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

DATE: August 24, 2023

TO: Parking and Public Improvements Commission

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

SUBJECT: Discussion of Oak Avenue / Manhattan Village Shopping Center Neighborhood Traffic Management Study Initial Findings

RECOMMENDATION

Staff recommends that the Commission conduct a public workshop to discuss the Oak Avenue Neighborhood Traffic Management Study findings and receive public comments. Staff will return to the Commission with potential traffic measures for further discussion based on the comments and feedback received at this meeting at a later date.

BACKGROUND

On November 19, 2002, the City Council approved the City-Wide Neighborhood Traffic Management Program (NTMP). The NTMP established a set of procedures to evaluate neighborhoods in an effort to improve livability of neighborhood streets. It created a consistent way for the City to evaluate traffic requests, so that a comprehensive plan can be implemented to minimize adverse impacts both before and after implementation of traffic calming measures. Since 2003, NTMP's have been completed in five areas of the City, as well as for all school area neighborhoods.

In 2014, the City approved an expansion and remodel of the Manhattan Village Shopping Center. One of the conditions of approval required the developer to contribute $20,000 towards a City-initiated traffic study to determine if the expansion causes any adverse traffic impacts to the neighborhoods surrounding the shopping center. The study area includes the neighborhoods immediately adjacent to Sepulveda Boulevard between Rosecrans Avenue and Manhattan Beach Boulevard, with emphasis given to streets that are alternate routes to/from the shopping center.

Previous traffic calming actions in the study area included a full street closure of 30th Street just west of the commercial properties along Sepulveda Boulevard (1985); truck prohibition signs on Marine Avenue west of Sepulveda Boulevard (1989); additional stop signs, crosswalks and centerline on Marine Avenue between Pacific Avenue and Sepulveda Boulevard (1999); and a Shopping Center/Sepulveda Boulevard wayfinding sign on Ardmore Avenue at Pacific Avenue (1999).

On July 5, 2023, the City Council approved a number of initial traffic calming measures to address speeding and collisions on Valley Drive between 27th Street and Sepulveda Boulevard. These measures include a double yellow centerline; speed-activated flashing speed limit sign; center median island and road narrowing; marked crosswalks and bulb outs at Elm Avenue and Walnut Avenue; and stop signs on Valley Drive at Pine Avenue. These initial measures will be reviewed approximately six months after installation to analyze their effectiveness and determine whether additional measures are necessary.

The NTMP Program has been followed in conducting this study and related public outreach efforts. This report provides some background and summarizes the current traffic conditions within the neighborhood. This meeting is intended to be a public forum to solicit traffic related concerns and comments. No recommendations will be made at this meeting. The findings and public comments will be used to help develop potential traffic measures to be discussed at a future PPIC meeting and subsequently forwarded to the City Council for their approval.

DISCUSSION

The Oak Avenue Neighborhood Traffic Management Study area is generally defined as the corridor of parallel streets to the east and west of Sepulveda Boulevard including cross-streets that would likely experience traffic or parking intrusion related to the shopping center. It is roughly bounded by Rosecrans Avenue, Village Drive, Magnolia Avenue, Manhattan Beach Boulevard, and Pine Avenue. Primary access for the neighborhood west of Sepulveda Boulevard is via Valley Drive, Ardmore Avenue, 27th Street and Marine Avenue. Primary access for the neighborhood east of Sepulveda Boulevard is via Marine Avenue, Meadows Avenue, Manhattan Beach Boulevard and 18th Street. Manhattan Village Shopping Center is located east of Sepulveda Boulevard between Marine Avenue and Rosecrans Avenue. Residential properties within the study area are mainly single family homes. The land uses along Sepulveda Boulevard, Rosecrans Avenue, and Marine Avenue are primarily retail, office and personal services, with some restaurants. No elementary schools are located within the study area. The street network is shown on the Location Map attached to this report.

Sepulveda Boulevard is classified as a Regional Arterial roadway pursuant to the City's adopted Mobility Plan. Rosecrans Avenue is classified as Major Arterial roadway. Marine Avenue is classified as a Residential Collector roadway west of Sepulveda Boulevard and a Minor Arterial roadway to the east. Manhattan Beach Boulevard is classified as a Minor Arterial roadway west of Sepulveda Boulevard and a Major Arterial roadway to the east. Valley Drive and Ardmore Avenue are classified as Residential Collector roadways. All other streets within the study area are Local roadways.

Pursuant to the City's Mobility Plan, Local Streets are intended "solely for access to adjacent residential land uses. They provide for circulation within a residential neighborhood, including bicycle and pedestrian access. Any through traffic, including through traffic from one residential neighborhood to another, is discouraged. Local streets have one lane in each direction and have speed limits of 25 miles per hour or slower. Curbside parking is generally allowed where the street width is sufficient to support both moving traffic and parking lanes."

The neighborhood streets in the study area east of Sepulveda Boulevard between Rosecrans Avenue and Valley Drive are improved with curb, gutters and sidewalks with parkways. Neighborhood streets in the study area west of Sepulveda Boulevard north of Valley Drive are improved with curb, gutters and some sidewalks, while the streets south of Ardmore Avenue are improved with rolled curbs and some parking pads. Parking is generally allowed on both sides of residential streets. A full street closure is located on 30th Street west of the commercial properties along Sepulveda Boulevard to discourage commercial traffic intrusion into the neighborhood.

Traffic Volumes

The NTMP study began in 2018 when the City conducted baseline traffic counts prior to construction on the shopping center expansion. In December 2022, the City conducted follow-up traffic counts after the shopping center was substantially completed, and then compared those counts to baseline traffic counts. It should be noted that the follow-up counts were made during the holiday season to capture peak daily volumes. A comparison of before-and-after traffic volumes is detailed in the Daily Traffic Volume Map attached to this report.

Between 2018 and 2022, daily traffic volume on Sepulveda Boulevard decreased by about 15 percent. Correspondingly, it was found that traffic volumes on the study area streets decreased by a similar amount, as shown in the Daily Traffic Volume Map. One exception is a small increase of less than 36 vehicles per day on Elm Avenue between Manhattan Beach Boulevard and 19th Street.

Vehicle Speeds

Before and after speed counts were conducted on key streets at neighborhood entry points to determine if speeding is prevalent or has changed within the study area. The speed survey results are summarized in the Speed Survey Map attached to this report.

The average and 85th percentile speeds (speed at or below which 85 percent of motorists drive) on all studied street segments remained the same or slightly decreased between 2018 and 2022. Three street segments have 85th percentile speeds above the speed limit, including Oak Avenue between 35th Street and Rosecrans, Oak Avenue between 17th Street and Marine Avenue, and 18th Street east of Cedar Avenue.

Collision History

A review of the collision history within the neighborhood was conducted for the period between January 1, 2018 and December 31, 2022. The review found no locations with recurring collisions that would indicate a high crash rate within the study area, with the exception of a portion of

Valley Drive between Elm Avenue and Oak Avenue. As noted above, the City Council recently approved traffic calming measures on this street segment that is expected to help reduce the potential for collisions.

Potential Traffic Calming Measures

The NTMP includes a toolbox of traffic calming measures that can be deployed to address certain neighborhood traffic issues. Each toolbox measure has different advantages, disadvantages, costs and limitations. Level One and Two tools are intended to be implemented as trial measures, with Level Three tools considered only if initial measures fail to meet the intended outcome. Level One tools are listed below and described more fully in the NTMP Handbook attached to this report:

- Enhanced Police Enforcement
- Speed Monitoring Trailer
- Neighborhood Traffic Watch Program
- Higher Visibility Crosswalk
- Pedestrian Crossing Signs
- Electronic Speed Limit Signs/Larger Static Speed Limit Signs

In addition to the NTMP toolbox, the City Traffic Engineer will also refer to the City's Pedestrian Crossing Enhancement policy and Mobility Plan for guidance and appropriateness of certain measures. After fully evaluating the advantages, disadvantages, physical conditions, and potential for possible measures to address the identified concern, the City Traffic Engineer will prepare a report with initial toolbox measures for the Commission's review and recommendation to the City Council at future date. The neighborhood will be invited to attend and provide public comment at the Commission meeting in accordance with the NTMP process.

PUBLIC NOTIFICATION, OUTREACH, AND COMMENT

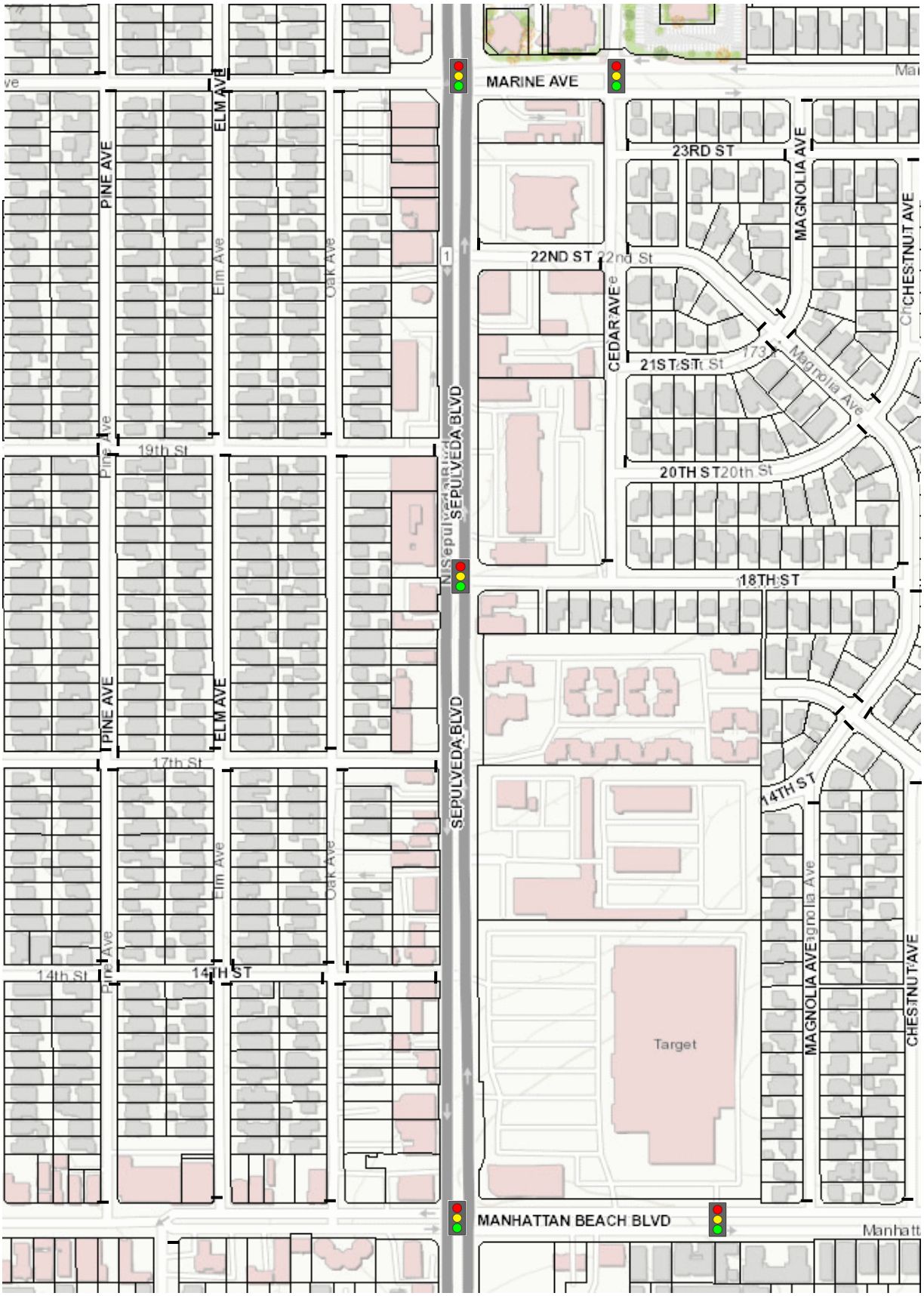
Residents within the study area and all interested parties were notified by mail of this agenda item and were invited to give input to the Commission. The public has been informed of this agenda item as part of the City's standard meeting notice practices via public bulletin boards, website calendar, and social media.

