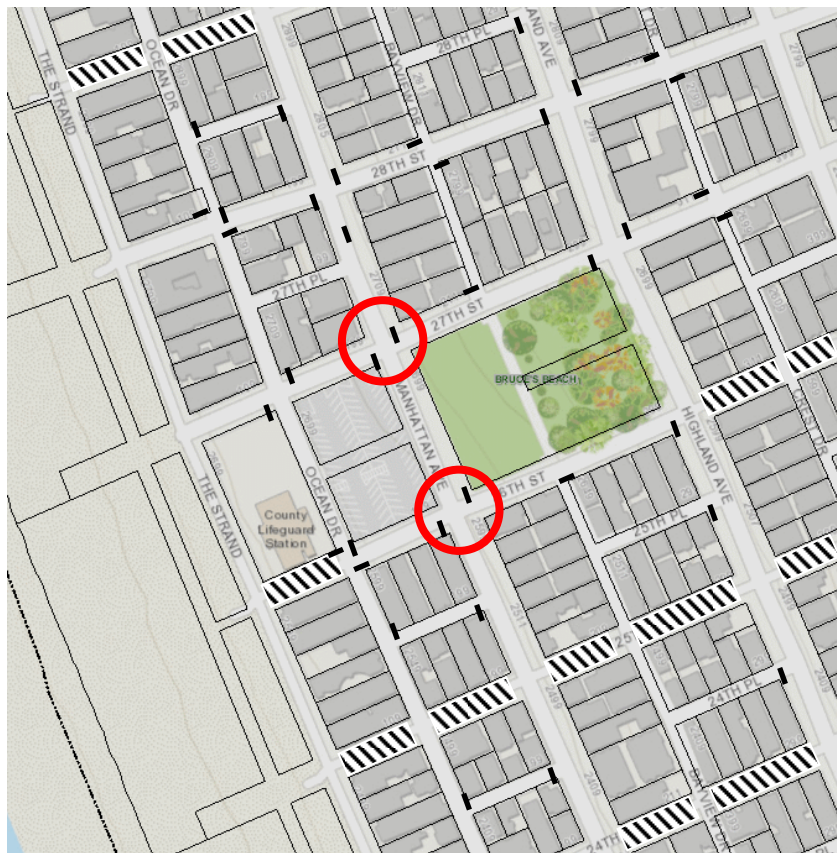
Ellen Kane

221 27th Street

Manhattan Beach, CA 90266

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EXHIBIT 2
AERIAL PHOTO AND LOCATION MAP
Manhattan Avenue at 26th and 27th Streets



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**EXHIBIT 3
SITE PHOTOS**



26th Street West of Manhattan Avenue Looking North



26th Street West of Manhattan Avenue Looking South



26th Street East of Manhattan Avenue Looking North



26th Street East of Manhattan Avenue Looking South



27th Street West of Manhattan Avenue Looking North



27th Street West of Manhattan Avenue Looking South



27th Street East of Manhattan Avenue Looking North



27th Street East of Manhattan Avenue Looking South



EXHIBIT 4

STOP SIGN WARRANT CHECKLIST

MAJOR STREET: Manhattan Avenue MINOR STREET: 26th Street

REQUESTED BY: Citizen Request DATE: 2/20/2019

REVIEWED BY: Erik Zandvliet

Warranted?

SINGLE STREET STOP SIGN WARRANTS

- 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

- 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 85th 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: Manhattan Avenue 85TH SPEED: 32 MPH

MINOR STREET: 26th Street DATE: 5/19/2015

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

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

Street	Min Volume	70%	80%	Ave.	Hour / Volume							
					7am	8am	9am	10am	11am	1pm	5pm	6pm
Major	300	210	240	169	175	225	150	140	146	163	163	190
Minor	200	140	160	-	-	-	-	-	-	-	-	-

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

Peak Average Delay	< 10 sec.
--------------------	-----------

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
2017	-	None	-	-
2016	-	None	-	-
2015	-	None	-	-
2014	-	None	-	-
2015	-	None	-	-
2016	-	None	-	-
2017	-	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	NO	NO
B. Need to control vehicle/pedestrian conflicts at high ped locations		YES	NO
C. Visibility obstruction after stopping on minor street approach		YES	NO
D. Two similar neighborhood collector streets that would improve operation		YES	NO
Other: Unexpected speeds and vertical curvature or a school zone.		YES	NO



STOP SIGN WARRANT CHECKLIST

MAJOR STREET: Manhattan Avenue MINOR STREET: 27th Street

REQUESTED BY: Citizen Request DATE: 2/20/2019

REVIEWED BY: Erik Zandvliet

Warranted?

SINGLE STREET STOP SIGN WARRANTS

- 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

- 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 85th 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: Manhattan Avenue 85TH SPEED: 32 MPH

MINOR STREET: 27th Street DATE: 2/20/2019

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

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

Street	Min Volume	70%	80%	Ave.	Hour / Volume							
					7am	8am	9am	10am	11am	1pm	5pm	6pm
Major	300	210	240	169	175	225	150	140	146	163	163	190
Minor	200	140	160	-	-	-	-	-	-	-	-	-

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

Peak Average Delay	< 10 sec.
--------------------	-----------

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?

