

# PARKING AND PUBLIC IMPROVEMENTS COMMISSION

April 27, 2023

Correspondence Received After  
Agenda Posting For

**Discussion of Potential Traffic  
Calming Measures on Valley Drive**

Phone Correspondence: None.

Email Correspondence: See Attached.

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

From: **Stephen Wylder** <[stephen.wylder@gmail.com](mailto:stephen.wylder@gmail.com)>

Date: Fri, Apr 21, 2023 at 3:01 PM

Subject: Traffic Measures / Valley Drive

To: <[ezandvilet@manhattanbeach.gov](mailto:ezandvilet@manhattanbeach.gov)>, <[traffic@manhattanbeach.gov](mailto:traffic@manhattanbeach.gov)>

Hello, I am unable to attend the hearing on April 27th but wanted to send my thoughts in advance. I live at 3201 N Valley Drive (between 27th and Sepulveda) and have real concerns about the speed at which cars drive on Valley. I'm strongly in favor of the traffic calming initiatives under consideration, particularly the raised crosswalks. We have two young children (1 and 4 years old) and are finding this to be a dangerous situation. The new Sepulveda bridge is fantastic as we and other families can get to Manhattan Village via the greenbelt now, but that requires us to cross Valley in an unsafe way without a crosswalk and with many cars exceeding the speed limit (in what is now a passing lane, for some reason). A crosswalk at Elm and Valley would be great for allowing safe crossings for families, especially now with the new bridge. Thank you so much - Steve Wylder

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

From: GLENN WISHON <[gwishon@earthlink.net](mailto:gwishon@earthlink.net)>

Sent: Saturday, April 22, 2023 3:02 PM

To: Erik Zandvliet <[ezandvliet@manhattanbeach.gov](mailto:ezandvliet@manhattanbeach.gov)>

Subject: [EXTERNAL] Calming of Valley Dr. Is in order

EXTERNAL EMAIL: Do not click links or open attachments unless you trust the sender and know the content is safe.

Cindy and I regret that we will be out of the country for the public meeting on the 27th.

As a 30 year resident of Valley Drive, I have witnessed a multitude of fast, noisy, and dangerous vehicular stunts outside my door, between Pacific Ave. and Poinsettia Ave. I'm sure those that live on the longer stretch between Poinsettia and PCH see even worse.

Yes, it's a major thoroughfare from 3 PM to 6, but the worst is in lighter traffic where those who would challenge world speed records take their best shots. If these supercar owners can get 70 MPH in our 30 MPH zone, would lowering the speed limit force them to slow to 60? In the absence of enforcement—I have never seen a ticket issued on Valley Dr. except for parking on Wednesday mornings and left turns off PCH on weekdays at 3, I doubt a speed limit sign is as powerful as 935 feet of open road in which to display their acceleration.

Closely spaced boulevard stops would only increase the noise of more accelerations, while speed bumps would frustrate the slower drivers who vastly outnumber the violators. Perhaps a series of cameras and a hefty fine for demonstration of speed would discourage a second violation.

Whatever you come up with, I'm in favor of it.

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

**From:** Maurice <[robinsonm2@aol.com](mailto:robinsonm2@aol.com)>

**Sent:** Sunday, April 23, 2023 7:01 PM

**To:** Erik Zandvliet <[ezandvliet@manhattanbeach.gov](mailto:ezandvliet@manhattanbeach.gov)>

**Subject:** [EXTERNAL] traffic calming measures

Hi. I support traffic calming measures on Valley Drive, especially between Sepulveda and 27th St.

There are no stop signs or speed bumps in the stretch and cars are really speeding through. Parked cars have been damaged, and kids nearly hit. Please don't wait for a completely-preventable death to take action.