ATTACHMENTS:

A. Location Map
B. Traffic Volume Map
C. Speed Survey Map
D. Traffic Collision Map
E. NTMP Handbook
F. Correspondence Received Before Posting of Agenda

City of Manhattan Beach
Community Development
Traffic Engineering Division

OAK AVENUE
NEIGHBORHOOD TRAFFIC MANAGEMENT STUDY
LOCATION MAP NORTH



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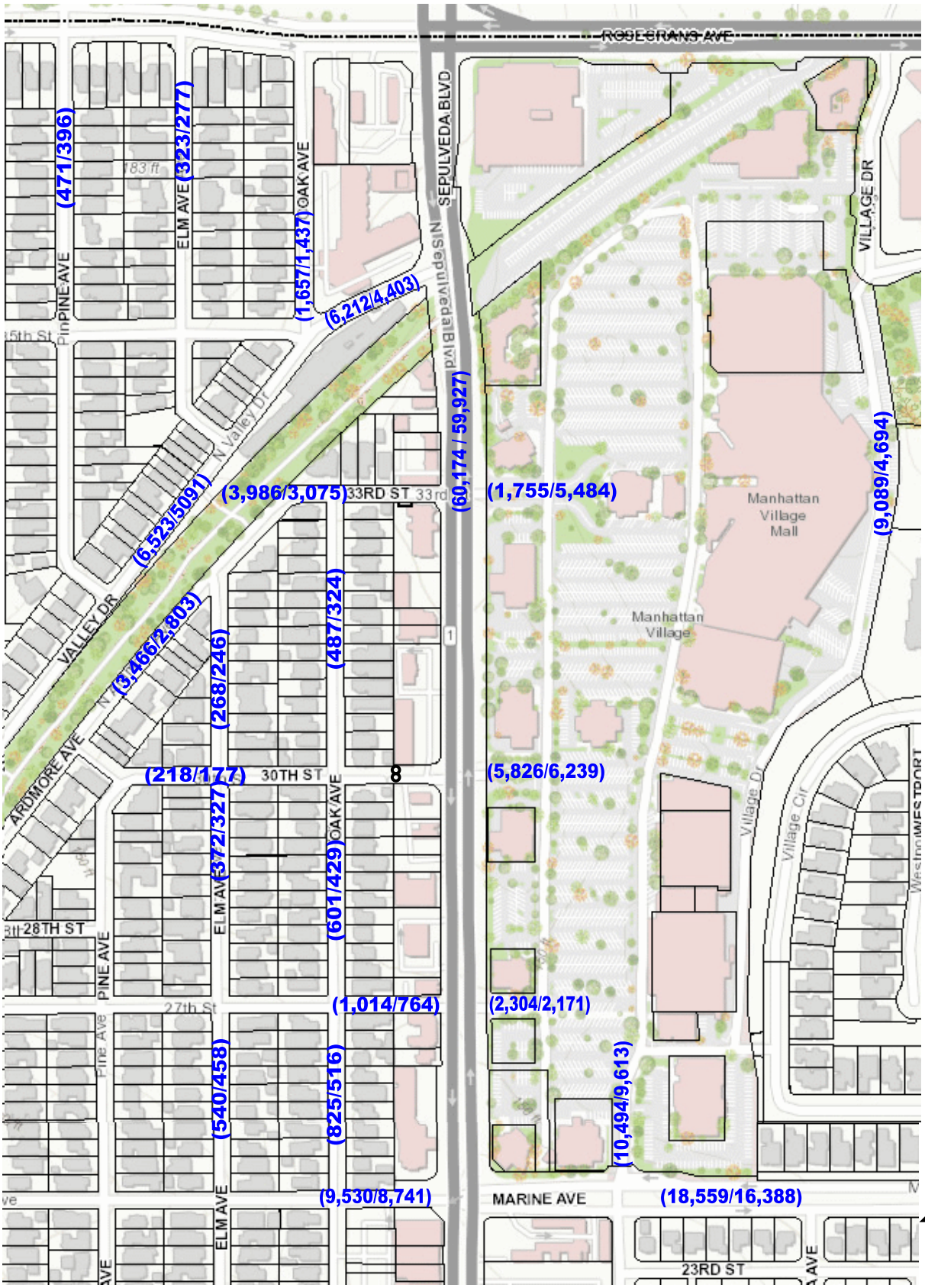
OAK AVENUE
NEIGHBORHOOD TRAFFIC MANAGEMENT STUDY
LOCATION MAP SOUTH



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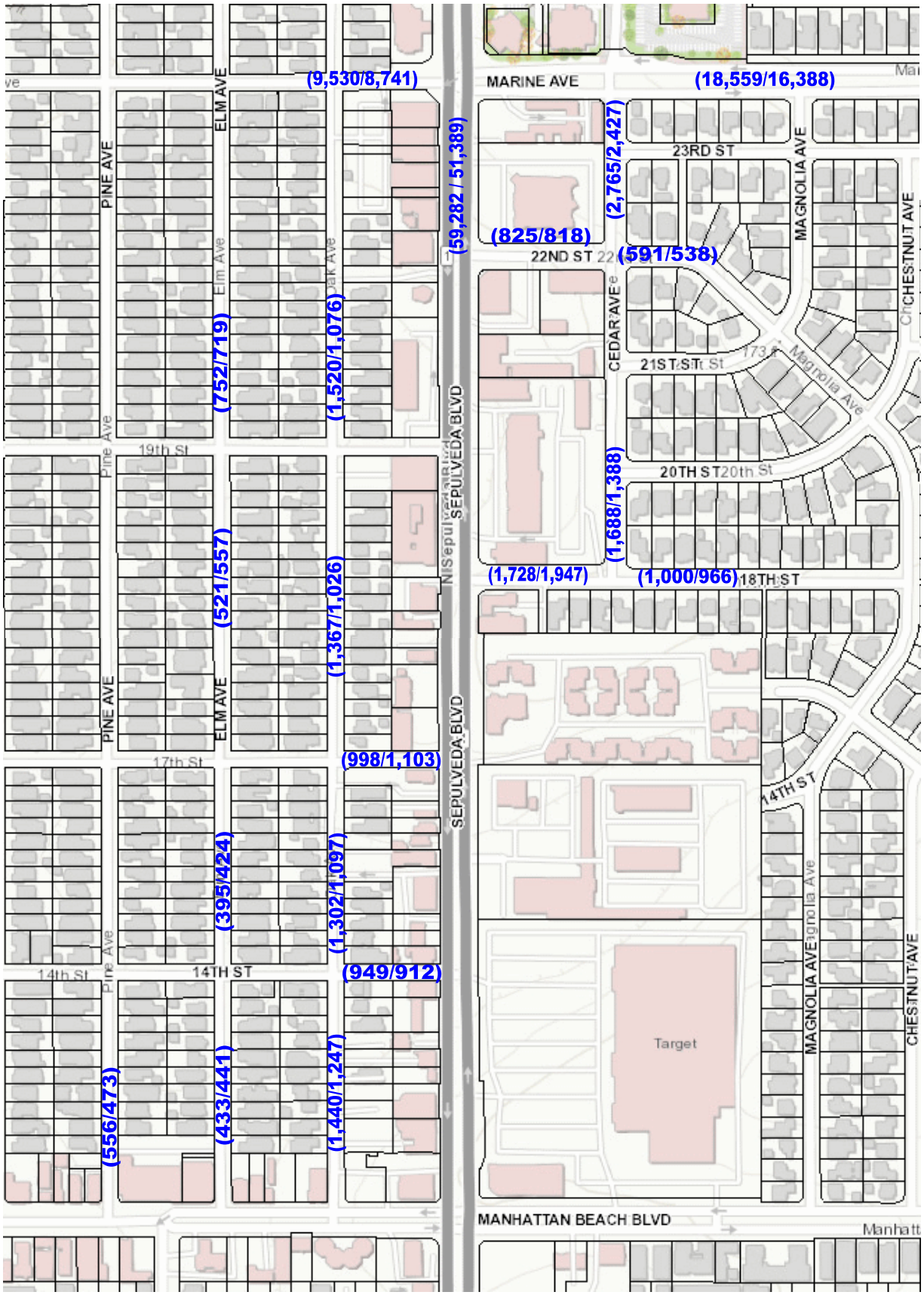
OAK AVENUE
NEIGHBORHOOD TRAFFIC MANAGEMENT STUDY
DAILY TRAFFIC COUNTS (Before/After)



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OAK AVENUE
NEIGHBORHOOD TRAFFIC MANAGEMENT STUDY
DAILY TRAFFIC COUNTS (Before/After)

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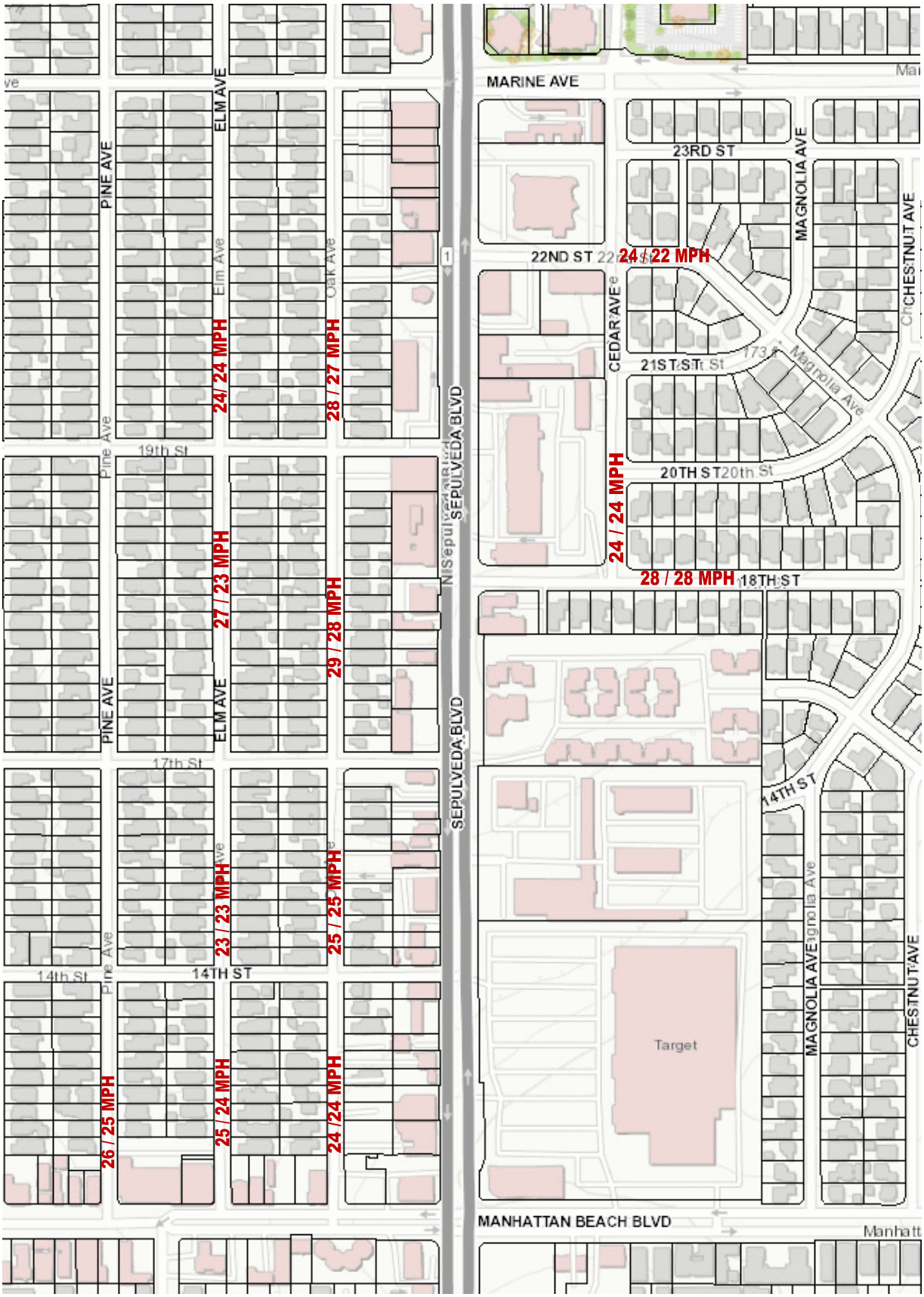
OAK AVENUE
NEIGHBORHOOD TRAFFIC MANAGEMENT STUDY
SPEED SURVEY (Before/After)



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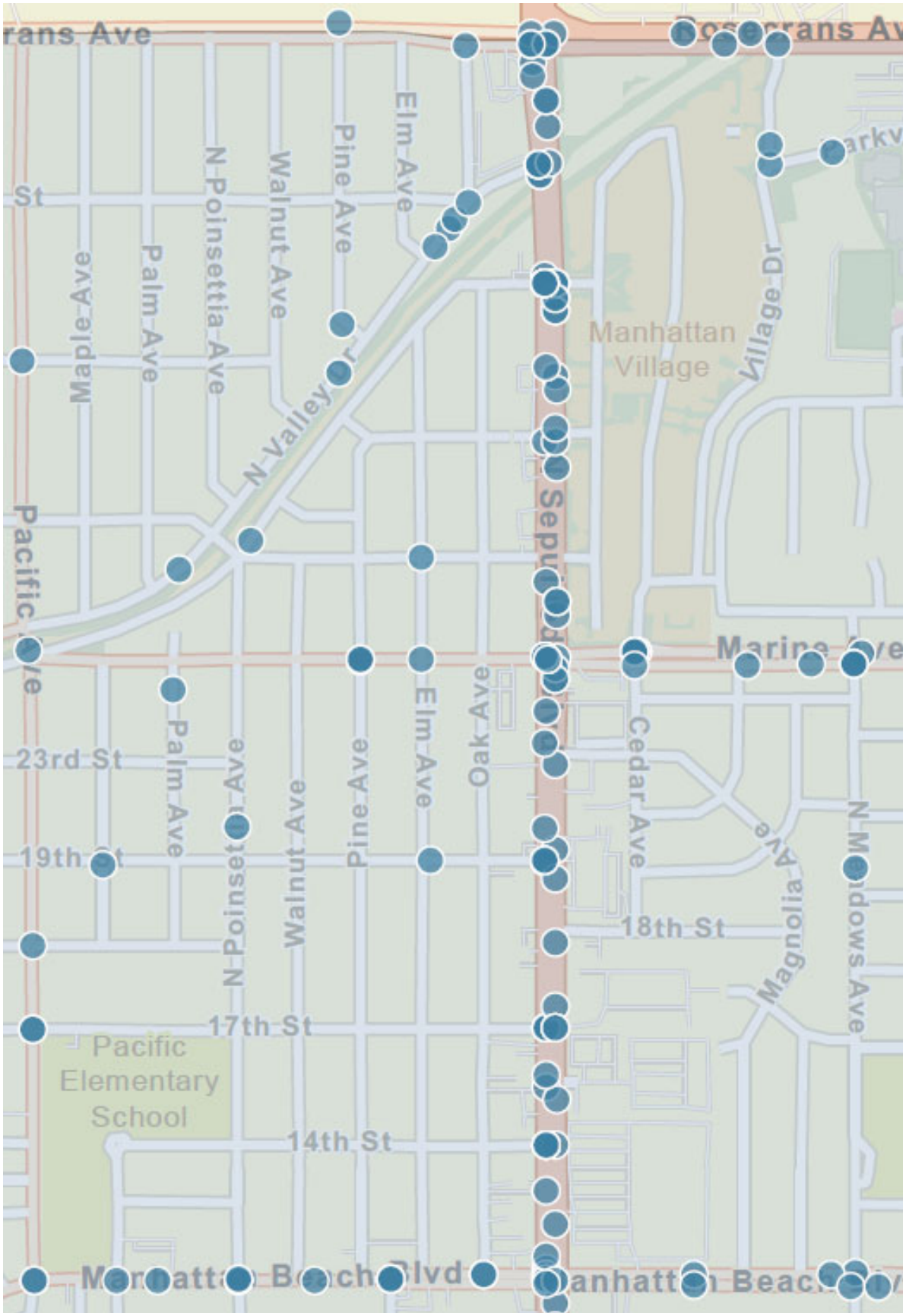
OAK AVENUE
NEIGHBORHOOD TRAFFIC MANAGEMENT STUDY
SPEED SURVEY (Before/After)



