

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

TO: Parking and Public Improvements Commission

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

DATE: September 26, 2019

SUBJECT: Discussion of the Citywide Crosswalk Enhancement Evaluation

RECOMMENDATION:

That the Commission pass a motion to recommend that the City Council direct staff to incorporate proposed crosswalk enhancements into new or ongoing capital improvement projects as part of the City's Capital Improvements Plan, and pursue funding opportunities for these projects.

BACKGROUND:

The City Council has made pedestrian safety and crossing enhancements a high priority in its overall Work Plan. During the May 3, 2017 City Council retreat, a Plan Zero Pedestrian Improvement Plan was proposed. Plan Zero would review existing policy documents such as the Downtown Specific Plan and Mobility Plan, and conduct a citywide pedestrian safety study to determine which locations should be prioritized to reduce the potential for pedestrian collisions.

At the May 30, 2017, Capital Improvement Plan/Budget workshop, the City Council gave staff direction to explore various crosswalk enhancement opportunities that could be incorporated into planned CIP projects.

At the January 16, 2018 City Council meeting, several Councilmembers spoke on the need to improve the condition of our existing crossings and enhance many others with flashing beacons, in-roadway warning lights and special signal timing. The Council also emphasized the need to come up with a crosswalk policy and funding, and complete high priority locations right away.

On March 20, 2018, the City Council discussed the background and status of the crosswalk enhancement evaluation. The Council gave direction to continue moving forward with the previously approved improvements, review potential crossing locations in the City, and prioritize additional locations for addition to the Capital Improvement Plan (CIP) for Council consideration.

DISCUSSION:

Pedestrian safety and crossings are identified in several policy-level documents previously approved by the City Council or currently being studied by the City. Some of the primary guidance documents are summarized below and the related goals or policies are excerpted in Exhibit 1:

City General Plan Circulation Element: The Infrastructure Element of the General Plan was adopted in 2003. While it was a primarily vehicle-oriented plan, some of the pedestrian related goals and policies emphasize multi-modal transportation needs and and pedestrian safety.

Downtown Specific Plan: The Downtown Specific Plan was approved by City Council on February 21, 2017. The Plan contains many goals and concepts for improved pedestrian circulation and non-motorized use of the public realm as highlighted in Chapters 5 and 7. A figure with proposed pedestrian improvements is included as Exhibit 2.

Mobility Plan: The 2018 Mobility Plan evaluated the existing condition of the City’s various transportation modes, and proposed a vision of Complete Streets to provide a balanced network for all users: pedestrians, bicyclists, transit users, motorists and those with special needs. The Plan has a number of goals and policies that emphasize the pursuit of projects and programs that will improve pedestrian conditions, support Safe Routes to School, develop pedestrian-oriented design and enhance walkstreets and crossings to encourage walking.

The Mobility Plan includes an appendix that proposes a “Pedestrian Crossing Enhancements Policy”. (Exhibit 3) This draft document contains a toolbox of potential crossing treatments that would be appropriate for various conditions, such as uncontrolled, stop-controlled, and signal-controlled crossings.

The FY 2016-17 Capital Improvement Plan (CIP) includes a project to conduct a Veterans Parkway Pedestrian Access Master Plan. This Plan would identify appropriate connections between the Veterans Parkway path and the adjacent neighborhoods, and propose consistent crossing protection measures on Valley Drive and Ardmore Avenue. This Plan has been incorporated into this evaluation, and \$80,000 in remaining funds could be re-appropriated for crosswalk enhancements construction.

It should also be noted that Neighborhood Traffic Management Program (NTMP) and School Area Safety studies include many measures that enhance crossing safety, including stop signs, new crosswalks, pedestrian warning signs, etc.

Existing Pedestrian Conditions

The City is comprised of several distinct neighborhoods, some of which have traditional sidewalks and others where sidewalks are not provided or are incomplete. For example, in the Tree Section, there are wide public rights-of-way, but the areas alongside the vehicle lanes are improved with a variety of landscaping, private encroachments and parking pads. Many streets in El Porto and along the beach are very narrow, and pedestrians have to share the public right-of-way with vehicles. The Sand Section features many walkstreets, which are public walkways for the exclusive use of pedestrians. Because of this varied fabric of street types, a single pedestrian crossing style or solution will not apply everywhere.

The City does have a standard crosswalk design standard, which is called the Continental, or “ladder” style crosswalk. This type of crosswalk has been proven to have the highest visibility and driver awareness.

In order to develop a consistent crossing policy and prioritize where crossing improvements should be made, it is important to know what improvements have already been completed, and where crossing projects are currently planned.

Recently Completed Crossing Improvements

In the last four years, the City has completed a large number of enhanced crossings across the City. A map of these locations is included as Exhibit 4, and are summarized below:

- Pier Flashing Beacons
- Manhattan Beach Bl. at Highland Ave. - leading pedestrian signal phase
- Manhattan Beach Bl. at Manhattan Ave. - leading pedestrian signal phase
- Ardmore Ave. at Flournoy Rd.-crossing signs and speed awareness sign
- Highland Ave. at 38th St. – flashing beacons and in-pavement lights
- Manhattan Beach Bl.-Sepulveda B. to Aviation Bl. – high-visibility crosswalks
- Manhattan Beach Bl. at Target Driveway – new pedestrian signalized crosswalk
- Manhattan Ave.-15th Street to Rosecrans Ave. – high visibility crosswalks and signs
- Aviation Bl. at Marine Ave. – 2 high-visibility crosswalks
- Ocean Drive at 26th St.- new crosswalk
- Oak Ave. at Valley Dr. – 2 new crosswalks
- Redondo Ave. at 10th St. – 4 new crosswalks
- Curtis Ave. at Rowell Ave. – new crosswalk
- Manhattan Ave at 34, 35, and 36th Sts.-flashing beacons and in-pavement lights
- Manhattan Ave.-1st St. to 8th St.–high visibility crosswalks and signs at walkstreets
- Highland Ave.-Homer St to 8th St.–high visibility crosswalks and signs at walkstreets
- Parkview Ave Sidewalk and Crosswalks
- Marine Avenue-Sepulveda Bl. to Aviation Bl.-high visibility crosswalks and ramps
- Marine Ave,-Grandview Ave. to 25th St-new edgeline for pedestrian path
- Marine Ave. at Flournoy Rd. and Blanche Rd. – new crosswalk and signs
- 21st St., Bell Ave, Flournoy Rd. and 25th St. at Valley Drive – new crosswalks
- Laurel Ave. at 14th St. – new crosswalk

Grant-Funded Crossing Improvements

The City was awarded several federal and state grants to construct a variety of crossing enhancements throughout the City, such as flashing beacons, flashing stop signs, corner curb bulb-outs, high visibility crosswalks, and countdown pedestrian signals. These grant projects have recently been completed. A map of these locations is included as Exhibit 5. The grants are:

- Federal Cycle 3 Safe Routes to School (SRTS)
- State Cycle 10 Safe Routes to School (SR2S)
- Highway Safety Improvement Program (HSIP) – 22 Locations

Crossing Evaluation Methodology

As part of the Mobility Plan Update, a guide was created to help select appropriate treatments for various crossing conditions, called the Pedestrian Crossing Enhancements Policy. The selection criteria include the type of crossing control, traffic volume, speeds, number of lanes, and geometrics. This Policy is based on best practices used throughout the nation, which have been shown to reduce pedestrian collisions.

This Pedestrian Crossing Enhancements Policy does not, however, consider other factors, such as proximity to schools, collision history, pedestrian path continuity, visibility of pedestrians and availability of outside funding. Some of these factors are included in the City's Non-Motorized

Project Evaluation Form, which is used to prioritize pedestrian and bicycle projects to be funded by the Non-Motorized Transportation Fund of the CIP. (Exhibit 6)

To evaluate all the candidate crossing locations, the City Traffic Engineer combined both guidelines, and established the following 12 criteria to compare the locations against each other:

- Existing Traffic Controls
- Existing Signs/Markings
- Number of Lanes
- Crossing Traffic Volume
- Recurring Speeding
- School Routes
- High Pedestrian Zones
- Nearby Transit Stops
- Pedestrian Collision History
- Driver-Pedestrian Visibility
- Proximity to Existing Crossings
- Accessible Path Connection

Each criteria has three point levels based on the potential for the recommended enhancements to reduce vehicle-pedestrian conflicts and achieve other best practice methodologies. Candidate locations are evaluated and ranked based on the existing conditions and the potential safety benefit that would result given that particular criteria. For example, in-roadway warning lights would have more relative benefit to pedestrians at a high traffic volume location than one with a lower volume. The point values of all 12 criteria for each candidate location are then totaled and sorted from highest to lowest overall point value. It should also be noted that the pedestrian volume was not a factor in prioritizing the list, because crosswalk enhancements improve the safety for every pedestrian, and higher pedestrian volumes would be expected if the enhancements were implemented.

Candidate Location List

For several years, staff has received requests from citizens and other stakeholders for crossing enhancements at various locations to be considered in future CIP projects (Exhibit 7). To this list, the City Traffic Engineer has added locations that are recommended in the Downtown Specific Plan as well as potential connections to the Veteran's Parkway across Valley Drive and Ardmore Avenue. All of the locations have been included in a Candidate Locations Map and List for evaluation. (Exhibit 8 and 9)

Using the crossing evaluation methodology, the City Traffic Engineer assigned point values to the various criteria and ranked the candidate locations for consideration. (Exhibit 10) The specific crossing enhancements were determined using the Pedestrian Crossing Enhancements Policy and professional engineering judgement. Lastly, the Traffic Engineer estimated the cost of the recommended crossing enhancements based on recent city contracts for similar work.

The recommended crossing enhancements are primarily one or more of the following measures:

- Signs
- Crosswalk Markings
- In-Pavement Warning Lights (IRWLs)
- Rectangular Rapid Flashing Beacons (RRFBs)

- Bulb-Outs
- Pedestrian Ramps
- Sidewalk Connections
- Flashing Stop Signs

Some crossing measures were not considered for candidate locations because they are on lower speed and/or lower volume streets. However, it should be noted that construction of crosswalks typically requires the addition of new pedestrian ramps, unless ADA-compliant ramps already exist at both ends of the crosswalk. Also, national or state codes typically require dual pedestrian ramps at the corner (one for each crosswalk) and minimum clearance widths around sidewalk obstructions, both of which may require bulb-outs and/or new sidewalk construction to achieve a ADA-compliant pedestrian path that meets slope and width requirements. These improvements help accomplish the City's Complete Street goals and policies, but can substantially increase the construction cost of the recommended enhancements.

Funding

In FY 2012-13, the City Council appropriated funds in the CIP towards non-motorized transportation projects, which are dedicated to constructing various pedestrian and bicycle infrastructure projects. \$100,000 per year is reserved in this fund to be used on the City Council's highest priority projects that are not included in other projects or funded through regional, state or federal funds. Some of the recently completed and planned crossing improvements in the City have been funded this way. In addition, approximately \$80,000 in remaining funds for the Veterans Parkway Pedestrian Access Master Plan are available in the CIP for possible re-appropriation towards design or construction costs.

Other funding sources include competitive federal, state and regional grants, regional and sub-regional discretionary funds, such as Measure R, SB-1, Gas Tax, Measure M, Active Transportation Plan (ATP), etc.

PUBLIC OUTREACH/INTEREST:

The public has been informed of this agenda item through direct email invitation to those who have expressed prior interest in this subject, and through general noticing via public bulletin boards, website calendar, and social media.

CONCLUSION:

All of the proposed locations are good candidates for crosswalk enhancements, and will help fulfill the City's Complete Streets and Mobility Plan goals and policies. However, due to limited funding and city resources, the recommended improvements should be prioritized to achieve the greatest safety benefit in the most cost-effective manner. Staff recommends that the PPIC review the staff report and candidate list, and make a recommendation to City Council to direct staff to incorporate proposed crosswalk enhancements into new or ongoing capital improvement projects as part of the City's Capital Improvements Plan, and pursue funding opportunities for these projects.

Exhibits:

1. Excerpts of City Goals and Policies
2. Downtown Specific Plan Crossing Improvements Map
3. Draft Pedestrian Crossing Enhancements Policy
4. Recently Completed Crossing Improvements Map
5. Grant-Funded Crossing Improvements Map
6. Non-Motorized Project Evaluation Form
7. Citizen Requests for Crossing Enhancements
8. Candidate Locations Map
9. Candidate Location List
10. Candidate Location Rankings List

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EXHIBIT 1

Citywide Pedestrian Enhancement Evaluation

Related City Goals and Policies

City General Plan-Infrastructure Element

Goal I-1: Provide a balanced transportation system that allows the safe and efficient movement of people, goods and services throughout the City.

Policy I-5.2: Work with the school district and private schools to improve pedestrian and bicycle safety around schools.

Goal I-6: Create well-marked pedestrian and bicycle networks that facilitate these modes of circulation.

Policy I-6.1: Implement those components of the Downtown Design Guidelines that will enhance the pedestrian-oriented environment.

Policy I-6.2: Protect the walkstreets as important pedestrian access to the beach.

Policy I-6.3: Monitor City standards regarding the use of public walkstreets for private purposes.

Policy I-6.4: Consider and protect the character of residential neighborhoods in the design of pedestrian access.

Policy I-6.5: Develop standards to encourage pedestrian-oriented design in the North End.

Policy I-6.6: Incorporate bikeways and pedestrian ways as part of the City's circulation system where safe and appropriate to do so.

Local Coastal Plan

Policy I.A.3: The City shall preserve pedestrian access systems including the Spider Web park concept (Spider Web park concept: a linear park system linking the Santa Fe railroad right-of-way jogging trail to the beach with a network of walkstreets and public open spaces. (See Figure NR-1 of the General Plan).

Policy I.A.4: The City shall maintain the use of commercial alleys as secondary pedestrian accessways.

Policy I.A.5: The City shall preserve its walk-street resources, shall prohibit non-complying walk-street encroachments, including decks, shall enforce measures to eliminate walk-street noncompliance with existing guidelines and shall provide expedited appeal procedures related thereto.

Policy I.B.3: The City shall encourage pedestrian and bicycle modes as a transportation means to the beach.

Policy I.B.4: The City shall maintain the use of the Santa Fe right-of-way as a non-automobile transportation corridor between the northern city boundary and the intersection of Valley-Ardmore and Manhattan Beach Boulevard, as the closest link to the commercial business district and beach use.

Policy I.B.5: The City shall maintain a pathway to facilitate jogging and pedestrian usage along the Santa Fe right-of-way.

Policy I.B.6: The Strand shall be maintained for non-vehicular beach access.

Downtown Specific Plan

Vision Goal 1: Preserve and enhance the project area's small town character.

Vision Goal 2: Enhance pedestrian and bicycle access to the project area.

Vision Goal 3: Improve access to parking and alternative transportation options.

Circulation Goal 1: Provide a balanced transportation system to support vehicular movement and parking while still providing safe use of roads for bicyclists, pedestrians and transit users.

Circulation Goal 2: Prioritize the safety of all street users over vehicle capacity or speeds.

Circulation Goal 3: Provide for changes in development patterns where origins and destinations are situated close together, i.e., within walking, biking, or a short driving distance.

Circulation Goal 4: Increase mobility options so an individual can choose a variety of travel modes from driving to walking, biking or taking transit, even if individuals still complete most of their trip by vehicle.

Circulation Goal 5: Encourage Manhattan Beach residents to arrive by alternate means by adding pedestrian and bike improvements that connect to surrounding neighborhoods, since most are within walking or biking distances of Downtown.

Circulation Goal 7: Incorporate universal access treatments in conformance with federal and state legislation to serve the large percentage of the public that has physical challenges, both as an essential need and good business practice.

Circulation Goal 8: Improve public access and facilities at local transit stops as transit service improves in the region.

Public Realm Goal 2: Make a walking environment that is safe, well lit, protected from the street, and universally accessible.

Public Realm Goal 3: Make a social environment that is comfortable to walk on and sit along, and that encourages social interaction that in turn supports local businesses by making the district a positive place to visit.

Draft Mobility Element

Goal I-1: Provide a balanced, safe, and efficient multi-modal transportation system that serves the mobility needs of all community members, including children, seniors, and the disabled.

Policy I-1.2: Improve street signage citywide, to enhance safety, visibility, and wayfinding especially at pedestrian crossings, and ensure street signs are not obscured by vegetation or structures.

Policy I-1.6: Require property owners, at the time of new construction or substantial remodeling to dedicate land for roadway or other public improvements such as wider sidewalks and/or bicycle lanes, as appropriate and warranted by the project.

Policy I-1.7: Improve multi-modal connections to transit facilities, including bike-to-transit and walk-to-transit options, especially to the Metro Green Line stations.

Policy I-1.8: Seek ways to improve connections between the portions of the City east and west of Sepulveda Boulevard via transit, bicycling and walking.

Policy I-1.11: Allow for flexible use of public rights-of-way to accommodate all users of the street system, while maintaining safety standards.

Policy I-1.12: Integrate the financing, design and construction of pedestrian facilities and improvements with street projects where feasible at the same time as improvements for vehicular circulation.

Policy I-2.1: Utilize the Neighborhood Traffic Management Program (NTMP) tools to mitigate neighborhood intrusion by cut-through traffic, and improve conditions for pedestrians and bicyclists.

Policy I-2.2: Monitor all major intersections and arterial streets and pursue capital projects as needed to minimize traffic diversion into local streets, improve pedestrian and bicycle conditions to keep traffic moving efficiently.

Policy I-2.3: Minimize vehicular access for new developments on local residential streets, and in locations with high pedestrian and bicycle activity, and design access and egress to avoid traffic intrusion on local streets to the maximum extent possible.

Policy I-3.9: Work with the school district and private schools to improve pedestrian and bicycle routing and safety around schools. Focus pedestrian access to the elementary schools and bicycle and pedestrian access to the middle and high schools.