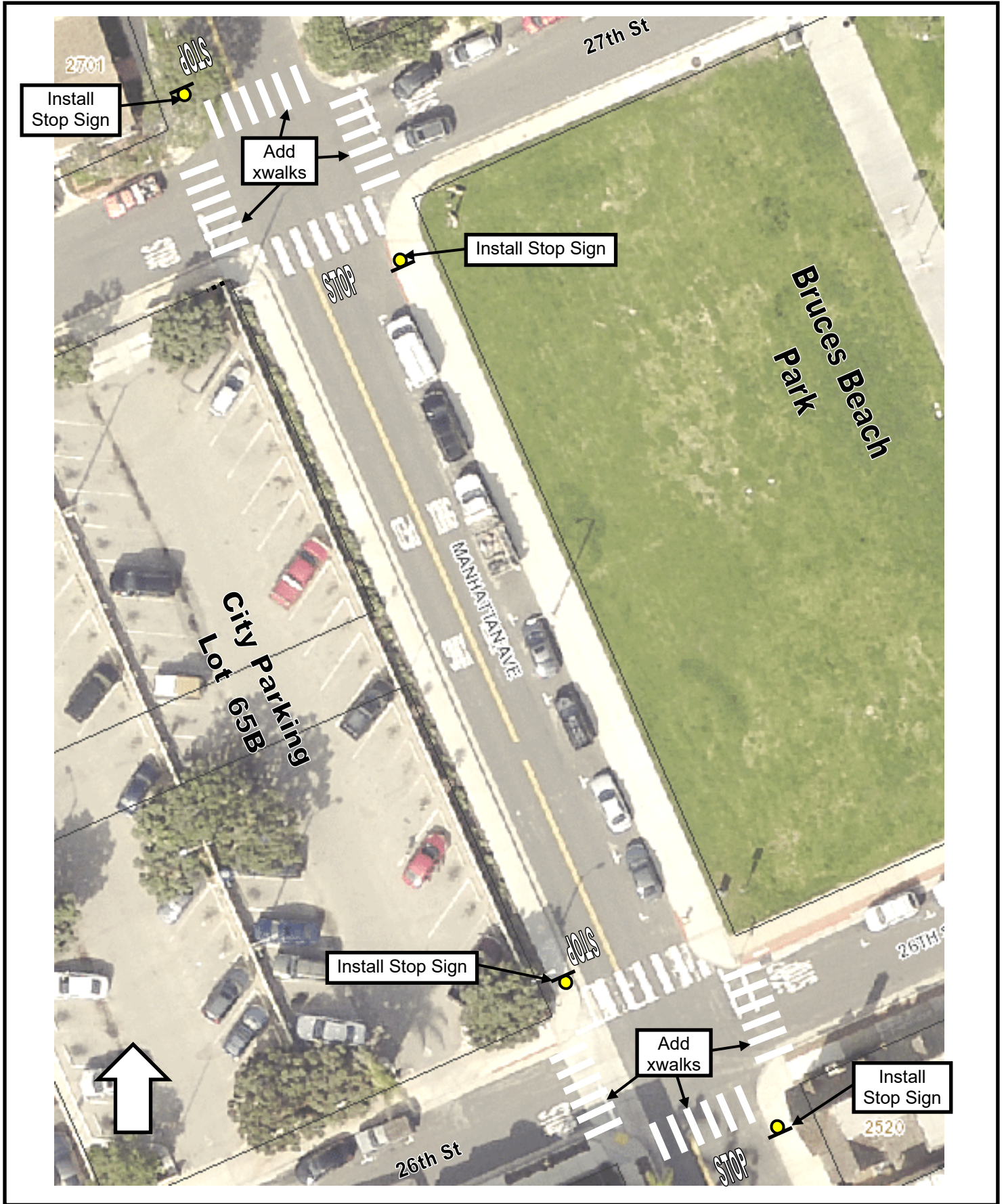
DATE	TIME	DIRECTION	TYPE	CAUSE
2017	-	None	-	-
2016	-	None	-	-
2015	-	None	-	-
2014	-	None	-	-
2013	-	None	-	-
2012	-	None	-	-
2011	-	None	-	-