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OAK AVENUE
NEIGHBORHOOD TRAFFIC MANAGEMENT STUDY
COLLISION MAP 2016-2022

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Neighborhood Traffic Management Program

HANDBOOK

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Community Development Department
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Manhattan Beach, CA
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September 2005

TABLE OF CONTENTS

MESSAGE FROM THE DIRECTOR 2

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM PROCEDURES (SUMMARY)... 3

LEVEL ONE TOOLS 5
Enhanced Police Enforcement 6
Speed Monitoring Trailer 7
Neighborhood Traffic Watch Program 8
Higher Visibility Crosswalk 9
Pedestrian Crossing Signs 10
Electronic Speed Limit Signs/Larger Static Speed Limit Signs 11

LEVEL TWO TOOLS 13
Traffic Signal Adjustments to Discourage Cut-Through Traffic 14
Turn Restrictions Via Signage 16
Rumble Strips/Dots 18
Crosswalk Warning System 19
Raised Median Island 20
Entry Island (Neighborhood Identification Island) 21
Mid-Block Narrowing 22
Chokers at Intersections 23
Lane Reduction/Lane Narrowing (Restriping) 24
Stop Sign as Traffic Control Measure 25
Parking Restrictions 27

LEVEL THREE TOOLS 29
Raised Crosswalk 30
Raised Intersection 32
Traffic Circle 34
Restricted Movement Barrier 36
Entrance Barrier – Half Closure 37
Diagonal Diverter 39

APPENDIX 41
A-Neighborhood Traffic Management Program Process Flow Chart
B-Neighborhood Traffic Management Program Procedures (Detailed Description)
C-Neighborhood Traffic Management Program Request and Petition Forms
D-Toolbox Application Criteria
E-Roadway Classifications Map
F-Emergency Vehicle Route Map
G-Residential Streets/Neighborhoods with Traffic Concerns
H-Diversion Criteria Chart
I-City Council Resolution No. 5791, November 19, 2002

MESSAGE FROM THE DIRECTOR

As the City of Manhattan Beach and surrounding communities continue to grow we will continue to see increases in traffic that impact our residential neighborhoods. In order to protect neighborhoods from the negative impacts of vehicular traffic the City Council has adopted this Neighborhood Traffic Management Program (NTMP). The objective of the NTMP is to improve the safety and livability of neighborhood streets by assisting residents in addressing some of their local traffic concerns.

In order to meet this objective the following publication has been developed which describes the procedures that local neighborhoods must undergo for traffic measures to be reviewed for possible implementation. A detailed list or "toolbox" of traffic control measures that serve as plausible methods of curbing neighborhood traffic problems is included in this NTMP Handbook, indicating the advantages and disadvantages of each traffic control measure.

The initial development of the NTMP came in response to the comprehensive update of the City's General Plan, initiated by the City Council in September 2001. As part of this process a Neighborhood Traffic Committee (NTC) was appointed by the City Council to help develop, review, and make recommendations on traffic related issues including the NTMP. The Council appointed resident representatives from different areas throughout the City as well as business representatives to serve on the Committee to provide a wide variety of opinions from a cross section of the community. Councilmember Jim Aldinger served as the City Council representative and Chairman for the Committee. Additionally, two Parking and Public Improvements Commission (PPIC) members, and a School Board representative served on the Committee. The NTC held 6 meetings over a 6-month period to develop the NTMP and address other General Plan traffic-related issues. In August 2002, the PPIC reviewed the recommendations from the NTC, and then the City Council reviewed the recommendation in October and adopted the NTMP in November 2002.

I would like to thank residents for their interest and active participation in improving the overall quality of life here in the City of Manhattan Beach and we look forward to addressing your neighborhood traffic concerns.

Sincerely,

Richard Thompson
Community Development Director

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM PROCEDURES SUMMARY

The process and procedures for residents to obtain consideration for any given traffic control measures on either one street or a larger neighborhood area requires a series of simple steps. This process and the Toolbox measures are intended to be used on streets classified as residential streets (Collector, Residential Collector, Major Local, and Local). A Draft Road Classification map is included as Appendix E and identifies the street classifications. The process will ensure that the neighborhoods with demonstrated problems and community support for traffic improvements have equal access to neighborhood traffic management measures. The Program depends upon citizen involvement and may vary from year to year based upon funding available for installation of neighborhood traffic improvements.

This is a summary of the process. A flow chart is included as Appendix A and a detailed description is included as Appendix B of this Handbook. For further questions please contact Rob Osborne, Management Analyst, at (310) 802-5540. Prior to submittal of a written request, please contact Rob Osborne to discuss your neighborhood traffic concerns and to set up a meeting time if necessary to discuss the process, toolbox measures, and options. If necessary the City's Traffic Engineer and/or Police Traffic Division staff will also aid in discussing residents' traffic concerns at the time of the scheduled meeting.

The process includes the following seven steps.

Step 1- Identify Candidate Streets/Neighborhoods
First residents must identify candidate streets or areas for traffic improvement and submit a written request(s) to the Community Development Department (CDD). Appendix C provides a sample petition and request letter.

Step 2- Preliminary Screening and Evaluation
The CDD Director and City Traffic Engineer will review requests to determine whether or not they should be handled as part of the normal traffic engineering or police enforcement functions of the City, or if they qualify for consideration under the Neighborhood Traffic Management Program (NTMP).

Step 3- Engineering Analysis/Preliminary Recommendations
If it is determined that the request falls under the NTMP the City Traffic Engineer will undertake an engineering study of the street(s) or neighborhood and hold a neighborhood meeting. Based on this study and input from other departments, the CDD will make a preliminary determination and recommendation of the need for traffic management measures, as detailed in the toolbox measures.

Step 4- Neighborhood Meetings and Survey/Petitions
A neighborhood meeting(s) will be held to present findings and preliminary recommendations. In addition a survey/petition may be circulated to affected persons to establish the level of support for the proposed toolbox measures.

NEIGHBORHOOD TRAFFIC MANAGMENT PROGRAM PROCEDURES SUMMARY (Continued)

Step 5- Develop, Install, and Evaluate Test projects
Proposed measures will then be reviewed by staff, Parking and Public Improvements Commission (PPIC), and/or City Council to determine their appropriateness. If measures are approved, and once funding becomes available for its development, temporary test projects will be installed and an evaluation of the test projects will be conducted for a period of 3 to 6 months. Installation of proposed test projects can be appealed by anyone.

Step 6- Determination of Permanent Project
Based on tests results, it will be determined whether or not a project will be made permanent.

Step 7- Monitoring
Once a project is made permanent, the City will conduct periodic monitoring of the site.

Administrative/Miscellaneous

Appeals-
Decisions of staff can be appealed to the PPIC; and similarly, PPIC decisions can be appealed to the City Council. The appeals process will follow established City procedures.

Amendments-
This program and the associated Toolbox may be amended at any time by the City Council. Amendments may first be reviewed by the PPIC who will make a recommendation on the amendment to the City Council.

Removal-
Existing projects and/or projects installed under this Program may be requested to be removed. The request for removal of a project will be processed generally using the same procedures as outlined in this program.

LEVEL ONE TOOLS
Generally Administrative/Staff Level Approval

GENERAL CHARACTERISTICS:

- Least restrictive tool
- Easiest to implement
- Less potential to shift problem
- Less effect on emergency response
- Lower cost
- Faster to implement
- Lower controversy

LIST OF LEVEL ONE TOOLS:

- Enhanced Police Enforcement
- Speed Monitoring Trailer
- Neighborhood Traffic Watch Program
- Higher Visibility Crosswalk
- Pedestrian Crossing Signs
- Electronic Speed Limit Signs/Larger Static Speed Limit Signs

LEVEL ONE TOOLS:
Enhanced Police Enforcement

Description:

- Increased police presence and enforcement in areas with traffic concerns.

Advantages:

- Effective while officer is present and monitoring speeds
- Can be implemented in almost any location on short notice
- May be used during “learning period” when new devices or restrictions first implemented

Disadvantages:

- Not self-enforcing; temporary measure, dependent on resources
- Fines may not cover cost of enforcement
- Short “memory effect” when enforcement officer no longer present

Cost:

- High cost primarily due to the staffing requirements

Problems Targeted:

- Moving vehicle violations
- Running stop signs
- Illegal parking

Street Type:

- All

Other Criteria:

- Often helpful in school zones

LEVEL ONE TOOLS:
Speed Monitoring Trailer

Description:

- Mobile trailer mounted radar display that informs drivers of their speed. Also collects speed data, and can be used to display speed limit information

Advantages:

- Effective speed control while in use
- Educates drivers on speeds
- Educates drivers on traffic issues in area

Disadvantages:

- Duration of effectiveness limited – some residual effects noted
- Not self-enforcing in long term
- Some drivers may test their speed

Cost:

- Low to moderate cost related to purchase price and to staffing requirements

Problems Targeted:

- Any local/residential street where speeding is a problem or where drivers need to be educated about traffic issues in the area

Street Type:

- All

Other Criteria:

- None

LEVEL ONE TOOLS:
Neighborhood Traffic Watch Program

Description:

- Group of residents volunteer to observe violations and are trained to use radar units to record and report habitual speeds. Courtesy letters may be sent by police

Advantages:

- Involves affected residents
- Effective educational tool
- May have longer term effects as neighbors become aware of who is speeding and the concerns of other neighbors

Disadvantages:

- Requires extensive volunteer citizen involvement
- May need to consider legal and privacy issues
- Tendency to become very controversial between neighbors

Cost:

- Low to Moderate

Problems Targeted:

- Residential streets with speeding concerns and willing, active neighbors

Street Type:

- All except arterials

Other Criteria:

- Requires willing participants/ volunteers

LEVEL ONE TOOLS:
Higher Visibility Crosswalk

Description:

- Higher visibility crosswalk design using either special signing and striping or special pavement treatment

Advantages:

- More visible to drivers than traditional crosswalks

Disadvantages:

- Pedestrians may rely too heavily on the ability of the crosswalk to control driver behavior
- Higher maintenance than standard crosswalk
- Lower visibility crosswalks may become ignored by drivers

Cost:

- Low, some additional maintenance costs

Problems Targeted:

- Existing uncontrolled crosswalks as determined appropriate by City Traffic Engineer
- High pedestrian collision rate locations

Street Type:

- All

Other Criteria:

- Use at existing crosswalk location
- Near area of high pedestrian use

LEVEL ONE TOOLS:
Pedestrian Crossing Signs

Description:

- Signs placed in the roadway median at marked crosswalks that advise motorists of the pedestrian right-of-way

Advantages:

- Brings motorists attention to crosswalk and pedestrian activity
- May result in slower speed near the crosswalks

Disadvantages:

- Proliferation of such signs would tend to diminish effectiveness
- Drivers may stop when no pedestrians are present

Cost:

- Low, some additional maintenance costs

Problems Targeted:

- Selected crosswalk locations with high levels of pedestrian activity.
- May be applied in combination with other special crosswalk treatments such as special pavement or raised crosswalk

Street Type:

- All

Other Criteria:

- Use at existing current crosswalk location
- Use near area of high pedestrian use

LEVEL ONE TOOLS:
Electronic Speed Limit Signs/ Larger Static Speed Limit Signs

Description:

- There are two sign options. The electronic or driver feedback speed sign shows the passing motorist how fast they are actually going. If the driver exceeds the posted speed by more than 5 MPH the sign will flash to further alert the driver. The larger static or variable speed limit sign gives motorists passing through a school, park, residential, or other high pedestrian activity zone the actual speed limit currently enforced in the zone. Both signs are permanently mounted and may be used in conjunction with static crosswalk signs

Advantages:

- Improves speed limit sign awareness
- Alerts drivers to excessive speeding
- Helps reduce speeds near high activity zones

Disadvantages:

- If posted speed is not close to the speed preferred by drivers, additional enforcement may be necessary
- Proliferation may reduce effectiveness

Cost:

- Between $4,500-$9,000

LEVEL ONE TOOLS:
Electronic Speed Limit Signs/ Larger Static Speed Limit Signs (Continued)

Problems Targeted:

- High Speeds
- School zones

Street Type:

- All

Other Criteria:

- Placement depends on conditions not readily apparent to driver such as topography, vegetation, etc.

