



**CITY OF MANHATTAN BEACH
DEPARTMENT OF COMMUNITY DEVELOPMENT
TRAFFIC ENGINEERING DIVISION
MEMORANDUM**

DATE: April 27, 2023

TO: Parking and Public Improvements Commission

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

SUBJECT: Discussion of Potential Traffic Calming Measures on Valley Drive between 27th Street and Sepulveda Boulevard

RECOMMENDATION

Based on the Traffic Engineer's analysis, it is recommended that the Commission pass a motion to recommend that the City Council approve the following traffic calming measures, along with strict enforcement of speeding violations on Valley Drive between 27th Street and Sepulveda Boulevard:

1. Install a speed activated flashing speed limit sign on Valley Drive west of Oak Avenue;
2. Construct a temporary landscaped center median, eastbound left turn pocket and curb extension on Valley Drive between Oak Avenue and Sepulveda Boulevard on a trial basis, to be reviewed at least six months after installation;
3. Initiate a capital project and pursue funding to construct raised crosswalks and bulb-outs on Valley Drive at Walnut Avenue and on Valley Drive at Elm Avenue; and

BACKGROUND

On March 7, 2023, the City Council heard public testimony from residents concerned regarding traffic safety on Valley Drive after a recent collision involving a young bicyclist at the intersection of Valley Drive and Pine Avenue. The City Council directed staff to work with the Parking and Public Improvements Commission (Commission) to propose possible traffic calming solutions for their future consideration.

On April 17, 2023, the City received a follow-up petition circulated by Chad Felke, and signed by over one hundred local residents asking for stop signs on Valley Drive at Pine Avenue (Exhibit A). The petitioners express concerns for high volume and speeds on Valley Drive, and additionally request safe crossings to the Veterans Parkway, specifically raised crosswalks and corner bulb outs on Valley Drive at Walnut and Elm Avenues. The petitioners object to the dashed yellow centerline, which allows vehicles to pass a vehicle on the left side if it is stopped in the lane.

Previous Actions

On January 22, 2015, the Commission held a public meeting to discuss a request for stop signs or other traffic measures at the intersection of Valley Drive and Oak Avenue/35th Street. The Commission discussed the Traffic Engineer's evaluation supporting stop signs in all directions and temporary realignment of the intersection approaches and heard from several speakers in favor of the stop signs and/or other speed reduction measures. The Commission passed a motion 4-1 recommending the installation of stop signs in all directions at the intersection of Valley Drive/Oak Avenue/35th Street, including temporary realignment of the south and west approaches on a trial basis.

On March 4, 2015, the City Council considered the Commission's recommendation, heard public testimony, and directed staff to examine other options at this intersection, especially visibility solutions for southbound Oak Street traffic, and ingress and egress solutions for the Ross Manhattan Terrace senior apartments. The City Council directed staff to return the matter to the Commission for further evaluation.

On April 23, 2015, the Commission held a second public meeting and reviewed additional traffic calming measures that could address the residents' concerns related to speeding and restricted visibility. After hearing public testimony, the Commission voted 3-0 to recommend the installation of 1) painted crosswalks on the north and west approaches at Oak Avenue and 35th Street, 2) a curb bump-out on Valley Drive near the Ross Manhattan Terrace, 3) a northbound left hand turn lane from Valley Drive to Oak Avenue, 4) a center median from Sepulveda Boulevard to Oak Avenue and 5) a speed awareness sign on Valley Drive at Pine Avenue on a trial basis. On July 7, 2015, the City Council discussed the Commission's recommendation and voted to install painted crosswalks on the north and west approaches at Oak Avenue and 35th Street (1) and install a speed awareness sign on Valley Drive for a minimum 6-month trial basis.

In 2013, the City completed the Veterans Parkway Landscape Master Plan, which recommended pedestrian connections on Valley Drive at Maple Avenue, Pine Avenue and Elm Avenue. The City obtained grant funding and constructed some of the recommended improvements in 2018, but a planned pedestrian path at Pine Avenue was removed from the project due to funding limitations. There is no current pedestrian path at this location.

The City Council has made pedestrian safety and crossing enhancements a high priority in its overall Work Plan since 2017, and directed staff to explore various crosswalk enhancement opportunities. On February 4, 2020, the City Council approved a prioritized list of proposed crosswalk enhancements to be included in the City's Capital Improvements Plan as recommended by the PPIC at its meeting on September 26, 2019, and directed staff to pursue funding opportunities. The list of enhancements was prepared by the Traffic Engineer based the City's "Pedestrian Crossing Enhancements Policy" strategies and supported the pedestrian oriented goals and policies of the City's General Plan, Mobility Element, Downtown Specific Plan and various Neighborhood Traffic Management plans. The prioritized list included proposed

crosswalks, signs, corner bulb-outs and curb ramps at Valley Drive/Walnut Avenue and Valley Drive/Elm Avenue.

DISCUSSION

Valley Drive is a 32 feet wide two-lane residential collector street with a 30 mph posted speed limit. It has a slight downslope in the westbound direction between Sepulveda Boulevard and 27th Street. (Exhibit B) Valley Drive is stopped at 27th Street and Sepulveda Boulevard. The southeast side of Valley Drive is along the Veterans Parkway. The Belamar Hotel and Ross Manhattan Terrace senior apartments are located at the east end of Valley Drive. Eastbound Left turns are prohibited on Valley Drive at Sepulveda Boulevard between 6-9 AM and 3-7 PM Monday through Friday. Speed limit signs are posted in both directions, and an electronic speed awareness sign is located on the southeast side of Valley Drive at Pine Avenue. There are white edgelines on both sides of Valley Drive to narrow the appearance of the travel lanes as a traffic calming measure. Valley Drive is posted as a bike route on the southeast side of the street.