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

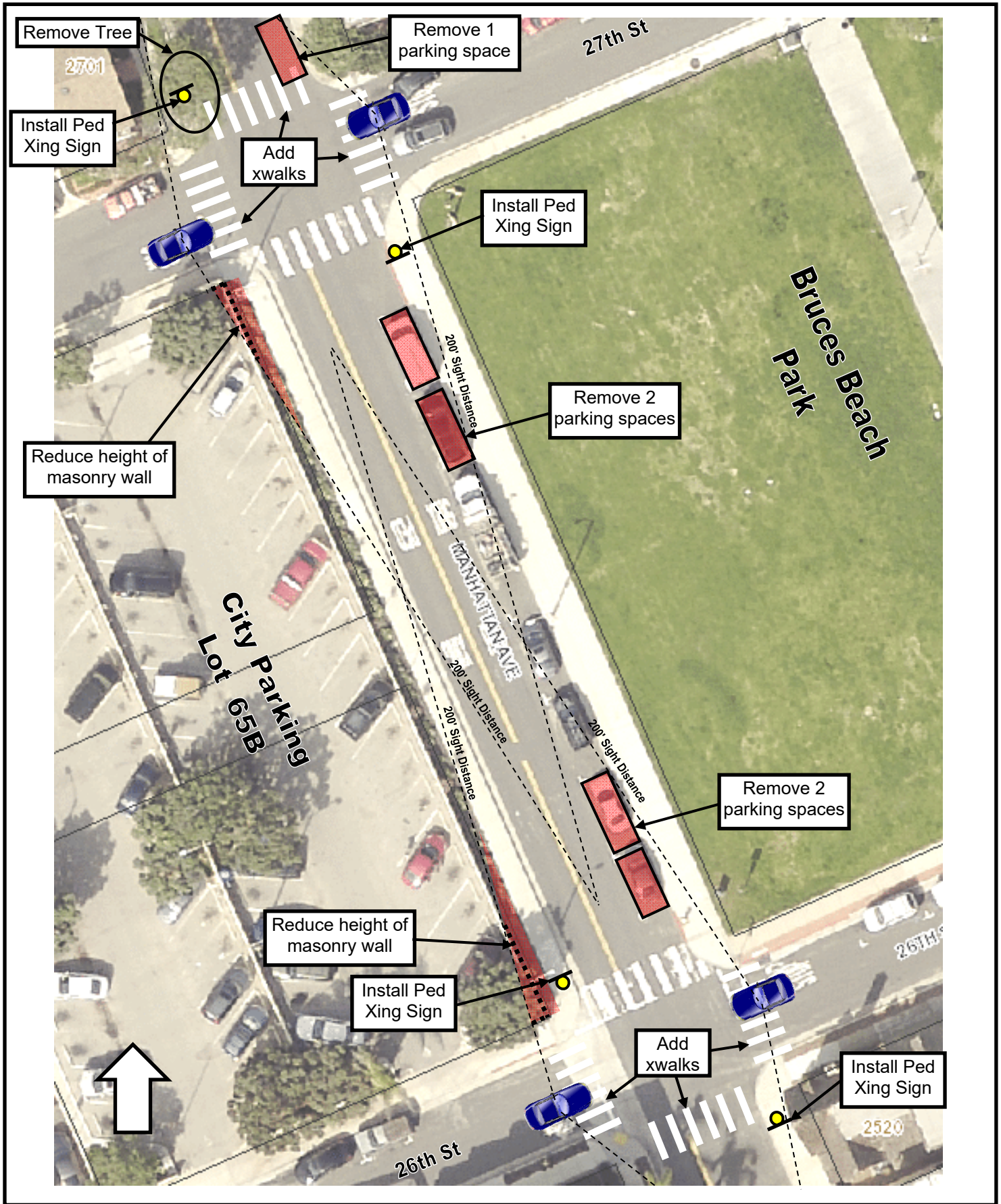
Average major and minor street volumes are at least 80% of the minimum values?

OTHER MULTI-WAY STOP CONDITIONS	WARRANTED	YES	NO
A. Need to control left turn conflicts		YES	NO
B. Need to control vehicle/pedestrian conflicts at high ped locations		YES	NO
C. Visibility obstruction after stopping on minor street approach		YES	NO
D. Two similar neighborhood collector streets that would improve operation		YES	NO
Other: Unexpected speeds and sight distance restrictions.		YES	NO



City of Manhattan Beach
Community Development
Traffic Engineering Division

PPIC Recommendation
Install Stop Signs
Manhattan Avenue at 26th Street/27th Street



City of Manhattan Beach
 Community Development
 Traffic Engineering Division

Alternative #1
 Remove Corner Sight Distance Restrictions
 And Install Crosswalks

Attachment 5

CITY COUNCIL MEETING

JULY 2, 2019

**Consider Adoption of a Resolution
Establishing Stop Signs at the
intersections of Manhattan Avenue
and 26th Street, and at Manhattan
Avenue and 27th Street**

Correspondence Received

After PPIC Meeting

on February 28, 2019

The Parking and Public Improvements Commission

City of Manhattan Beach

2/23/2019

Dear Commission Members

I have resided at 2216 Manhattan Avenue since 2007. Over the years there has been a significant deterioration in the traffic conditions on this stretch of road from Marine Avenue all the way to Rosecrans.