LEVEL TWO TOOLS

Generally Approved By Parking and Public Improvements Commission and/or City Council

GENERAL CHARACTERISTICS:

- Moderately restrictive tools
- Greater effect on emergency response
- Greater potential to shift problems
- Higher cost
- More complex approval process

LIST OF LEVEL TWO TOOLS:

- Traffic Signal Adjustments to Discourage Cut-Through Traffic
- Turn Restrictions Via Signage
- Rumble Strips/Dots
- Crosswalk Warning System
- Raised Median Island
- Entry Island (Neighborhood Identification Island)
- Mid-Block Narrowing
- Chokers at Intersections
- Lane reduction/ Lane Narrowing (Restriping)
- Stop Sign as Traffic Control Measure
- Parking Restrictions

LEVEL TWO TOOLS:
Traffic Signal Adjustments to Discourage Cut-Through Traffic

Description:

- Adjustment of traffic signals to prohibit or restrict turning or through movements which may be accompanied by a sign indicating specific days and/or hours of applicability

Advantages:

- Significant exclusion of undesired movements may have a significant positive impact on residential area
- In case of turn prohibitions, safety may increase on origin streets (often a major or non-local.)
- Does not impede emergency vehicles, as they can readily violate the restriction

Disadvantages:

- Prohibition is subject to some deliberate violation, particularly at low volume local intersections within the neighborhood where police presence is infrequent. Safety may decrease at other locations if drivers are forced to make hazardous movements to compensate for restricted movements.

Cost:

- Low

LEVEL TWO TOOLS:
Traffic Signal Adjustments to Discourage Cut-Through Traffic (Continued)

Problems Targeted:

- Non-resident intrusion
- High local street volumes
- Reduce collision rate
- Access restrictions to residential areas
- Directional control
- High speeds

Street Type:

- All

Other Criteria:

- Must have identified cut-through traffic
- Must have traffic signal adjacent to residential neighborhood

LEVEL TWO TOOLS:
Turn Restrictions Via Signage

Description:

- Turning prohibitions or restrictions may be accompanied by a sign panel indicating specific targeted days and/or hours of applicability. A combination of these signs may appear at a location, depending on which movement(s) is (are) intended for exclusion

Advantages:

- Significant exclusion of undesired movements may have a significant positive impact on residential area
- In case of turn prohibitions, safety may increase on origin streets (often a major or non-local.)
- Does not impede emergency vehicles, as they can readily violate the restriction.

Disadvantages:

- Prohibition is subject to some deliberate violation, particularly at low volume local intersections within the neighborhood where police presence is infrequent. Safety may decrease at other locations if drivers are forced to make hazardous movements to compensate for restricted movements.

Cost:

- Low

LEVEL TWO TOOLS:
Turn Restrictions Via Signage (Continued)

Problems Targeted:

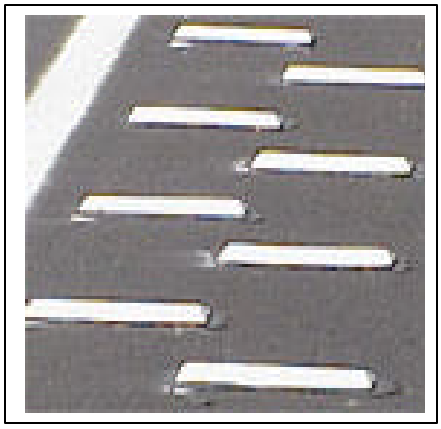
- High local street volumes
- Non resident intrusion
- High collision rates
- Access restrictions to residential areas
- Directional Control

Street Type:

- All

Other Criteria:

- Must have identified cut-through traffic



LEVEL TWO TOOLS:
Rumble Strips/Dots

Description:

- Rough or patterned section of pavement, created by asphalt strips or raised ceramic pavement markers for the purpose of alerting drivers of a specific control device (e.g. unexpected stop sign) or a particularly unique condition (e.g. sharp curve).

Advantages:

- May reduce speed in localized area
- Raises driver awareness

Disadvantages:

- Creates noise and vibration
- Bicycles/motorcycles may have difficulty crossing rumble strips

Cost:

- Low initial cost
- Moderate to high maintenance requirements

Problems Targeted:

- Speed reduction
- Driver alertness of potential hazards

Street Type:

- All

Other Criteria:

- None

September 21, 2004 the City Council removed the Crosswalk Warning System from the approved list of tools.

LEVEL TWO TOOLS: Crosswalk Warning System

Description:

- Lights embedded in the pavement at a pedestrian crossing which flash to alert the on-coming motorist when a pedestrian may be crossing

Advantages:

- Much higher visibility to drivers than standard crosswalk
- Visible at night and during haze and fog conditions
- Provides additional visibility for slower/young pedestrians

Disadvantages:

- Pedestrians may develop a false sense of security
- Less visible during daytime
- Pedestrians may not wait for vehicles to stop
- Effectiveness may wear off over time

Special Considerations:

- Still a “new” measure under development
- Higher maintenance than standard crosswalks
- Priority list of locations recommended

Cost:

- High – $15,000 to $40,000 per application

Problems Targeted:

- High pedestrian exposure locations to be determined by City Traffic Engineer
- High collision rate locations

LEVEL TWO TOOLS: Raised Median Island

Other Criteria:

- Not to be used at controlled intersections

Description:

- Raised island in the center of the roadway with one-way traffic on each side

Advantages:

- Narrowed travel lanes provide “friction” that tends to reduce speeds
- Opportunity for landscaping and visual enhancement
- Acts as entranceway into neighborhood
- Discourages non-resident traffic

Disadvantages:

- Long medians interrupt emergency access and operations
- May interrupt driveway access adjacent to median
- May require removal of parking
- Additional utility requirements (water, power)

Cost:

- Moderate to high cost to construct and landscape
- Moderate maintenance costs

Problems Targeted:

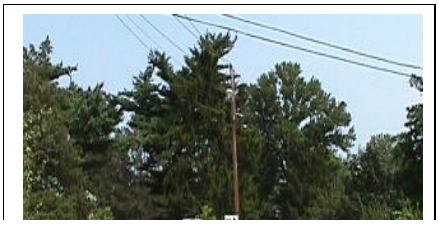
- High Speeds
- Cut-through Traffic

Street Type:

- All

Other Criteria:

- Must not significantly impede emergency vehicle access.
- Must meet drainage requirements
- > 15% of peak hour volume is cut-through traffic
- Critical Speed is >7 MPH over peak posted speed
- Grade is less than 10%



LEVEL TWO TOOLS: Entry Island (Neighborhood Identification Island)

Description:

- A raised island in the center of a two-way street that identifies the entrance to a neighborhood

Advantages:

- Notifies motorist of change in roadway character
- Helps slow traffic
- Opportunity for landscaping and/or neighborhood entry signage
- May discourage cut-through traffic

Disadvantages:

- Additional landscape maintenance (and irrigation) required
- May require removal of parking
- May interrupt emergency access and operations

Cost:

- Medium to high cost to construct and, landscape
- Moderate maintenance costs

Problems Targeted:

- Wide entry to residential areas with speeding and/or cut-through traffic

Street Type:

- All

Other Criteria:

- Must not significantly impede emergency vehicle access.
- Must meet drainage requirements

LEVEL TWO TOOLS:
Mid-Block Narrowing

Description:

- Segment(s) of roadway narrowing where curbs are extended toward the center of the roadway on one or both sides of the street

Advantages:

- Pedestrian visibility increased and crossing distance reduced when used at crosswalk
- May reduce speed by narrowing usable street width
- Opportunity for landscaping and visual enhancement

Disadvantages:

- Creates drainage issues where curb and gutter exist
- May create a diversion for bicyclists
- May require removal of parking

Cost:

- Medium to high cost depending on landscaping, pavement treatments and storm drainage considerations

Problems Targeted:

- Mid-block locations with speeding and/or cut-through traffic is a concern

Street Type:

- All

Other Criteria:

- Must not significantly impede emergency vehicle access.

LEVEL TWO TOOLS:
Chokers at Intersections

Description:

- Raised islands built to narrow the roadway at intersections.

Advantages:

- Pedestrian crossing distance reduced
- Narrowed roadway section may help reduce vehicular speed reduction
- Creates neighborhood “gateway”

Disadvantages:

- May force bicyclists to travel in same traffic lane as vehicles turning right
- Causes drainage issues
- May require removal of parking

Cost:

- Moderate to high cost depending on landscaping, pavement treatments and storm drainage considerations

Problems Targeted:

- Intersections on local residential or collector streets where speeding and/or cut-through traffic is a concern

Street Type:

- Local, Major Local, Residential Collector (All if no Residential Collector)

Other Criteria:

- There must be adequate turning radius for emergency vehicle access especially in narrow streets

LEVEL TWO TOOLS: Lane Reduction/Lane Narrowing/Restriping

Description:

- Modify roadway striping to either narrow lanes or reduce the number of lanes

Advantages:

- May reduce speeds due to perceived narrower roadway width
- Parking or bicycle lanes may be added

Disadvantages:

- Speed reduction may be less effective than other more restrictive measures
- May require some parking removal
- May result in shifting volumes to adjacent streets if number of lanes is reduced

Cost:

- Moderate initial cost and ongoing maintenance

Problems Targeted:

- Wide residential streets where speed reduction is desired
- Excessive street volume on multilane streets

Street Type:

- All

Other Criteria:

- Must not create significant parking impact due to loss of parking.

LEVEL TWO TOOLS: Stop Sign as Traffic Control Measure

Description:

- Stop signs are a traffic control device used to assign the right-of-way at intersections. Although not intended for this purpose, stop signs have been used in many communities as a measure to discourage cut-through traffic and slow down speeds near the intersection

Advantages:

- May improve pedestrian safety
- Additional stop signs may discourage some cut-through traffic
- Can improve driver visibility
- Perceived by affected residents as a positive step toward solving the problem where other measures are not feasible

Disadvantages:

- May cause non-compliance where no reason for stop sign is evident to drivers
- Not recommended by professional traffic engineers for speed reduction
- Proliferation of stop signs may result in motorists disobeying stop signs elsewhere
- Could result in **increase** in speeds between the signs as drivers try to "make up for lost time"
- May increase vehicle noise at new stop sign location
- May increase traffic congestion as vehicles stop at multiple signs

LEVEL TWO TOOLS:
Stop Sign as Traffic Control Measure (Continued)

Disadvantages (continued):

- Must be followed up with enforcement
- Pedestrians at stop sign intersections may have a false sense of security
- May increase rear-end collisions

Cost:

- Low initial cost
- Low on-going maintenance cost

Problems Targeted:

- At intersections where right-of-way is confusing
- Intersections where speeding and/or cut through traffic is an issue

Street Type:

- Local, Major Local, Residential Collector (All if no Residential Collector)

Other Criteria:

- Requires review by City Traffic Engineer and City Council approval

LEVEL TWO TOOLS:
Parking Restrictions

Description (One or more of the following):

- Preferential Parking Permits, which allows residents or business owners to purchase a permit to exempt a vehicle from posted parking restrictions on streets or in a public parking lot.
- Metered parking with a maximum time limit
- Limited parking hours on streets and public parking lots

Advantages:

- Reduces “outsider” parking in residential areas
- Can reduce inconvenience to residents and business owners associated with simple time limit parking
- Increases short term parking availability near retail districts

Disadvantages:

- Depending on the posted restrictions, may not eliminate all customer parking in residential areas abutting retail districts.
- May not eliminate long term storage of vehicles by residents with permits
- Annual permits cause inconvenience to purchase and maintain
- Visitors may have difficulty finding parking

Cost:

- Low

LEVEL TWO TOOLS:
Parking Restrictions (Continued)

Problems Targeted:

- Commercial parking encroachment into residential areas
- Inefficient use of existing parking
- Limited parking availability

Street Type:

- Local, Major Local, Residential Collector (All if no Residential Collector)

Other Criteria:

- Parking study required to determine extent of parking demand

LEVEL THREE TOOLS

Requires Parking and Public Improvements Commission and/or City Council Approval

GENERAL CHARACTERISTICS:

- Moderately restrictive tools
- Strong potential to affect emergency response
- Strong potential to shift problems
- Generally the highest cost
- Must be considered only after Level One and Two tools have been reviewed and/or tested in the field.

LIST OF LEVEL THREE TOOLS:

- Raised Crosswalk
- Raised Intersection
- Traffic Circle
- Restricted Movement Barrier
- Entrance Barrier-Half Closure
- Diagonal Diverter

LEVEL THREE TOOLS:
Raised Crosswalk

Description:

- Flat-topped speed hump built as a pedestrian crossing
- Appropriate near schools, recreation facilities, other areas with high pedestrian activity

Advantages:

- Generally slows traffic
- Increases pedestrian visibility in the crosswalk
- Clearly designates the crosswalks

Disadvantages:

- May increase emergency response times
- May increase traffic noise in vicinity of crosswalk
- May create drainage issues where raised crossing extends from curb to curb

Cost:

- Moderate

Problems Targeted:

- Local streets where speed control and pedestrian crossing designation are desired
- Local streets where cut-through traffic is evident

Street Type:

- Local, Major Local, Residential Collector (All if no Residential Collector)

LEVEL THREE TOOLS:
Raised Crosswalk (Continued)

Other Criteria:

- Must meet drainage requirements
- Must not significantly impede emergency vehicle access
- At least 25 pedestrians should cross during peak hours
- Near pedestrian generator
- Should be used in conjunction with other traffic calming devices to control speeds

LEVEL THREE TOOLS:
Raised Intersection

Description:

- A raised section of roadway at an intersection where the pavement is flush with the top of the curbing and the approaches are ramped like speed humps.