The intersection of Valley Drive and Oak Avenue and 35th Street is located in a residential area about 300 feet west of Sepulveda Boulevard. Oak Avenue and 35th Street are 30 to 34 feet wide two-lane local streets with a 25mph prima facie speed limit. There are stop signs on the north leg of Oak Avenue and the west leg of 35th Street at Valley Drive. All streets are improved with curbs, and some sidewalks. Curb parking is allowed on both sides of Oak Avenue and 35th Street, and on the northwest side of Valley Drive. Curb parking demand is generally light during the day and moderate to heavy at night. There are crosswalks and cross-gutters on the north leg of Oak Avenue and the west leg of 35th Street at the intersection. Pedestrian visibility is good in all directions.

Field Observations

Field observations were made on typical days during peak and non-peak periods. Field observations confirm higher traffic volumes on Valley Drive and other physical characteristics as noted above. Right-of-way is assigned by stop signs on Oak Avenue and 35th Street, but the configuration is unusual because the opposing approaches are not stopped. This is due to the angled alignment and high traffic volume of Valley Drive, which is designated as a through street at the intersection. Sight distance is fair from of Oak Street and 35th Street, with the exception that the sharp intersecting angle of Valley Drive restricts sight distance for drivers stopped on both streets. Also, drivers exiting a nearby driveway for the senior living complex may have difficulty seeing vehicles approaching from Sepulveda Boulevard. Higher than expected speeds were observed on Valley Drive through the intersection. The Traffic Engineer observed that most motorists on Valley Drive have a low awareness of pedestrians or stopped cars at the intersection.

Valley Drive between 27th Street and Sepulveda Boulevard is currently posted with a 30 mph speed limit. The latest volume and speed counts were conducted in June and July 2022 respectively. A summary and a comparison to similar counts in 2015 are provided below:

| DESCRIPTION | 2015 | 2020 |
|-------------|------|------|
|-------------|------|------|

| | | |
|-----------------------------------|-----------|--------|
| Daily Traffic Volume | 5,404 vpd | 5,463 |
| 50 th Percentile Speed | 26 mph | 30 mph |
| 85 th Percentile Speed | 37 mph | 35 mph |

The prevailing speed on Valley Drive is higher than expected for a street with fronting residential homes and for its classification as a residential collector street. This speed can be primarily attributed to the high entering speed of drivers entering Valley Drive from Sepulveda Boulevard, as well as the uninterrupted distance between stop signs on a street segment with homes on one side only.

A vehicle volume count at Valley Drive/Oak Avenue/35th Street was conducted on October 13, 2014, on a typical school day. A summary of the peak hour and daily volumes are provided below:

| VEHICLES DIRECTION | AM PEAK HOUR | PM PEAK HOUR | DAILY |
|-------------------------------------|-----------------|-----------------|--------------|
| Eastbound (35 th Street) | 71 | 82 | 213 |
| Southbound (Oak Avenue) | <u>56</u> | <u>60</u> | <u>793</u> |
| Subtotal | 127 | 142 | 1,006 |
| Westbound (Valley Drive) | 168 | 106 | 2,021 |
| Northbound (Valley Drive) | <u>157</u> | <u>140</u> | <u>2,113</u> |
| Subtotal | 325 | 246 | 4,134 |
| Intersection Total | 452 | 388 | 5,140 |

The traffic collision history between January 1, 2015 and December 31, 2019 was analyzed for this street segment. According to City records, there have been eight collisions reported on the segment of Valley Drive between 27th Street and Sepulveda Boulevard during this five (5) year period. Four collisions were reported at Valley Drive/Oak Avenue involving eastbound left turning traffic, and four collisions were reported involving drivers hitting parked cars or other objects.

There were two notable collisions on this street segment that since 2020: one collision in 2022 involved an eastbound left turning driver who failed to yield to a westbound driver at Oak Avenue, and the aforementioned collision in 2023 involving a bicyclist who was sideswiped by an eastbound driver.

Potential Traffic Calming Measures

The City Traffic Engineer has analyzed several traffic measures that could address limited intersection sight distance, speeding on Valley Drive, collisions or all three. The City's Pedestrian Crossing Enhancement policy was also used to evaluate potential crossing treatments for Veterans Parkway access. An evaluation of these measures is summarized below:

Multi-way Stop Signs

The State of California has established guidelines for the installation of stop signs. These criteria have been widely accepted and are used by the City of Manhattan Beach. Multi-way or all-way stop controls are generally recommended when one or more of the State criteria are satisfied and indicate the existing traffic control devices are not sufficient to assign proper right-of-way or cannot be remedied through other means. Two locations have been evaluated for multi-way stop signs as detailed in Exhibit C and summarized below:

1. Valley Drive/Oak Avenue/35th Street Stop Signs

A stop sign warrant checklist was completed that indicates that multi-way stop signs are warranted at this intersection. This intersection has sufficient right-of-way controls with two-way stop signs, but does not meet minimum minor street volumes and does not meet the minimum warrant for recurring collisions. However, restricted sight distance of approaching vehicles on both Oak Avenue and 35th Street and a higher than expected approach speed on Valley Drive are special conditions that justify stop signs in all directions. There is a concern that a stop sign on the westbound approach of Valley Drive would cause significant queuing, which could impede traffic at Sepulveda Boulevard. Additional stop signs may also increase the potential for cut through traffic on adjacent streets.

2. Valley Drive at Pine Avenue Stop Signs

A stop sign warrant checklist was completed that indicates that multi-way stop signs are NOT warranted at this intersection. This intersection has sufficient right-of-way controls with a stop sign on Pine Avenue, but does not meet minimum minor street volumes and does not have a recurring collision history. However, the sight distance for drivers waiting at the stop sign on Pine Avenue is somewhat restricted, which can be improved by trimming the landscaping on the northeast corner. A stop sign at Pine Avenue might also have the unintended result of diverting some current Valley Drive traffic onto Pine Avenue.