Policy I-3.12: Continue to support and enhance Safe Routes to School programs such as Walking School Bus, walk audits, classroom safety instruction and promotional events.

Goal I-4: Create well-marked pedestrian and bicycle networks to facilitate these modes of circulation.

Policy I-4.2: Protect and enhance the walkstreets as important pedestrian access corridors to the beach. Implement enhanced/improved crossings where the walkstreets connect to the street system.

Policy I-4.3: Consider and protect the character of residential neighborhoods in the design of pedestrian access.

Policy I-4.4: Develop and implement standards to encourage pedestrian-oriented design for commercial properties.

Policy I-4.5: Incorporate bikeways and pedestrian ways as part of the City's circulation system where safe and appropriate.

Policy I-4.10: Identify and analyze locations with higher number of pedestrian and/or bicycle involved collisions and implement appropriate engineering, education, enforcement and other countermeasures at these locations.

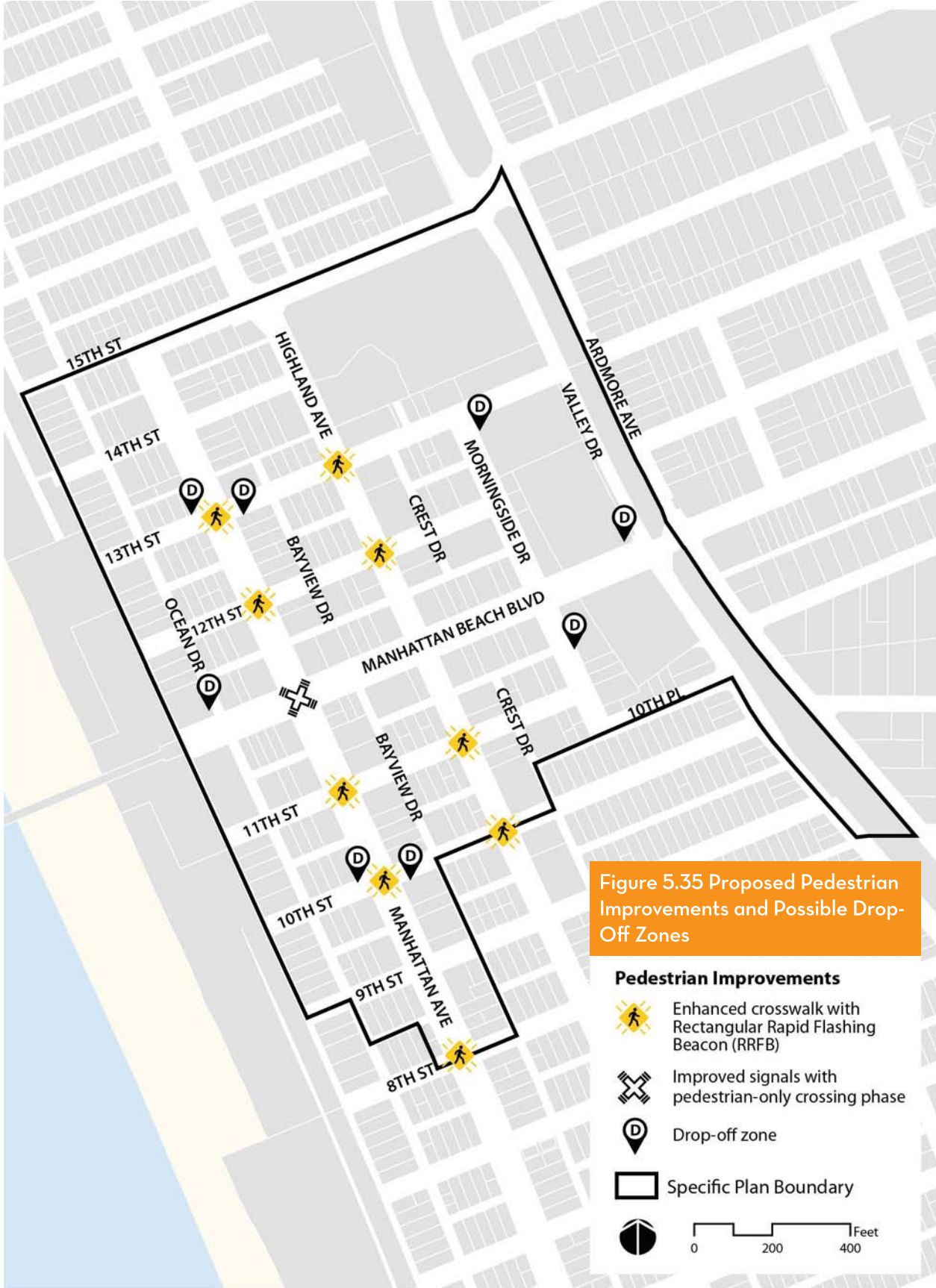
Policy I-4.11: In areas with no sidewalks, review parking and other potential obstacles (such as patios and landscaping) into the public right-of-way that interferes with pedestrian ways and bikeways and develop solutions to reduce and minimize those impacts on walking and biking in these areas.

Policy I-4.12: Improve auto-oriented streets so pedestrians using the adjacent businesses or services can walk comfortably and feel safer navigating the thoroughfare.

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EXHIBIT 2

MANHATTAN BEACH DOWNTOWN SPECIFIC PLAN



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Manhattan Beach Mobility Plan Pedestrian Crossing Enhancements Policy



Prepared by:





March 2014




POTENTIAL STRIPING ENHANCEMENTS

TREATMENT	IMPLEMENTATION GUIDANCE
<p>HIGH-VISIBILITY MARKED CROSSWALK/TEXTURED CROSSWALK</p> <p>[Striping]</p> <p>High-visibility markings include a family of crosswalk striping styles such as the “ladder” and the “triple-four,” as well as decorative or textured crosswalk markings. These marking provide greater crosswalk visibility to motorists.</p> <div style="display: flex; align-items: center;"> <div style="border: 1px solid black; padding: 5px; margin-right: 10px;"> <p>Ladder</p>  </div>  </div>	
<p>ADVANCE YIELD LIMIT LINE (MULTI-LANE ROADWAYS)</p> <p>[Striping]</p> <p>Yield limit lines (also referred to as “sharks’ teeth”) are placed in advance of marked, uncontrolled crosswalks to indicate to motorists where they should stop when a pedestrian is in a crosswalk.</p> <div style="display: flex; align-items: center;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg); font-size: small; margin-right: 5px;">City of Pasadena</div>  </div>	<p>Implemented together as package of improvements at all locations that meet the flow chart test justifying a marked crossing.</p>
<p>ADVANCE WARNING SIGNS/CROSSWALK SIGN ASSEMBLY</p> <p>[Signage]</p> <p>High-visibility fluorescent yellow green signs posted in advance of and at crossings increase the visibility of a pedestrian crossing. Requirements for the design and placement of these signs may be found in the California Manual on Uniform Traffic Control Devices (MUTCD). Additionally, in street pedestrian signs may be added.</p> <div style="display: flex; align-items: center;"> <div style="margin-right: 20px;">  <p style="font-size: x-small; writing-mode: vertical-rl; transform: rotate(180deg);">pedbikeimages.org</p> </div> <div style="border: 1px solid black; padding: 10px;">  </div> </div>	<p>Additional enhancements to this package may be needed depending upon width of street, posted speed limit, sight distance and average daily traffic volumes. See guidance under which conditions additional enhancements are needed.</p>

POTENTIAL GEOMETRIC ENHANCEMENTS

TREATMENT	IMPLEMENTATION GUIDANCE		
	SPEED LIMIT		
	30MPH OR LOWER	35 MPH	40 MPH+
<p>CURB EXTENSIONS</p> <p>[Geometrics]</p> <p>Also known as a pedestrian bulb-out, this traffic-calming measure is meant to slow traffic and increase driver awareness of pedestrians. It consists of an extension of the curb into the street, making the pedestrian space (sidewalk) wider and the crosswalk narrower. It improves driver visibility of pedestrians waiting to enter the crosswalk</p> 	<p>One geometric enhancement is recommended under the following conditions:</p>	<p>One geometric enhancement is recommended under the following conditions:</p>	
<p>REFUGE ISLANDS</p> <p>[Geometrics]</p> <p>Raised islands are placed in the center of the roadway, separating opposing lanes of traffic with cutouts or ramps for accessibility along the pedestrian path. Median refuge islands are recommended where right-of-way allows and conditions warrant. Refuge medians can also be designed as a split pedestrian crossover where crosswalks in the roadway are staggered such that a pedestrian crosses half the street and then walks toward traffic to reach the second half of the crosswalk. This measure must be designed for accessibility to direct sight-impaired pedestrians along the path of travel.</p> 	<ul style="list-style-type: none"> • 3 lane street with ADT of 12,000+ • 4+ lane street (no raised median) with ADT of 9,000+ • 4+ lane street (with raised median) with ADT of 12,000+ <p>Locations where pedestrian actuated signals are installed may not require these enhancements</p>	<ul style="list-style-type: none"> • 2 lane street with ADT of 15,000+ • 3 lane street with ADT of 9,000 • 4+ lane street (no raised median) with ADT of 9,000 or less • 4+ lane street (with raised median) with ADT of 12,000+ <p>Locations where pedestrian actuated signals are installed may not require these additional enhancements</p>	<p>One geometric enhancement is recommended at all crossings with a speed limit of 40 mph or greater regardless of lane width and ADT.</p>
<p>RAISED CROSSWALK</p> <p>[Geometrics]</p> <p>This traffic calming measure provides a crosswalk with a surface elevated above the travel lanes (typically at curb height), attracting drivers' attention, encouraging lower speeds at the pedestrian crossing point, and improving the visibility of pedestrians in the crosswalk.</p> 		<p>Locations where pedestrian actuated signals are installed may not require these enhancements</p>	

POTENTIAL SIGNAL ENHANCEMENTS

TREATMENT	IMPLEMENTATION GUIDANCE		
	SPEED LIMIT		
	30MPH OR LOWER	35 MPH	40 MPH+
<p>OVERHEAD FLASHING BEACON</p> <p>[Signal Treatment] Flashing amber lights are installed on overhead signal arms in advance of the crosswalk or at the entrance to the crosswalk. Typically overhead beacons are pedestrian push button actuated and are most appropriate on multi-lane, signalized streets.</p>  <p style="font-size: small; text-align: right;">tti.tamu.edu</p>	<p>Instead of, or in addition to a geometric enhancement, install an overhead beacon or RRFB under the following conditions:</p> <ul style="list-style-type: none"> • 3+ lane street with ADT of 12,000+ 	<p>Instead of, or in addition to a geometric enhancement, install an overhead beacon or RRFB under the following conditions:</p> <ul style="list-style-type: none"> • 2 lane street with ADT of 15,000+ • 3+ lane street with ADT of 9,000+ <p>Beacons should not be installed at locations of pedestrian actuated signals.</p>	<p>A geometric and/or an overhead beacon or RRFB is recommended at all crossings with a speed limit of 40 mph or greater regardless of lane width and ADT.</p> <p>Beacons should not be installed at locations of pedestrian actuated signals.</p>
<p>RECTANGULAR RAPID FLASHING BEACON (RRFB)</p> <p>[Signal Treatment] RRFB is a flashing beacon that is enhanced by replacing the traditional slow flashing incandescent lamps with rapid flashing LED lamps. The beacons may be push-button activated or activated with pedestrian detection. Research indicated the greatest response from RRFBs.</p>  <p style="font-size: small; text-align: right;">mutcd.fhwa.dot.gov</p>	<p>Beacons should not be installed at locations of pedestrian actuated signals.</p>	<p>Beacons should not be installed at locations of pedestrian actuated signals.</p>	<p>Beacons should not be installed at locations of pedestrian actuated signals.</p>
<p>PEDESTRIAN ACTUATED SIGNAL</p> <p>[Signal Treatment] This is a conventional traffic control device with warrants for use based on the MUTCD. Signal remains on green until a pedestrian push button activation. Signal operates with a flashing red until completion of pedestrian phase.</p>  <p style="font-size: small; text-align: right;">City of Pasadena</p>	<p>Recommended on 4+ lane streets with ADT of 15,000+.</p> <p>If pedestrian actuated signal is installed, geometric enhancements may not be necessary.</p>	<p>Recommended on 3+ lane street with ADT of 15,000+</p> <p>If pedestrian actuated signal is installed, geometric enhancements may not be necessary.</p>	<p>Recommend on 2 lane street with ADT of 15,000 + or 3+ lane street with ADT of 9,000+</p> <p>If pedestrian actuated signal is installed, geometric enhancements may not be necessary.</p>



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TABLE B \ \ STOP-CONTROLLED LOCATION TOOLBOX

City of Pasadena



REFUGE ISLAND

[Geometrics]

Raised islands are placed in the center of the roadway, separating opposing lanes of traffic with cutouts or ramps for accessibility along the pedestrian path.



CURB EXTENSION/BUS BULBS/SHORT RIGHT-TURN LANE ELIMINATION

[Geometrics]

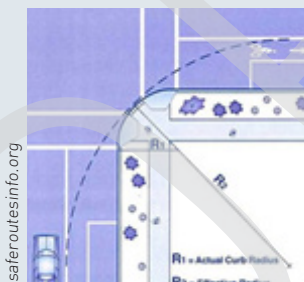
Also known as a pedestrian bulb-out, this traffic-calming measure is meant to slow traffic and increase driver awareness of pedestrians. It consists of an extension of the curb into the street, making the pedestrian space (sidewalk) wider.



IMPROVED RIGHT-TURN SLIP-LANE DESIGN/PORK CHOP REDESIGN

[Geometrics]

Right-turn slip lanes (aka channelized right-turn lanes) are separated from the rest of the travel lanes by a pork chop-shaped striped or raised median area. This measure separates right-turning traffic and streamlines right turning movements. Improved right-turn slip lanes provide pedestrian crossing islands within the intersection and are designed to optimize the right-turning motorist's view of the pedestrian and of vehicles to his or her left.



REDUCED TURNING RADIUS AS DETERMINED BY DESIGN VEHICLE

[Geometrics]

The size of the curb radius determines the speed at which approaching vehicles can navigate a turn. Reduced turn radii force approaching vehicles to slow down when turning, while still efficiently accommodating the largest vehicle commonly expected at the intersection.



www.ci.mil.wi.us

PEDESTRIAN-SCALE LIGHTING

[Streetscape]

Pedestrian-scale lighting improves motorist sight of pedestrians.

walkinginfo.org/pedsafe/



STANDARD CROSSWALK FOR STOP-CONTROLLED APPROACHES, LADDER OR TRIPLE FOUR AT UNCONTROLLED APPROACHES

[Striping]

High-visibility markings include a family of crosswalk striping styles such as the "ladder" and the "triple-four." Stop bars should be striped in advance of the crosswalk on approaches controlled by a stop sign.

City of Pasadena



DIRECTIONAL CURB RAMP WITH TRUNCATED DOMES

[Geometrics/ADA Treatments]

Where right-of-way is available, directional curb ramps are installed at two per corner and guide pedestrians in to the crosswalk they would utilize to cross the street. Truncated domes provide a tactile signal to the visually impaired that they are leaving the sidewalk area. Exceptions for directional curb ramps may be allowed when physical considerations such as existing drainage or required turn radius deem infeasible. Selecting directional curb ramps as a preferred treatment does not call for retrofit of existing curb ramps, rather installation will be done opportunistically in scenarios such as grant funding, development review, new construction, and

Nazir Lalani



REMOVAL OF SIGHT DISTANCE OBSTRUCTIONS

[Geometrics]

If objects impede sight distance, it may result in an unsafe condition when motorists and pedestrians are unable to see each other. Items such as parked cars, signage, landscaping, fencing, and street furniture should be placed in a location that will not obstruct sight distance.

danpink.com

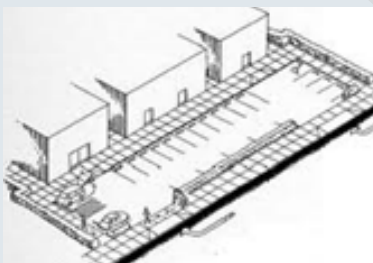


LIMITED SIGNAGE/SIGN CLUTTER EVALUATION

[Signage]

Road signs and street signs at intersections may distract motorists from the road. Unnecessary signage should be removed and relocated to present motorists only with signage relevant to the operation of the intersection.

mrrsc.org



DRIVEWAY ACCESS MANAGEMENT

[Geometrics]

Access management strategies can reduce the number of driveway crossings pedestrians encounter and result in a wider sidewalk through more efficient allocation of space.

TABLE C **SIGNAL-CONTROLLED LOCATION TOOLBOX**

 <p>walkinginfo.org/pedsafe/</p>	<p>MARKED CROSSWALK [Striping]</p> <p>Marked crosswalks should be installed to provide designated pedestrian crossings at signalized locations, on all feasible approaches. Exceptions for striping crosswalks on all four legs of a signalized intersection may be allowed due to operational and physical considerations</p>
	<p>ADVANCE LIMIT LINE [Striping]</p> <p>Standard advance limit (white stop) lines are placed four feet in advance of marked crosswalks</p>
 <p>www.saferoutesinfo.org Mike Cynedi</p>	<p>COUNTDOWN SIGNAL [Signal Treatment]</p> <p>Displays a "countdown" of the number of seconds remaining for the pedestrian crossing interval.</p>
 <p>www.livablestreets.com</p>	<p>SLOWER WALKING SPEED [Signal Treatment]</p> <p>The California MUTCD requires that signal timings be changed to reflect 3.5 feet per second walk times rather than 4.0 feet per second. In locations adjacent to schools, senior centers, etc., a slower walk speed should be considered in signal timings.</p>
 <p>www.saferoutesinfo.org Mike Cynedi</p>	<p>PEDESTRIAN RECALL IN HIGH ACTIVITY PEDESTRIAN AREAS [Signal Treatment]</p> <p>Pedestrian Recall provides a guaranteed walk phase for each crossing at the signal during periods of peak pedestrian activity regardless of whether the pedestrian push button has been activated. This ensures ample time is provided for pedestrian crossings when pedestrians are typically present (even if a pedestrian fails to push the button).</p>

City of Pasadena

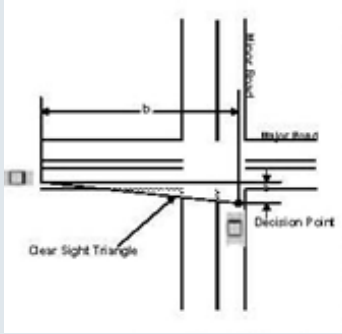


DIRECTIONAL CURB RAMP WITH TRUNCATED DOMES & SEPARATED PEDESTRIAN PUSH BUTTONS (PPB)

[Geometrics/ADA Treatments]

When right-of-way is available, directional curb ramps are installed two per corner and guide pedestrians into the crosswalk. Truncated domes provide a tactile signal to the visually impaired that they are leaving the sidewalk area. Separated push buttons are placed within five feet of each curb ramp, one per crosswalk. Exceptions for directional curb ramps may be allowed when physical considerations such as existing drainage or required turn radius deem infeasible.