Thanks,

Maurice

Maurice Robinson & Associates LLC

28 Dover Place

Manhattan Beach, CA 90266

Tel: 310-640-9656

Fax: 310-640-9276

Cell: 310-713-3220

Email: [Maurice@MauriceRobinson.com](mailto:Maurice@MauriceRobinson.com)

Web site: <http://www.MauriceRobinson.com>

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

**From:** Patricia Izzo <[noble52234@yahoo.com](mailto:noble52234@yahoo.com)>

**Sent:** Sunday, April 23, 2023 5:16 PM

**To:** Erik Zandvliet <[ezandvliet@manhattanbeach.gov](mailto:ezandvliet@manhattanbeach.gov)>

**Subject:** [EXTERNAL] Traffic Calming Measures/Valley Drive

Dear Eric,

I have lived on N. Valley Drive since 1983.

**I am emailing today over a serious concern.** All of my neighbors and I have a problem on N. Valley Drive. This part of N. Valley has become a speedway for cars exiting Sepulveda. Before Waze and Google maps we were relatively unknown as a route alternative. Now people exit onto N. Valley at alarming speeds. The closest stop sign is past my house at 2815 N. Valley. They exit Sepulveda and literally race up my street. They also race to Sepulveda from the North. It can be terrifying. I have signed a petition in hopes for change.

1. **I would like to see crosswalks** for people to get to the beautiful greenbelt. I have dodged many a fast car trying to cross and I see children, dog-walkers, and families do the same. It is only a matter of time for a tragedy to happen, if it hasn't already unknown to me. It is terrifying entering and exiting my car parked on the street.

2. A **25 mph speed limit** would be the ideal fix. Slowing down the steady stream of cars would help immensely.

3. **Law enforcement** to curtail speeders. It usually only takes 1 ticket to change a drivers habit. I used to see police in the past but I can't remember the last time I saw one giving out tickets.

Please help us improve our quality of life, not to mention saving lives!

Thank you,  
A Concerned Citizen of N. Valley Drive  
Patricia Izzo

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

**From:** Kristine Terrill <[kristerrill@me.com](mailto:kristerrill@me.com)>

**Sent:** Sunday, April 23, 2023 12:39 PM

**To:** Erik Zandvliet <[ezandvliet@manhattanbeach.gov](mailto:ezandvliet@manhattanbeach.gov)>

**Subject:** [EXTERNAL] Traffic Calming Measures on Valley Drive

**EXTERNAL EMAIL:** Do not click links or open attachments unless you trust the sender and know the content is safe.

Mr. Zandvliet-

I am a long time resident of Valley Drive. I realize Valley is a main artery through the city and accepted that fact when I purchased my home. I have personally lost (completely totaled) two cars (parked on the street) by careless or speeding motorists. I know I am not alone in this experience. There is little adherence to the speed limit- in fact those traveling at the speed limit are consistently passed by speeding motorists as the passing lane allows this practice. It has become increasingly difficult to enter or exit my driveway as the speeding drivers come up so fast as the area between the hotel and 27th is a straight shot.

Along with several of my neighbors cars being hit and numerous pets killed, I understand a child was recently hit. It is absolutely essential to slow the traffic. Crosswalks aren't the solution without stop signs...they'll just sail through them if no one is crossing. And the passing lane- a real incentive to speed around a slower driver should be eliminated. There is no reason, on a narrow two-lane street, to offer the option to pass.

I respectfully request the elimination of the passing option ,the installation of a stop sign (at Pine and Valley?) and a reduced speed to 25 miles per hour. No one needs to be flying through a residential area endangering the population.

Thank you,

Kris Terrill  
32017 N.Valley Drive  
Manhattan Beach, CA. 90266

Kristine Terrill  
[kristerrill@me.com](mailto:kristerrill@me.com)

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

From: Susan Heidenreich

<https://www.facebook.com/photo.php?fbid=10100276247500100&set=a.639076693530.2179044.50903524&type=1> <[susanmarieheidenreich@gmail.com](mailto:susanmarieheidenreich@gmail.com)>

Sent: Friday, April 21, 2023 7:50 PM

To: Erik Zandvliet <[ezandvliet@manhattanbeach.gov](mailto:ezandvliet@manhattanbeach.gov)>

Subject: [EXTERNAL] Traffic on Valley Drive.