Valley Drive/Oak Avenue/35th Traffic Calming

There are several ways to modify or realign Valley Drive west of Sepulveda Boulevard into a more conventional intersection geometry to discourage speeding and the potential for traffic collisions. Several concepts were considered by the Commission and City Council in 2015, including a south and east leg realignment, mini-traffic circle, splitter island, road narrowing, 3-way stop sign, or landscaped center island with a left turn lane. Of the concepts presented, the Traffic Engineer believes a landscaped center median, left turn pocket and curb extension between Oak Avenue and Sepulveda Boulevard would achieve the desired traffic calming in both directions, without potentially diverting extra traffic onto 35th Street or creating a long queue of stopped vehicles. It would also reduce the potential for collisions by improving sight distance for drivers exiting the senior apartments and providing a separate lane for left turning traffic onto Oak Avenue. This concept is shown in Exhibit D.

Raised Crosswalks and Curb Bulb-outs.

Raised crosswalks and curb bulb-outs can be an effective traffic calming device when carefully designed and installed. Raised pavements generally reduce vehicle approach speed to 24-28 miles per hour, similar to a speed hump. It highlights the location of the crossing, especially if they are constructed with decorative pavement materials. However, raised crosswalks may incrementally slow down emergency response times depending on the design speed of the raised crosswalk. Curb bulb-outs reduce the crossing distance and improve the ability for drivers to see pedestrians waiting to cross. They also reduce the apparent width of the street, further discouraging speeding. New crosswalks and bulb-outs on Valley Drive at Walnut Avenue and Elm Avenue were identified in the City's crosswalk enhancement study. As an interim measure, painted crosswalks and curb bulb-outs may be constructed at both intersections to determine if speed reductions are achieved before considering raised crosswalks (Exhibits E and F). It should be noted that curb ramps are required with any crosswalk installation to provide an accessible path across the street.

Electronic Speed Awareness Sign

There is an existing electronic speed awareness sign on Valley Drive at Pine Avenue, which is periodically rotated to face opposite directions. A solar-powered speed activated flashing speed limit sign could be installed on Valley Drive just west of Oak Avenue that would start flashing if drivers are exceeding the posted speed limit. This sign is effective because it is only activated if the driver is speeding. This measure could be implemented separately or in combination with other measures.

Double Yellow Centerline

Valley Drive is currently striped with a dashed yellow centerline between 27th Street and Oak Avenue. Engineering studies have not found that the type of centerline striping significantly changes driver behavior. The purpose of a double yellow centerline is to make passing on the left side of the centerline illegal, such as where sight distance is limited in a curve or over a hill. It should be noted that left turns are allowed over a double yellow centerline. On Valley Drive, a double yellow centerline would make passing a stopped vehicle illegal, (i.e. passing a stopped trash truck or delivery van).

CONCLUSION

The City Traffic Engineer also considered other intersection measures, such as a three-way stop (add a northbound Valley Drive stop sign), intersection chokers and turn restrictions, but these would not fully address sight distance restrictions and speeding issues. The City Traffic Engineer finds that the combination of a landscaped center median and curb extension on Valley Drive between Oak Avenue be implemented, because this measure would address speeding and sight visibility issues, and provide clearer lane control at Oak Avenue. In addition, a speed activated flashing speed limit sign is recommended for eastbound traffic just west of Oak Avenue to target speeders entering the neighborhood. It is recommended that any roadway realignment be tested on a trial basis with striping and delineators. A follow-up study would be conducted and presented to the Commission after six months to evaluate its effectiveness, before considering a

permanent realignment. The evaluation would include before-after traffic counts, speed study, collision data and public feedback to determine if the measures reduced speeds, improved visibility and discouraged neighborhood intrusion. Speeding can and should be strongly enforced on Valley Drive, now that the speed surveys have been updated and radar/lidar enforcement is defensible in court.

PUBLIC NOTIFICATION, OUTREACH, AND COMMENT

Residents on this street segment and all petitioners were notified by mail of this agenda item and were invited to give input to the Commission. The public has been informed of this agenda item as part of the City's standard meeting notice practices via public bulletin boards, website calendar, and social media. The City has received no additional correspondence related to this matter prior to posting the agenda for this item.

EXHIBITS:

- A. Citizen Petition
- B. Location Map
- C. Stop Sign Warrant Checklists
- D. Valley Drive/Oak Avenue/35th Street Traffic Calming Concept
- E. Valley Drive at Walnut Avenue Curb Bulb-out and Raised Crosswalk
- F. Valley Drive at Elm Avenue Curb Bulb-out and Raised Crosswalk

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EXHIBIT A

N Valley Drive Neighborhood Traffic Management Program

TO:

Manhattan Beach City Council Members: Mayor Montgomery, Mayor Pro Term Franklin,
Councilmembers: Howorth, Lesser and Napolitano.

Planning Manager- Talyn Mirzakhanian

Traffic Engineer- Erik Zandvliet

City Manager- Bruce Moe

MB Public Works Dept

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

- Installing a stop sign at North Valley Drive and Pine Avenue

Our residents are hoping that this petition makes our neighborhood safer for all the families, children, elderly and disabled people that live nearby. North Valley Dr residents and our neighbors on side streets (27th, Poinsettia, Walnut, Pine, Elm & 35th) have long endured very dangerous traffic conditions on this part of the tree section. This stretch of Valley Dr is almost ½ mile long, which is the longest residential street in MB without a stop sign. The high volume of daily traffic + the high rate of speed which constantly exists+ distracted drivers is the recipe for disaster...we also do not agree with having passing lanes which encourages drivers to pass other cars, which we see on a daily basis. In addition to frequent accidents and collisions on this street, recently a 6th grade boy in the bike lane was hit by a car at the Valley & Pine location.