What used to be a relatively peaceful residential road has become a major cut through as increasingly drivers take this route to avoid congestion on Highland Avenue. This is particularly the case in Spring through Fall as large numbers of visitors descend to enjoy the beach areas. High powered cars, trucks and motorcycles ply up and down at high speeds, significantly in excess of the occasionally posted 25 MPH.

Along with high speeds there is increased in blowing of horns and screeching of brakes as cross traffic tries to navigate Manhattan Avenue especially at the junctions of 23rd Street, 26th Street and 27th Street.

There are currently two way Stop signs on these three cross roads, however, due to many parked cars, high walls and buildings as well as lots of trees and high vegetation, both traffic on Manhattan Avenue and these cross streets has very limited sight visibility. I myself always slow down coming to these junctions on Manhattan Avenue as I am always wary of cross traffic swerving onto the Avenue.

In addition these cross streets have pedestrian crossings on them with high volume of foot traffic which makes it even more difficult to gauge the vehicle traffic. The junction of 23rd street has numerous trees such that the pedestrian crossing sign is obscured as is the road.

I think instead of the current 2 way Stops having a 4 way Stop at the junctions of Manhattan Avenue and 23rd as well as 26th and 27th streets will help considerably. It will give drivers the ability to pause and see side traffic and calm these junctions. It will also be safer of pedestrians who today have to take their chances crossing here.

I understand that there is a Commission meeting on this matter on February 28 and that there are certain stipulated rules and guidelines that have to be considered for 4 way Stop signs.

I would respectfully request that the overriding ones should be safety for car and pedestrian traffic as well as calming the traffic on this stretch of Manhattan Avenue.

Sincerely

Mr. Bedi A. Singh

Erik Zandvliet

From: Phyllis Ruderman <phylrud@verizon.net>
Sent: Wednesday, February 27, 2019 5:16 PM
To: Erik Zandvliet
Subject: stop signs 26 and Manhattan

I am strongly in favor of all way stop signs at Manhattan Ave. and 26th and Manhattan Ave. and 27th. It would make that intersection much safer.

Phyllis Ruderman
2522 The Strand

Erik Zandvliet

From: Phyllis Ruderman <phylrud@verizon.net>
Sent: Thursday, February 28, 2019 12:11 PM
To: Erik Zandvliet
Subject: stop signs

I have already sent an email stating my approval for 4 way stop signs at Manhattan Ave. and 26th and 27th streets. I would like to add that trying to cross Manhattan Ave. going west on 26th is particularly dangerous as it is very difficult to see approaching vehicles.

Phyllis Ruderman
2522 The Strand

Erik Zandvliet

From: Russell Dickerson <russell.w.dickerson@gmail.com>
Sent: Sunday, March 3, 2019 7:39 PM
To: Erik Zandvliet
Cc: Rachel Knopoff; Ed Jenkins; Skylar Tourigny; Peter Tourigny; Kate Malik; Neil Malik; Julie Felss Masino; Dave Masino; Justin Dechant
Subject: Stop signs

Dear Erik-

We just got back from a 3 week trip to SE Asia and are very upset that 4-way stop signs at Manhattan Ave./26th St. and Manhattan Ave./27th St. may have already been approved by the MB City Council after a "Public Meeting" notice that was postmarked 2/22/2019 and received while we were away. We live at 2516 Manhattan Ave immediately adjacent to where the 4-way stop signs are envisioned and if we known that this issue was coming up would have rallied support against the stop signs and selected a surrogate go to the meeting on our behalf.

My wife Rachel Knopoff used to live adjacent to the 4-way stop at Manhattan Ave and 1st St and the primary reason she moved away from there to where we are now was the almost constant cacophony of squealing brakes and revving engines not to mention noxious fumes especially from diesel engines accelerating from the intersection.

We would like to know what options we have up to and including legal recourse to avoid having this nuisance right outside our door since in addition to all of the above issues, we feel this will definitely decrease property values adjacent to the 4-way stops. In addition, we don't believe that sufficient warning about the public hearing was given.

And who are the people behind this initiative and for what reason? We are willing to wager that it's not people who live right by these intersections.

Please note that I'm cc-ing all of our neighbors immediately surrounding us on the south side of the park who will be impacted by this ill-advised initiative which addresses a problem that we're unaware of and can you please advise which of the MB City Council members we should contact about this matter?

I'll follow this email up with a call or visit this coming week so we can better understand what options we have at this point.

Respectively yours,
Russ Dickerson & Rachel Knopoff
2516 Manhattan Ave.
Manhattan Beach, CA 90266

Erik Zandvliet

From: Justin Dechant <justindechant@gmail.com>
Sent: Monday, March 4, 2019 9:04 AM
To: Russell Dickerson
Cc: Erik Zandvliet; Rachel Knopoff; Ed Jenkins; Skylar Tourigny; Peter Tourigny; Kate Malik; Neil Malik; Julie Felss Masino; Dave Masino
Subject: Re: Stop signs

Hello everyone,

Russ, thank you for bringing this to our attention. My name is Justin Dechant and I am the homeowner at 2519 Bayview Dr.