EXTERNAL EMAIL: Do not click links or open attachments unless you trust the sender and know the content is safe.

I can't make it to the meeting next Thursday. But something has to be done about the traffic on my corner. 3400 north valley drive #46 When I come home and enter garage traffic almost rear ends me. Also leaving the cars are coming very fast.

Susan Heidenreich

760-464-9165.

Sent from my iPhone



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

**From:** dan <[drconstant@yahoo.com](mailto:drconstant@yahoo.com)>

**Sent:** Tuesday, April 25, 2023 9:10 AM

**To:** Erik Zandvliet <[ezandvliet@manhattanbeach.gov](mailto:ezandvliet@manhattanbeach.gov)>

**Subject:** [EXTERNAL] Public Comment: PPIC's 4/27/23 Hearing on Traffic Calming for North Valley Dr.

Dear Mr. Zandvliet:

When we bought our house on Valley Dr., we knew it was a busier street, but after having my parked car "totaled" and seeing years of drivers speeding and not stopping at 27th, it's clear the City can do more to alleviate traffic, speeding, and pedestrian safety concerns along north Valley Dr. In reply to your Traffic Recommendations to PPIC dated 4-27-23:

1. Install a speed activated flashing speed limit sign on Valley Drive west of Oak Avenue.

I support reducing the speed limit to 25 mph (consistent with other sections of Valley & Ardmore), given that many drivers exceed posted speed limits by 5-10 mph.

In my experience, most drivers pay no attention to the fixed sign and the flashing speed awareness sign on Valley, so I question its effectiveness. As a more effective deterrents, (1) MBPD could increase traffic enforcement of speeding and (2) the PPIC should consider an additional "mid-way" stop sign that would break up the ¾ mile "speedway" between Sepulveda & 27<sup>th</sup>. North Valley is an important artery, but it's also a 100% residential area, including a senior's apartment and many kids.

The argument against another stop sign cites a lack of collision history; however, many collisions are unreported and there are continuous "close calls" and incidents of "road rage" and passing by drivers in a hurry. There are many more cyclists and e-bike riders now. Let's be proactive to prevent a major collision or pedestrian/cyclist accident.

2. Construct a temporary landscaped center median, eastbound left turn pocket and curbextension on Valley Drive between Oak Avenue and Sepulveda Boulevard on a trial basis, to be reviewed at least six months after installation.

I agree this would slow cars down at the initial right turn on Sepulveda, but cars would quickly speed back up, especially considering the nearly ¾ mile's downhill without a stop.

I support a new left turn pocket at 35<sup>th</sup> St.

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.

Raised crosswalks are a good idea and resolve the current haphazard access to the greenbelt for pedestrians, cyclists, and others. If funding/implementation will take 6-18 months, less costly standard crosswalks could be installed as a more immediate/interim solution.

In summary, the residents of North Valley Dr. aren't being unrealistic, and we should be given parity with other sections of Valley & Ardmore that aren't as highly impacted by traffic/safety concerns.

Thank you for all your work to date and your (and the PPIC's) consideration of my comments and those of our neighbors.

Sincerely,

**Dan Constant, 2811 N. Valley Dr.**

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

From: Sterling Hayden <[sir@sunspeed.com](mailto:sir@sunspeed.com)>

Sent: Tuesday, April 25, 2023 4:45 PM

To: Erik Zandvliet <[ezandvliet@manhattanbeach.gov](mailto:ezandvliet@manhattanbeach.gov)>

Subject: [EXTERNAL] traffic calming measures on valley drive between 27th and Sepulveda

EXTERNAL EMAIL: Do not click links or open attachments unless you trust the sender and know the content is safe.

Re.: hearing April 27 th

Yes, speed and reckless driving are an issues in this area.

I live on Valley Dr. near Belamar.

Convergence of Oak, 36th and N. Valley Dr.

I can observe the cars. On occasions have to get our own car out and in.