Advantages:

- Effective speed mitigation at intersection
- Opportunity for attractive pavement treatments
- May improve pedestrian safety at intersection

Disadvantages:

- Requires storm drainage modification
- May require bollards to define the corners of the intersection since curb height is reduced
- May reduce emergency response time
- May increase traffic noise in vicinity

Cost:

- High construction cost where there are storm drainage issues

Problems Targeted:

- Streets where speed reduction is desired
- Streets where cut-through traffic is evident

Street Type:

- Local, Major Local, Residential Collector (All if no Residential Collector)

LEVEL THREE TOOLS:
Raised Intersection (Continued)

Other Criteria:

- Must meet drainage requirements
- Must not significantly impede emergency vehicle access
- At least 25 pedestrians crossing during peak hour
- Near pedestrian generator

LEVEL THREE TOOLS:
Traffic Circle

Description:

- Traffic circles are raised circular medians in an intersection. Vehicles must change their travel path to maneuver around the circle and are typically controlled by “Yield on Entry” on all approaches

Advantages:

- Slows traffic as it drives around circle
- Breaks up sight-lines on straight streets
- Opportunity for landscaping in the intersection

Disadvantages:

- May impede emergency response
- May impede left turns by large vehicles
- On streets with bicycle facilities, bikes must merge with traffic around circle
- May shift traffic to parallel residential streets
- May require some parking removal

Cost:

- Moderate

Problems Targeted:

- Streets where speed reduction is desired
- Intersections with an accident history
- Locations with high vehicle conflicts

Street Type:

- All

LEVEL THREE TOOLS:
Traffic Circle (Continued)

Other Criteria:

- Intersecting roadways must be of sufficient width
- Loss of parking must be assessed
- Volume should be between 500 to 5,000 ADT
- Critical speed should be at least 7 mph over posted speed
- Must meet diversion chart criteria
- Grade should be less than 10%
- Should be used in series or in conjunction with other traffic calming devices
- May require extensive signing
- May require educational campaign and learning period
- Must not significantly impede emergency vehicle access

LEVEL THREE TOOLS:
Restricted Movement Barrier

Description:

- Barrier island that prevents certain movements at an intersection

Advantages:

- Redirects traffic to main streets
- Self enforcing, unlike signage only
- Reduces cut-through traffic
- Increases opportunity for landscaping in the roadway

Disadvantages:

- May negatively affect emergency response
- May increase trip length for some drivers
- May shift traffic to parallel residential streets
- May need to implement on several streets to prevent diversion
- May have little effect on speeds for through vehicles
- May require some parking removal

Cost:

- Moderate

Problems Targeted:

- Streets where cut-through traffic is evident

Street Type:

- Local, Major Local

Other Criteria:

- Must meet drainage requirements
- Must not significantly impede emergency vehicle access
- Must meet diversion curve criteria

LEVEL THREE TOOLS:
Entrance Barrier – Half Closure

Description:

- Physical barrier that restricts turns into a street. Creates a one-way segment at the intersection while maintaining two-way traffic for the rest of the block

Advantages:

- Effectively restricts movements into a street while maintaining full access and movement within the street for residents
- Redirects traffic to main streets
- Self enforcing, unlike signage only
- Reduces cut-through traffic
- Increases opportunity for landscaping in the roadway

Disadvantages:

- May divert traffic to other local streets
- May increase trip length for some drivers
- Overly restrictive if cut-through problem exists only at certain times of day
- May need to implement on several parallel streets to prevent diversion issue
- May have little effect on speeds for local traffic
- May negatively affect emergency response

Cost:

- Moderate to high

Problems Targeted:

- Local streets where cut-through traffic is evident

LEVEL THREE TOOLS:
Entrance Barrier – Half Closure (Continued)

Street Type:

- Local, Major Local

Other Criteria:

- Must not significantly impede emergency vehicle access
- Alternate access to residential area must be considered
- Must meet drainage requirements
- Meet diversion curve criteria

LEVEL THREE TOOLS:
Diagonal Diverter

Description:

- Raised areas placed diagonally across a four-way intersection that restrict through movements in all directions
- As a variation can install a traversable diverter that allows access for emergency vehicles

Advantages:

- Reduces cut-through traffic
- Self enforcing, unlike signage only
- Increases opportunity for landscaping in the roadway

Disadvantages:

- May divert traffic to other local streets
- May increase trip length for some drivers
- Overly restrictive if cut-through problem exists only at certain times of day
- May need to implement on several streets to prevent diversion
- Need to consider how residents will gain access to street
- May have little effect on speeds for local traffic
- May negatively affect emergency response

Cost:

- Moderate to high

Problems Targeted:

- Local streets where cut-through traffic is evident

LEVEL THREE TOOLS:
Diagonal Diverter (Continued)

Street Type:

- Local, Major Local

Other Criteria:

- If full diverter, cannot be on truck or transit route
- Must not significantly impede emergency vehicle access
- Must meet diversion curve criteria

APPENDIX

A-Neighborhood Traffic Management Program Process Flow Chart

B-Neighborhood Traffic Management Program Procedures (Detailed Description)

C-Neighborhood Traffic Management Program Request and Petition Forms

D-Toolbox Application Criteria

E-Roadway Classifications Map

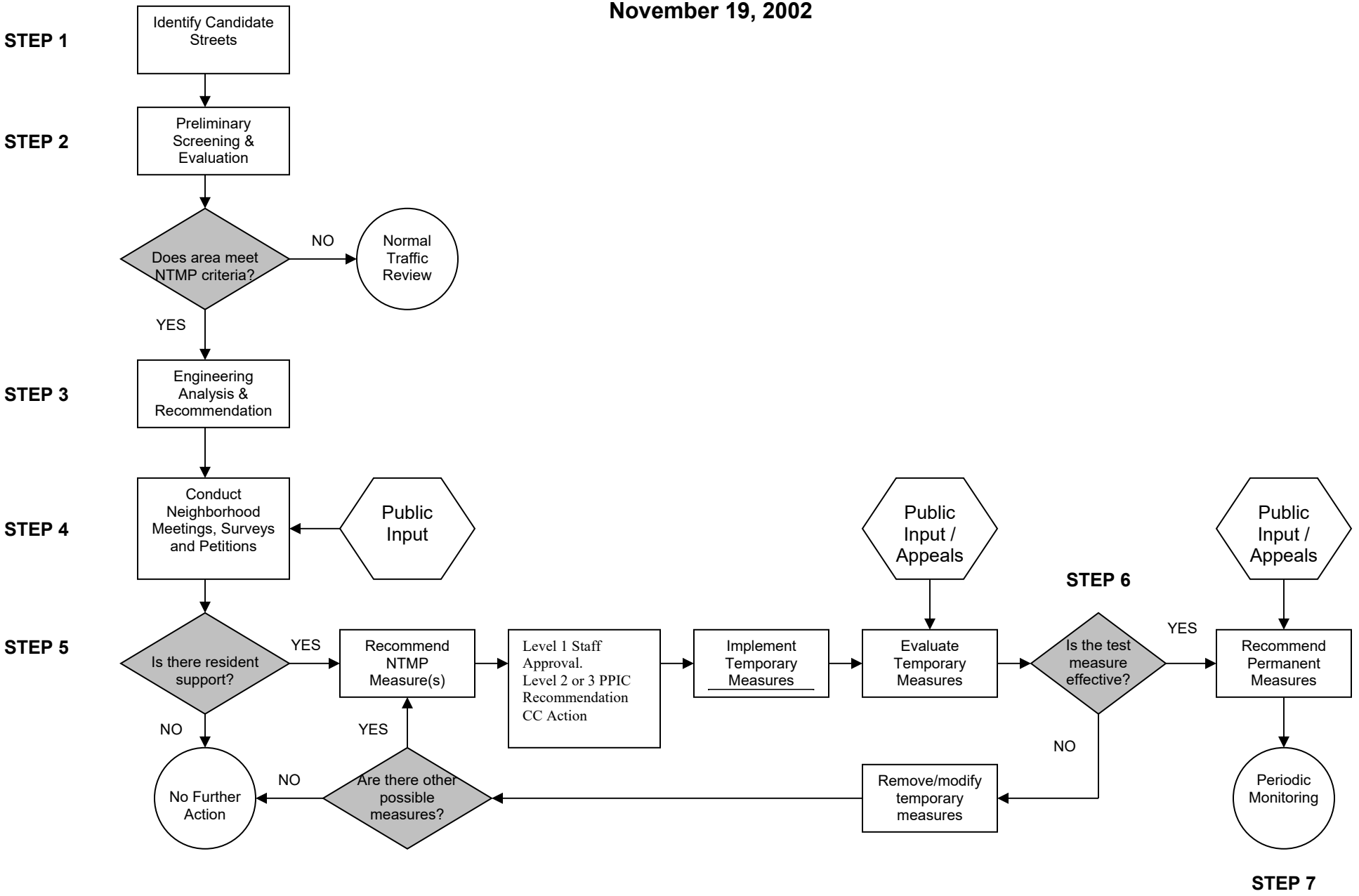
F-Emergency Vehicle Route Map

G-Residential Streets/Neighborhoods with Traffic Concerns

H-Diversion Criteria Chart

I-City Council Resolution No. 5791, November 19, 2002

CITY OF MANHATTAN BEACH
NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM PROCESS
November 19, 2002



NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM PROCEDURES ADOPTED BY CITY COUNCIL- NOVEMBER 19, 2002

The City of Manhattan Beach experiences traffic intrusion into residential neighborhoods as a result of many factors including arterial congestion (creating traffic by-passes), schools, recreation and park facilities, adjacent commercial and industrial activities and other reasons. As these problems occur, they cause impacts on local residential streets and collector streets such as speeding and excessive traffic volumes. In many cases, the impact is an "environmental impact" on the residential street as opposed to the traffic volume exceeding the physical capacity of the lanes. While the street has the total capacity for more traffic, the "environmental capacity" is exceeded based on the residential character of the adjoining land uses. Speeds and volume are perceived to be too high and disrupt the character of the street.

When such impacts occur, it is necessary to address problems on a case-by-case basis, and it is critical to include the affected residents and affected businesses in the process. To accomplish this, a "Neighborhood Traffic Management Program" must be adopted. Details of the Neighborhood Traffic Management procedures are outlined below.

Overall Objective

The overall objective of the Neighborhood Traffic Management Program is to improve the livability of neighborhood streets by mitigating the impacts of vehicular traffic on residential neighborhoods. Specific impacts to be addressed by the Program include high non-local cut-through traffic volumes, high speeds, truck traffic intrusion, demonstrated accident history and other related problems.

Process Overview

The Neighborhood Traffic Management Program process will ensure that neighborhoods with demonstrated problems and community support for traffic improvements have equal access to neighborhood traffic management measures. The program depends upon citizen involvement and may vary from year to year based upon funding available for neighborhood traffic management. The process includes the following seven steps:

Step 1 - Identify Candidate Streets/Neighborhoods
Step 2 - Preliminary Screening and Evaluation
Step 3 - Engineering Analysis/Preliminary Recommendations
Step 4 - Neighborhood Meetings and Survey/Petitions
Step 5 - Develop, Install, and Evaluate Test projects
Step 6- Determination of Permanent Project
Step 7 - Monitoring

The process and individual steps are explained in more detail below. See Exhibit 1 graphical summary of the process.

Goals/Policies of Neighborhood Traffic Management Program

Goals/Policies of the Program include the following:

- Reduce demonstrated accident patterns on local streets where feasible.

- Eliminate or discourage non-local cut-through traffic on local residential streets and collector streets. Focus such traffic on the arterial roadway system.

- Reduce traffic speeds on residential streets with demonstrated problems to levels consistent with the ranges of speeds on other non-impacted residential streets in the City.

- Minimize the shifting of traffic intrusion or speeding problems from one residential street to another.

- Ensure citizen participation throughout the Neighborhood Traffic Management Program process, obtaining the input of affected residents, affected business owners and non-resident property owners.

- Minimize impacts on emergency vehicle response times due to implementation of neighborhood traffic management measures. Include police and fire departments in all plan preparation and avoid creating excessive vehicle delay on critical emergency vehicle routes. (See attached Emergency Response Routes Map).

- Review surrounding land uses and functionality/connectivity of street to the rest of the system.

Program steps are detailed below.

Step 1 - Identify Candidate Streets/Neighborhoods

Residential neighborhood traffic management improvements (for either one street or a larger neighborhood area) shall be considered for Local, Major Local, or Collector streets, as classified in the City's General Plan Circulation Element, based on one of the following actions:

- After receipt of written request(s),

- After direction of the City Council.

- Traffic problems identified by City staff.

A chart of residential streets/neighborhoods with traffic concerns, developed by the Neighborhood Traffic Committee and the parking and Public Improvements Commission, is attached

Step 2 - Preliminary Screening and Evaluation

The Community Development Director (CDD) and the City Traffic Engineer will review requests to determine whether or not they should be handled as part of the normal traffic engineering or police enforcement functions of the City, or if they qualify for consideration under the Neighborhood Traffic Management Program. The following initial criteria will be used to assess requests:

- The street in question must be classified as a Local, Major Local, or Collector street. If not, the adjacent neighborhood must be predominantly residential in character.

- The requests must be related to speeding, high traffic volumes, accidents, cut-through traffic, truck traffic or other related impacts on a residential or collector street or district.

If it is determined that the request falls under the Neighborhood Traffic Management Program, then Step 3 is initiated. If not, the request shall be followed up as appropriate by the CDD and City Traffic Engineer as part of the Department's normal function, including coordination with Police, Fire, and Public Works Departments, and Parking and Public Improvements Commission (PPIC) as needed.