We did not receive a letter from the city and this is the first we are hearing of this. With no notification or resident input we feel this is an unacceptable change and would also like to join Russ to oppose this change. We agree with all of his reasons how this will affect our quality of life and property values.

Eric, looking forward to hearing your response to Russ.

Justin Dechant

Sent from my iPhone

> On Mar 4, 2019, at 12:38 AM, Russell Dickerson <russell.w.dickerson@gmail.com> wrote:

>

> Dear Erik-

>

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Erik Zandvliet

From: Dave Masino <dmasino@gmail.com>
Sent: Monday, March 4, 2019 9:38 AM
To: Justin Dechant
Cc: Russell Dickerson; Erik Zandvliet; Rachel Knopoff; Ed Jenkins; Skylar Tourigny; Peter Tourigny; Kate Malik; Neil Malik; Julie Felss Masino
Subject: Re: Stop signs

Hi Erik --

This is Dave Masino from 2517 Bayview Drive. I am in complete agreement with Russ and Justin. We were also traveling and by the time we saw the notice in the mail, it was too late. This was an extremely short notice, too short for us to react accordingly. We completely oppose the 4 way stop signs in this location, and plan on joining our neighbors in opposition.

I'm also looking forward to your response to Russ.

Thank you!

Dave Masino

On Mon, Mar 4, 2019 at 9:03 AM Justin Dechant <justindechant@gmail.com> wrote:

Hello everyone,

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Erik Zandvliet

From: Kate Malik <kegmalik@mac.com>
Sent: Monday, March 4, 2019 10:21 AM
To: Russell Dickerson
Cc: Dave Masino; Justin Dechant; Erik Zandvliet; Rachel Knopoff; Ed Jenkins; Skylar Tourigny; Peter Tourigny; Neil Malik; Julie Felss Masino
Subject: Re: Stop signs

We agree that a 4 way stop would be disruptive. Thanks, Russ!

Sent from my iPhone

On Mar 4, 2019, at 9:51 AM, Russell Dickerson <russell.w.dickerson@gmail.com> wrote:

Dave and Justin thanks for your responses. And sorry that we had essentially no time to mount an objection to this ill-advised initiative.

Hopefully, we'll hear from others including Kate & Neil + Skylar & Peter + Ed re: what their thoughts are and I'll try to get a grassroots movement going with some of the other neighbors including those on the north side of the park.

-Russ

On Tue, Mar 5, 2019 at 2:38 AM Dave Masino <dmasino@gmail.com> wrote:

Hi Erik --

This is Dave Masino from 2517 Bayview Drive. I am in complete agreement with Russ and Justin. We were also traveling and by the time we saw the notice in the mail, it was too late. This was an extremely short notice, too short for us to react accordingly. We completely oppose the 4 way stop signs in this location, and plan on joining our neighbors in opposition.

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Eric, looking forward to hearing your response to Russ.

Erik Zandvliet

From: Peter Tourigny <pjtourigny@gmail.com>
Sent: Monday, March 4, 2019 10:55 AM
To: Kate Malik
Cc: Russell Dickerson; Dave Masino; Justin Dechant; Erik Zandvliet; Rachel Knopoff; Ed Jenkins; Skylar Tourigny; Neil Malik; Julie Felss Masino
Subject: Re: Stop signs

Skylar and I are also opposed to the 4 way stop sign.

On Mon, Mar 4, 2019 at 10:21 AM Kate Malik <kegmalik@mac.com> wrote:
We agree that a 4 way stop would be disruptive. Thanks, Russ!

Sent from my iPhone

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Erik Zandvliet

From: Rachel Knopoff <rknopoff@gmail.com>
Sent: Monday, March 4, 2019 11:14 AM
To: Peter Tourigny; List - PPIC
Cc: Kate Malik; Russell Dickerson; Dave Masino; Justin Dechant; Erik Zandvliet; Ed Jenkins; Skylar Tourigny; Neil Malik; Julie Felss Masino
Subject: Re: Stop signs

Hi all,

I'm expanding this email string to include [All Parking and Public Improvements Commission Members](#), based on the link from the Manhattan Beach City website.

I have very strong objections to the proposed stop signs, and I am appalled at how the process has been conducted thus far.

The notice for the public meeting was postmarked on 2/22/19 for a meeting that was to take place on 2/28/19. The earliest the postcard could possibly have arrived in our mailbox was 2/23/19, giving us a maximum of just 5 days (4 business days) to gain any information or mount any sort of protest. This is grossly inadequate for many reasons, including the simple fact that my husband and I were traveling for 3 weeks and only just arrived back home yesterday.

The postcard indicates that a "Staff Report" would be available at www.citymb.info on 2/22/19 after 5 pm but does not indicate how to find it, and I'm not sure it exists. That webpage indicated by the postcard is merely the main City of MB site and has nothing pertinent on it. When I search the City of MB website for "Staff Report", I find nothing of relevance. The only 2019 Staff Report I see is dated 1/15/19 and refers to solid waste hauling services. When I click on "Departments" and then choose the [Parking and Public Improvements Commission](#), I find no information on the stop signs. There is a posted agenda for 2/28/19, but no minutes are available yet. There is no information as to who requested the stop signs and no information as to how the request was evaluated by the city.