Nazir Lalani



REMOVAL OF SIGHT DISTANCE OBSTRUCTIONS

[Geometrics]

If objects impede sight distance, this may result in an unsafe condition where motorists and pedestrians are unable to see each other. Items such as parked cars, signage, landscaping, fencing, and street furniture should be placed in a location that will not obstruct sight distance.

www.ci.milwauis



PEDESTRIAN-SCALE LIGHTING

[Streetscape]

Pedestrian-scale lighting improves motorists' visibility of pedestrians.

Exhibit 3
TABLE C \\ SIGNAL-CONTROLLED LOCATION TOOLBOX, CONT'D



HIGH-VISIBILITY CROSSWALK

[Striping]

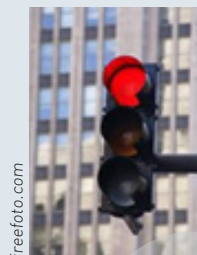
High-visibility markings include a family of crosswalk striping styles such as the "ladder" and the "continental." High-visibility striping should be provided for crosswalks with heavy pedestrian volumes, with frequent pedestrian-vehicle conflicts (such as with permissive left turns), or at skewed intersections. One style of high-visibility striping should be selected as the City's preferred style.



ACCESSIBLE PEDESTRIAN SIGNALS

[ADA Treatments]

Accessible pedestrian signals communicate information about pedestrian crossings in non-visual format such as audible tones, verbal messages, and/or vibrating surfaces, providing access to the pedestrian signals for the visually impaired. Locations for accessible pedestrian signals are coordinated with the Accessibility Disability Commission.



ALL RED CLEARANCE

[Signal Treatment]

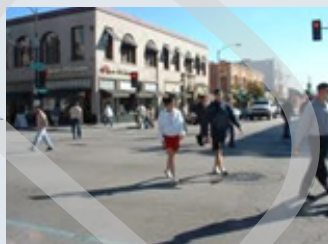
Provides a phase (1-2 seconds) where all vehicle indicators hold the red at an intersection.



LEADING PEDESTRIAN INTERVAL (LPI)

[Signal Treatment]

Provides pedestrians with a walk indicator while all vehicle indicators hold the red ball. This allows pedestrians to get a head start crossing the street before vehicles get the green indication.



SCRAMBLE PHASE

[Signal Treatment]

Provides an all-red phase for vehicles while providing pedestrians with a walk indication. Pedestrians may cross the street orthogonally or diagonally.



PROTECTED LEFTS

[Signal Treatment]

Protected left turns give vehicles that are turning left an exclusive phase that does not coincide with the pedestrian walk phase. This eliminates the pedestrian-vehicle conflict between permissive lefts and pedestrians in a crosswalk.

lincoln.ne.gob



FULL-TIME RECALL/FIXED TIME PEDESTRIAN INTERVALS

[Signal Treatment]

Pre-timed signals give pedestrians the walk signal without requiring push button actuation.

lumi.net

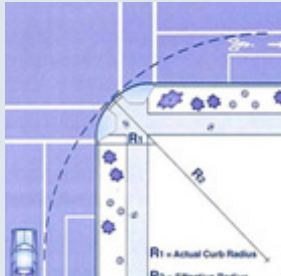


PROHIBITED RIGHT TURN ON RED

[Signal Treatment]

Prohibits vehicles from turning right when the signal has a red indication.

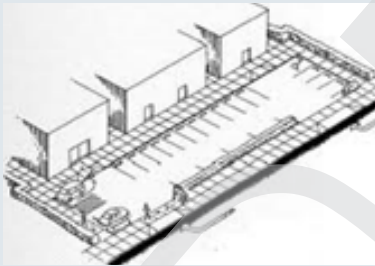
saferoutesinfo.org



REDUCED TURNING RADIUS AS DETERMINED BY DESIGN VEHICLE

[Geometries]

The size of the curb radius determines the speed at which approaching vehicles can navigate a turn. Reduced turn radii force approaching vehicles to slow down when turning, while still accommodating emergency vehicles and the largest vehicle expected to typically navigate the intersection (i.e., the design vehicle).



DRIVEWAY ACCESS MANAGEMENT

[Geometries]

Access management strategies can reduce the number of driveway crossings pedestrians encounter and result in a wider sidewalk through more efficient allocation of space.

City of Pasadena



REFUGE ISLAND

[Geometries]

Raised islands are placed in the center of the roadway, separating opposing lanes of traffic with cutouts or ramps for accessibility along the pedestrian path.



CURB EXTENSION/BUS BULBS/SHORT RIGHT-TURN LANE ELIMINATION

[Geometrics]

Also known as a pedestrian bulb-out, this traffic-calming measure is meant to slow traffic and increase driver awareness of pedestrians. It consists of an extension of the curb into the street, making the pedestrian space (sidewalk) wider.



IMPROVED RIGHT-TURN SLIP-LANE DESIGN/PORK CHOP REDESIGN

[Geometrics]

Right-turn slip lanes (aka channelized right-turn lanes) are separated from the rest of the travel lanes by a pork chop-shaped striped or raised median area. This measure separates right-turning traffic and streamlines right turning movements. Improved right-turn slip lanes provide pedestrian crossing islands within the intersection and are designed to optimize the right-turning motorist's view of the pedestrian and of vehicles to his or her left.



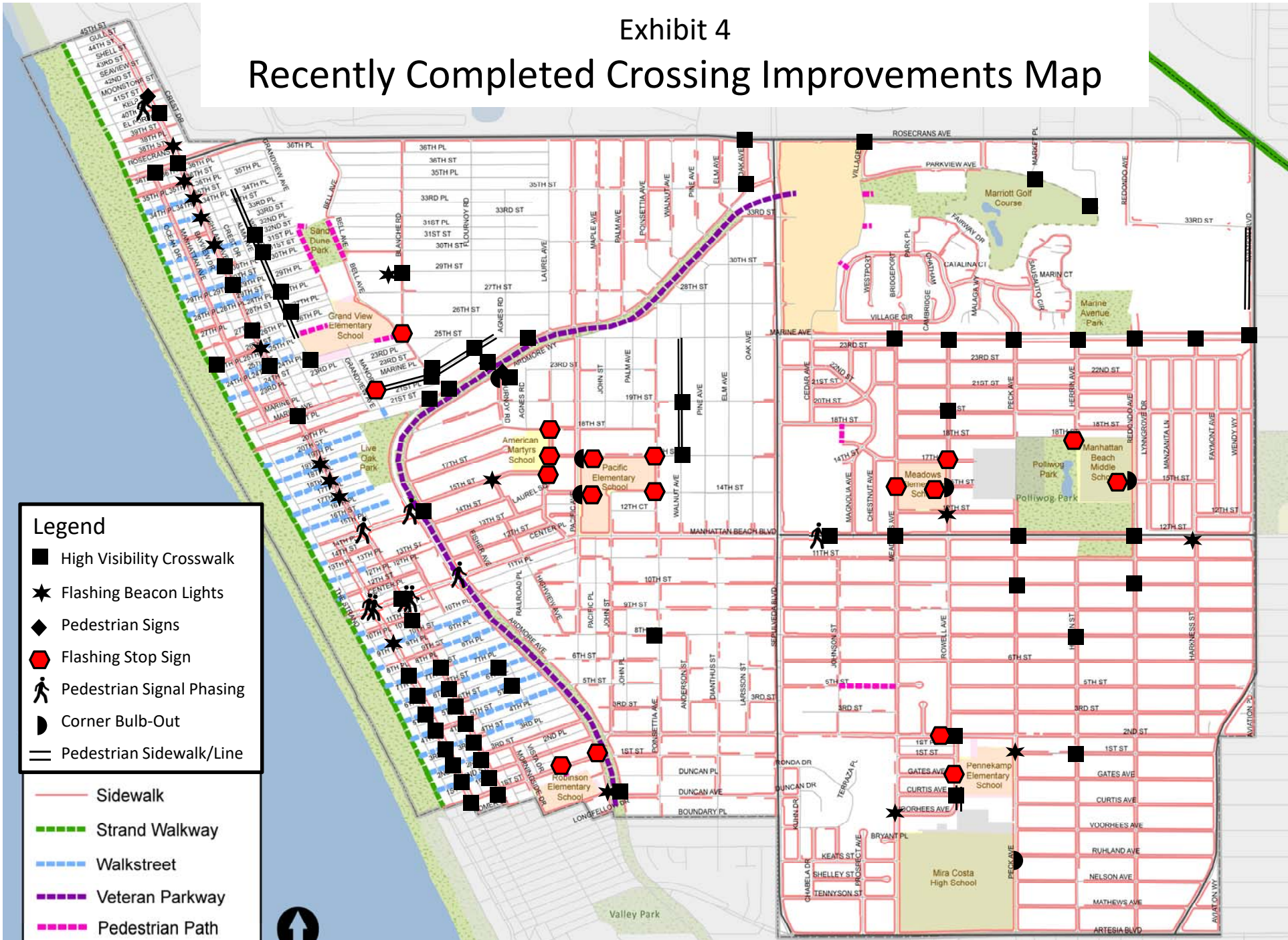
TWO-STAGE CROSSING

[Geometrics]

This measure is similar to traditional median refuge islands except that the crosswalk is staggered such that a pedestrian crosses half the street and then must walk towards traffic to reach the second half of the crosswalk. This measure must be designed for accessibility by including rails and truncated domes to direct sight-impaired pedestrians along the path of travel.

tfhrc.gov

Exhibit 4 Recently Completed Crossing Improvements Map

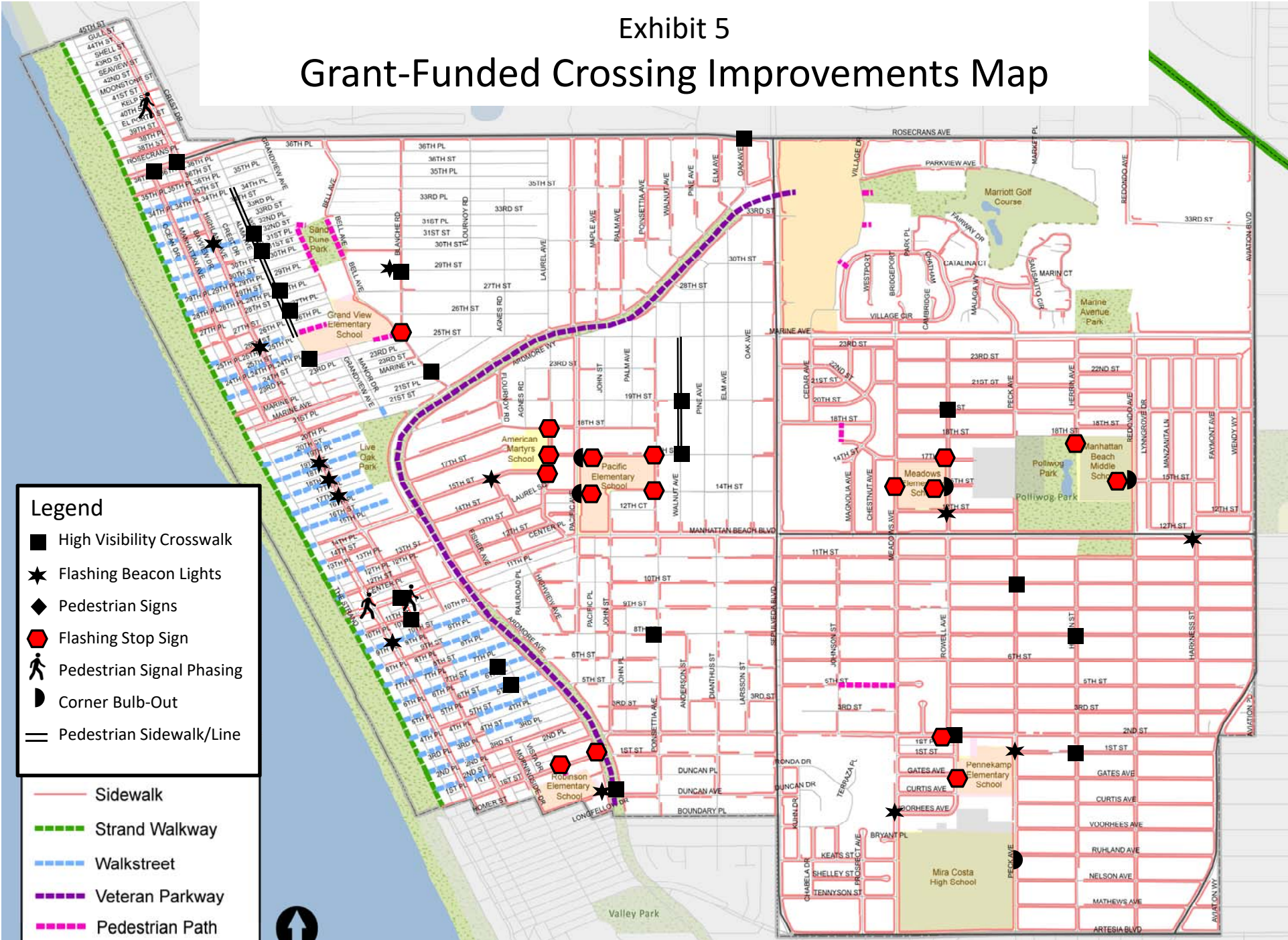


- Legend**
- High Visibility Crosswalk
 - ★ Flashing Beacon Lights
 - ◆ Pedestrian Signs
 - ⬢ Flashing Stop Sign
 - 🚶 Pedestrian Signal Phasing
 - ◐ Corner Bulb-Out
 - ≡ Pedestrian Sidewalk/Line

- Sidewalk
- Strand Walkway
- Walkstreet
- Veteran Parkway
- Pedestrian Path

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Exhibit 5 Grant-Funded Crossing Improvements Map



- Legend**
- High Visibility Crosswalk
 - ★ Flashing Beacon Lights
 - ◆ Pedestrian Signs
 - ⬡ Flashing Stop Sign
 - 🚶 Pedestrian Signal Phasing
 - ◐ Corner Bulb-Out
 - ══ Pedestrian Sidewalk/Line

- Sidewalk
- Strand Walkway
- Walkstreet
- Veteran Parkway
- Pedestrian Path

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Exhibit 6
 City of Manhattan Beach
 Non-Motorized Project Evaluation Form

LOCATION:

CATEGORY	SCORING CRITERIA	SCORE
1.1 Safety (20%)		
	No notable improvement	0
	Safety improved for one mode of travel	10
	Safety improved for two or more modes of travel	20
	Enter Score	<input style="width: 80px;" type="text"/>
1.2 Accessibility (20%)		
ADA (10%)	Does not meet ADA requirements	0
	Meets ADA Requirements	10
	Enter Score	<input style="width: 80px;" type="text"/>
Destinations (10%)	No destination served	0
	Some destinations served (1-10)	(1-10)
	Many destinations served (more than 10)	10
	Enter Score	<input style="width: 80px;" type="text"/>
1.3 Connectivity (15%)		
Fills Gaps (5%)	Does not connect to existing facilities	0
	Connects on one end to existing facility	3
	Connects on both ends to existing facility	5
	Enter Score	<input style="width: 80px;" type="text"/>
Transit Access (5%)	No existing transit route/stop	0
	Direct access on an existing transit route	5
	Enter Score	<input style="width: 80px;" type="text"/>
School Route (5%)	No Improvement	0
	Improved access on a school route	5
	Enter Score	<input style="width: 80px;" type="text"/>
1.4 Multi-Modal (15%)		
	No improvement (AUTOMATICALLY DISQUALIFIES PROJECT)	0
	Improved access for one non-vehicular mode of travel	7
	Improved access for two or more non-vehicular modes of travel	15
	Enter Score	<input style="width: 80px;" type="text"/>
1.5 Fiscal (15 %)		
	100% City funded (no non-City funds)	0
	Less than 50% non-City funds used to pay for project	7
	50%-100% non-City funds used to pay for project	15
	Enter Score	<input style="width: 80px;" type="text"/>
1.6 Plan Consistency (10%)		
	Project is inconsistent	0
	Project lacks consistency	5
	Project is generated from an existing approved/adopted plan	10
	Enter Score	<input style="width: 80px;" type="text"/>
1.7 Neighborhood Compatibility (5%)		
	Not supported or creates neighborhood impacts	0
	Balanced support/opposition and does not create impacts	3
	Wide support and does not create neighborhood impacts	5
	Enter Score	<input style="width: 80px;" type="text"/>
		Total Score
		0

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Exhibit 7

**PARKING
AND PUBLIC IMPROVEMENTS
COMMISSION**

**Discussion of the Citywide
Crosswalk Enhancement Evaluation**

Correspondence Received
Prior to Agenda Posting

Erik Zandvliet

From: Sachi Gera <sachisgera@gmail.com>
Sent: Monday, September 16, 2019 4:29 PM
To: Erik Zandvliet
Subject: Re: Manhattan Beach pedestrian crossing-Highland at 14th

Hi Erik,

Thanks for getting back to me. I can attend the meeting on 9/26 at 6PM. My recommendation is to put the same pedestrian crossing signals as the ones further on Highland (16th street and beyond), featuring a yellow pedestrian walk sign and yellow flashing lights. The dark blue crosswalk in downtown MB is not universally recognized, so many people from out of town (such as the person who almost hit me) don't recognize it as a crosswalk. Given the number of pedestrians, including young adults and children, who frequent the downtown at nighttime, the current situation is highly unsafe.