In addition to not having a stop sign for almost ½ mile on N Valley Dr, we also do not have one crosswalk to safely access Veterans Parkway. If someone wanted to walk on to the Veterans Parkway, they would have cross into oncoming traffic with vehicles driving at very high rates of speed. The City of MB just completed the Sepulveda bridge widening/tunnel improvement project connecting Veterans Parkway to the MB Village mall, but ironically our residents cannot safely access Veterans Parkway to use the tunnel.

Therefore, we are also asking your support to address the need for:

- Installing raised crosswalks with bulb outs and flashing beacons at N alley Dr & Walnut Ave.
- Installing raised crosswalks with bulb outs and flashing beacons at N Valley Dr and Elm Ave.

We urge you to make our safety your priority. Please make this N Valley Dr Neighborhood Traffic Management Program part of Plan Zero in order to eliminate any further traffic related accidents with pedestrians/bicyclists. In 2018 we had a Capital Improvement Plan to address these concerns but it never came to fruition. Please make our neighborhood safe for everyone to enjoy without fear of injury/death from speeding vehicles as well as safe access to Veterans Parkway.

Sincerely,

N Valley Residents & Neighbors

N Valley Drive Neighbors Petition

Print Name

Chad Feilke

Signature

[Handwritten Signature]

Address

3011 N. Valley Dr.

Manhattan Beach, CA 90266

Print Name

Dale Keldrauk

Signature

[Handwritten Signature]

Address

3007 N. Valley Dr.

Manhattan Beach, CA 90266

Print Name

Catharine Morris

Signature

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Address

3313 Walnut Ave.

Manhattan Beach, CA 90266

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Tanja Canada

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Address

3001 N. Valley Dr.

Manhattan Beach, CA 90266

Print Name

BRAD GOSSET

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1720 ROBINSON AVE

Address

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Print Name

Clay Blockley

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Address

3413 ELM AVENUE

Manhattan Beach, CA 90266

N Valley Drive Neighbors Petition

Print Name

Kaley Doherty

Signature

Kaley Doherty

Address

2804 Palm

Manhattan Beach, CA 90266

Print Name

Jenny Heidenreich

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Jenny Heidenreich

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Manhattan Beach, CA 90266

Print Name

Jack Helfrich

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Jack Helfrich

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Madison Helfrich

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Madison Helfrich

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3213 North Valley Dr.

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Jan MacLaurity

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Jan MacLaurity

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3217 N Valley Dr

Manhattan Beach, CA 90266

Print Name

Andy Fox

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Andy Fox

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1210 5th St

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N Valley Drive Neighbors Petition

Print Name

Hayley English Blockley

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Address

3413 Elm Ave

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Print Name

Jade Feilke

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Address

3611 North Valley Drive

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Print Name

Kathy Kurn

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3021 N. Valley Dr.

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Print Name

Michael Sportin

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1847 8th St.

Manhattan Beach, CA 90266

Print Name

Joseph Sportin

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ANDRIKA KING

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Keli Lane

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[Signature]

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Dong Lane

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[Signature]

Address

3008 N. Ardmore Ave.

Manhattan Beach, CA 90266

Print Name

Paul Miller

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Address

2412 Webster

Manhattan Beach, CA 90266

Print Name

Robin Terry

Signature

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Address

337 9th St

Manhattan Beach, CA 90266

Print Name

Gabriel Miller

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[Signature]

Address

2412 Webster

Manhattan Beach, CA 90266

N Valley Drive Neighbors Petition

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Ann Miller

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1719 Pine

Manhattan Beach, CA 90266

Print Name

Gill Kennan

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3017 Elm Ave

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William King

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544 5th Street

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D Michael Morris

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3313 Walnut Ave

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621 29th Street, MB

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Lindsay Becker

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2559 N. Valley Dr.

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N Valley Drive Neighbors Petition

Print Name

Jennifer Matlock-Koort

Signature

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Address

3609 N. Poinsettia Ave

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Print Name

Ralph Cavata

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Lindsay Fox

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Miche Hill

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Summer Sheets

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621 29th St.

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Kevin Kramer

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2329 N Valley Dr.

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N Valley Drive Neighbors Petition

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Tawnya Jackson

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Tawnya Jackson

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Kent Jackson

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Matthew Frante

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Westport

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Catherine Kramer

Signature

Catherine Kramer

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Tim Jun

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3021 N. VALLEY DR

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CHRISTIAN WALSH

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Print Name

MILAN RAWAL

Signature



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2817 N. VALLEY DR.

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Rebecca Gill

Signature

3017 N. Valley Dr.

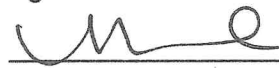
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Ritu Rawal

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Kris Terrill

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Michaela Walsh

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N Valley Drive Neighbors Petition

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Clarinda Keldrauk

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HANS VAN DOORNELAARD

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Nancy van Doornelaard

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Nancy van Doornelaard

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DAVE NIETHAUS

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N Valley Drive Neighbors Petition

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CHRIS SZUMATS

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Michelle Szwajg

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KEN FURUTA

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N Valley Drive Neighbors Petition

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Judy H. Hammond

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FRIDA SILVA

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3113 Pine Ave

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Sara Hammond

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Tracey Daley

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Kevin Daley

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Angella Bisland

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Scott McPhee

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Karen Hightower

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Eric Abelson

Signature

[Signature]

Address

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Manhattan Beach, CA 90266

N Valley Drive Neighbors Petition

Print Name

Cody Koch

Signature



Address

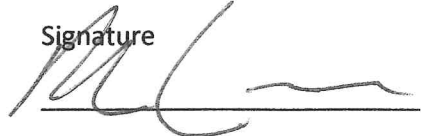
2918 Walnut Ave

Manhattan Beach, CA 90266

Print Name

Megan Leon

Signature



Address

1412 Laurel Ave

Manhattan Beach, CA 90266

Print Name

Cheyenne Koch

Signature



Address

2918 Walnut Ave

Manhattan Beach, CA 90266

Print Name

Chris Cordeiro

Signature



Address

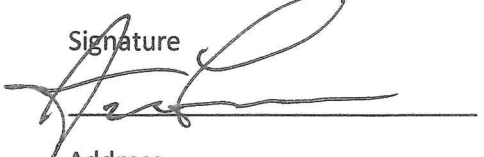
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Aaron Leon

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Tom Brady

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1337 6th St.