How can the "interested parties" participate in the process without sufficient time or information? Where is this "Staff Report" we are supposed to have access to?

In the past, I often felt concerned that I didn't have enough awareness of local events and issues, so in 2018 I signed up to receive eNotifications from the city of Manhattan Beach. I have indeed received a few emails from the city over the past few months, but there has been no communication about any proposed stop signs. A postcard in the mail a few days before an important decision is going to be made is grossly insufficient, and I doubt it would stand up to legal scrutiny.

My husband Russ already mentioned my experience living by a 4-way stop sign, but I'd like to expand on it. For 3 years, I rented an apartment that stood on the corner of Manhattan Avenue and 1st Street. The noise from the cars stopping and starting at the intersection was a constant in my life, and I couldn't stand it. I heard screeching brakes and revving engines throughout the day and night, and it was horrible. Every time a car went by, it made noise and emitted fumes. When two cars arrived at the intersection at the same time, there was frequent honking and occasional yelling. There were also occasional (but thankfully rare) accidents.

Erik Zandvliet

From: james upchurch <jimcaltius@me.com>
Sent: Tuesday, April 2, 2019 10:14 AM
To: List - PPIC
Cc: Erik Zandvliet
Subject: All-Way Stop Signs Manhattan Avenue and 26th/27th Street

Dear PPIC Commissioners,

I live at 2719 Manhattan Ave, one block North of the 27th and Manhattan Ave intersection and am writing you to express my opposition to the installation of All-Way Stop Signs at the subject intersections. I have read the report from Erik Zandvliet dated February 28, 2019 (the "Report") as well as the included attachments. I've also reviewed other materials and research published by various traffic experts, other municipal jurisdictions and the Federal Highway Administration.

My opposition to the installation is based on the following understandings and observations:

1. The initiation of this request came primarily from a citizen stating that there is speeding and a need to slow down traffic by Bruce's Beach. There are numerous traffic studies stating that stop signs are not effective in reducing speeds (I was surprised by this but it is an overwhelmingly supported fact). In fact, an Intersection Safety Issues Brief published by the Federal Highway Administration (Issue Brief 4 STOP Signs November 2009 FHWA-SA-10-005) specifically states the following:

"If installed where warranted, STOP signs can be very effective. However, STOP signs can be an inconvenience to motorists and a potential safety issue and should only be used where warranted. STOP signs should not be used to control vehicle speeds."

Having STOP signs at 26th and 27th street will of course slow the speed between those two points but potentially increase the speeds at crosswalks to the North and South as frustrated drivers attempt to make up the time. Studies have shown this to be the case.

Studies have also shown that compliance is poor with stop signs and that an All-Way Stop Sign can increase risk due to the perception of safety created for both opposing drivers and pedestrians. Just think about the 500+ cars that travel through these intersections between 7-9am, one study said the non compliant rate is as high as 25%, drivers will be rolling through the intersection without stopping likely increasing the risk. I won't even get into the non-compliance rate for bike riders, that has to be meaningfully higher.

Note-The Report states that there have been NO REPORTED COLLISIONS near these intersections during the EIGHT year analysis period from January 1, 2011 to December 31, 20187. This is an extremely important fact strongly supports that no change should be made.

2. There is no analysis in the Report of negative implications from an All-Way Stop sign configuration. I'll offer a few below:

Idling cars at stops signs contribute to pollution.

Noise will absolutely increase as cars and motorcycles regain speed leaving the stop. Studies have shown that drivers accelerate to their prior speed in less than 200 feet from the STOP sign, just think about a Harley motorcycle doing this twice on a quiet Sunday morning. I almost forgot about the garbage trucks, street sweepers, construction vehicles and emergency vehicles!

The average time to travel from mid-block to mid-block will likely increase by 4-5 seconds. Seems like a small amount of time but multiply that by two STOP signs and 500+ cars between 7-9am when there are minimal pedestrians and it adds up (with little benefit to anyone).

The economic cost to drivers by adding two stops may seem trivial but it adds up. One study showed that a two-way stop was 3.5 times more efficient than the four-way stop.

There will be backups and delays at these intersections during the high traffic morning and evening periods.

It may be more difficult for East/West traffic and residents on Manhattan Ave to pull out of their locations as North/South traffic becomes more sequenced, there will be fewer "breaks" in traffic to allow egress onto Manhattan Ave.

Additional stops increase the frequency of rear-end accidents (especially in this texting era).

STOP sign compliance is poor at unwarranted multi-way stop signs. Studies have determined that drivers see little reason to stop when there is no traffic on the minor street.

Studies have found that pedestrian safety is decreased at unwarranted stop sign locations as pedestrians expect vehicles to stop but many "run" the unnecessary stop sign.