Appreciate you hearing my concerns.

Best,

Sachi

On Thu, Sep 12, 2019 at 3:37 PM Erik Zandvliet <ezandvliet@citymb.info> wrote:

Hello Sachi,

As luck would have it, I am preparing a crossing enhancement evaluation for various crosswalks throughout the City. The purpose of the evaluation is to identify the most appropriate crossing treatments for crossings and then prioritize the improvements subject to any available funding. This intersection is part of the evaluation, and will be presented to the public at the Parking and Public Improvements Commission meeting on September 26, at 6pm in the Council Chambers at City Hall. You are welcome to attend the meeting or send written comments to me to be included in the discussion. The staff report will be available for viewing and download on Friday, September 20, on the City's website at <https://www.citymb.info/departments/boards-and-commissions/parking-and-public-improvements-commission>

Feel free to contact me if you have any questions.

Erik

From: Sachi Gera <sachisgera@gmail.com>
Sent: Tuesday, September 3, 2019 2:36 PM
To: Erik Zandvliet <ezandvliet@citymb.info>
Subject: Manhattan Beach pedestrian crossing-Highland at 14th

Hi Erik,


Hope you're doing well. I'm a resident of Manhattan Beach (15th and Highland). I had an incident on 9/2 around 8:30PM where I was nearly hit by a car on 14th and Highland while in a pedestrian crosswalk. I would like to discuss the incident and mitigation options with you. Elizabeth Molina gave me your information when I reported the incident. Please call me at your earliest availability -

Thank you,

Sachi

Erik Zandvliet
Traffic Engineer
M: (310) 802-5522
E: ezandvliet@citymb.info



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Erik Zandvliet

From: Erik Zandvliet
Sent: Thursday, July 25, 2019 3:49 PM
To: Heidi Thompson
Cc: Scott Combs; Andrew Harrod; Fel Cortez
Subject: RE: Stop sign / crosswalk concern at Ardmore Ave/19th St

Good Afternoon Heidi,

Thank you for forwarding your concerns and suggestions regarding the stop signs on Ardmore Avenue and 19th Street.

We have added safety elements in recent years at this intersection to raise driver awareness of the stop signs and crosswalk.

As you noted, we added a second stop sign so that it can be seen farther in advance from around the curve. Also, we retrofitted the crosswalk with high-visibility white bars.

There is an increasing problem everywhere that some impatient motorists choose to violate stop signs when they observe no other imminent vehicle or pedestrian conflicts.

This is an enforcement issue as well as an engineering issue. From an engineering perspective, we are conducting a citywide evaluation to prioritize potential crossing enhancements, which will include crossings along the Veterans Parkway, namely this one. This evaluation will be presented and discussed at a public workshop in the coming months. I will include you in the invitation to the upcoming meeting, so you will have an opportunity to speak or provide input on this intersection. By copy of this email, I am also informing our Police Traffic Bureau of your observations for follow-up enforcement.

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: Fel Cortez <fcortez@citymb.info>
Sent: Monday, July 22, 2019 3:13 PM
To: Heidi Thompson <heidi@hiremotives.com>
Cc: Erik Zandvliet <ezandvliet@citymb.info>
Subject: RE: Stop sign / crosswalk concern

Hi Heidi,

I had forwarded your original request to Erik last week. He is out until Thursday this week, but I will be sure to follow up with him upon his return. Thank you for your patience!

Best,
Fel

Fel Cortez
Engineering Technician
P: (310) 802-5521
E: fcortez@citymb.info



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From: Heidi Thompson [<mailto:heidi@hiremotives.com>]
Sent: Saturday, July 20, 2019 6:21 AM
To: Fel Cortez <fcortez@citymb.info>
Cc: Erik Zandvliet <ezandvliet@citymb.info>
Subject: Re: Stop sign / crosswalk concern

Erik / Fel -

I am following up on this email to see what, if any, decisions have been made.

Please let me know.

Thank you,

Heidi

Heidi Thompson

Hire Motives Consulting
Hiremotives.com

On Jul 10, 2019, at 3:59 PM, Heidi Thompson <heidi@hiremotives.com> wrote:

Great - thanks so much!!

Heidi Thompson
Hire Motives Consulting
Hiremotives.com

On Jul 10, 2019, at 3:30 PM, Fel Cortez <fcortez@citymb.info> wrote:

Hello Heidi,

Thank you for sending me this request. I will relay it to Erik Zandvliet, our City Traffic Engineer, and see what recommendations he has for you pertaining to this intersection. If you have any further questions, please let us know!

Best,
Fel

Fel Cortez
Engineering Technician
P: (310) 802-5521
E: fcortez@citymb.info



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From: Heidi Thompson [<mailto:heidi@hiremotives.com>]
Sent: Wednesday, July 10, 2019 3:27 PM
To: Fel Cortez <fcortez@citymb.info>
Subject: Stop sign / crosswalk concern

Fel -

We have a pretty significant issue at the intersection of 19th St. and Ardmore with traffic not stopping at all for the stop sign. We have lived here for 13 years and it

has always been a problem. In fact, I emailed the city about it a few years ago but never got a response. The problem is getting worse with the Uber and Lyft drivers that are less familiar with the area. Cars coming north on Ardmore do not realize there is a stop sign or a crosswalk as they speed around that corner. A stop sign was put on both sides of the road at one point in order to make the stop more visible but oddly that has only caused drivers to think it is a one-way street. If you were to stand at that corner at any time of day, you would see numerous cars fly through that stopsign and in the last two weeks, I have met 3 cars coming the wrong way in traffic there as well. It's dangerous.

My recommendation would be to install flashing crosswalk lights in the crosswalk as well as on the two stop signs.

Please let me know if there is anything else I can do to move this forward. I know my neighbors share this concern. We have all experienced the issue.

Thank you,

Heidi Thompson
620 19th St.
MB, CA

Hire Motives Recruiting
Heidi Thompson, Principal
www.hiremotives.com

Erik Zandvliet

From: Erik Zandvliet
Sent: Friday, June 7, 2019 9:03 AM
To: 'Emily Colter'; Anastasia Seims, P. E.
Subject: RE: Lighted Crosswalk Installation

Hi Emily,

Yes, I have been conducting an evaluation and prioritization of possible pedestrian crossing improvements throughout the City, but primarily crossings along the Veterans Parkway. The results of the evaluation will be discussed with public input at an upcoming Parking and Public Improvements Commission meeting tentatively scheduled for July 25. I will place your name on the contact list to invite you the meeting.

Feel free to contact me if you have any questions.
Erik

From: Emily Colter <emilycolter@gmail.com>
Sent: Thursday, June 6, 2019 4:38 PM
To: Anastasia Seims, P. E. <aseims@citymb.info>
Cc: Erik Zandvliet <ezandvliet@citymb.info>
Subject: Re: Lighted Crosswalk Installation

Wonderful! I look forward to hearing from you, Erik.

Best,
Emily Novokmet

On Thu, Jun 6, 2019 at 4:24 PM Anastasia Seims, P. E. <aseims@citymb.info> wrote:

Hello Emily,

Thank you for sending the form and signatures.

Erik Zandvliet, the City's Traffic Engineer, advised that this location is being evaluated as part of the Citywide Pedestrian Crossing Enhancements Study, and he will contact you with details. Erik is copied on this email for reference.

Sincerely,

From: Emily Colter <emilyccolter@gmail.com>
Sent: Thursday, June 6, 2019 12:23 PM
To: Anastasia Seims, P. E. <aseims@citymb.info>
Subject: Re: Lighted Crosswalk Installation

Hi Anastasia,

Just checking back in on this. Please let me know if more signatures are needed, or if this application is being processed.

Thank you!

Emily Novokmet

On Thu, May 30, 2019 at 11:53 AM Emily Colter <emilyccolter@gmail.com> wrote:

Hi Anastasia,

These are the signatures that I have been able to acquire so far. With the holiday weekend, many on our street have been traveling. We also have 4 homes under development. With that said, everyone I spoke to was very positive about the project and feels that it will make an important addition. Please let me know if you feel that more signatures will be necessary for approval.

Thank you!

Emily Novokmet

On Thursday, May 23, 2019, Anastasia Seims, P. E. <aseims@citymb.info> wrote:

Hello Emily,

You're welcome! You can scan and email the form to me, and I will route the request for consideration.

Thank you,

From: Emily Colter <emilyccolter@gmail.com>
Sent: Thursday, May 23, 2019 10:42 AM
To: Anastasia Seims, P. E. <aseims@citymb.info>
Subject: Re: Lighted Crosswalk Installation

Hi Anastasia,

Thank you for getting back to me on this! I will fill the form out straight away. Is it best for me to scan it and email it to you, or to bring a physical copy in to city hall?

Thanks again!

Emily Novokmet

On Mon, May 20, 2019 at 11:25 AM Anastasia Seims, P. E. <aseims@citymb.info> wrote:

Good Morning Emily,

Thank you for reaching out regarding the crosswalk at Ardmore and 17th St.

For projects such as this, a Public Rights of Way Improvement Request Form, which is available at this link <https://www.citymb.info/home/showdocument?id=36863>, needs to be completed and submitted to the City. Since this request is associated with a flashing beacon installation, it would be best if signatures can be obtained from any neighbors that are in support of the project, especially for the properties located adjacent to the intersection of Ardmore and 17th St. The signatures would be provided on the last two pages of the Request Form.

Please feel free to call me at (310) 802-5361 if you would like to discuss this further.

Thank you,

From: Emily Colter <emilycolter@gmail.com>
Sent: Friday, May 17, 2019 11:16 AM
To: Anastasia Seims, P. E. <aseims@citymb.info>
Subject: Lighted Crosswalk Installation

Hi Ms. Seims,

My name is Emily Novokmet, and I am a resident of 17th Street, here in Manhattan Beach. My neighbors and I have been discussing the crossing at 17th and Ardmore, to get over to the Greenbelt, and are a bit concerned about the safety of that crossing.

Children and families cross regularly to get to and from American Martyrs, as well as down to town and the beach. Cars get moving quite quickly on Ardmore, and so it seems that there is a potential safety issue. I would love to know what might need to happen in order to get a lighted crossing installed at that spot.

I look forward to hearing from you!

Best,

Emily Novokmet

Anastasia Seims, P. E.
Senior Civil Engineer
P: (310) 802-5361
E: aseims@citymb.info



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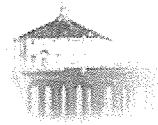


Anastasia Seims, P. E.

Senior Civil Engineer

P: (310) 802-5361

E: aseims@citymb.info



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Anastasia Seims, P. E.

Senior Civil Engineer

P: (310) 802-5361

E: aseims@citymb.info



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Erik Zandvliet

Traffic Engineer

P: (310) 802-5522

E: ezandvliet@citymb.info



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Erik Zandvliet

From: Erik Zandvliet
Sent: Tuesday, April 2, 2019 11:30 AM
To: 'Tawnya Jackson'
Subject: RE: 17th Street and Ardmore crosswalk

Hi Tawnya,

Yes, these items are still being considered. I still have to finish the pedestrian crossing evaluation, then it will go to our Parking and Public Improvements Commission for recommendations in advance of City Council's approval. The City Council will then decide what locations are constructed first. I will let you know when the evaluation and priority list goes to the PPIC.

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: Tawnya Jackson <tawnyajackson3@gmail.com>
Sent: Thursday, March 14, 2019 2:32 PM
To: Erik Zandvliet <ezandvliet@citymb.info>
Subject: Re: 17th Street and Ardmore crosswalk

Hi Erik

Summer is approaching and so is all the summer pedestrian foot traffic heading to the beach (children attending jr lifeguard etc...). Has there been any more discussion about putting in a crossing beacon (blinking light) on 17th Street and Ardmore / 17th and valley?

Tawnya Jackson
Resident on 17th

Sent from my iPhone

On Sep 6, 2018, at 6:06 PM, Erik Zandvliet <ezandvliet@citymb.info> wrote:

Hello Tawnya,

I am following up on your email, and wanted you to know that we are making some changes to the crossing at Valley Drive and 17th Street.

The parking along the Joselyn Center will soon be moved to provide better visibility for pedestrians. Dial-a-ride buses will no longer be loading in front of the crosswalk, and will have a longer zone beyond the crosswalk. We also try to keep a "YIELD TO PEDESTRIANS" sign posted in the center of the street to raise driver awareness.

We have also placed both crossings at Valley Drive and Ardmore Avenue on a prioritized list for pedestrian crossing enhancements. The City Council will be considering potential funding for beacons, signs, markings, lighting, etc. at these prioritized locations when they review the next Capital Improvements Plan for 2019-23.

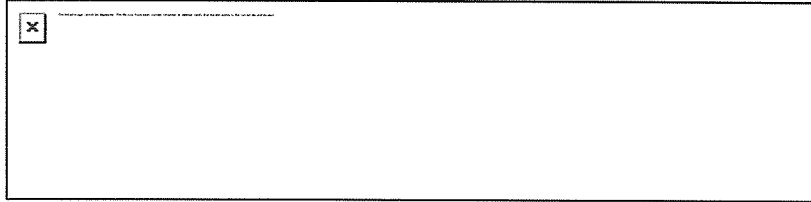
Stay tuned to the City Council meeting agendas to find out when they discuss the next CIP update.

Feel free to contact me if you have any questions.

Erik Zandvliet
Traffic Engineer

P: (310) 802-5522

E: ezandvliet@citymb.info



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Erik Zandvliet

From: Erik Zandvliet
Sent: Thursday, September 06, 2018 6:06 PM
To: 'Tawnya Jackson'
Subject: RE: 17th Street and Ardmore crosswalk

Hello Tawnya,

I am following up on your email, and wanted you to know that we are making some changes to the crossing at Valley Drive and 17th Street.

The parking along the Joselyn Center will soon be moved to provide better visibility for pedestrians. Dial-a-ride buses will no longer be loading in front of the crosswalk, and will have a longer zone beyond the crosswalk. We also try to keep a "YIELD TO PEDESTRIANS" sign posted in the center of the street to raise driver awareness.

We have also placed both crossings at Valley Drive and Ardmore Avenue on a prioritized list for pedestrian crossing enhancements. The City Council will be considering potential funding for beacons, signs, markings, lighting, etc. at these prioritized locations when they review the next Capital Improvements Plan for 2019-23.

Stay tuned to the City Council meeting agendas to find out when they discuss the next CIP update.

Feel free to contact me if you have any questions.

Erik Zandvliet
Traffic Engineer
P: (310) 802-5522
E: ezandvliet@citymb.info



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From: Tawnya Jackson [mailto:tawnyajackson3@gmail.com]
Sent: Monday, April 23, 2018 10:42 AM
To: Erik Zandvliet <ezandvliet@citymb.info>
Cc: David Lesser <dlesser@citymb.info>; Amy Thomas Howorth <ahoworth@citymb.info>; Steve Napolitano <snapolitano@citymb.info>; Nancy Hersman <nhersman@citymb.info>; Richard Montgomery <rmontgomery@citymb.info>; Anne McIntosh <amcIntosh@citymb.info>; Mark Danaj <mdanaj@citymb.info>
Subject: Re: 17th Street and Ardmore crosswalk

Hello Erik and City Council,

Here we are a year later with no progress. We have been asking for 7 years now.

I am very frustrated. I saw a young boy almost hit in this crosswalk last week. A City dial -a -ride vehicle was parked illegally in the red curbed area in front on the Jocelyn center picking up seniors (as they always do even though the white curb is just a few feet back). Mail trucks do as well! I had to stick my head out to peek around the city's dial -a -ride van to check for the oncoming traffic. The child did not. It was a VERY close call. I took a photo and sent to our dial a ride manager (She too feels we should have this crosswalk lit up). I can not emphasize enough how badly our community needs a lighted/ blinking crosswalk in front of the Jocelyn center on 17th and Valley/Ardmoore. A bright yellow painted crosswalk at the very least! As summer approaches we will have many 9-12 year old children crossing here in their navy blue sweatshirts heading to the beach for their jr. lifeguards program. It is a right of passage in this town walk or bike to this program without parents. Won't you please help to keep them safe crossing this very busy crosswalk? Our town has changed with so many tourists, shoppers and diners increasing the traffic down town as well as the speed of drivers on valley Ardmoore. Many of which are Uber & Lift drivers speeding and looking down on their iphones for directions I contacted you over 3 years ago. How much longer can it take? It infuriates me to see when there is an election that the city puts in a large light to emphasis this crosswalk and the other day there was some political event and a MB police officer was put in place to cross people. Why only at these special events? Many people are crossing here to get to the dog park, live oak park, tennis courts, jocelyn center, farmers market shopping, library, city hall etc... on a daily basis. This crosswalk isn't even lit by city lights and at 4pm during day light savings hours it is pitch black. We NEED a lighted beacon/ blinking light to alert cars that a person is crossing!

Thank you,
Tawnya Jackson

On May 5, 2017, at 12:05 PM, Erik Zandvliet <ezandvliet@citymb.info> wrote:

Hello Tanya,

As an update, we are preparing a scope of work for the Veterans Parkway Pedestrian Access Master Plan and will be soliciting proposals from traffic consultants to start the study soon.

That study will determine where and what kind of pedestrian crossings are appropriate along Valley Drive and Ardmore Avenue to connect to the Veterans Parkway.