Step 3 - Engineering Analysis by Community Development Department / Preliminary Recommendations

The CDD and City Traffic Engineer will undertake an engineering study of streets or neighborhoods with outstanding requests. The study will include the following actions:

- Public meeting in the neighborhood to understand issues. Affected parties must be notified of the meeting.

- Review by Police and Fire Departments. This review will determine if the specific streets in question are critical police or fire response routes. If so, CDD will work with Police and Fire to ensure that measures are not installed which significantly impact response times.

- Traffic data collection to include (as appropriate based on identified problem) <u>one or more</u> of the following:

    - determine the area affected and then conduct field investigation to note traffic operating conditions, geometric conditions (roadway width, pavement condition, parking availability, type and location of existing traffic management devices, etc);

    - traffic volume counts (24 hour broken down into 15-minute increments and aggregated hour-by-hour);

    - radar or machine-based speed surveys;

    - truck volume counts;

    - cut-through traffic estimates via license plate surveys;

    - pedestrian counts;

    - accident investigation (review of accidents over a minimum of the prior two year period);

    - other investigations deemed appropriate by the CDD.

Based on this investigation, the CDD will make a preliminary determination of the need for specific traffic management measures. The traffic management measures may include one or more of the measures in the City's Neighborhood Traffic Management Toolbox.

Using the criteria listed in Table 1 (Neighborhood Traffic Management Program Toolbox Application Criteria) and applying recognized traffic engineering standards, the CDD will recommend the use of one or more neighborhood traffic management measures to the affected neighborhood where they are appropriate. If most but not all of the Toolbox criteria are met and the CDD and Traffic Engineer feel that a particular request is warranted, the CDD has the flexibility to recommend the use of a neighborhood traffic management measure. In determining the types and location of measures, estimates of potential secondary impacts (e.g., diversion to other streets) will be made where it is feasible to do so. Efforts to

apply Level 1 toolbox measures will be made first where feasible, then proceeding to Level 2 and Level 3 only when it is demonstrated that applicable Level 1 tools will not solve the problems.

Step 4 - Neighborhood Meeting(s) to present plan and Surveys/Petitions

One or more neighborhood meetings will be conducted as required for purposes of notifying local residents, business owners and non-resident property owners of the results of the technical analysis, findings and preliminary recommendations. Meeting will be noticed as follows:

- Mailing of the notices to:
    - Applicant and all who have identified themselves as interested parties.
    - All property owners, residents and business owners that have frontage on the project street segment(s).
    - All other affected property owners, residents, and business owners in the neighborhoods. "Affected" parties are those who could potentially be impacted by the improvement(s), including those who reside or have businesses on parallel or adjacent streets which may also be affected by secondary spillover traffic. The extent of the notification for affected parties shall be determined by City staff.
    - City Police, Fire and Public Works Departments

- Other notification, as determined necessary by City staff, including:
    - Newspaper notice, display ad, announcement, or article
    - Posting of notice or signage on street(s) in affected areas
    - Posting of notice at City Hall
    - Posting of notice on City website

Following the evaluation and recommendation of potential toolbox measures, a survey/petition will be circulated to the affected persons to ascertain whether or not others agree that such measures should be installed. The persons receiving the survey/petition who are defined as "affected persons" will include all households, businesses and non-resident property owners that have frontage on the project street segment(s) or in the neighborhood, and could potentially be impacted by the improvement(s) including those with reside or have businesses on parallel or adjacent streets which may also be affected by secondary spillover traffic. The purpose of the survey is to establish the level of support among affected persons to proceed with implementation.

Step 5 - Develop, Install, and Evaluate Test Projects

Once funding becomes available, Level 1 measures and/or temporary test projects will be designed by the CDD. In some cases, the test project(s) may be implemented with temporary materials and will remain in place for approximately three to six months depending on the types of improvements (if significant citizen complaints warrant, the time period could be reduced). The project will be evaluated during the test period to determine if it addresses the identified problems and is consistent with Neighborhood Traffic Management Program goals. During this temporary test period, affected residents, business owners, commuters who use the routes and other interested persons may provide comments to the CDD, City staff and City council regarding the measures. The CDD shall conduct follow-up studies as necessary to evaluate effectiveness of individual measures. Such analysis may include, but not necessarily be limited to, ADT traffic counts and radar speed surveys on affected streets and parallel streets. At anytime during this Test Project time frame anyone may appeal the decision of the installation of the Test Project to the PPIC and their recommendation will then be forwarded to the City Council.

Step 6 - Determination of Permanent Project

If the temporary test project shows that the Level 1 tools or other temporary measures have sufficiently addressed the targeted traffic problem(s) and there have not been citizen complaints or/and an appeal, nor excessive diversion (as determined per the attached diversion chart or as determined on a case-by-case basis by the City Traffic Engineer) of the problem to another residential street, the traffic management measures shall be made permanent as funding becomes available. If it is determined that the measures will be installed on a permanent basis, the list of affected residents, business owners and non-resident property owners and other interested parties will be notified.

If it is found that the measures do not achieve the intended goals of reducing speeds, cut through traffic or other identified problems, the CDD will review other potential measures (Level 2 and 3 measures) and recommend either elimination of all measures at the location or test installation of different neighborhood management measures. All installations may be appealed.

Step 7 - Monitoring

The City will conduct periodic monitoring as necessary to determine if the project continues to meet the goals of the Neighborhood Traffic Management Program. This monitoring will be conducted at the discretion of the CDD based on available funding, staffing levels, City staff input, and resident comments. If monitoring shows that the measures fail to achieve the intended goals of reducing speeds, cut through traffic or other identified problems, the measures may be removed. Affected residents and businesses may also petition to have measures removed using the same process as outlined herein for approval.

Administration/Miscellaneous

Appeals-
In addition to providing comments during the temporary test installation period, appeals may be made as indicated in the above steps. Decisions of staff are appealable to the PPIC, and PPIC decisions are appealable to the City Council. Generally staff will make the decision on Level 1 measures and the PPIC and/or City Council will make the decision on Level 2 and 3 measures. The appeals process will follow established City procedures.

Amendments-
This Program and the associated Toolbox may be amended at any time by the City Council. The City Council or Staff may make a request for an amendment to the Program. If deemed appropriate, amendments may first be reviewed by the Parking and Public Improvements Commission who will make a recommendation on the amendment to the City Council.

Removal-
Existing projects and/or projects installed under this Program may be requested to be removed. The request for removal of a project will be processed generally using the same procedures as outlined in this Program.

Neighborhood Traffic Management Program Request Form

Community Development Department

City Hall 1400 Highland Avenue Manhattan Beach, CA 90266-4795
Telephone (310) 802-5000 FAX (310) 802-5001 TDD (310) 546-3501

Prior to submittal of a written request, please contact Rob Osborne, Management Analyst, at (310) 802-5540 or at rosborne@citymb.info to discuss your neighborhood traffic concerns and to set up a meeting time, if necessary, to discuss the process, toolbox measures, and options. If necessary the City's Traffic Engineer and/or Police Traffic Division staff will also aid in discussing resident's traffic concerns at the time of the scheduled meeting. You may send mailings to the following address:

City of Manhattan Beach- Traffic and Parking Division
c/o Rob Osborne, Management Analyst
1400 Highland Avenue
Manhattan Beach, CA 90266

Description of Problem: Describe the location and problem/hazard you are experiencing below. If applicable, indicate specific days and times the problem occurs and attach pictures and sketches, if needed, to illustrate anything that may be unclear. Attach additional pages if necessary.

Requested Measure (s): Describe the traffic or parking measure(s) you would like the City to consider implementing below. In your response please be specific about what is being requested. Refer to the Neighborhood Traffic Management Handbook Toolbox Measures for a detailed list and description of possible measures. Also indicate possible alternatives, if any, and attach additional pages if necessary.

Contact Person: Please provide the following contact information.

Name:	
Address:	
Phone: (W)	**(H)**
E-Mail:	

APPENDIX D

TABLE 1 (continued)

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM TOOLBOX APPLICATION CRITERIA –SEPTEMBER 6, 2005

TRAFFIC MANAGEMENT MEASURE	PROBLEMS TARGETED	STREET TYPE (1)	MINIMUM CRITERIA				
			VOLUME	SPEED	DIVERSION TO ADJACENT STREETS	GRADE	OTHER CRITERIA
LEVEL ONE TOOLS							
Enhanced Police Enforcement	Moving Vehicle Violations Running Stop Signs	All	(2)	(3)	None expected	N/A	None
Speed Monitoring Trailer	High Speeds	All	(2)	(3)	None expected	N/A	None
Neighborhood Traffic Watch Program	Moving Vehicle Violations Running Stop Signs	All	(2)	(3)	None expected	N/A	Requires willing participants/volunteers
Warning Signs, Posts and Markings	*Moving Vehicle Violations High Speeds Pedestrian Safety*	*All*	*(2)*	*(3)*	*None expected*	*N/A*	*Must indicate physical roadway condition*
Higher Visibility Crosswalk	Moving Vehicle Violations Pedestrian Safety Running Stop Signs	All	>500 ADT	(3)	None expected	N/A	-At current crosswalk location -Near pedestrian generating land use
Pedestrian Crossing and Paddle Signs	Moving Vehicle Violations Pedestrian Safety Running Stop Signs	All	> 500 ADT *> 100 peds/day*	(3)	None expected	N/A	-At current crosswalk location -Near pedestrian generating land use *-Crossings with limited visibility*

APPENDIX D

TABLE 1 (continued)

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM TOOLBOX APPLICATION CRITERIA –SEPTEMBER 6, 2005

TRAFFIC MANAGEMENT MEASURE	PROBLEMS TARGETED	STREET TYPE (1)	MINIMUM CRITERIA				
			VOLUME	SPEED	DIVERSION TO ADJACENT STREETS	GRADE	OTHER CRITERIA
LEVEL TWO TOOLS							
Traffic Signal Adjustments to Discourage Cut-Through Traffic	Cut-Through Traffic	All	>15% of peak hour volume is cut-through traffic	(3)	Must meet diversion chart criteria	N/A	-Must have identified cut-through traffic -Must have traffic signal adjacent to residential neighborhood
Turn Restrictions Via Signage	Cut-Through Traffic	All	> 15% of peak hour volume is cut-through traffic	(3)	Must meet diversion chart guidelines	N/A	Must have identified cut-through traffic
Rumble Strips/Dots	High Speeds	All	(2)	(3)	None expected	Less than 5 %	None
Speed Awareness and Electronic Signs	High Speeds	All	> 500 ADT	Critical speed is > 7 mph over posted limit	None expected	N/A	Conditions not readily apparent to driver such as topography, vegetation, etc.
Crosswalk Warning System	High Speeds, Pedestrian Safety	All	> 500 ADT	(3)	None expected	N/A	< 30 gaps per hour of sufficient length to cross
Raised Median Island	High Speeds, Cut Through Traffic	All	> 15% of peak hour volume is cut-through traffic	Critical speed is > 7 mph over posted speed	None expected	less than 10%	-Must not significantly impede emergency vehicle access -Must meet drainage requirements
Entry Island (Neighborhood Identification Island)	High Speeds, Cut Through Traffic	All	> 15% of peak hour volume is cut-through traffic	Critical speed is > 7 mph over posted speed	None expected	less than 10%	-Must not significantly impede emergency vehicle access -Must meet drainage requirements
Mid-Block Narrowing	High Speeds, Cut-through Traffic	All	> 15% of peak hour volume is cut-through traffic (between 500 and 2,000 total ADT on the street)	Critical speed is > 7 mph over posted speed	None expected	less than 10%	Must not significantly impede emergency vehicle access
Chokers at Intersections	High Speeds, Cut-	L, ML, RC	> 15% of peak hour	Critical speed	None expected	less than	Must not significantly impede

APPENDIX D

TABLE 1 (continued)

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM TOOLBOX APPLICATION CRITERIA –SEPTEMBER 6, 2005

TRAFFIC MANAGEMENT MEASURE	PROBLEMS TARGETED	STREET TYPE (1)	MINIMUM CRITERIA				
			VOLUME	SPEED	DIVERSION TO ADJACENT STREETS	GRADE	OTHER CRITERIA
	through Traffic	(ALL IF NO RC)	volume is cut-through traffic (between 500 and 2,000 total ADT on the street)	is > 7 mph over posted speed		10%	emergency vehicle access
Lane Reduction/Lane Narrowing/Restriping	High Speeds, Cut-through Traffic	All	> 15% of peak hour volume is cut-through traffic (between 500 and 2,000 total ADT on the street)	Critical speed is > 7 mph over posted speed	Must meet diversion chart criteria	N/A	Must not create significant parking impact due to loss of parking
Stop Sign as Neighborhood Traffic Control Measure	High Speeds, Cut-through Traffic	L, ML, RC (ALL IF NO RC)	> 15% of peak hour volume is cut-through traffic (between 500 and 2,000 total ADT on the street)	(3)	Must meet diversion chart criteria	N/A	Requires review by City Traffic Engineer and City Council approval
Parking Restrictions	Non-Residential Parking Intrusion	All	N/A	N/A	Review impacts to Surrounding Streets	N/A	Parking Study
LEVEL THREE TOOLS							
Raised Crosswalk	High Speeds, Pedestrian Safety	L, ML, RC (ALL IF NO RC)	(2)	Critical speed > 7 mph over posted speed	None expected	less than 10%	-Must meet drainage requirements Must not significantly impede emergency vehicle access > 25 pedestrians during peak hour, near pedestrian generator
Raised Intersection	High Speeds, Pedestrian Safety,	L, ML, RC (ALL IF NO RC)	(2)	Critical speed > 7 mph over posted speed	Must meet diversion chart criteria	less than 10%	-Must meet drainage requirements -Must not significantly impede emergency vehicle access > 25 pedestrians during peak hour, near pedestrian generator
Traffic Circle	High Speeds, Accident History,	L, ML, RC (ALL IF	from 500 to 5,000 ADT	Critical speed > 7 mph over	Must meet diversion chart	less than 10%	-Intersecting roadways must be of sufficient width