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N Valley Drive Neighbors Petition

Print Name

Crista Cordeiro

Signature



Address

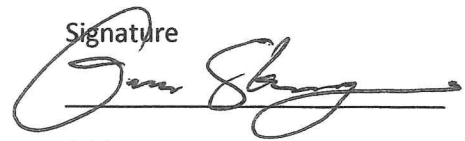
D 418TH

Manhattan Beach, CA 90266

Print Name

Graeme Stargess

Signature



Address

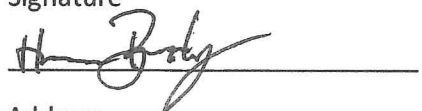
23 Coronado Ct.

Manhattan Beach, CA 90266

Print Name

Heather Brady

Signature



Address

1337 6TH Street

Manhattan Beach, CA 90266

Print Name

Marcy Stargess

Signature



Address

23 Coronado Court

Manhattan Beach, CA 90266

Print Name

Katherine Urban

Signature



Address

528 6TH Street

Manhattan Beach, CA 90266

Print Name

Joe Urban

Signature



Address

5286TH St.

Manhattan Beach, CA 90266

N Valley Drive Neighbors Petition

Print Name

Hava Manasse

Signature

H Manasse

Address

2504 Walnut Ave,

Manhattan Beach, CA 90266

Print Name

Nelof Luckich

Signature

Nelof Luckich

Address

2516 MAPLE AVE

Manhattan Beach, CA 90266

Print Name

Jessica Kling

Signature

Jessica Kling

Address

2500 Pacific Ave

Manhattan Beach, CA 90266

Print Name

SEAN MACINTYRE

Signature

Sean MacIntyre

Address

2602 MAPLE AVE

Manhattan Beach, CA 90266

Print Name

Anne Rivera

Signature

Anne Rivera

Address

2563 N. Valley dr.

Manhattan Beach, CA 90266

Print Name

DAVE ESposito

Signature

Dave Esposito

Address

2611 MAPLE AVE.

Manhattan Beach, CA 90266

N Valley Drive Neighbors Petition

Print Name

HARUKO FROEB

Signature

[Signature]

Address

319 33RD ST.

Manhattan Beach, CA 90266

Print Name

LINDA LAI

Signature

[Signature]

Address

543 Marine Ave

Manhattan Beach, CA 90266

Print Name

Kelli Spriggs

Signature

[Signature]

Address

1007 23rd St.

Manhattan Beach, CA 90266

Print Name

Kristina Mohr

Signature

[Signature]

Address

3600 Elm Ave

Manhattan Beach, CA 90266

Print Name

Keetha Mohr

Signature

[Signature]

Address

3600 Elm Ave

Manhattan Beach, CA 90266

Print Name

Kim Stillwell

Signature

[Signature]

Address

741 36th St. NW

Manhattan Beach, CA 90266

N Valley Drive Neighbors Petition

Print Name

Dan Stillwell

Signature



Address

111 3rd St MB

Manhattan Beach, CA 90266

Print Name

Sarah Sautel

Signature



Address

3611 Vista dr

Manhattan Beach, CA 90266

Print Name

Tiffany Steuervald

Signature



Address

2920 Agnes Road

Manhattan Beach, CA 90266

Print Name

Teal Levine

Signature



Address

3113 N. Valley

Manhattan Beach, CA 90266

Print Name

Katherine Beckwith

Signature



Address



Manhattan Beach, CA 90266

Print Name

Kristi Horstman

Signature



Address

1707 Voorhes Ave

Manhattan Beach, CA 90266

N Valley Drive Neighbors Petition

Print Name

Bonny Richards

Signature

[Handwritten Signature]

Address

555 35th St.

Manhattan Beach, CA 90266

Print Name

Gina Shin

Signature

[Handwritten Signature]

Address

927 8th

Manhattan Beach, CA 90266

Print Name

Anne Li

Signature

[Handwritten Signature]

Address

1828 Walnut Ave / 19th

Manhattan Beach, CA 90266

Print Name

Sasha Wylder

Signature

[Handwritten Signature]

Address

320 N Valley Dr.

Manhattan Beach, CA 90266

Print Name

Caroline Payne

Signature

[Handwritten Signature]

Address

1727 Monterey Blvd #B

Manhattan Beach, CA 90266

Print Name

Charles Levine

Signature

[Handwritten Signature]

Address

3113 n. valley Dr.

Manhattan Beach, CA 90266

N Valley Drive Neighbors Petition

Print Name

Tina Laine

Signature

Tina Laine

Address

3113 N. Valley Dr.

Manhattan Beach, CA 90266

Print Name

Theresa Abelson

Signature

Theresa Abelson

Address

2401 Blanche

Manhattan Beach, CA 90266

Print Name

Charlie Laine

Signature

Charlie Laine

Address

3113 N. Valley Dr.

Manhattan Beach, CA 90266

Print Name

JAKE CAPPS

Signature

Jake Capps

Address

629 26th ST.

Manhattan Beach, CA 90266

Print Name

LESLIE STUBBS

Signature

Leslie Stubbs

Address

3111 N. Valley Dr.

Manhattan Beach, CA 90266

Print Name

Nikki Capps

Signature

Nikki Capps

Address

629 26th ST.