Your suggestion for lighted crosswalks and beacons will be considered in the study.

Also, the City's Mobility Plan update is back on track and it is scheduled for final review and adoption this summer.

Thank you for your continued involvement with this matter.

Please feel free to contact me with additional information at any time.

Erik Zandvliet
Traffic Engineer

P: (310) 802-5522

E: ezandvliet@citymb.info



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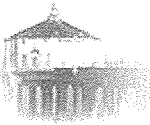
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BCC: City Council.

Erik Zandvliet
Traffic Engineer

P: (310) 802-5522

E: ezandvliet@citymb.info



City of
Manhattan Beach

1400 Highland Avenue, Manhattan Beach, CA 90266
www.citymb.info



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From: Tawnya Jackson [<mailto:tawnyajackson3@gmail.com>]

Sent: Tuesday, May 02, 2017 8:39 AM

To: David Lesser <dlesser@citymb.info>; Amy Thomas Howorth <ahoworth@citymb.info>; Steve Napolitano <snapolitano@citymb.info>; Nancy Hersman <nhersman@citymb.info>; Richard Montgomery <rmontgomery@citymb.info>

Cc: Erik Zandvliet <ezandvliet@citymb.info>

Subject: Fwd: 17th Street and Ardmore crosswalk

Dear City Council,

I am forwarding you an email sent to from one of my neighbors with photos sent YEARS ago. We have been trying make this crosswalk safe for at least 5 years. As you know the amount of on traffic on Valley Ardmoores heading to our now booming METLOX center and our now find dinning down town has probably doubled since these photos were taken. Please install a lighted crosswalk/beacon to alert drivers pedestrians (many children) are trying to cross.

Resident of 17th Street ,
Tawnya Jackson

Begin forwarded message:

From: Erik Zandvliet <ezandvliet@citymb.info>

Subject: RE: 17th Street and Ardmore crosswalk

Date: February 25, 2014 at 12:27:25 PM PST

To: 'Karen Roseman' <karen661@icloud.com>, Nhung Madrid <nmadrid@citymb.info>

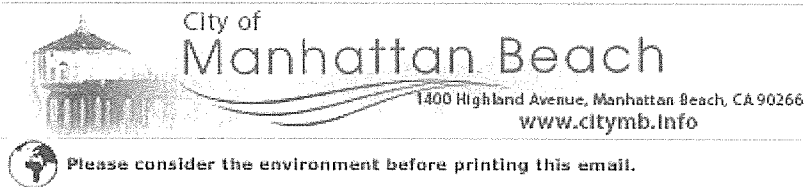
Cc: Richard Magnuson <rdmagnuson@verizon.net>, Tawnya Jackson <tawnyajackson3@gmail.com>

Thank you, Karen, for the pictures. By the pictures, I can see that the new red curb has improved sight distance somewhat, but I agree that you still have to look around or through parked cars to see approaching vehicles. This is not uncommon throughout the City.

Any further improvements to the crosswalk are being addressed as part of the Mobility Plan Update, which is developing a method to identify and prioritize new crossing treatments at locations such as Ardmore/17th Street. This location may a good candidate for curb extensions, high visibility flashing beacons, etc. I encourage you to participate in the Mobility Plan update. The next public meeting will be on March 18.

Erik Zandvliet, T.E.
City Traffic Engineer
City of Manhattan Beach
<image001.gif>

Erik Zandvliet
Traffic Engineer
P: (310) 802-5522
E: ezandvliet@citymb.info



From: Karen Roseman [<mailto:karen661@icloud.com>]
Sent: Saturday, February 22, 2014 4:30 PM
To: Nhung Madrid; Erik Zandvliet
Cc: Richard Magnuson; Tawnya Jackson
Subject: 17th Street and Ardmore crosswalk

Dear Erik and Nhung,

Please see the pictures and dates below. These were taken in the past few days after the red curb was extended to the south a short distance. It has made no improvement in our ability to see oncoming traffic or be seen. Please remember that we are on a cul de sac and this is our only exit from the street.

Thank you for your assistance.
<image002.jpg>

Friday 2/21 at 7 am, in my car. I am about 2 feet into the intersection and the view of north bound traffic is totally blocked by this SUV

<image003.jpg>

<image004.jpg>

Saturday, 2/22 at 1:30 pm. We are in the crosswalk about 3 feet from the curb. Please note how close the oncoming car is before we can see it. If a child was crossing, this car would not have been able to stop.

Sincerely,

Karen Roseman

Sent from my iPad

Erik Zandvliet

From: Gilbert Gamboa
Sent: Monday, February 11, 2019 12:09 PM
To: Erik Zandvliet
Subject: RE: Pedestrian safety - 18th and Pacific
Attachments: New crosswalk project surrounding Pacific School

Thanks Erik,

I am replying to the group of residents (see email below and attached) below who are adamant about implementing some type of improvement(s) at the intersection of Pacific and 18th Street. I am providing them with a couple of options to submit a formal request for pedestrian safety improvements at 18th and Pacific by way of a ROW Improvement Project Request Form and the GoReach Request option. The attached email had more specific references to the existing arrangement of Stop Signs along Pacific Ave relative to the 18th St / Pacific Ave.

With that said, this group may reach out to you in the future for further information about the process of implementing a Stop Sign versus other pedestrian safety improvements.

Thank you,

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



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From: Erik Zandvliet
Sent: Thursday, February 07, 2019 5:40 PM
To: Gilbert Gamboa <ggamboa@citymb.info>
Subject: RE: Pedestrian safety - 18th and Pacific

Hi Gil,

The intersection at Pacific Ave and 17th Street is considered the suggested route to school and has a crossing guard. All students are encouraged to cross at this location rather than at 18th Street. At the time the grant was submitted, the school administration, school parents and city staff identified 17th Street as the primary crossing location for improvements.


However, Pacific Ave. and 18th Street could be a good candidate for high-visibility crossing improvements through a future grant, a CIP project or the City's Non-Motorized transportation fund.



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: Gilbert Gamboa <ggamboa@citymb.info>
Sent: Thursday, February 7, 2019 12:11 PM
To: Erik Zandvliet <ezandvliet@citymb.info>
Subject: FW: Pedestrian safety - 18th and Pacific

Erik,

Can you give me some background/feedback about this intersection (18th and Pacific) relative to the email below?

Thanks for any help on this one.

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



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From: erikanutting@yahoo.com [mailto:erikanutting@yahoo.com]
Sent: Thursday, February 07, 2019 11:50 AM
To: Gilbert Gamboa <ggamboa@citymb.info>
Subject: Pedestrian safety - 18th and Pacific

Hello Mr Gamboa!

I was very excited to see the pedestrian safety updates coming to Manhattan Beach. In fact, it was my New Year's resolution to start the process of getting a stop sign at a dangerous intersection on my children's route to school!

As all of my neighbors know, 18th and Pacific is an incredibly dangerous and confusing two way stop intersection for residents, children and pets at all times the day or night. **I was very disappointed to find that 18th and Pacific is not included in your plan.** I have personally seen one pedestrian/vehicle collision and countless near misses with pedestrians. I am disappointed that I cannot allow my children to walk to school unsupervised in what is otherwise considered a "safe" neighborhood.

Additionally, as an AMS parent I am sure that you understand that there are many AMS and Pacific students and families that live nearby that use this intersection several times a day on a daily basis. Also, many AMS parents that do not live in the area choose to park in the neighborhoods around AMS, especially surrounding this intersection. AMS students use this crosswalk (often unsupervised, as parents that don't live in the area don't understand how dangerous this location is) to get to their parents' cars. Additionally, the cars that park around this intersection at drop off and pick up times decrease the visibility for oncoming cars on Pacific and make it even more dangerous for pedestrians. The wider parish uses this intersection for events like the Parish Fair, Back to School Night, Open House, Outdoor Movie Night, Outdoor Mass and others. I feel that the parents and the administration of the school should have a vested interest in improving the safety of this intersection and cross walk so close to a school.

I think that adding beacons, road warning lights and/or flashing stop signs would be a MAJOR improvement at this location! This is the ONLY intersection on Pacific between Manhattan Beach Blvd and Rosecrans without a 4 way stop, so any safety measures will make a big difference. I know that there are many parents that agree with me and are willing to help. Below I have included some of their comments. Please let me know who I can contact to talk about adding this intersection to the plan. Thank you!

Erika Nutting
erikanutting@yahoo.com

- Verbiest <stacy.verbiest@yahoo.com>

To:erikanutting@yahoo.com

YES!!! I'm in! Thank you for spearheading! Stacy Verbiest

- Jen McCloskey <mccloskeyjen@yahoo.com>

To:erikanutting@yahoo.com

Feb 6 at 8:37 PM

Thanks Erika. I will have pat call him also! Jen

- Ellen Regenstreif <ellen@childtours.com>

To:erikanutting@yahoo.com

Cc:Jen McCloskey,Joan Gosser,Emily Piemonte,Rizikas,Stacy Verbiestand 6 more...

For many years they tried to get a stop on our street. I think the problem is they don't want a stop on every corner. If not a stop though we need at the very least an illuminated pedestrian crossing sign.

Ellen Regenstreif, Ph.D.

ChildTours

www.ChildTours.com

facebook.com/ChildTours

- Kristine Schumacher <schumacherjk@me.com>

To:erikanutting@yahoo.com

Erika,

Hi! Couldn't agree with you more!!! Please forward me Mr. Gamboa's contact information and I will email him as well.

xo,

Kristine

Joan Gosser <joangosser@yahoo.com>

- To:Ellen Regenstreif,erikanutting@yahoo.com

Cc:Jen McCloskey,Emily Piemonte,Rizikas,Stacy Verbiest,Sarah Lawtonand 5 more...

I have heard the same. I wonder if we can request that they come observe for a few days at 8am 😊

I thought all of the additions on Walnut were odd. I don't think of that street as having much traffic!

I will make a call as well!

~ Joan

Erik Zandvliet

From: Joan Gosser <joangosser@yahoo.com>
Sent: Friday, February 8, 2019 10:42 AM
To: Gilbert Gamboa
Subject: New crosswalk project surrounding Pacific School

Mr. Gamboa,

We received your informative letter regarding plans for additional crosswalks in our neighborhood. Thank you for keeping us informed.

We have children that attend American Martyrs School and we walk up 18th Street everyday with a large group of neighbors, feeding from Poinsettia, Palm and John. The crossing at Pacific and 18th Street is a very dangerous crossing. There is no stop sign at this intersection which leads directly to the school. I have seen more than enough near misses with children involved and have had cars nearly hit me as well.

While there are 4 way stops at 17, 19th and 23rd, there is not one at 18th and Pacific, which is the closest to our school. I understand that we don't need stop signs at every intersection along Pacific, but I feel strongly that the stop signs along Pacific could be better placed. Do we need them at both 19th and 23rd? Far fewer kids cross at these points. 17th and 18th Street are the streets leading directly to American Martyrs School from the east side of Pacific Avenue.

In addition to the safety in the crosswalks, as a driver there are many near misses. Many people stop at this intersection (thinking that it is a stop sign) only to be nearly rear ended by the car behind it that knows that it is not. Pulling out from 18th onto Pacific is difficult in that many cars on Pacific make this stop, yet if I pull out and am hit, then it is my fault since I have the stop sign!

I strongly encourage you to send someone out to observe this intersection (Pacific and 18th) between 7:45 and 8am. It won't take long to recognize the problem.

Again, I appreciate you keeping us informed. I hope the community feedback is appreciated and that a change at this intersection is considered. Thank you for your efforts to keep our children and community safe!

Sincerely,

Joan Gosser
1720 N. Poinsettia Avenue

Erik Zandvliet

From: Erik Zandvliet
Sent: Tuesday, February 19, 2019 8:59 PM
To: Gilbert Gamboa; Sarah Lawton
Subject: RE: Safety Requests for Pacific ASarah Lawton <szlawton@gmail.com>ve. at 18th St.

Hello Sarah,

I agree that this location is a good candidate for enhanced pedestrian crossing treatments. We are currently conducting a citywide study to prioritize crossing locations and I will add this one to it. I will also add you to the list of contacts to keep you informed on this effort. We expect to be discussing potential funding and projects in the Spring.

Feel free to contact me if you have any questions.
Erik

Erik Zandvliet
Traffic Engineer
(310) 802-5522
ezandvliet@citymb.info
City of Manhattan Beach, CA

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

From: Gilbert Gamboa <ggamboa@citymb.info>
Sent: Tuesday, February 12, 2019 9:57 AM
To: Sarah Lawton <szlawton@gmail.com>
Cc: Erik Zandvliet <ezandvliet@citymb.info>
Subject: RE: Safety Requests for Pacific ASarah Lawton <szlawton@gmail.com>ve. at 18th St.

Hello Sarah,

Thank you for your inquiry below. 18th Street crossing at Pacific Ave is definitely a good candidate for future pedestrian enhancements. I included you on a response to Erika Nutting and the other neighbors that live in the area regarding the 18th Street / Pacific Ave intersection. In that response, I included some background information/suggestions for getting some future attention for 18th Street crosswalk.

The primary contact for any traffic related analysis on Pacific Ave would be the Traffic Engineer, Erik Zandvliet (copied on this email). Erik can consider any future improvements for 18th St and Pacific Ave intersection, including the criteria for when to apply Stop signs.

If you have any further questions feel free to give me a call.

Sincerely,

Gilbert Gamboa
Senior Civil Engineer
(310) 802-5356
ggamboa@citymb.info
City of Manhattan Beach, CA

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

From: Sarah Lawton [mailto:szlawton@gmail.com]
Sent: Thursday, February 07, 2019 12:32 PM
To: Gilbert Gamboa <ggamboa@citymb.info>
Subject: Safety Requests for Pacific ASarah Lawton <szlawton@gmail.com>ve. at 18th St.

Mr. Gamboa:

I live at 1901 Palm Ave. and am writing to you to advocate for additional safety features to be installed immediately at the corner of Pacific Ave and 18th St. In my opinion, the intersection warrants a four-way stop sign given its positioning on a street that cuts through nearly the entire north/south expanse of west Manhattan Beach, in a completely residential neighborhood and with two schools in a one block radius. This is a matter of safety for our most vulnerable citizens, our children.

As a resident who walks multiple times daily, I pass this intersection on foot a minimum of two times everyday with my children to and from school and with my dog. During my pass throughs at the intersection, I am a regular witness to the many traffic violations happening as people roll through the downhill 19th St./Pacific Ave. stop sign heading south on Pacific Ave. After rolling through the stop, drivers accelerate rapidly into the stop sign at 17th St. Similarly, people who are all too hurried, particularly in the morning rush hour, are accelerating just as they pass a crossing guard and multiple signs at 17th St. and speeding up the Pacific Ave. hill toward the 19th St. stop sign. Many children are present on the corners at 18th St. and Pacific Ave. and even if they do not intend to cross Pacific Ave., cars are traveling at too rapid a speed. This is a real issue for those of us who wish to cross the intersection, but even an issue for others who are parked on Pacific Ave. and trying to juggle children.

A four-way stop at 18th St. and Pacific Ave. would ensure that traffic is moving less rapidly and that we can keep our children and all pedestrians safe.

I appreciate your consideration and look forward to hearing about improvements for this intersection.

Sarah Lawton
1901 Palm Ave.
Manhattan Beach, CA 90266

Sent from my iPhone

Erik Zandvliet

From: Erik Zandvliet
Sent: Thursday, August 30, 2018 5:53 PM
To: 'Rich Weber'
Subject: RE: Stop Sign at Peck and Voorhees Ave.

Hi Rich,

Peck Avenue will look and feel different as soon as two Safe Route to School projects are completed later this year. There will be crossing improvements at Ruhland Avenue and 1st Street. Hopefully, that makes drivers more aware of all the stops and crossings on Peck Avenue, not just those two.

Even though it wasn't discussed at the budget hearings, I have added ^{Peck Ave} Voorhees Avenue as a candidate for future crossing treatments through the Non-Motorized Transportation fund that was established by the City Council. The funds are still a few years out, but at least Voorhees/Peck will be in the queue!

Erik

From: Rich Weber [mailto:rich@sousaweber.com]
Sent: Thursday, August 30, 2018 10:40 AM
To: Erik Zandvliet <ezandvliet@citymb.info>
Subject: RE: Stop Sign at Peck and Voorhees Ave.

Erik,

I didn't attend the meeting because a 6 year wait is way too long. I continue to see many, many near-misses in the crosswalks along Peck every day. Any suggestions? Call police every day?

Rich Weber, C.P.A.

Sousa & Weber, LLP
2615 Pacific Coast Highway - Suite 224
Hermosa Beach, CA 90254
T (310) 376-5040 / F (310) 760-4178
rich@sousaweber.com
www.SousaWeber.com



From: Erik Zandvliet <ezandvliet@citymb.info>
Sent: Wednesday, June 13, 2018 8:20 PM
To: Rich Weber <rich@sousaweber.com>
Subject: Re: Stop Sign at Peck and Voorhees Ave.

Hi Rich, I am away this week but the flashing beacon is not currently in an existing CIP project. As I mentioned earlier, it is up to your neighbors and you to push for it to be added. You would need to bring it to the City Council on Tuesday

because the PPIC didn't meet. One place it could be added is in the "Non-Motorized Transportation Fund. Please be aware that there are already 6 years of projects in the queue.

Hope this helps!

Erik

Erik Zandvliet
Traffic Engineer
P: (310) 802-5522
E: ezandvliet@citymb.info



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On Jun 13, 2018, at 1:38 PM, Rich Weber <rich@sousaweber.com> wrote:

Hi Erik,

I don't see the flashing beacons project @ Peck and Voorhees listed in the Capital Improvements plan I found online: <http://www.citymb.info/home/showdocument?id=32478> Is there another version that includes this? I just want to make sure that if I attend next Tuesday's city council meeting that this project will be on the agenda for discussion before council?

How's the work order coming along for the larger pedestrian crossing signs and relocation near the crosswalk?