APPENDIX D

TABLE 1 (continued)

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM TOOLBOX APPLICATION CRITERIA –SEPTEMBER 6, 2005

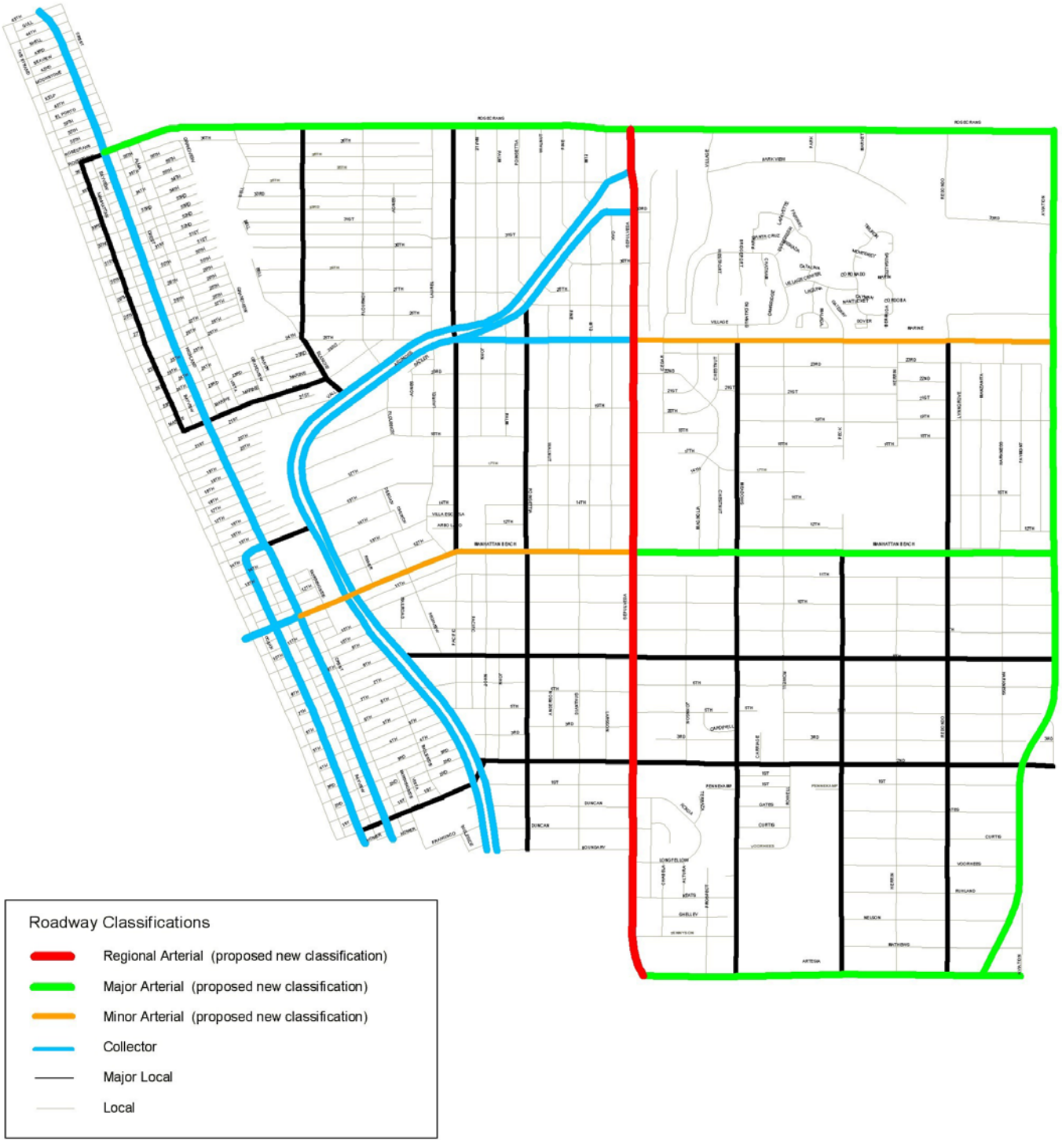
TRAFFIC MANAGEMENT MEASURE	PROBLEMS TARGETED	STREET TYPE (1)	MINIMUM CRITERIA				
			VOLUME	SPEED	DIVERSION TO ADJACENT STREETS	GRADE	OTHER CRITERIA
	Vehicle Conflicts	NO RC)		posted speed	criteria		-Loss of parking must be assessed
Restricted Movement Barrier	Cut-trough traffic, Vehicle conflicts	L, ML	> 15% of peak hour volume is cut-through traffic	(3)	Must meet diversion chart criteria	N/A	-Must meet drainage requirements -Must not significantly impede emergency vehicle access
Entrance Barrier-Half Closure	Cut-through Traffic, Vehicle Conflicts	L, ML	> 15% of peak hour volume is cut-through traffic	(3)	Must meet diversion chart criteria	N/A	-Must not significantly impede emergency vehicle access
Diagonal Diverter	Cut-through Traffic, Vehicle Conflicts	L, ML	> 15% of peak hour volume is cut-through traffic	(3)	Must meet diversion chart criteria	N/A	-If full diverter, cannot be truck or transit route, -Must not significantly impede emergency vehicle access

Notes:
1) Street Type key: L – Local, ML – Major Local, RC – Residential Collector, C- Collector, All – All Residential Streets, excludes arterials
2) Specific volume (ADT) criteria may not be appropriate for this tool, it may be applied over a range of volume
3) Specific speed criteria may not be appropriate for this tool, it may be applied over a range of observed speeds at the discretion of the City Traffic Engineer or the Police Department

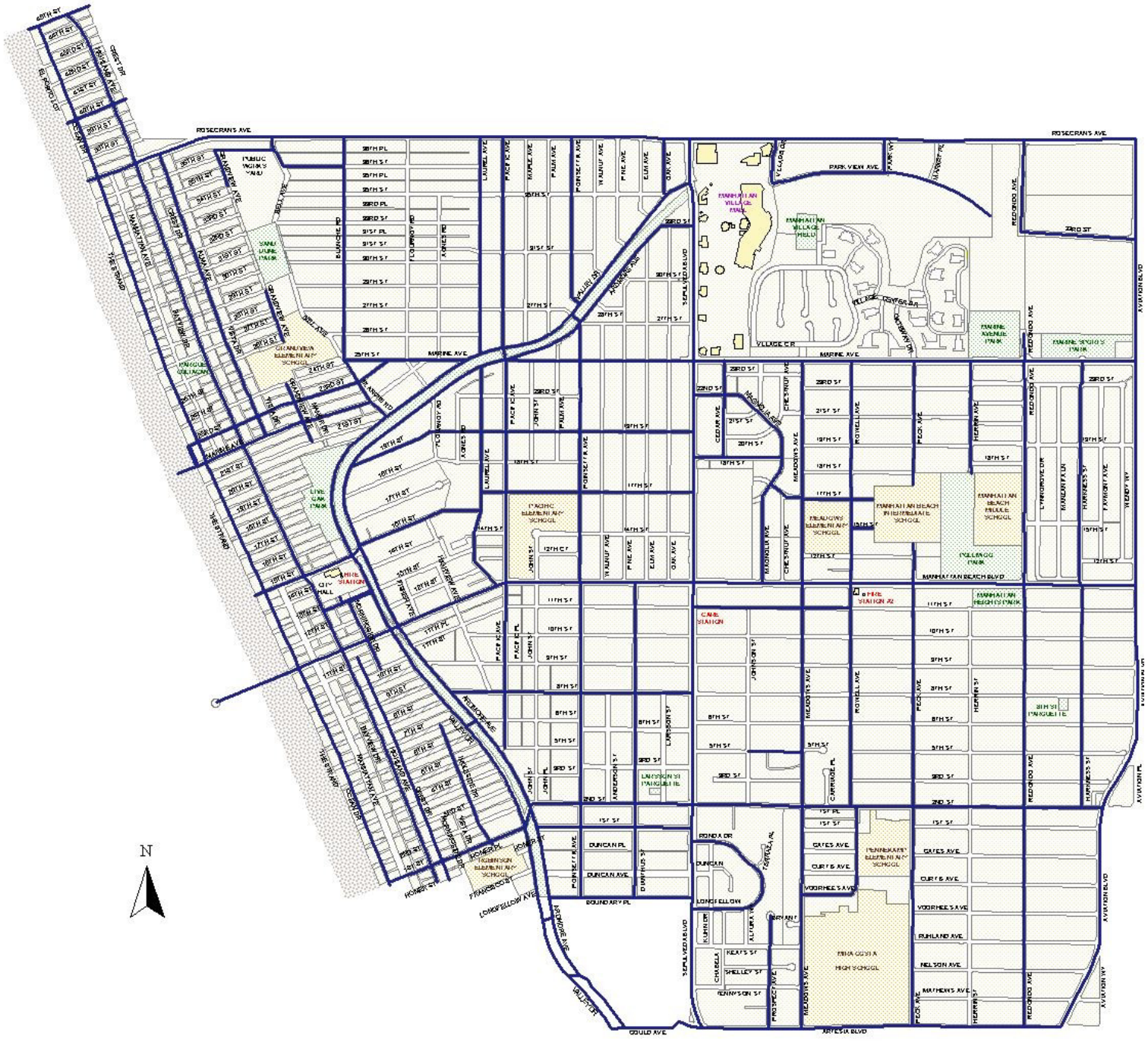
General Notes:
- final determination of certain control application based on review by City staff
- subject to modification by City Council on a case-by-case basis

G:\Traffic Engineering\Projects-Studies\NTMP\NTMP Handbook-rev1 9-6-05\Appendix D- Toolbox Criteria Table-rev1 9-6-05.doc

APPENDIX E
NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM HANDBOOK
ROADWAY CLASSIFICATION MAP



APPENDIX F
NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM HANDBOOK
EMERGENCY VEHICLE ROUTE MAP



AUGUST 8, 2002

Rev 9/6/05

Allowable Local and Collector Street Traffic Diversion

(due to Neighborhood Traffic Management Toolbox measure applications)

Street Type	Pre-Project Daily Traffic Volume			
	Less than 1,250 ADT	**1,250 – 2,500 ADT**	**2,500 – 5,000 ADT**	**Over 5,000 ADT**
Local and Major Local Streets	Up to 25 % increase in daily or peak hour volume	Up to 15 % increase in daily or peak hour volume	Up to 7.5 % increase in daily or peak hour volume	Up to 3 % increase in daily or peak hour volume
Collector Streets	Any increase is allowable	Any increase is allowable	Up to 15 % increase in daily or peak hour volume	Up to 7.5 % increase in daily or peak hour volume

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Rev 9/6/05

RESOLUTION NO. 5791

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MANHATTAN BEACH ADOPTING A NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

THE CITY COUNCIL OF THE CITY OF MANHATTAN BEACH, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. The City Council of the City of Manhattan Beach, California, hereby makes the following findings:

A. In September 2001 the City Council initiated a comprehensive update of the City's General Plan.

B. As part of the General Plan Update the City initiated a Neighborhood Traffic Management Program (NTMP). The overall objective of the Program is to improve the livability of neighborhood streets by mitigating the impacts of vehicular traffic on residential neighborhoods. Specific impacts to be addressed by the Program include high non-local cut-through traffic volumes, high speeds, truck traffic intrusion, demonstrated accident history, and other related problems.

C. In December 2001 the City Council appointed a Neighborhood Traffic Committee to help develop, review and make recommendations on traffic issues related to the General Pan update, including the Program. The Council appointed resident representatives from different areas throughout the City as well as business representatives to serve on the Committee to provide a wide variety of opinions from a cross section of the community. Additionally, two Parking and Public Improvements Commission members served on the Committee.

D. The Neighborhood Traffic Committee met on January 29, February 26, March 26, April 23, May 28, and June 12, 2002, and discussed and developed a draft Neighborhood Traffic Management Program.

E. On August 22, 2002 the Parking and Public Improvement Commission reviewed the recommendations of the Committee, and recommended adoption of the program with minor revisions.

F. The City Council of the City of Manhattan Beach reviewed the recommendation of the Parking and Public Improvement Commission at noticed public meetings on October 1, and November 19, 2002, and recommended approval of the Neighborhood Traffic Management Program, attached as Exhibit "A".

SECTION 2. Pursuant to Public Resources Code Section 21167 any action or proceeding to attack, review, set aside, void or annul this decision, or concerning any of the proceedings, acts, or determinations taken, done or made prior to such decision or to determine the reasonableness, legality or validity of any condition attached to this decision shall not be maintained by any person unless the action or proceeding is commenced within 30 days of the date of the filing of a notice of determination of this decision with the County Clerk of Los Angeles County or, if no notice of determination is filed, within 180 days from the date of approval of the underlying decisions in this matter.

SECTION 3. This resolution shall take effect immediately.

SECTION 4. The City Clerk shall certify to the adoption of this resolution; enter it into the original records of the City.

SECTION 5. The City Clerk shall make this Resolution reasonably available for public inspection within thirty (30) days of the date this Resolution is adopted.

SECTION 6. The City Clerk shall certify to the adoption of this Resolution and thenceforth and thereafter the same shall be in full force and effect.

PASSED, APPROVED AND ADOPTED this 19th day of November 2002.