Who is going to enforce compliance and will that take away from other more important enforcement situations.

3. There doesn't appear to be a discussion or assessment of alternative traffic adjustments. Speed humps, increased signage both on and above the road, better lighting, flashing lighting, rumble strips, etc. Seems to be many options to consider before an ALL-WAY STOP is created.

4. The conclusion of the report supporting the traffic change seems really to be based on "sight" restrictions. There is no assessment of modifying the traffic environment which could reduce such restrictions. For example, the wall surrounding the parking lot West of Manhattan Ave. is a consideration. How about cutting the NW and SW corners of the walls to angles to open up the site lines? I don't believe this will take out any parking spaces within the lot as there are currently planters in those spaces (which are typically covered with garbage after a busy weekend). Seems an easy fix and my guess is it would make the wall more appealing and less like a facade.

Take out one or two on street parking spaces that restrict sight lines, this seems like an easy fix. NOTE-This sight line issue exists at most of the crosswalks on Manhattan Ave where parking spaces are adjacent to the crosswalk. It is difficult to see both cars and pedestrians when cars are parked. I don't know the fix for this but STOP signs are surely not the answer.

My conclusion is ALL-WAY STOP SIGNS are NOT WARRANTED based on:

- No accidents in 8 years

- Average speeds on 27 MPH (and studies stating that STOP signs do not reduce speeds)

- Sight restrictions can be modified

- Overall safety may actually be compromised

- Delays and increased driver frustration along with increased economic costs

- No other alternatives seem to have been attempted or implemented

- Increase in both noise and environmental pollution

- High levels of driver non-compliance and lack of enforcement resources

I'm all for ongoing safety improvement but I don't feel like this is the solution. Thank you for listening.

By the way, I appreciate the timely and thoughtful input from Erik Zandvliet, our City Traffic Engineer, who has the difficult task of managing these processes. Thanks Erik!

Respectfully,

Jim Upchurch
2719 Manhattan Ave

Erik Zandvliet

From: Mark Burton <markfburton@gmail.com>
Sent: Wednesday, April 17, 2019 8:02 AM
To: Erik Zandvliet; rkendal5@gmail.com
Cc: Anne McIntosh; Bruce Moe
Subject: Four Way Stop Signs at 26th/27th Streets and Manhattan Ave.

Dear Erik:

Ms. Becky Kendall provided the below comment regarding the above. At your convenience, can you please contact her re the status of the above and when this item might be coming to City Council? Thank you!

Kind regards, Mark

"There is another situation that I know is coming to the city council in early June. It has to do with installing a four way stop at 26th and 27th streets and Manhattan Ave. I do not think this is a necessary move. I live at 2311 Manhattan Ave and do not see a need for a four way stop. To my knowledge there has never been an accident in this area. On some summer weekends, there is more pedestrian traffic in the area however I've never seen an issue. My experience is that most people slow down at these more congested times. A four way stop would require us to stop every time we go down the street, not just during these few hours on a summer weekend. If the city wants to do something, installing a pedestrian walkway with lights would be more reasonable however even that might not be cost effective. The one thing I do see occasionally is a car coming down on 26th street and up on 27th street and they run past the stop signs. A sign saying that the cross street does not stop seems reasonable."

--

The Mark Burton Team
Mark Burton & Dickie Van Breene
3 Leaf Realty
Cell # (310) 562-7897
Email: markfburton@gmail.com

To: The Manhattan Beach City Council
From: Neighbors In Opposition to All Way Stop Signs at Bruce's Beach/Manhattan Avenue

Statement of Opposition to All Way Stops Signs at Bruce's Beach/Manhattan Ave
Along with Proposed Alternative Measures

We, citizens of Manhattan Beach and the neighborhood surrounding Bruce's Beach, respectfully express our opposition to the proposed installation of All Way Stop Signs at the intersections of Manhattan Ave and 26th and 27th Streets. There are numerous reasons for our opposition including several enumerated below:

1. Studies have found that stop signs are not intended to control car speeds and in fact can create more harm than good including a false sense of security, which can actually increase the risk of pedestrian, and auto accidents. Stop sign non-compliance runs as high as 25% and during morning and evening commutes cars will be rolling through the intersections. Bicycle noncompliance is even higher. MB does not have the resources to enforce compliance and driver/pedestrian altercations could very well increase. The All Way Stop may actually increase risk for pedestrians and drivers.
2. Drivers will reach speed levels 200ft from stop signs so they obviously don't limit speeding; the Federal Highway Administration specifically states stop signs should not be used to control speed.
3. Meaningfully increased auto emissions, noise and impaired traffic flow especially in peak traffic times will be a significant negative result of an all way stop. Note that peak commute times are Monday-Friday am/pm when pedestrian foot traffic is low thus further frustrating already increasingly lengthy commute times without improving safety.
4. There have been no reported accidents at these intersections over the last eight years and the traffic levels do not meet the minimum requirement warranting an all way stop. Average speeds are also reported to be 27 MPH, minimally over the stated 25 MPH.
5. There are alternatives to an All Way Stop that can be initiated which will improve the overall safety of the subject intersection, many of these alternatives should be considered and analyzed as part of this process.