Rich Weber, C.P.A.

Sousa & Weber, LLP
2615 Pacific Coast Highway - Suite 224
Hermosa Beach, CA 90254
T (310) 376-5040 / F (310) 760-4178
rich@sousaweber.com
www.SousaWeber.com

<image001.png><image002.png><image003.png><image004.png>
<image005.jpg>

From: Erik Zandvliet <ezandvliet@citymb.info>
Sent: Wednesday, May 23, 2018 7:37 PM
To: Rich Weber <rich@sousaweber.com>
Subject: RE: Stop Sign at Peck and Voorhees Ave.

Hi Rich,

Erik Zandvliet

From: Anastasia Seims, P. E.
Sent: Monday, November 5, 2018 5:24 PM
To: Erik Zandvliet
Cc: Prem Kumar
Subject: FW: Inquiry about Manhattan Beach Parks and Recreation

Dear Erik,

The below email chain includes a concern regarding building safe access points to Veterans Parkway at 30th St. and Oak Ave. A crossing at 30th St. appears to potentially be possible, but there does not appear to be enough sufficient sight distance for a crossing at Oak Ave. due to the curve of the roadway when it changes from Ardmore Ave. to 33rd St.

Could you please review these locations in light of the project you are working on that includes new crossings to Veterans Parkway?

Thank you for your help.

Sincerely,

Anastasia Seims, P. E.
Senior Civil Engineer
(310) 802-5361
aseims@citymb.info
City of Manhattan Beach, CA

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

From: Veronica L. Rodriguez
Sent: Monday, November 5, 2018 8:57 AM
To: Michael Hudak <mhudak@citymb.info>; Bobby Dobson <bdobson@citymb.info>; Anastasia Seims, P. E. <aseims@citymb.info>
Cc: Jessica Vincent <jvincent@citymb.info>
Subject: RE: Inquiry about Manhattan Beach Parks and Recreation

Hi Michael,

This is an engineering project. I have cc'd Anastasia, the project engineer.

Thanks,

Veronica L. Rodriguez
Maintenance Manager
(310) 802-5310
vrodriguez@citymb.info
City of Manhattan Beach, CA

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

From: Michael Hudak
Sent: Monday, November 5, 2018 8:51 AM
To: Bobby Dobson <bdobson@citymb.info>; Veronica L. Rodriguez <vrodriguez@citymb.info>
Cc: Jessica Vincent <jvincent@citymb.info>
Subject: FW: Inquiry about Manhattan Beach Parks and Recreation

Good Morning Bobby and Veronica,

Just wanted to pass along this email we got over the weekend. If you have any questions please let me know.

Thank you,

Michael Hudak
Recreation Supervisor
(310) 802-5432
mhudak@citymb.info
City of Manhattan Beach, CA

Office Hours: M - Th 7:30AM - 5:30 PM | Alternate Open Fridays 8:00AM - 5:00 PM | Closed Alternate Fridays | Not Applicable to Public Safety

Here for you 24/7, use our click and fix it app www.citymb.info/reachmanhattanbeach

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

From: Daniel Jones On Behalf Of MB Parks and Rec
Sent: Monday, November 05, 2018 8:46 AM
To: Michael Hudak <mhudak@citymb.info>
Subject: FW: Inquiry about Manhattan Beach Parks and Recreation

Morning Hudak,

Guessing this should go to PW, but you might want to see it first.

Respectfully,

MB Parks and Rec Staff

MB Parks and Rec
Parks & Rec
(310) 802-5448
mbparksandrec@citymb.info
City of Manhattan Beach, CA

Office Hours: M - Th 7:30AM - 5:30 PM | Alternate Open Fridays 8:00AM - 5:00 PM | Closed Alternate Fridays | Not Applicable to Public Safety

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

From: Bruce Difley <Bruce.Difley@HBA.com>
Sent: Saturday, November 3, 2018 6:37 PM
To: MB Parks and Rec <mbparksandrec@citymb.info>
Subject: Inquiry about Manhattan Beach Parks and Recreation

I don't understand how you can purchase large rocks but not build safe access points to veterans parkway at 30th street and Oak street? Both places have narrow dirt paths the at easy to slip on especially while holding a dog leash.

Bruce Difley

Erik Zandvliet

From: Matthew LeGrand <matthew.legrand@gmail.com>
Sent: Tuesday, March 20, 2018 10:42 PM
To: Erik Zandvliet
Subject: Re: Crosswalk at Highland Ave and 20th Street

Good evening Erik,

Your presentation this evening was very informative and it is great to see all that has been done in Manhattan Beach with regard to pedestrian safety and traffic flow. I think this is the first city in which I have lived, where the crosswalk buttons actually work. I think the lighted crosswalks are fantastic as I might not always see the pedestrians waiting to cross (in a vehicle's blind spot for instance).

I spoke at the meeting tonight regarding my request to have a crosswalk added to 20th and Highland Ave., however, it was at the beginning of the meeting and I am not certain that you were present at that time. Councilman Montgomery brought up my request twice during the council's discussion with you on my behalf. I know there are many areas and only so much time and money for safety improvements. I hope that consideration of this crossing will occur in the near future. However, it doesn't seem as if there is a set process to specifically request this.

Some supporting arguments for a crosswalk at this location:

- Allows for another route to Live Oak Park (stairs at the top of the 20th st walkstreet leading to the park)
- More easily connects neighbors East and West of 20th and Highland Ave. who might otherwise walk over to 19th to get to the beach/park
- 19th street is approximately 200 feet away, however, Marine (the next crosswalk) is approximately 500 feet away
- This walkstreet has the most homes out of the walkstreets in the teens (benefits a greater number of homes)

I appreciate your hard work in making the city safer while keeping traffic flowing. I do agree that focusing on the schools is of vital importance at this point, which it appears that you are already hard at work on.

I hope that my goal to get a crosswalk added at 20th and Highland Ave. can be realized some day. I am more than willing to help in any way that I can to achieve this.

Sincerely,
Matthew LeGrand

On Wed, Mar 14, 2018 at 11:36 AM, Matthew LeGrand <matthew.legrand@gmail.com> wrote:

Hi Erik,

This is great news! I will certainly try to attend or submit a comment for review, if unable to attend.

Thanks,
Matthew

On Mon, Mar 12, 2018 at 4:53 PM, Erik Zandvliet <ezandvliet@citymb.info> wrote:

Hello Matthew,

As luck would have it, the City Council will be talking about its Crosswalk Enhancement Policy at its meeting on March 20. This will be a chance for you to speak (or write a comment) to request a crosswalk at Highland Avenue and 20th Street. There are several other similar walkstreet crossings that are being considered along Highland Avenue, also.

Erik

From: Matthew LeGrand [mailto:matthew.legrand@gmail.com]
Sent: Monday, March 12, 2018 11:18 AM
To: RJ Smith <rj@rjsmithconstruction.com>
Cc: Erik Zandvliet <ezandvliet@citymb.info>
Subject: Re: intro

Thank you RJ.

Good morning Erik,

As RJ had mentioned we are building a house on 20TH ST. As such, we were wondering if there is a process to get a crosswalk considered for this particular walk street?

Thanks,
Matthew

On Thu, Mar 8, 2018 at 9:34 PM, RJ Smith <rj@rjsmithconstruction.com> wrote:

Erik,

Wanted to intro you to my client Matthew LeGrand. We are currently building his home at 404 20th st and he had a question fro you regarding a crosswalk. I will let you guys take it from here. Thx



RJ Smith
President

310.802.0041
High Quality Construction
www.rjsmithconstruction.com
1340 Highland Avenue

Erik Zandvliet
Traffic Engineer

P: (310) 802-5522

E: ezandvliet@citymb.info



City of
Manhattan Beach

1400 Highland Avenue, Manhattan Beach, CA 90266
www.citymb.info



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Work Order: 80324

Submitted on: 05/23/2016 12:31 PM

Customer: Lynne Hook

Department: , Phone

Topic: Traffic Control Measures

Site:

Location: N Ardmore Ave & 19th St

Priority: 3 Normal

Job Type:

Charge

Category:

Acct:

Assigned To: Erik Zandvliet

Description: Hello PPIC Commission, I live at 775 19th Street in MB. I frequently cross Ardmore at 19th Street on morning runs and walks. This morning, for the third time, I was nearly hit by a car that rolled through the stop sign. She was looking down at her cell phone and barely slowed down. I always let the first car go through and then usually walk very slowly because I know that it is common for drivers to do this. I worry, however, about my kids or other kids and neighbors who don't realize that drivers are so distracted. The stop sign is difficult to see if you are driving fast as it comes around the corner quickly and there are often cars parked on Ardmore. I would request that you either put in lights in the cross walk, a middle of the road sign or a lighted stop sign there to alert drivers. This is an accident waiting to happen. I know there was a auto related death at this corner a few months ago - probably other circumstances involved - but it sets a dangerous liability precedent. Thank you!
Lynne Hook

Tasks (0, Total Labor Cost: \$0)

Materials (0, Total Material Cost: \$0)

Total Cost of Job: \$0

Employee	Date	Hours	Cost	Employee	Date	Hours	Cost

Item Number	Description	Quantity	Unit Price	Total Price

Follow-up Information

#1: 05/23/2016 12:31 PM - Added internal information by Erik Zandvliet

On Mon, May 23, 2016 at 11:22 AM, Erik Zandvliet <ezandvliet@citymb.info> wrote:
 Ms. Hook
 Thank you for your concerns for pedestrian safety. I take these requests very seriously.
 Recently, the City increased the size of the stop signs, and added a second stop sign in the northbound direction to increase driver awareness.
 I will review the intersection to see if there are any other engineering measures that would be appropriate here.
 Also, the City will be conducting a comprehensive evaluation of all crossing locations along the Veterans Parkway as part of a Capital Improvement Project, which will recommend crossing enhancements along Valley Drive and Ardmore Avenue.
 Could you let me know if the drivers that are failing to stop going in the southbound or northbound direction?
 The failure to stop and texting is also an enforcement issue, so I have copied our Traffic Sergeant on this email.

We Get Letters

OTS and Roundhouse

As President of Oceanographic Teaching Stations, Inc. (OTS), a 501(c)3 non-profit, which has operated the Roundhouse Aquarium Teaching Center since 1980, I want to thank you for the article in the Dec. 28 *Beach Reporter* describing the upcoming Roundhouse Aquarium renewal project. The article acknowledges the involvement of the City and the Harrison Greenberg Foundation, which made the project a reality. OTS is the third party involved in the project. Come and visit us in our temporary facility adjacent to the south parking lot at the base of the pier.

—John Roberts, Manhattan Beach

Race to the bottom

For those of you who thought that Carson city government was the number one clown show in the South Bay, look out! Manhattan Beach is making a strong run for that title.

—Andy Felz, Redondo Beach

Safety deja vu

About six months ago, I emailed Manhattan Beach Mayor David Lesser about a safety concern I had. When you cross Valley Boulevard to get to the dog run, tennis courts, baseball field, tennis and basketball court, there is no cross walk. I have seen near misses of pedestrians trying to get across and almost get hit by cars. There is a cross walk about 50 or so yards South of the entrance area to the fields. It makes no sense to have to go out of the way and come back to the entrance to the fields.

At the time of my email to Mayor Lesser, he sent it down to the traffic engineer who emailed me to say basically, it was under study. That was months ago. Last year the City of LA paid out more than \$1 million to a the family of a young lady who was killed walking across Vista Delmar because there were no cross walks there. In lieu of how much money Manhattan has already paid out in various lawsuits, one would think that a cross walk would be a safety issue important enough to implement. This is the second time I have had to call out City officials about a safety issue. The first time was a few years ago. No action was taken then either, until, at the time, Councilmember Burton stepped

in and got it done. If I had asked for a skate park, it would have been done.

—Neil Snow, Manhattan Beach

Opacity in MB

What do football coaches have in common with city managers? If the bosses love your work, they keep you. If they don't, you're fired or placed on administrative leave. Manhattan Beach has had three city managers in the last eight years and fired two without cause and placed one on administrative leave.

City Manager Mark Danaj was placed on paid administrative leave because of the way he handled the elimination of the assistant city manager position. City Council can approve or reject budgets and make strong recommendations, but only the City Manager can make hiring decisions. City Council approved creation of four new executive positions for \$1 million and hiring of an assistant city manager with a low interest loan of \$2 million to purchase a house. Mark Danaj's initial contract of three years in 2014 was extended to 2020 at \$250,000/year.

Mayor Amy Howorth said at the time: "Mark will be a positive, stabilizing force in the city and work well with staff, council and residents."

Former Mayor Mark Burton said: "He's got a great character, excellent skill set. He has integrity and is a highly talented executive."

This is a city manager doing his job with full approval of the City Council, until now. Instead of thanking him for eliminating two administrative positions for budget savings of \$500,000, they placed him on leave. Of course, the City Council is again acting with no transparency. The residents ask what is the real reason for placing City Manager Mark Danaj on paid administrative leave?

—Robert Bush, Manhattan Beach

Fair voting rights in RB

The Redondo Beach City Council did its due diligence and passed a plan to be in compliance with SB 415 by January 1, 2018, on November 21, 2017, way before the California State mandated deadline. The reason, and the

see LETTERS / 13

Erik Zandvliet

From: Jack G. Lewis <jglewis888@gmail.com>
Sent: Thursday, July 30, 2015 7:16 PM
To: Marisa Lundstedt
Cc: Wayne Powell; Mark Danaj; Erik Zandvliet
Subject: Re: for your concern

This is wonderful.

Yes, the south visibility is much improved. The north visibility is very poor particularly when or more vans or trucks are parked near the intersection. Some Neughbirs ar avoiding that intersection but that sends them through the Martyrs school intersection which has busy times. Thanks

Want to make it clear that I am not qualified to identify a location for stairs to another Valley crosswalk. I actually feel the best location would be from the cement walkway that goes to the tennis courts, rec and art office and up over to the ocean. This is about 40 yards south of the 19th street stairs.

Please note that while there is a cross walk near the kiddie play park, it is a very long walk north from that crosswalk to the next crosswalk north

Another crosswalk closer to 19th would help slow the dangerously fast traffic in Valley near Live Oak, the senior center and the post office.

Please watch foot traffic outside crosswalks at peak tennis, baseball and dog park usage. Everyone that uses inside parking spaces cannot be expected to walk down to 18th crosswalk to cross Valley.

All the best, Jack

On Jul 30, 2015, at 12:29 PM, Marisa Lundstedt <mlundstedt@citymb.info> wrote:

Mr. Lewis,

I apologize for the delay in the response as I have been handling some significant department issues. Please see the response below from our City traffic engineer. We welcome your continued input and appreciate you bringing these items to our attention.

Marisa Lundstedt
Director of Community Development

P: (310) 802-5502

E: mlundstedt@citymb.info



From: Erik Zandvliet
Sent: Thursday, July 30, 2015 12:10 PM

To: Marisa Lundstedt
Subject: RE: for your concern

Marisa,

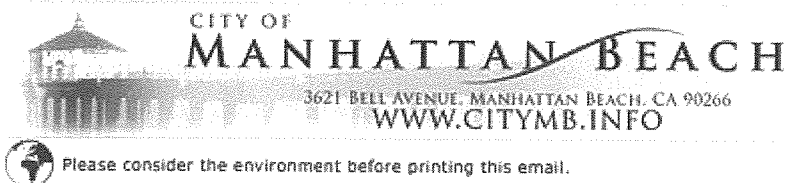
I'm afraid I was not forwarded this request before. However, here is my initial review:

2. At Ardmore Avenue and 18th Street, over 75 feet red curb has been added over the years south of the intersection to improve visibility. See photo. While not completely unobstructed, there is sufficient visibility for drivers waiting on 18th Street to see approaching northbound traffic. To address speeding, we will ask the Police Department to step up enforcement there. North of the intersection, there is no red curb and parking is allowed up to the corner, which can obstruct sight distance looking north from 18th Street. See photo. I will send a work order to paint red curb on the east side of Ardmore Avenue north of the intersection to improve sight distance of approaching southbound traffic.

3. Mr. Lewis is asking for a crosswalk on Valley Drive at the Dog Park opposite 19th Street to connect to a narrow dirt path through the groundcover on a hill in the Veterans Parkway. The little pathway through the landscaping has been worn by pedestrians who want to take a shortcut. See photo. This is not an official or accessible path, so this may not be the best location for a crosswalk. If pedestrians want to use a crosswalk, they should walk along the greenbelt to 18th Street and cross Valley Drive there. Nevertheless, it is not illegal to cross there without a crosswalk.

An additional crosswalk near the dog park would require removal of a few diagonal parking spots and construction of an accessible sidewalk up a ramp to the greenbelt path. If it is the desire of the City Manager/City Council, the City can conduct a pedestrian access study along Veterans Parkway that would evaluate the best crossing locations along Valley Drive and Ardmore Avenue. This potential crossing location can be evaluated and prioritized in conjunction with other possible nearby crossing locations.

Erik Zandvliet, T.E.
City Traffic Engineer
P: (310) 802-5522
E: ezandvliet@citymb.info



Erik Zandvliet
Traffic Engineer
P: (310) 802-5522
E: ezandvliet@citymb.info



From: Marisa Lundstedt
Sent: Thursday, July 30, 2015 8:26 AM
To: Erik Zandvliet
Subject: Fwd: for your concern

Erik - are you involved in these crosswalks?

Begin forwarded message:

From: "Jack G. Lewis" <jglewis888@gmail.com>
Date: July 30, 2015 at 7:03:07 AM PDT
To: Wayne Powell <waynepowellmb@yahoo.com>
Cc: "mdanaj@citymb.info" <mdanaj@citymb.info>, Nadine Nader <nnader@citymb.info>, Marisa Lundstedt <mlundstedt@citymb.info>
Subject: **Re: for your concern**

Thanks Wayne. Congratulations on your successful tour of duty.

Any word from staff re 18th and Ardmore corner and crosswalk at dog park on valley? I write because you had finished your email response with a promise to follow up.