Manhattan Beach, CA 90266

N Valley Drive Neighbors Petition

Print Name

Alex Shymansky

Signature

3309 Pine Ave

Address

Alex Shymansky

Manhattan Beach, CA 90266

Print Name

Mitch Shymansky

Signature

Mitch

Address

3309 Pine Ave

Manhattan Beach, CA 90266

Print Name

Bonita Patel

Signature

3305 Pine Ave

Address

Bonita Patel

Manhattan Beach, CA 90266

Print Name

Lauren Burke

Signature

Lauren

Address

3109 Pine Ave.

Manhattan Beach, CA 90266

Print Name

Erin Feldman

Signature

Erin

Address

3517 ELM

Manhattan Beach, CA 90266

Print Name

Randy Feldman

Signature

Randy

Address

3517 ELM

Manhattan Beach, CA 90266

N Valley Drive Neighbors Petition

Print Name

Kasey Burke

Signature

[Handwritten Signature]

Address

3109 Pine Ave.

Manhattan Beach, CA 90266

Print Name

Stan Malcher

Signature

[Handwritten Signature]

Address

416 29th

Manhattan Beach, CA 90266

Print Name

Signature

Address

Manhattan Beach, CA 90266

Print Name

Signature

Address

Manhattan Beach, CA 90266

Print Name

Signature

Address

Manhattan Beach, CA 90266

Print Name

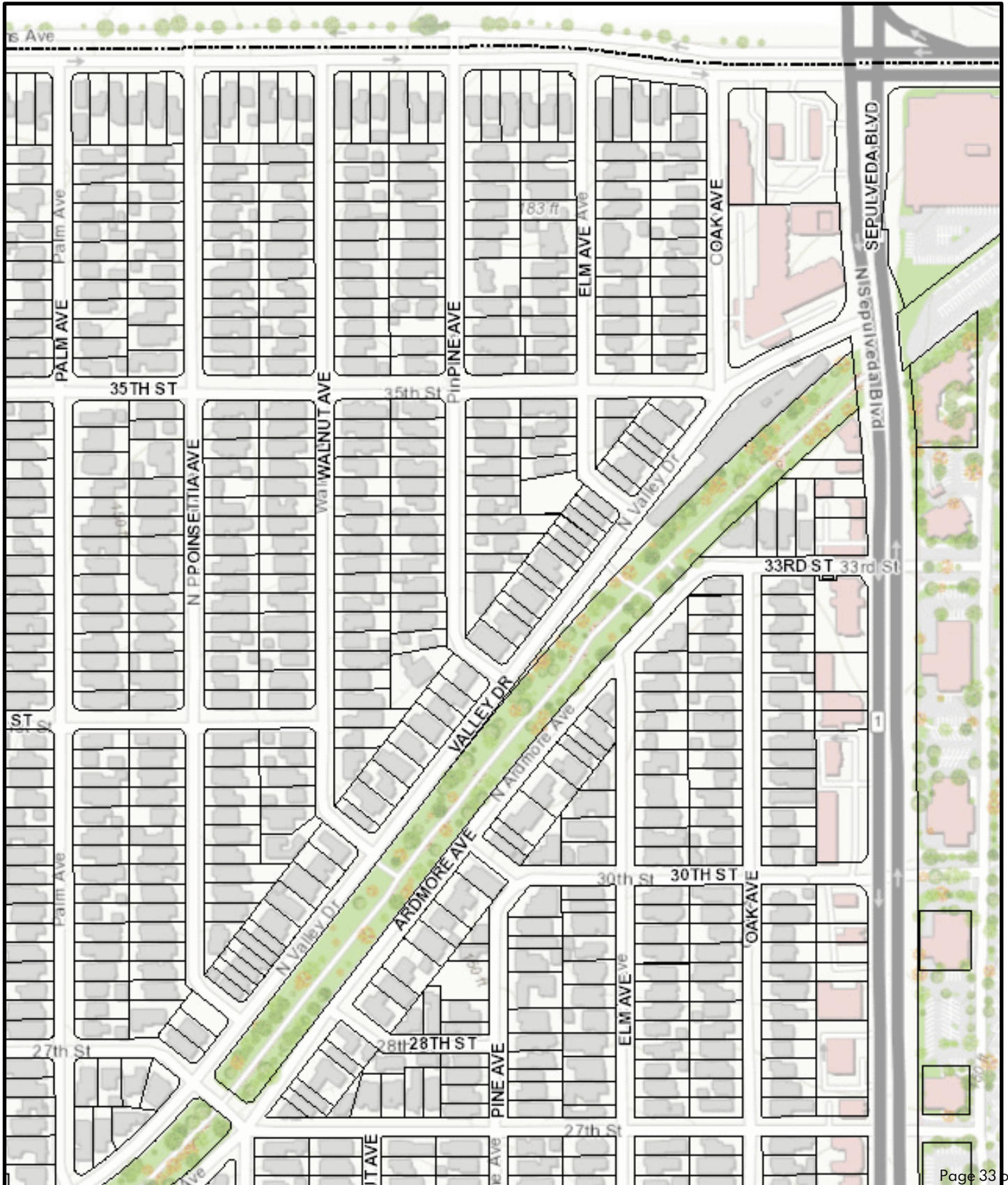
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Address

Manhattan Beach, CA 90266

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EXHIBIT B
Potential Traffic Calming Measures on Valley Drive
Location Map



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EXHIBIT C

STOP SIGN WARRANT CHECKLIST

MAJOR STREET: Valley Drive MINOR STREET: Oak Ave/35th Street

REQUESTED BY: Citizens DATE: 4/18/2023

REVIEWED BY: Erik Zandvliet

Warranted?