And walk across Valley Drive to get to the Verterans' "green belt"

One day, waiting to merge onto Valley going east to Sepulveda had to wait.

Car came up behind on 36th didn't want to wait. Went around my left side to Valley Drive to meet up with Sepulveda.

Nearly hit the Manhattan Beach Police motorcycle that I was waiting for to pass.

Reason the cop didn't stop was that he was going to an accident at Ardmore and Sepulveda, entrance to the Village.

Typically a high % of cars are already speeding when they've entered onto Valley Drive off of Sepulveda.

Just after Belamar on Sepulveda there is a right turn onto Valley Drive.

Strongly suggest that you / staff discretely observe the traffic especially at the Belamar intersection.

Thanks for reviewing the comments.

SH

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

**From:** Gary Osterhout <[garyosterhout@verizon.net](mailto:garyosterhout@verizon.net)>

**Sent:** Wednesday, April 26, 2023 9:23 AM

**To:** List - PPIC <[ListPPIC@manhattanbeach.gov](mailto:ListPPIC@manhattanbeach.gov)>

**Subject:** [EXTERNAL] Discussion of Potential Traffic Calming Measures on Valley Drive

Commissioners:

I have the following comments and observations about this topic area, particularly on the lack of attention to bike traffic and the suggested use of the speed awareness sign. Note that while I don't live adjacent to this area, I do access it quite a bit.

1. **Bike traffic measures.** There is little mention of bicycle traffic improvements in this area. Although a bike accident (sideswipe/eastbound) is mentioned as a motivation, there is no discussion on how the proposed remedies might have prevented this accident.

In my opinion, the bike lane on Valley is merely a performative placebo: a political substitute for a real bike lane, so the city can claim an additional 'x' number of bike lane miles than hardly anyone is going to use. Or, as the staff report reads, to use the white edgeline merely as a "traffic calming measure." To achieve the prescribed width of a bike lane, this lane straddles the gutter, including the lip between the road asphalt and the gutter concrete, making bike usage problematic. In various spots, the bike lane actually goes over a steel grate with openings to catch a bike wheel. This lane needs expanded. If the current road width cannot accommodate a wider bike lane, then the parkway itself should be reconstructed to allow that access. While I shudder at removing any open green space in this town, I think such a remedy would be a small sacrifice.

If not widened (or in addition to), the bike lane surface could be painted green or blue, as one sees in other towns, to increase motorist awareness. Of course, painting the lane will not keep a bike rider within the boundaries if riding over a straddled gutter is found difficult.

Further, you would be missing an opportunity if you do not begin to design this area for bike access to the mall via the parkway. With the opening of the Sepulveda underpass and new bicycle technologies, you are going to see people/teens naturally and logically use this "safer" access to the mall and East Manhattan. In fact, I see that happening already.

2. **Speed Awareness Sign.** I am opposed to excessive use of "speed awareness" signs. Particularly because they are distractive visual clutter, and because their effectiveness is questionable. Obviously the current speed awareness sign in the area, if even effective, doesn't have much lasting impact on a motorist. And, as I wrote to you last August, the speed awareness sign by my house on Blanche (recommended for removal by the PPIC in Nov 2019) was reported out from a study as no having no discernable impact on speed. From personal observation, the changeable "awareness" sign trying to get people to stop at 6th and Valley is totally ineffective, as there is still almost 100% noncompliance with that stop sign. Yet it has been there for a couple months to no effect.

As I learned at Traffic Management School when I was a PPIC Commissioner, that the best way to calm traffic is through physical changes in the road area. Bulbouts, speed humps and lines are certainly useful. In addition, planting roadside trees is one of those features that is known to calm traffic as they have the effect of shrinking the space. When a staff report cites excessive speed in part due to "the uninterrupted distance between stop signs on a street segment with homes on one side only." then trees closer to the roadway on the parkway side, and planted on the residence side, could be a potential benefit (and, of course, there would more trees). A possible recommendation.