Ayes: Fahey, Aldinger, Wilson, Dougher and Mayor Napolitano.
Noes: None.
Absent: None.
Abstain: None.

Mayor, City of Manhattan Beach, California

ATTEST:

City Clerk

STATE OF CALIFORNIA)
)
COUNTY OF LOS ANGELES) SS.
)
CITY OF MANHATTAN BEACH)

I, LIZA TAMURA, City Clerk of the City of Manhattan Beach, California, do hereby certify that the whole number of members of the City Council of said City is five; that the foregoing resolution, being Resolution No. 5791 was duly and regularly introduced before and adopted by the City Council of said City at a regular meeting of said Council, duly and regularly held on the 19th day of November, 2002, and that the same was so passed and adopted by the following vote, to wit:

Ayes: Fahey, Aldinger, Wilson, Dougher and Mayor Napolitano.
Noes: None.
Absent: None.
Abstain: None.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed the official seal of said City this 21st day of November, 2002.

City Clerk of the City of
Manhattan Beach, California

(SEAL)

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Exhibit 2

PARKING
AND PUBLIC IMPROVEMENTS
COMMISSION

Review of Two Safe Routes to School Project Improvements on Blanche Road near 29th Street

Correspondence Received

Prior to Agenda Posting

REQUESTING A 4 WAY STOP TO BE INSTALLED ON 19TH STREET AND ELM AVE.

Dear Mayor Richard Montgomery,

We, the undersigned, are requesting that a **four-way stop** be installed at the **corners of 19th Street and Elm Ave.** Right now, there is only a stop sign on Elm Ave.

Many cars use 19th street from Sepulveda as a way to enter the Tree Section as an alternative to Marine Ave. When the cars and bicyclists driving on Elm Avenue have to stop at the stop sign, they cannot see the many speeding cars driving down 19th street. This is because of the many vehicles that are parked on 19th Street blocking the view of oncoming cars. The visibility is terrible. It is dangerous and an accident waiting to happen, not only for vehicles, but also for the many pedestrians crossing 19th at Elm Ave.

There needs to be a four way stop installed as it would deter people from speeding down 19th street and to make it safe for all people, cars, and bicycles.

We, the undersigned, are concerned citizens who strongly urge you to consider our request.

Thank you for your cooperation.

Printed Name	Signature	Address	Comment	Date
MELITA SIEMAK	Melita Siemak	2204 ELM AVE. M.B.		20 July 2023
Taylor McCarthy	T. McCarthy	2205 Elm Ave. M.B.		7/20/23
Bryan LaCour	B. O	2103 Elm Ave M.B.		7/20/23
Jessica LaCour	Jessica LaCour	2103 Elm Ave M.B.		7/20/23
David D. Weldon	David D. Weldon	2004 Elm Ave. M.B.		7/20/23
Grace Weldon	Grace Weldon	2004 Elm Ave M B		7/20/23

REQUESTING A 4 WAY STOP TO BE INSTALLED ON 19TH STREET AND ELM AVE.

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We, the undersigned, are concerned citizens who strongly urge you to consider our request.

Thank you for your cooperation.

Printed Name	Signature	Address	Comment	Date
Serena Sulpa		1825 Elm MB		8/12/23
Patti Hann		1800 ELM		8/12/23
Lorraine Ibarra		1809 Elm Ave		8/12/23
Rick Lopez		1817 Elm Ave MB		8/15/23
Steve M. Hebert		1800 Elm Alo		8/15/23
Sydney Hamilton		1801 Elm Ave		8/13/23

Printed Name	Signature	Address	Comment	Date
Tracy Hahn	Tracy Hahn	2201 Elm Ave M.B.		7-20-23
Anne Westreich		2301 Elm Ave MB		7-20-23
Chris Tuffli		2208 ELM Ave, MB		7-20-23
Shereen Lavi	Shereen Lavi	2209 Elm Ave, MB		7-20-23
[illegible] Westreich		2301 ELM AVE MB		7/20/23
Ben Westreich		2301 Elm Ave MB		7/20/23
Maxwell Westreich		2301 Elm Ave MB		7/20/23
DAVID RICKLES	David Rickles	2104 ELM AVE MB		7/20/23
Brian Siemak		2204 Elm Ave, MB		7/20/23
Bonnie Rickles	Bonnie Rickles	2104 Elm Ave MB		7/20/23
BRETT WEITZ		2306 Elm Ave MB		7.26/23
Ryan Taylor		2300 Elm Ave MB		7/20/23
Anne-Isabelle Brousseau		2300 Elm Ave MB		7/20/23
LOREN LAVI		2209 ELM AVE, MB		7/20/23
Robert Siemak		2204 Elm Ave MB		7/25/23
JEFF HOWE		2201 Elm Ave, MB		7-30-23
Joy Higa		2208 Elm Ave, MB		7/30/23

Return to 2204 ELM Thank You

Printed Name	Signature	Address	Comment	Date
EVE TOWNS	Eve Towns	2001 ELM AVE., Manhattan Beach		7/30/23
FRED TOWNS	Fred Towns	2001 ELM AVE, MANHATTAN BCH		7/30/23
Ashley Judge		2203 Elm Ave MB		7/31/23
Mike + Gigi Judge		2008 pin Ave MB		7/31/23
Stacey Corvalan		2008 Elm Ave. MB		7/31/23
Billy Corvalan		2008 Elm Ave. MB		7/31/23
Lori Ross		1908 Elm Ave MB		7/31/23
ANDREW HOYE		1908 ELM AVE MB		7/31/23
Cindy Sackek		2304 elm Ave. MB		8/8/23
Wilberto YU		2312 Elm ave. MB		8/8/23
Maribeth Cunningham		2316 Elm ave. MB		8/12/23
Benjamin Cunningham	BC	2316 Elm Ave. MB		8/12/23
Henry Jones	Henry Jones	2408 Elm Ave		8/12/23
Rita Kohan		2417 Elm Ave		8/12/23
Shchin Kohan		2417 Elm Ave		8/12/23
TARIN BRUSS		2413 Elm Ave.		8/12/23
Jeff Roberts		2401 Elm Ave		8/12/23

Printed Name	Signature	Address	Comment	Date
Lauren Allred		2101 Elm Ave MB, CA 90266		7/29/23
Bill Allred		2101 Elm Ave MB 90266		7/29/23
Sharon Bric		2209 Pine Ave MB 90266		8/3/23
Steve Bric		2209 Pine Ave MB 90266		8/3/23
AMIR FOULADGAR		1920 Elm Ave		8/12/23
Annie Fouladgar		1920 Elm Ave		8/12/23
Julie Laird		2317 ELM AVE MB		8/12/23

Printed Name	Signature	Address	Comment	Date
SARAH JONES		1904 Elm Avenue MB		8/12/23
[illegible]				
Gautier Colin		2200 Elm Ave MB		8/13/23
Susan Jordan		2104 PINE AVE MB	Please	8/13/23
[illegible]		2104 Pine Ave MB		
Bill Allred		2101 Elm Ave MB		8/13/23
KARSTEN SUMMERS		2009 Elm Ave, MB		8/13/23
LAURA SUMMERS		2009 Elm Ave, MB		8/13/23

From: Erik Zandvliet
To: Melita Siemak
Cc: Carianne Chavez
Subject: RE: [EXTERNAL] Requesting a 4 way stop at Elm Ave. and 19th St.
Date: Monday, August 14, 2023 5:22:20 PM

Hi Melita,
Excellent! You probably received a postcard invitation to our Parking and Public Improvements Commission for the Oak Avenue Neighborhood Traffic Calming Study, where we will begin our discussion on possible traffic calming measures in the neighborhoods east and west of Sepulveda Boulevard. We will include this intersection (and your petition) in this discussion. Here is the text of the meeting invitation.

The Parking and Public Improvements Commission will hold an initial public meeting to discuss existing traffic conditions and share traffic circulation concerns in the neighborhoods adjacent to Sepulveda Boulevard between Rosecrans Avenue and Manhattan Beach Boulevard. Your comments and feedback be used to help develop potential traffic measures for consideration at a future Commission meeting.

PARKING AND PUBLIC IMPROVEMENTS MEETING
WHEN: AUGUST 24, 2023 at 4:00 P.M.
WHERE: City Hall Council Chambers
1400 Highland Avenue, Manhattan Beach, CA 90266
OR virtually via Zoom
See Agenda available on the City's website www.manhattanbeach.gov for Zoom meeting instructions. Agenda is on the PPIC webpage and Calendar.

All interested parties are encouraged to attend and participate or submit written comments. The staff report will be available on August 18, 2023 after 5:00 P.M. at www.manhattanbeach.gov on the Commission's webpage. For additional information, please contact us at traffic@manhattanbeach.gov or call Erik Zandvliet, City Traffic Engineer, at (310) 802-5522.

I highly recommend that you and those who signed the petition attend this meeting.
Feel free to contact me if you have any questions.
Erik

From: Melita Siemak [mailto:melitasiemak@gmail.com]
Sent: Monday, August 14, 2023 1:17 PM
To: Erik Zandvliet <ezandvliet@manhattanbeach.gov>
Subject: [EXTERNAL] Requesting a 4 way stop at Elm Ave. and 19th St.

EXTERNAL EMAIL: Do not click links or open attachments unless you trust the

sender and know the content is safe.

Dear Erik,

Mayor Montgomery asked us to contact you after the neighbors signed a petition requesting that a 4 way stop be installed at Elm Avenue and 19th Street in Manhattan Beach. At this time we only have a 2 way stop on Elm Avenue.

As you will see by the 5 page attached petition, our neighbors are very concerned about the many vehicles and bicycles that use 19th Street from Sepulveda as an alternative to Marine Ave. The visibility from Elm Avenue to 19th is terrible. You cannot see the oncoming (and mostly speeding) cars because of the many vehicles parked on 19th blocking the view of oncoming traffic. It is dangerous and an accident waiting to happen, not only for vehicles and bicycles, but also for the pedestrians crossing 19th Street at Elm Ave.

We kindly request your consideration of this urgent and important matter. Please let us know if you have any questions. We are able to meet with you to discuss our request and how we can move forward with it.

We look forward to your prompt response.

Sincerely,

Melita and Bob Siemak
2204 Elm Ave.
310 200-3339

MB Logo

ERIK ZANDVLIET
TRAFFIC ENGINEER

(310) 802-5522
ezandvliet@manhattanbeach.gov

The Citizen Self Service (CSS) Online Portal is available for City permit and planning applications and inspections. Most Community Development services are available online and various divisions can be reached at (310) 802-5500 or Email during normal City business hours. View the in-person Community Development services schedule. Please note that the last sign-in for morning walk-in services is at 11:15 A.M. The last sign in for all other available services is 15 minutes prior to close of business.

CITY OF MANHATTAN BEACH 1400 Highland Avenue Manhattan Beach, CA 90266
Office Hours: M-Th 8:00 AM-5:00 PM | Fridays 8:00 AM-4:00 PM | Not Applicable to Public Safety

Reach Manhattan Beach
Use our click and fix it app 24/7 for non-emergency requests
Download the mobile app now

From: Michelle Porter
To: Erik Zandvliet
Cc: Traffic
Subject: [EXTERNAL] Oak Ave / Sepulveda Corridor Study
Date: Monday, August 14, 2023 9:27:00 AM

Hi Erik,

I am reaching out in reference to a Public Meeting notice for the Oak Avenue / Sepulveda Corridor Neighborhood Traffic Management Study, which I received in the mail. I was hoping you might be able to provide me a quick bit of background on the matter in advance of the meeting.

In particular, I would like to understand what the current traffic conditions/circulation problems are that prompted the City to hold a public meeting. And I'd like to understand what potential traffic measures might be considered to address any traffic conditions or circulation problems. I recognize that these issues are likely to be discussed at the meeting, but my aim is to obtain a general understanding ahead of that time so that I may knowledgeably participate in the proceedings should that be appropriate.

Any information you can provide would be greatly appreciated. Thank you so much, and I look forward to hearing from you.

Warmest regards,

Michelle Porter
312.623.3351

From: Nicolas Ramniceanu
To: Traffic
Cc: Lola Ram
Subject: [EXTERNAL] Parking and public improvements meeting on 8/24/23 - suggested 4 way stop
Date: Saturday, August 12, 2023 1:47:04 PM

Please consider installing stop signs on both sides of valley drive where 35th street and oak avenue dead end into valley drive, or at least doing so for cars coming east on valley drive from Sepulveda toward downtown manhattan beach.

There are already stop signs on 35th street coming east where it meets valley drive and on oak avenue coming south where it meets valley drive.

But there are currently no stop signs on valley drive, either coming west toward Sepulveda or coming east toward downtown, where valley drive meets 35th street and oak avenue.

If you are coming east on 35th street toward Sepulveda, it is difficult to continue from 35th street onto valley drive to get to sepulveda. Cars drive very fast on valley drive on both sides of this intersection. In addition, If you are coming east on 35th street attempting to continue on valley drive to sepulveda, it is difficult to see cars coming east on valley drive toward Sepulveda because of the angle of the streets involved. In contrast, there is a clear line of sight from 35th street at this intersection to see cars coming west on valley drive toward downtown.

We live at 35th street and pine. Thank you for considering this suggestion.

The Ramniceanus

Ps here's a google maps link to the intersection
https://www.google.com/maps/place/3505+Pine+Ave,+Manhattan+Beach,+CA+90266/@33.9002157,-118.3975931,19z/data=!4m6!3m5!1s0x80c2b3fbe4dd33a3:0x4f88c87abcd63c49!8m2!3d33.9002658!4d-118.3992668!16s%2Fg%2F11c19lw0jq?entry=ttu