SINGLE STREET STOP SIGN WARRANTS

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

MULTI-WAY STOP SIGN WARRANTS

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

MULTI-WAY STOP SIGN WORKSHEET

MAJOR STREET: Valley Drive 85TH SPEED - < 40 MPH

MINOR STREET: Oak Ave/35thStreet DATE: 4/18/2023

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

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

| Street | Min Volume | 70% | 80% | Ave. | Hour / Volume | | | | | | | |
|--------|------------|-----|-----|------------|---------------|-----|-----|------|-----|-----|-----|-----|
| | | | | | 7am | 8am | 9am | 10am | 2pm | 3pm | 4pm | 5pm |
| Major | 300 | 210 | 240 | 255 | 269 | 358 | 270 | 212 | 213 | 237 | 245 | 235 |
| Minor | 200 | 140 | 160 | 68 | 82 | 75 | 66 | 58 | 70 | 70 | 71 | 52 |

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

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

COLLISION RECORD **WARRANTED** **YES** **NO**

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

| DATE | TIME | DIRECTION | TYPE | CAUSE |
|-----------|--------|---------------------|-----------|------------------|
| 1/30/2015 | 8:05am | EB Left vs. WB Thru | Head-on | Failure to Yield |
| 7/29/2017 | 9:40am | EB Left vs. WB Thru | Broadside | Failure to Yield |
| 4/11/2018 | 6:07pm | EB Left vs. WB Thru | Broadside | Failure to Yield |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

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

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

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

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

- | | | |
|--|------------|-----------|
| A. Need to control left turn conflicts | YES | NO |
| B. Need to control vehicle/pedestrian conflicts at high volume locations | YES | NO |
| C. Visibility obstruction after stopping on minor street approach | YES | NO |
| D. Two similar neighborhood collector streets that would improve operation | YES | NO |



EXHIBIT C

STOP SIGN WARRANT CHECKLIST

MAJOR STREET: Valley Drive MINOR STREET: Pine Avenue

REQUESTED BY: Citizens DATE: 4/18/2023

REVIEWED BY: Erik Zandvliet

Warranted?

SINGLE STREET STOP SIGN WARRANTS

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

MULTI-WAY STOP SIGN WARRANTS

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

MULTI-WAY STOP SIGN WORKSHEET

MAJOR STREET: Valley Drive 85TH SPEED - < 40 MPH

MINOR STREET: Pine Avenue DATE: 4/18/2023

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

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

| Street | Min Volume | 70% | 80% | Ave. | Hour / Volume | | | | | | | |
|--------|------------|-----|-----|----------------|---------------|-----|-----|------|-----|-----|-----|-----|
| | | | | | 7am | 8am | 9am | 10am | 2pm | 3pm | 4pm | 5pm |
| Major | 300 | 210 | 240 | 147 | 112 | 151 | 207 | 152 | 130 | 142 | 146 | 143 |
| Minor | 200 | 140 | 160 | < 40 | | | | | | | | |

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

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

COLLISION RECORD **WARRANTED** YES **NO**

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

| DATE | TIME | DIRECTION | TYPE | CAUSE |
|------|------|-----------|------|-------|
| 2015 | - | None | - | - |
| 2016 | - | None | - | - |
| 2017 | - | None | - | - |
| 2018 | - | None | - | - |
| 2019 | - | None | - | - |
| | | | | |
| | | | | |
| | | | | |

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

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

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

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

| | | |
|--|-----|-----------|
| A. Need to control left turn conflicts | YES | NO |
| B. Need to control vehicle/pedestrian conflicts at high volume locations | YES | NO |
| C. Visibility obstruction after stopping on minor street approach | YES | NO |
| D. Two similar neighborhood collector streets that would improve operation | YES | NO |

Notes: Proper right-of-way control assigned to Valley Drive. Restricted visibility on northwest corner due to vegetation. Stop signs are not an appropriate device for speeding. Traffic calming planned for Valley Drive.

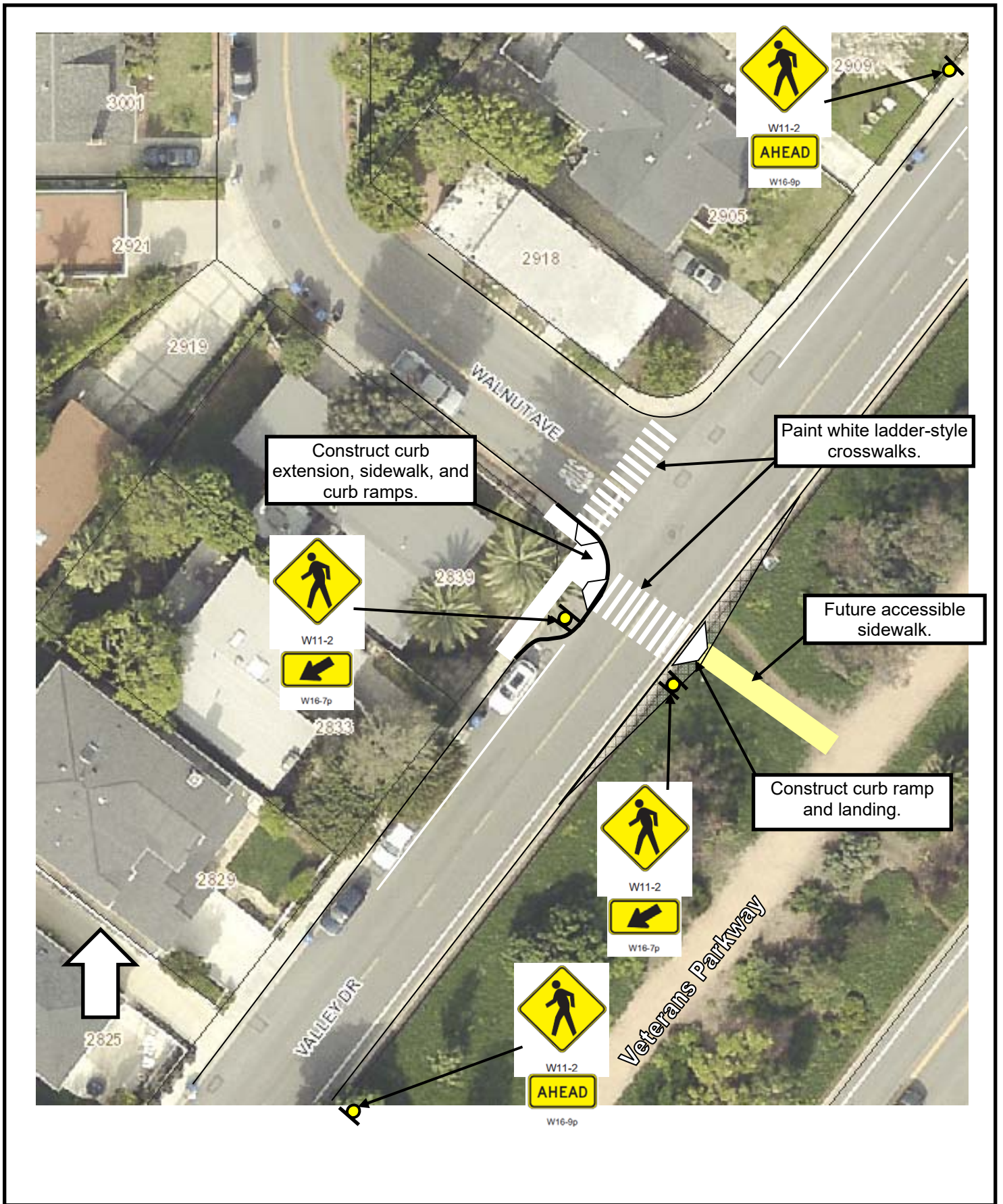
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City of Manhattan Beach
Community Development
Traffic Engineering Division