I will be happy to meet staff anywhere to describe the issues. Have traffic studies been done? Any observation?

I want to congratulate everyone for the clean sidewalks and streets downtown. Recent walks show regular cleaning so my earlier observation must have been after a particularly bad weekend.

Cheers, Jack

Marisa Lundstedt
Director of Community Development
P: (310) 802-5502
E: mlundstedt@citymb.info



On Jun 30, 2015, at 11:21 AM, Wayne Powell <waynepowellmb@yahoo.com> wrote:

Jack,

Thank you for your excellent email. I appreciate your reaching out.

Regarding the broken tiles in the downtown area, there are plans to replace them as part of a downtown beautification plan. There will be a public meeting (date to be determined) to get input from the community on what the replacements should be (I.e., color and style).

Regarding the traffic issues, I've cc'd city staff to investigate these areas to determine how they can be made safer. I will follow up.

Best regards,
Wayne

Wayne Powell
- Mayor, City of Manhattan Beach
- Los Angeles County Beach Commissioner/Chair
Web:<https://sites.google.com/site/WaynePowell4MB/Home>

[Sent from my iPad Air]



On Jun 30, 2015, at 10:20 AM, Jack Gustaf Lewis <jglewis888@gmail.com> wrote:

Dear MB Friends:

I took a walk to the end of the pier this morning...enough time to think about some "mundane" aspects of city life that I have been mulling over for months. This is the first time I have addressed them to anyone in a position of authority.

1. I assume that you have had many discussions of our downtown sidewalks including the tile and grout...and cleaning policy/cost. Its a disappointment any time I go downtown to see the wide diversity of attempts to patch up broken tiles. I think you know how to do this. The issue is clear cut, simple policy and implementation/leadership particularly at the department head level. Aside from mismatched tile and grout (or tile replaced by other materials), hopefully the main arteries can be cleaned more often or just soon. I know

this is a busy time of year, but this is the time we want to look welcoming! We are doing great, but this is very basic stuff.

If you would like to me take pictures with location and forward them to an appropriate staff member, I will do so. Senior staff can take walks and do this too...

2. I live on Flournoy Road. The corner at 18th and Ardmore is dangerous, particularly for cars turning onto Ardmore from 18th. Vehicles driving north are going quite fast in the mornings to get to work. Hard to see. Vehicles turning north cannot see southbound traffic if a van, SUV or large truck is parked in the first spot. There is construction there now on both sides of the street...even more dangerous. I have stopped using this intersection from 18th but many others use it.

Japanese and many other cities around the world partially solve this problem with a round mirror next to the curb on the green belt facing 18th. Entering cars can easily see oncoming cars from either direction.

3. In 2011, I was hit by a DUI driver on crossing Valley on foot on a Sunday evening at the dog park near the walkway to the tennis courts and batting cage. I was in three hospitals for 5 weeks and it took me one year before I threw away my cane. At the foot of 19th, we have a crosswalk and stairs to the the greenbelt. Then we have pathways through the ivy and grass to Valley....on the other side a cement walkway through Live Oak to the beach. We are in effect inviting residents to cross the street outside of a sidewalk. Between the post office and Blanch we have only two crosswalks if I remember correctly all located between the post office and the kiddie play place. Few walkers go south to use the first sidewalk.

New stairs and a crosswalk on Valley would slow speeding traffic and protect our walkers. We need to slow this traffic further, particularly in the late afternoon going south. I was surprised on that Sunday evening in October 2011 at how many families and individuals were out walking in that area....hopefully we can avoid another accident with this low cost safety action.

Thanks for you service and attention!

Best,

Jack G. Lewis, retired USC bureaucrat

Erik Zandvliet

From: Patricia Lane <patricialane213@gmail.com>
Sent: Tuesday, May 19, 2015 6:02 PM
To: Erik Zandvliet
Subject: Fwd: traffic problem

Hello Erik,

I am forwarding this e mail I received from one of our neighbors.

I have also received many many texts and calls from neighbors with sympathy and support for our sign and elevated crosswalks.

I spoke to animal control officer, Staci Cash, and she is 100% sure both cats were killed by a speeder.

The police promised to patrol this area more, but to date, I haven't seen one police car here.

Continue to see car after car making the ILLEGAL turn from Marine Ave heading south on Ocean Ave.

Many of them are construction workers. This has to stop.

Thanks again for your support.

I hope our sign will be here soon.

Patricia and Robert Lane

Begin forwarded message:

From: Christine Adams <tadamshk@gmail.com>

Date: May 19, 2015 5:54:42 PM PDT

To: Patricia Lane <carioca@roadrunner.com>, Kris Klein <kklein120@aol.com>, Edie Gartland <edie.gartland@gmail.com>

Subject: traffic problem

Dear Patricia and Bob,

Thanks for your efforts on making our area safer for our pets and us.

We believe, we should push for 2 things:

1) decorative paving on a raised crosswalk profile for all crosswalks on each walk street that crosses Ocean, in our area.

2) I suggest we add two stop signs, one at 18th and one at 16th Streets. I believe there is already one on 20th.

The problem in our area is that there is no Manhattan Avenue to deflect traffic, which means cross traffic goes either Highland or Ocean.

We have noticed traffic on Ocean is heavier in our section, (15th to 22nd) than on other areas, such as 1st to 9th or 23rd to 35th which have Manhattan Ave.

There will always be some traffic but unfortunately in our area, Ocean acts as a thoroughfare and people do speed through it.

Hopefully if we work together to achieve these two changes it will make the road safer for all of us.

We do feel however, that willful malicious was involved in the cats' deaths. So cruell and so unnecessary.

We will follow up with any letters to town officials you suggest.

Best Regards,

Tina and Bob will follow up with any letters to town officials you suggest.

Tina and Bob

Erik Zandvliet

From: Christine Adams <tadamshk@gmail.com>
Sent: Sunday, May 31, 2015 6:36 AM
To: Erik Zandvliet
Cc: Patricia Lane; carioca@roadrunner.com; kklein120@aol.com; edie.gartland@gmail.com
Subject: Re: traffic problem on Ocean Drive

Dear Mr. Zandvliet,

We are pleased to hear, in your response to Patricia Lane, that you have noted our suggesting/support for the raised crosswalks and additional stop signs at 18th and 16th Streets on Ocean Drive.

We would like to add to Frank Maiorano's comments about daily abuses of the 15 mph speed limit in our area of Ocean Drive.

Many vehicles, including SUVs and pick up trucks, go through our area at 2 to 3 times the speed limit. Similar to Frank, at times backing out of our garage is a real challenge.

Many drivers in the morning are racing to work while drinking coffee and/or texting.

As mentioned in our previous letter, stop signs at 18th/Ocean and 16/Ocean would force people to stop. (Pedestrian signs would not be enough) We have noticed that there are some drainage dips along Manhattan Ave. between Marine and Rosecrans. That, though not intended to slow traffic, does in fact slow traffic in that area. Therefore, raised crosswalks would also help in our area.

Another thought to reduce speeding and deter theft would be more police patrolling the area. This could also be a deterrent to the number of people who run the Do No Enter signs of 15th and Marine to enter Ocean Dr.

We do appreciate your supporting our efforts to make our neighbourhood safer.

Sincerely,

Bob Adams

On Wed, May 27, 2015 at 2:25 AM, Erik Zandvliet <ezandvliet@citymb.info> wrote:

Hello Patricia,

I will notify the Police Department about the illegal turns at Ocean Drive/Marine Avenue and continuing need for enforcement along Ocean Drive.

I have also noted the suggestions/support for the raised crosswalks and stop signs from Mr. and Mrs. Adams.

Erik

Erik Zandvliet, T.E.
City Traffic Engineer
P: (310) 802-5522
E: ezandvliet@citymb.info



Erik Zandvliet

Traffic Engineer
P: (310) 802-5522
E: ezandvliet@citymb.info



From: Patricia Lane [<mailto:patricialane213@gmail.com>]
Sent: Tuesday, May 19, 2015 6:02 PM
To: Erik Zandvliet
Subject: Fwd: traffic problem

Hello Erik,

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Many of them are construction workers. This has to stop.

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Patricia and Robert Lane

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From: Christine Adams <tadamshk@gmail.com>

Date: May 19, 2015 5:54:42 PM PDT

To: Patricia Lane <carioca@roadrunner.com>, Kris Klein <kklein120@aol.com>, Edie Gartland <edie.gartland@gmail.com>

Subject: traffic problem

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Hopefully if we work together to achieve these two changes it will make the road safer for all of us.

We do feel however, that willful malicious was involved in the cats' deaths. So cruel and so unnecessary.

We will follow up with any letters to town officials you suggest.

Best Regards,

Tina and Bob will follow up with any letters to town officials you suggest.

Tina and Bob

Erik Zandvliet

From: Erik Zandvliet
Sent: Tuesday, September 05, 2017 11:27 AM
To: Steve Napolitano
Cc: Anne McIntosh (amcIntosh@citymb.info)
Subject: Crosswalk Council Report

Good morning!

I am working on the crosswalks staff report for the October 17 council meeting. The report is mainly focused on appropriate crosswalk treatments and pedestrian crossings along Valley Drive /Ardmore Avenue related to the Veterans Parkway. I wanted to know if you had specific questions you wanted answered in the staff report. Please feel free to email me.

Erik Zandvliet
Traffic Engineer

P: (310) 802-5522

E: ezandvliet@citymb.info



Please consider the environment before printing this email.

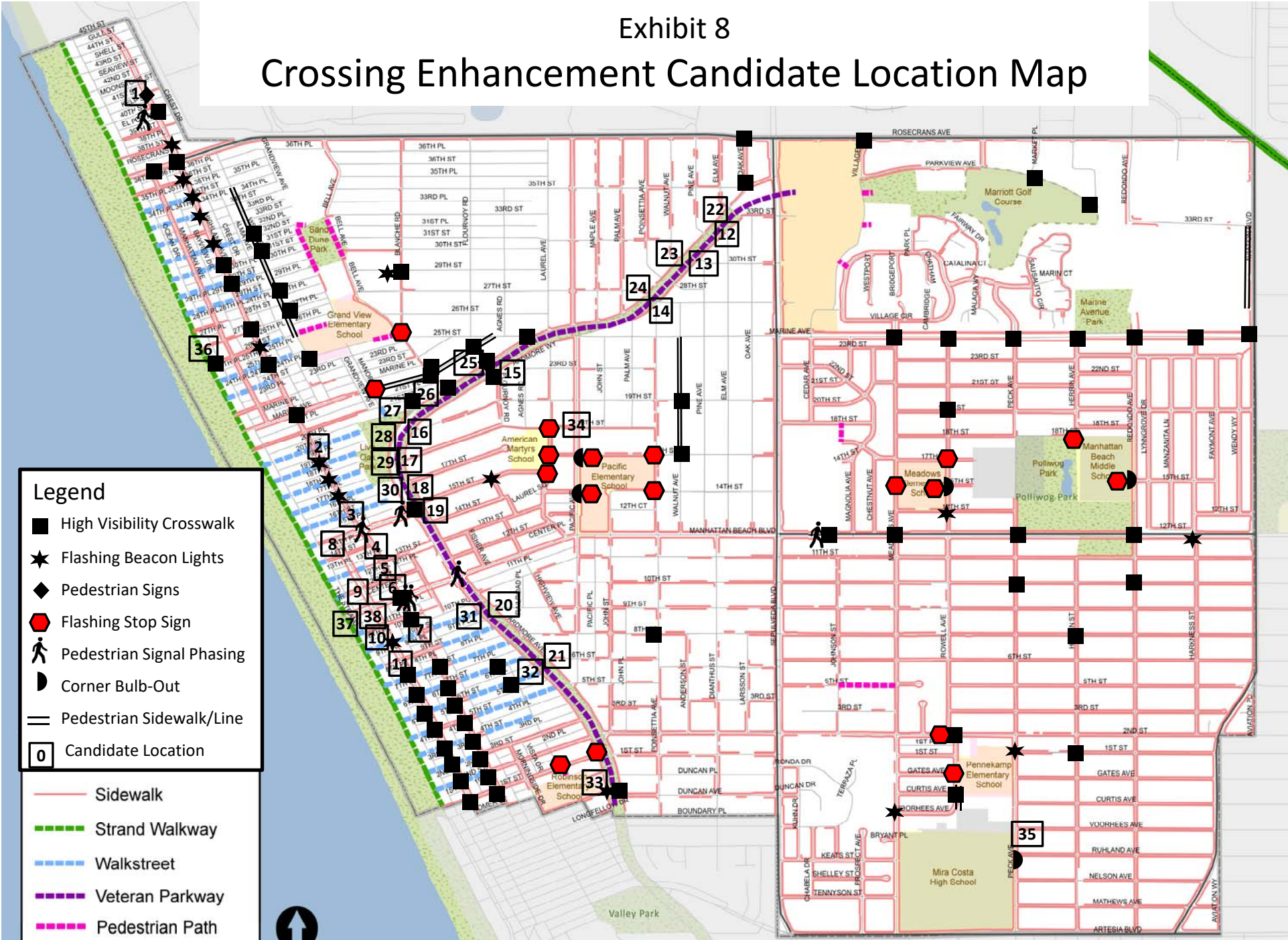
New Hours for City Offices: M - Th 7:30AM - 5:30 PM

Alternate Open Fridays 8:00AM - 5:00 PM | Closed Alternate Fridays | [Click here for more information](#)

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Exhibit 8

Crossing Enhancement Candidate Location Map



Legend

- High Visibility Crosswalk
- ★ Flashing Beacon Lights
- ◆ Pedestrian Signs
- ⬮ Flashing Stop Sign
- 🚶 Pedestrian Signal Phasing
- ◐ Corner Bulb-Out
- Pedestrian Sidewalk/Line
- 0 Candidate Location

- Sidewalk
- Strand Walkway
- Walkstreet
- Veteran Parkway
- Pedestrian Path

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EXHIBIT 9

CITY OF MANHATTAN BEACH
 PEDESTRIAN CROSSING PRIORITY EVALUATION
 CANDIDATE LOCATIONS

NONE	NONE	4+	>12,000	OFTEN	PRIMARY	ALWAYS	YES	YES	POOR	>600'	EXISTING	10 PTS
STOP	BASIC	3	9-12,000	SOMETIMES	SECONDARY	SOMETIMES	< 1/2 MILE		FAIR	300-600'	FUTURE	5 PTS
SIGNAL	ADDIT'L	1-2	<9,000	SELDOM	N/A	SELDOM	NO	NO	GOOD	<300'	NO	2 PTS