We believe there are plenty of specific traffic and safety improvement options to consider long before an All Way Stop. These include the following and could be incrementally implemented to analyze their impacts:

1. Modify the Bruce's Beach parking lot wall at the NW and SW corners to either be see through, lowered or angled which will significantly increase the visibility for both pedestrians and cars. Since the lot is also below grade, the wall running along Manhattan Ave could also be lowered to create more visibility. This modification alone will have a dramatic improvement on the safety environment. Fixing this site restriction will effectively mitigate and substantially eliminate one of the primary reasons for the All Way Stop recommendation.
2. Control speed by placing speed feedback signs one to the north and one to the south of the subject intersections. These devices work and require no enforcement resources.
3. Put in double cross walks at both north and south corners of 26th and 27th street along with highly reflective marking tapes or markers.
4. Put in-pavement crosswalk lights for pedestrian safety. These are very effective and can be an excellent solution, particularly during the busy summer weekend periods. The thoughtful addition of this safety feature at Highland and 27th Street seems to be quite effective.
5. Increased crosswalk signage can be added, it currently does not exist at all the crosswalk points in the subject intersections.
6. Increase signage such as "Drive Like Your Kids Lived Here", this has been effective in combating the Waze effect throughout Los Angeles. Couple this with increased neighborhood education.
7. Speedbumps/humps can be considered at various points along Manhattan Ave.

These alternative safety measures as well as the perceived "problem" should be studied and considered before the installation of an All Way Stop at the subject intersections as they present more effective solutions and better serve all of those involved in traversing these intersections.

The City Council diplomatically, adroitly and rightly opposed the changes that were imposed in the Vista Del Mar/MDR parking fiasco, and while on a different scale, this stop sign proposal could be a solution in search of a problem with similar negative effect. Let's avoid a repeat by thoughtfully studying the problems and possible solutions more assiduously before so radically changing the character of Manhattan Ave. Thank you for your consideration.

Respectfully submitted by Neighbors In Opposition to All Way Stops Signs at Bruce's Beach/Manhattan A

Neighbors in Opposition to All Way Stop Signs at Bruce's Beach/Manhattan Ave

Name	Address
James Upchurch & Erin Murphy	2719 Manhattan Ave
Russell Dickerson & Rachel Knopoff	2516 Manhattan Ave
Tricia & John Marcello	2720 Ocean Drive
Richard & Joan Otomo-Corgel	2900 Manhattan Ave
Kiki & Tim Burger	120 28 th Street
Julie & Dave Masino	2517 Bayview Drive
Skyler & Peter Tourigny	2512 Manhattan Ave
Kate & Neil Malik	2520 Manhattan Ave
Peff & Nikki Eick	2312 Manhattan Ave
Mimi & Hart Hart	2304 Manhattan Ave
Mehmet Noyan	2313 Bayview Drive
Justin & Delaney Dechant	2519 Bayview Drive
Kavian Maghzy	216 26 th Street
Launi & Ross Nathan	2808 The Strand
Marsha & David Veiga	125 28 th Street
Barbara & Jerry Johnson	117 28 th Street
Neil Relitz	1121 2 nd Street
Betsy McLaughlin	2804 The Strand
Marcia Aaron	2804 The Strand
Tish & Bill Young	2800 The Strand

Ali Tahmasbi	2800-B The Strand
Linda & Tom Reed	2814 Manhattan Ave
Jana & Bill Simone	214 30 th Street
Kristen Delio	2915 Manhattan Ave
Joe Marron	2311 Manhattan Ave
Patrick Burke	200 38 th Street
Susan Evans	2802 Ocean Drive
Megan Lawler	112 29 th Street
Patricia & William McCaverty	300 28 th Street
Kim & Huntley Castner	624 Marine Ave
Adair & Scott Douglas	595 27 th Street
Beth & Anthony Armstrong	212 24 th Street
Carolyn & Neal Robb	2400 Manhattan Ave
Randy Forbes & Caren Black	116 Rosecrans Place
Suzan & Greg Rude	433 31 st Street
John & Julie Argue	401 27 th Street
Jim & Cheryl Furlan	743 Marine Ave
Michael & Anne McHargue	2704 Manhattan Ave
Brewster & Theresa Johnson	2705 Bayview Drive
Billy & Kadie Chambers	220 20 th Street
Andy Jacobs & Maddie Lawrence	126 28 th Place
Louise Wolf	2404 Ocean Ave
Dan & Corrina Ortega	3316 Manhattan Ave

Dino & Chrestentini	2508 The Strand
Steve & Lilla Nash	2903 Manhattan Ave
Larry & Helene Grik	2701 Manhattan Ave
Carol Pursuit	212 28 th Street
Derrick Vartanian	123 28 th Street