I would also suggest that if a speed awareness sign is approved, that you fact-check staff on the report comment that "This sign is effective because it is only activated if the driver is speeding." I don't think that

is correct, and also diminishes the amount of time the sign is lit. For instance, the speed awareness sign by my house starts activating as low as 4 mph, and the one by Bell/Rosecrans starts flashing even below the MPH limit. If staff has the ability to acquire speed awareness signs that activate only when the driver is speeding, and they aren't going to take down the speed awareness sign by my house on Blanche, I'd request they replace that sign with one that activates only when the driver is speeding (at least that will stop kids using it to see how fast they can run down the street).

Recall that the effectiveness of speed awareness signs are measured by the probability of a FATAL accident. That doesn't give much solace that their utilization would prevent a *nonfatal* accident.

Thank you for your consideration,  
Gary Osterhout  
598 31st St.

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

**From:** DNovickis

**Sent:** Tuesday, April 25, 2023 5:55 AM

**To:** Erik Zandvliet

**Subject:** [EXTERNAL] N. VALLEY DR. TRAFFIC CONTROL MEASURES

Good morning Mr. Zandvliet,

I am the owner of the house with the address of 2809 N. Valley Dr. I purchased and moved into this house on 15 April 1994.

Having lived on N. Valley Dr. for so many years, I have observed certain changes to both how the City of Manhattan Beach has implemented traffic control measures to the street as well as to the flow and volume of traffic itself. I understand that the traffic on N. Valley Dr. is a topic on the agenda for this week.

I am writing you because you were so open to discussion some years back following the repaving and new striping of N. Valley Dr. During that period of discussion, your efforts resulted in the newly painted double center line along with the white ("bicycle") line along the center median being removed and redone to move the flow away from the parked cars along our homes. I recall watching cars straddling and in many cases crossing the center double line as they drove southbound on N. Valley Dr. Due to the width of N. Valley Dr. narrowing as it approaches the 2900 block, many drivers were clearly apprehensive in the narrow width of the southbound lane. Thanks to your efforts, and then later, the white stripe added along the parking side, resulted in the street seeming more controlled for us residents. Prior to these mentioned improvements, I had my driver's side mirror destroyed on two occasions while my vehicle was parked on the street (and right side tires nearly touching the curb).

However, what has not changed, is the volume of traffic turning off Sepulveda Blvd. to use N. Valley Dr. as a conduit. While this may only be natural for drivers wanting to avoid the peak traffic congestion on Sepulveda Blvd., especially for those living in certain parts of the Southbay, the increase over the years has been very apparent. Some of this may have resulted after certain changes were made to Marine just west of Sepulveda Blvd. during the late 1990s after residents on that street complained about traffic. I attended a hearing at the Joselyn Center when discussions were held to migrate traffic from Marine to N. Valley Dr. and N. Ardmore Ave.

Concurrently, the unsafe speed of vehicles has always been a challenge. It is quite obvious that certain speed mitigation efforts (e.g. speed bumps) are not an option on N. Valley Dr. because it is used as a main artery by emergency vehicles. However, over all these years of residing on N. Valley Dr., I have rarely seen any surge efforts by the Manhattan Beach Police Department to enforce the speed limit via a motor (or vehicle) unit during peak hours. Back in the 1990s, it seemed that a Manhattan Beach Police Department motorcycle officer was very frequently enforcing the speed limit along the westbound crest just east of Highland on Rosecrans during the early evening as drivers were returning from work. Also, there was often a motor officer enforcing the "no left turn" off Rosecrans during restricted hours. On N. Valley Dr., I have never seen anything along that level of traffic enforcement. I recognize that I may have just not been on the street when this was occurring. More visible, is the trailer that has been placed frequently on the street that posts the approaching vehicles' speed limit. I have no expertise on how effective these type of trailers are in lowering the speed of approaching drivers, but would speculate that they are effective to a degree.

In closing, we have a superb city with departments led and staffed by personnel who demonstrate a tremendous effort to serve the residents for the good of the city. I recognize that N. Valley Dr. is a high volume street. Any efforts to contribute to it being safer will be appreciated.