<\$2,000
\$2-50,000
>\$50,000

NO.	MAIN STREET	CROSS STREET	LEG(S)	EX CONTROL	EX SIGNS/ MARKINGS	LANES	CROSSING ADT	EXCESSIVE SPEED?	ON SCHOOL ROUTE?	ACTIVE PED ZONE?	NEARBY TRANSIT STOP?	PEDESTRIAN COLLISION HISTORY?	DRIVER- PED VISIBILITY	NEARBY XINGS?	ACCESSIBLE PATH	OVERALL RANKING	RECOMMENDED ENCHANCEMENT(S)	ESTIMATED COST
1	Highland Ave	41st St	N, S	SIGNAL	BASIC	4	>12,000	OFTEN	N/A	SOMETIMES	YES	NO	FAIR	300-600'	EXISTING	76	RRFB's, IRWLs, bulb-out and yield lines	\$ 150,000
2	Highland Ave	20th St	Center	NONE	NONE	2	>12,000	SOMETIMES	N/A	SOMETIMES	< 1/2 MILE	NO	POOR	300-600'	NO	68	IRWLs, crosswalk and ped ramps, -2 pkg	\$ 90,000
3	Highland Ave	16th St	Center	NONE	NONE	2	>12,000	SOMETIMES	N/A	SOMETIMES	< 1/2 MILE	NO	POOR	300-600'	NO	68	IRWLs, crosswalk and ped ramps	\$ 90,000
4	Highland Ave	14th St	N, S	NONE	BASIC	2	>12,000	SELDOM	N/A	ALWAYS	YES	NO	FAIR	300-600'	EXISTING	73	IRWLs and signs	\$ 40,000
5	Highland Ave	13th St	N	NONE	BASIC	2	>12,000	SELDOM	N/A	ALWAYS	YES	YES	GOOD	<300'	EXISTING	75	FYG Signs	\$ 500
6	Highland Ave	12th St	N, S	NONE	BASIC	2	>12,000	SELDOM	N/A	ALWAYS	YES	YES	GOOD	<300'	EXISTING	75	FYG Signs	\$ 500
7	Highland Ave	11th St	N	NONE	BASIC	2	>12,000	SELDOM	N/A	ALWAYS	YES	YES	GOOD	<300'	EXISTING	75	FYG Signs	\$ 500
8	Manhattan Ave	15th St	E	NONE	BASIC	2	<9,000	SOMETIMES	N/A	ALWAYS	< 1/2 MILE	NO	FAIR	<300'	EXISTING	60	IRWLs, Crosswalk, Signs	\$ 40,000
9	Manhattan Ave	12th St	S	NONE	BASIC	2	<9,000	SELDOM	N/A	ALWAYS	< 1/2 MILE	YES	FAIR	<300'	EXISTING	65	IRWLs, crosswalk, signs, ped ramps, mod L/S	\$ 75,000
10	Manhattan Ave	11th St	N	NONE	BASIC	2	<9,000	SELDOM	N/A	ALWAYS	< 1/2 MILE	NO	GOOD	<300'	EXISTING	54	RRFB's and IRWLs	\$ 50,000
11	Manhattan Ave	8th St	Center	NONE	BASIC	2	<9,000	SOMETIMES	N/A	ALWAYS	< 1/2 MILE	NO	GOOD	<300'	EXISTING	57	RRFB's and IRWLs	\$ 50,000
12	Ardmore Ave	Elm Ave	N	NONE	NONE	2	<9,000	OFTEN	N/A	SOMETIMES	NO	NO	FAIR	>600'	FUTURE	65	Crosswalk, signs, bulb-out, ped ramps, sidewalk	\$ 100,000
13	Ardmore Ave	30th St	S	NONE	NONE	2	<9,000	OFTEN	N/A	SOMETIMES	NO	NO	FAIR	>600'	FUTURE	65	Crosswalk, signs, ped ramps, sidewalk	\$ 60,000
14	Ardmore Ave	27th St	N, S, E, W	STOP	NONE	2	<9,000	SELDOM	SECONDARY	ALWAYS	NO	NO	FAIR	>600'	FUTURE	65	Crosswalks, ped ramps, sidewalks	\$ 90,000
15	Ardmore Ave	Flournoy Rd	E	NONE	BASIC	2	<9,000	OFTEN	SECONDARY	ALWAYS	NO	NO	FAIR	>600'	FUTURE	68	Bulb-out, ped ramps	\$ 60,000
16	Ardmore Ave	19th St	S	STOP	BASIC	2	<9,000	SELDOM	N/A	ALWAYS	NO	NO	FAIR	300-600'	NO	44	Flashing Stop Sign, Bulb-out, ped ramps	\$ 70,000
17	Ardmore Ave	18th St	S	NONE	BASIC	2	<9,000	SOMETIMES	SECONDARY	ALWAYS	NO	NO	FAIR	300-600'	EXISTING	63	IRWLs, bulb-out, ped ramps	\$ 90,000
18	Ardmore Ave	17th St	S	NONE	BASIC	2	<9,000	SOMETIMES	N/A	ALWAYS	NO	NO	FAIR	300-600'	EXISTING	60	IRWLs, bulb-out, ped ramps	\$ 90,000
19	Ardmore Ave	15th St	W, S	SIGNAL	NONE	4	>12,000	SELDOM	SECONDARY	ALWAYS	< 1/2 MILE	NO	GOOD	300-600'	EXISTING	73	Crosswalks, ped ramps, sidewalks	\$ 75,000
20	Ardmore Ave	9th St	N	NONE	NONE	2	<9,000	SOMETIMES	N/A	ALWAYS	< 1/2 MILE	NO	GOOD	>600'	FUTURE	65	Crosswalk, signs, bulb-out, ped ramps, sidewalk	\$ 75,000
21	Ardmore Ave	6th St	N	STOP	NONE	2	<9,000	SELDOM	N/A	ALWAYS	NO	NO	GOOD	>600'	FUTURE	54	Crosswalk, bulb-out, ped ramps, sidewalk	\$ 70,000
22	Valley Dr	Elm Ave	W	NONE	NONE	2	<9,000	OFTEN	N/A	SOMETIMES	NO	NO	POOR	>600'	FUTURE	70	Crosswalk, signs, bulb-out, ped ramps, sidewalk	\$ 75,000
23	Valley Dr	Walnut Ave	W	NONE	NONE	2	<9,000	OFTEN	N/A	SOMETIMES	NO	NO	POOR	>600'	FUTURE	70	Crosswalk, signs, bulb-out, ped ramps, sidewalk	\$ 75,000
24	Valley Dr	27th St	N, S, E, W	STOP	NONE	2	<9,000	SELDOM	SECONDARY	ALWAYS	NO	NO	FAIR	>600'	EXISTING	65	Crosswalks, bulb-out, ped ramps, sidewalks	\$ 100,000
25	Valley Dr	Flournoy Rd	W	NONE	NONE	2	<9,000	OFTEN	N/A	SOMETIMES	NO	NO	POOR	>600'	FUTURE	70	Crosswalk, bulb-out, ped ramps	\$ 65,000
26	Valley Dr	Blanche Rd.	W	STOP	BASIC	2	<9,000	SELDOM	N/A	SOMETIMES	NO	NO	POOR	>600'	FUTURE	52	Bulb-out, ped ramps	\$ 65,000
27	Valley Dr	20th Pl	N, W	NONE	NONE	2	<9,000	SOMETIMES	N/A	SOMETIMES	NO	NO	POOR	>600'	FUTURE	65	Crosswalks, signs, bulb-out, sidewalk	\$ 80,000
28	Valley Dr	19th St	Center	NONE	NONE	2	<9,000	SOMETIMES	N/A	SOMETIMES	NO	NO	POOR	300-600'	FUTURE	60	Crosswalk, bulb-out, ped ramps, sidewalk, -6 pkg	\$ 75,000
29	Valley Dr	18th St	Center	NONE	BASIC	2	<9,000	SOMETIMES	N/A	ALWAYS	NO	NO	FAIR	300-600'	EXISTING	60	Signs, ped ramps, sidewalk	\$ 50,000
30	Valley Dr	17th St	Center	NONE	BASIC	2	<9,000	SOMETIMES	N/A	ALWAYS	NO	NO	FAIR	300-600'	EXISTING	60	Signs, ped ramps, sidewalk	\$ 50,000
31	Valley Dr	10th St	Center	NONE	NONE	2	<9,000	SOMETIMES	N/A	SOMETIMES	< 1/2 MILE	NO	POOR	300-600'	FUTURE	65	Crosswalk, bulb-out, ped ramps, sidewalk, -2 pkg	\$ 55,000
32	Valley Dr	6th Pl	N	STOP	NONE	2	<9,000	SELDOM	N/A	ALWAYS	NO	NO	FAIR	>600'	FUTURE	57	Crosswalk, signs, ped ramps, sidewalk	\$ 40,000
33	Valley Dr	Francisco St	N	BEACON	BEACON	2	<9,000	SOMETIMES	PRIMARY	ALWAYS	NO	NO	FAIR	>600'	FUTURE	60	Ped Ramps, bulb-out	\$ 60,000
34	Pacific Ave	18th St	N, S	NONE	BASIC	2	<9,000	SOMETIMES	PRIMARY	SOMETIMES	NO	NO	FAIR	300-600'	EXISTING	63	RRFBs, IRWLs	\$ 50,000
35	Peck Ave	Voorhees Ave	N	NONE	BASIC	2	<9,000	SOMETIMES	PRIMARY	SOMETIMES	NO	NO	FAIR	300-600'	EXISTING	63	IRWLs, bulb-out, ped ramps	\$ 110,000
36	Ocean Dr	27th St	N, S, W	NONE	NONE	2	<9,000	SOMETIMES	N/A	SOMETIMES	NO	NO	FAIR	<300'	EXISTING	57	Crosswalks, signs	\$ 2,000
37	Manhattan Bch Bl	The Strand	N, S	NONE	NONE	2	<9,000	SELDOM	N/A	ALWAYS	< 1/2 MILE	NO	GOOD	300-600'	EXISTING	62	Crosswalks, signs	\$ 2,000
38	Manhattan Bch Bl	Manhattan Ave	N, S, E, W	SIGNAL	Leading Ped	2	>12,000	SELDOM	N/A	ALWAYS	YES	YES	GOOD	<300'	EXISTING	72	All Pedestrian Phase (Summer)	\$ 500

TOTAL \$ 2,321,000

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EXHIBIT 10

CITY OF MANHATTAN BEACH
PEDESTRIAN CROSSING PRIORITY EVALUATION
PRIORITY RANKING

NONE	NONE	4+	>12,000	OFTEN	PRIMARY	ALWAYS	YES	YES	POOR	>600'	EXISTING	10 PTS
STOP	BASIC	3	9-12,000	SOMETIMES	SECONDARY	SOMETIMES	< 1/2 MILE		FAIR	300-600'	FUTURE	5 PTS
SIGNAL	ADDIT'L	1-2	<9,000	SELDOM	N/A	SELDOM	NO	NO	GOOD	<300'	NO	2 PTS

<\$2,000
\$2-50,000
>\$50,000

NO.	MAIN STREET	CROSS STREET	LEG(S)	EX CONTROL	EX SIGNS/ MARKINGS	LANES	CROSSING ADT	EXCESSIVE SPEED?	ON SCHOOL ROUTE?	ACTIVE PED ZONE?	NEARBY TRANSIT STOP?	PEDESTRIAN COLLISION HISTORY?	DRIVER- PED VISIBILITY	NEARBY XINGS?	ACCESSIBLE PATH	OVERALL RANKING	RECOMMENDED ENCHANCEMENT(S)	ESTIMATED COST
1	Highland Ave	41st St	N, S	SIGNAL	BASIC	4	>12,000	OFTEN	N/A	SOMETIMES	YES	NO	FAIR	300-600'	EXISTING	76	RRFB's, IRWLs, bulb-out and yield lines	\$ 150,000
5	Highland Ave	13th St	N	NONE	BASIC	2	>12,000	SELDOM	N/A	ALWAYS	YES	YES	GOOD	<300'	EXISTING	75	FYG Signs	\$ 500
6	Highland Ave	12th St	N, S	NONE	BASIC	2	>12,000	SELDOM	N/A	ALWAYS	YES	YES	GOOD	<300'	EXISTING	75	FYG Signs	\$ 500
7	Highland Ave	11th St	N	NONE	BASIC	2	>12,000	SELDOM	N/A	ALWAYS	YES	YES	GOOD	<300'	EXISTING	75	FYG Signs	\$ 500
4	Highland Ave	14th St	N, S	NONE	BASIC	2	>12,000	SELDOM	N/A	ALWAYS	YES	NO	FAIR	300-600'	EXISTING	73	IRWLs and signs	\$ 40,000
19	Ardmore Ave	15th St	W, S	SIGNAL	NONE	4	>12,000	SELDOM	SECONDARY	ALWAYS	< 1/2 MILE	NO	GOOD	300-600'	EXISTING	73	Crosswalks, ped ramps, sidewalks	\$ 75,000
38	Manhattan Bch Bl	Manhattan Ave	N, S, E, W	SIGNAL	Leading Ped	2	>12,000	SELDOM	N/A	ALWAYS	YES	YES	GOOD	<300'	EXISTING	72	All Pedestrian Phase (Summer)	\$ 500
22	Valley Dr	Elm Ave	W	NONE	NONE	2	<9,000	OFTEN	N/A	SOMETIMES	NO	NO	POOR	>600'	FUTURE	70	Crosswalk, signs, bulb-out, ped ramps, sidewalk	\$ 75,000
23	Valley Dr	Walnut Ave	W	NONE	NONE	2	<9,000	OFTEN	N/A	SOMETIMES	NO	NO	POOR	>600'	FUTURE	70	Crosswalk, signs, bulb-out, ped ramps, sidewalk	\$ 75,000
25	Valley Dr	Flournoy Rd	W	NONE	NONE	2	<9,000	OFTEN	N/A	SOMETIMES	NO	NO	POOR	>600'	FUTURE	70	Crosswalk, bulb-out, ped ramps	\$ 65,000
2	Highland Ave	20th St	Center	NONE	NONE	2	>12,000	SOMETIMES	N/A	SOMETIMES	< 1/2 MILE	NO	POOR	300-600'	NO	68	IRWLs, crosswalk and ped ramps, -2 pkg	\$ 90,000
3	Highland Ave	16th St	Center	NONE	NONE	2	>12,000	SOMETIMES	N/A	SOMETIMES	< 1/2 MILE	NO	POOR	300-600'	NO	68	IRWLs, crosswalk and ped ramps	\$ 90,000
15	Ardmore Ave	Flournoy Rd	E	NONE	BASIC	2	<9,000	OFTEN	SECONDARY	ALWAYS	NO	NO	FAIR	>600'	FUTURE	68	Bulb-out, ped ramps	\$ 60,000
9	Manhattan Ave	12th St	S	NONE	BASIC	2	<9,000	SELDOM	N/A	ALWAYS	< 1/2 MILE	YES	FAIR	<300'	EXISTING	65	IRWLs, crosswalk, signs, ped ramps, mod L/S	\$ 75,000
12	Ardmore Ave	Elm Ave	N	NONE	NONE	2	<9,000	OFTEN	N/A	SOMETIMES	NO	NO	FAIR	>600'	FUTURE	65	Crosswalk, signs, bulb-out, ped ramps, sidewalk	\$ 100,000
13	Ardmore Ave	30th St	S	NONE	NONE	2	<9,000	OFTEN	N/A	SOMETIMES	NO	NO	FAIR	>600'	FUTURE	65	Crosswalk, signs, ped ramps, sidewalk	\$ 60,000
14	Ardmore Ave	27th St	N, S, E, W	STOP	NONE	2	<9,000	SELDOM	SECONDARY	ALWAYS	NO	NO	FAIR	>600'	FUTURE	65	Crosswalks, ped ramps, sidewalks	\$ 90,000
20	Ardmore Ave	9th St	N	NONE	NONE	2	<9,000	SOMETIMES	N/A	ALWAYS	< 1/2 MILE	NO	GOOD	>600'	FUTURE	65	Crosswalk, signs, bulb-out, ped ramps, sidewalk	\$ 75,000
24	Valley Dr	27th St	N, S, E, W	STOP	NONE	2	<9,000	SELDOM	SECONDARY	ALWAYS	NO	NO	FAIR	>600'	EXISTING	65	Crosswalks, bulb-out, ped ramps, sidewalks	\$ 100,000
27	Valley Dr	20th Pl	N, W	NONE	NONE	2	<9,000	SOMETIMES	N/A	SOMETIMES	NO	NO	POOR	>600'	FUTURE	65	Crosswalks, signs, bulb-out, sidewalk	\$ 80,000
31	Valley Dr	10th St	Center	NONE	NONE	2	<9,000	SOMETIMES	N/A	SOMETIMES	< 1/2 MILE	NO	POOR	300-600'	FUTURE	65	Crosswalk, bulb-out, ped ramps, sidewalk, -2 pkg	\$ 55,000
17	Ardmore Ave	18th St	S	NONE	BASIC	2	<9,000	SOMETIMES	SECONDARY	ALWAYS	NO	NO	FAIR	300-600'	EXISTING	63	IRWLs, bulb-out, ped ramps	\$ 90,000
34	Pacific Ave	18th St	N, S	NONE	BASIC	2	<9,000	SOMETIMES	PRIMARY	SOMETIMES	NO	NO	FAIR	300-600'	EXISTING	63	RRFBs, IRWLs	\$ 50,000
35	Peck Ave	Voorhees Ave	N	NONE	BASIC	2	<9,000	SOMETIMES	PRIMARY	SOMETIMES	NO	NO	FAIR	300-600'	EXISTING	63	IRWLs, bulb-out, ped ramps	\$ 110,000
37	Manhattan Bch Bl	The Strand	N, S	NONE	NONE	2	<9,000	SELDOM	N/A	ALWAYS	< 1/2 MILE	NO	GOOD	300-600'	EXISTING	62	Crosswalks, signs	\$ 2,000
8	Manhattan Ave	15th St	E	NONE	BASIC	2	<9,000	SOMETIMES	N/A	ALWAYS	< 1/2 MILE	NO	FAIR	<300'	EXISTING	60	IRWLs, Crosswalk, Signs	\$ 40,000
18	Ardmore Ave	17th St	S	NONE	BASIC	2	<9,000	SOMETIMES	N/A	ALWAYS	NO	NO	FAIR	300-600'	EXISTING	60	IRWLs, bulb-out, ped ramps	\$ 90,000
28	Valley Dr	19th St	Center	NONE	NONE	2	<9,000	SOMETIMES	N/A	SOMETIMES	NO	NO	POOR	300-600'	FUTURE	60	Crosswalk, bulb-out, ped ramps, sidewalk, -6 pkg	\$ 75,000
29	Valley Dr	18th St	Center	NONE	BASIC	2	<9,000	SOMETIMES	N/A	ALWAYS	NO	NO	FAIR	300-600'	EXISTING	60	Signs, ped ramps, sidewalk	\$ 50,000
30	Valley Dr	17th St	Center	NONE	BASIC	2	<9,000	SOMETIMES	N/A	ALWAYS	NO	NO	FAIR	300-600'	EXISTING	60	Signs, ped ramps, sidewalk	\$ 50,000
33	Valley Dr	Francisco St	N	BEACON	BEACON	2	<9,000	SOMETIMES	PRIMARY	ALWAYS	NO	NO	FAIR	>600'	FUTURE	60	Ped Ramps, bulb-out	\$ 60,000
11	Manhattan Ave	8th St	Center	NONE	BASIC	2	<9,000	SOMETIMES	N/A	ALWAYS	< 1/2 MILE	NO	GOOD	<300'	EXISTING	57	RRFB's and IRWLs	\$ 50,000
32	Valley Dr	6th Pl	N	STOP	NONE	2	<9,000	SELDOM	N/A	ALWAYS	NO	NO	FAIR	>600'	FUTURE	57	Crosswalk, signs, ped ramps, sidewalk	\$ 40,000
36	Ocean Dr	27th St	N, S, W	NONE	NONE	2	<9,000	SOMETIMES	N/A	SOMETIMES	NO	NO	FAIR	<300'	EXISTING	57	Crosswalks, signs	\$ 2,000
10	Manhattan Ave	11th St	N	NONE	BASIC	2	<9,000	SELDOM	N/A	ALWAYS	< 1/2 MILE	NO	GOOD	<300'	EXISTING	54	RRFB's and IRWLs	\$ 50,000
21	Ardmore Ave	6th St	N	STOP	NONE	2	<9,000	SELDOM	N/A	ALWAYS	NO	NO	GOOD	>600'	FUTURE	54	Crosswalk, bulb out, ped ramps, sidewalk	\$ 70,000
26	Valley Dr	Blanche Rd.	W	STOP	BASIC	2	<9,000	SELDOM	N/A	SOMETIMES	NO	NO	POOR	>600'	FUTURE	52	Bulb-out, ped ramps	\$ 65,000
16	Ardmore Ave	19th St	S	STOP	BASIC	2	<9,000	SELDOM	N/A	ALWAYS	NO	NO	FAIR	300-600'	NO	44	Flashing Stop Sign, Bulb-out, ped ramps	\$ 70,000

TOTAL \$ 2,321,000