

**PARKING
AND PUBLIC IMPROVEMENTS
COMMISSION**

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

Correspondence Received

After April 1, 2019

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, 2018. 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!

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."

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

Erik Zandvliet

From: james upchurch <jimcaltius@me.com>
Sent: Monday, June 10, 2019 7:37 PM
To: List - City Council; City Manager
Cc: Erik Zandvliet
Subject: City Council Meeting July 2, 2019-Agenda Item Bruce's Beach All Way Stop Sign Proposal
Attachments: All Way Stop Opposition Statement.pdf; ATT00001.htm

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 Avenue 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,

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 26th Street
Launi & Ross Nathan 2808 The Strand
Marsha & David Veiga 125 28th Street
Barbara & Jerry Johnson 117 28th Street
Neil Relitz 1121 2nd 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 30th Street
Kristen Delio 2915 Manhattan Ave
Joe Marron 2311 Manhattan Ave
Patrick Burke 200 38th Street
Susan Evans 2802 Ocean Drive
Megan Lawler 112 29th Street
Patricia & William McCaverty 300 28th Street
Kim & Huntley Castner 624 Marine Ave
Adair & Scott Douglas 595 27th Street
Beth & Anthony Armstrong 212 24th Street
Carolyn & Neal Robb 2400 Manhattan Ave

Erik Zandvliet

From: Christy Miller <christymil@aol.com>
Sent: Tuesday, July 23, 2019 7:12 AM
To: List - PPIC
Subject: Parking and Public Improvements Commission Manhattan Ave at 26 & 27th St

Hi,
We are residents that live at 229 27th Street that have lived here for 36 years. I tried to find the staff report online, but the link is no longer available. We love our semi quiet neighborhood. We are not in favor of a 4 way stop sign being installed on manhattan ave. We do not like the idea of added noise of cars stopping and starting and additional traffic backed up during busy rush hour traffic. It will be a nightmare! The better solution would be to install blinking crosswalk lights. However, as a resident, i do not see the need for any more safety measures. Pedestrians know to look both ways when crossing a street. Additionally, for cars, a sign on the east and west sides of street could be posted that says oncoming traffic does not stop. We are adamantly opposed to a 4 way traffic stop sign.

Christy and Doug Miller
229 27th Street
Manhattan Beach