Thank you very much.

Respectfully.

Darius Novickis

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

From: DEBORAH VENTURA <[debventura@verizon.net](mailto:debventura@verizon.net)>

Sent: Tuesday, April 25, 2023 7:14 AM

To: Erik Zandvliet <[ezandvliet@manhattanbeach.gov](mailto:ezandvliet@manhattanbeach.gov)>

Subject: [EXTERNAL] Traffic on Valley Drive

EXTERNAL EMAIL: Do not click links or open attachments unless you trust the sender and know the content is safe.

Good Morning Eric Zandvliet!

We cannot attend the 4/27 PPIC Hearing, but we whole-heartedly support traffic calming measures on Valley Drive between Sepulveda and 27th Street!

Thank you!

Deborah and Joseph Ventura

341 7TH Street.

Manhattan Beach

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

From: Christine Ramsay <[cramsaymo@gmail.com](mailto:cramsaymo@gmail.com)>

Sent: Wednesday, April 26, 2023 8:11 PM

To: Erik Zandvliet <[ezandvliet@manhattanbeach.gov](mailto:ezandvliet@manhattanbeach.gov)>

Subject: [EXTERNAL] Traffic Calming Measures on Valley Dr. between 27th & Sepulveda

EXTERNAL EMAIL: Do not click links or open attachments unless you trust the sender and know the content is safe.

Greetings Eric Zandvliet,

I am sorry I am not able to attend either meeting in person or on Zoom but wanted to give you my comments as requested.

I do strongly support traffic calming measures on Valley Drive as I live @ 3400 N Valley Drive in the senior living apartment building. I would also support lowering the speed limit especially as people turn off of Sepulveda Blvd onto Valley Drive as well as more MBPD enforcement of speeding as well as rolling "stops." I also have concern as people do not heed the DO NOT TURN left / u turn between Mon - Fri at certain times posted on Sepulveda with the new bridge completion & lane widening changes.

Thank you for bringing the traffic issue up on Valley Drive at the MB Parking & Public Improvements Commission



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

From: Kati Haack Morris <[Kati@chmarts.com](mailto:Kati@chmarts.com)>

Sent: Thursday, April 27, 2023 11:53 AM

To: Traffic <[traffic@manhattanbeach.gov](mailto:traffic@manhattanbeach.gov)>

Subject: [EXTERNAL] For submission to comments at Today's Meeting re: Potential Traffic Calming Measures on Valley Drive between 27th and Sepulveda

EXTERNAL EMAIL: Do not click links or open attachments unless you trust the sender and know the content is safe.

I wanted to first and foremost thank Chad Feilke for spearheading the proactive movement needed, in order to provide safety calming measures on Valley Drive between 27th street and Sepulveda Blvd.

It is something that our community desperately needs before someone is seriously hurt.

I am a Manhattan Beach resident living with my young family near the intersection of Walnut Avenue and Valley. I have two younger children and I have always been quite nervous about them asking to walk to school at Pacific, or to friends' homes across Valley. It simply is unsafe, especially for children and Seniors - and there is no direct crosswalk to the wood chip path on the half mile expanse of Valley.

While you may verbally direct your children to a crosswalk, they tend to look for short cuts, which means playing chicken as they time it right to cross the fast moving traffic on Valley. Even if simply trying to access the bike path.

Anyone who lives in this area has witnessed cars coming at high speeds off of Sepulveda - it serves as a main artery to downtown MB for residents, out of towners and Uber/Lyft operators who are not aware of the large amount of children in the area. With the absence of crosswalks and stop signs, speeds increase to an unacceptable level.

I wholeheartedly support the addition of a stop sign at Pine - as well as RAISED cross walks to serve as speed bumps at both Elm and Walnut. That is the only way to make people aware of the fact they are entering a residential area, and force them to slow down.

The solution should be easy, not costly, and quite simply, is common sense. Please listen to the community who have been fighting this for years before someone is seriously injured or killed.

Kati Morris