EXHIBIT D
Valley Drive / Oak Avenue / 35th Street
Traffic Calming Conceptual Sketch

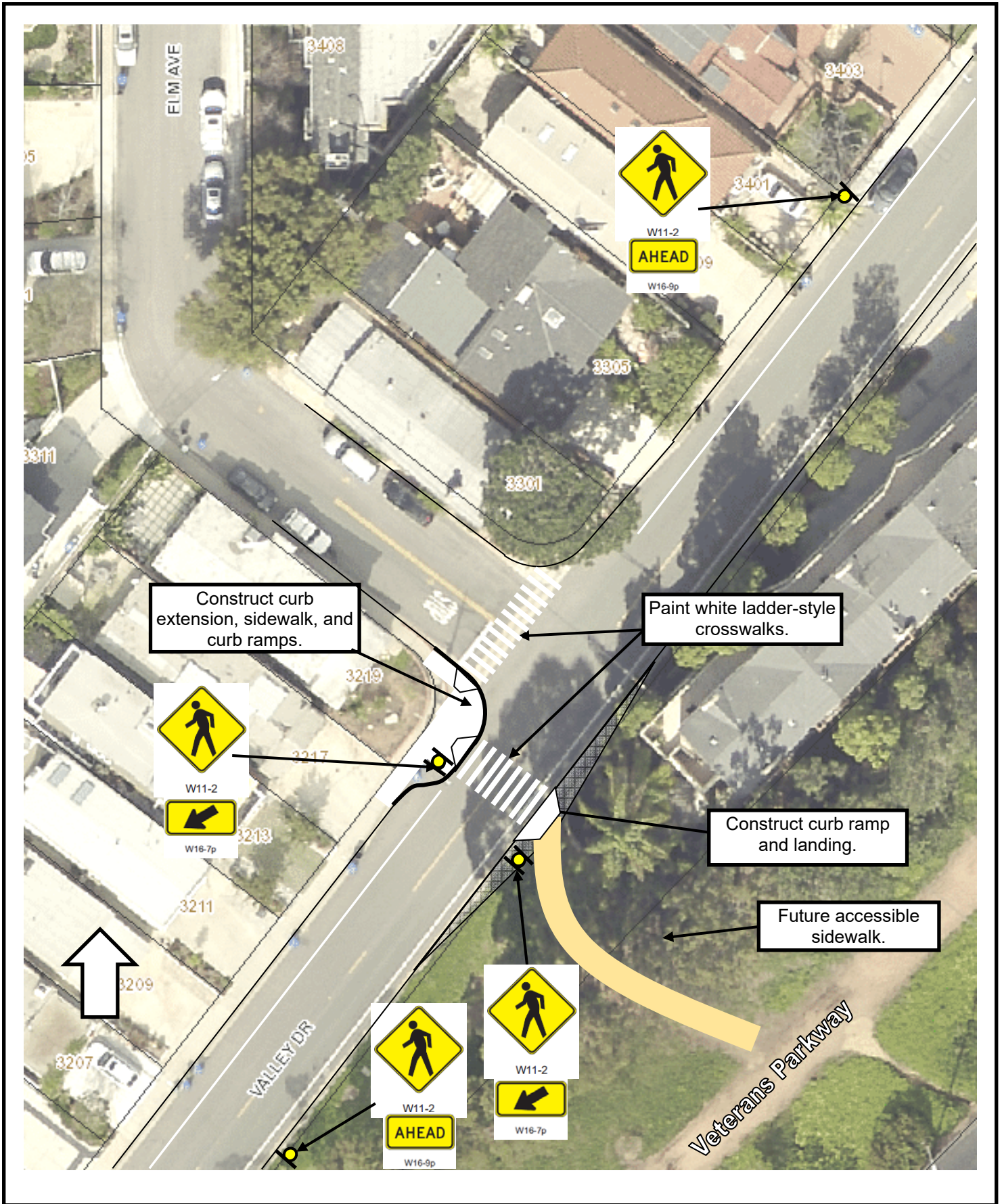
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City of Manhattan Beach
 Community Development
 Traffic Engineering Division

EXHIBIT E
Curb Extension and Marked Crosswalk
Valley Drive at Walnut Avenue

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City of Manhattan Beach
 Community Development
 Traffic Engineering Division

EXHIBIT F
 Curb Extension and Marked Crosswalk
 Valley Drive at Elm Avenue