



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

**TO:** Parking and Public Improvements Commission

**FROM:** Richard Thompson, Director of Community Development  
Esteban Danna, Assistant Planner   
Erik Zandvliet, Traffic Engineer   
Ruth Smith, Traffic Consultant

**DATE:** October 23, 2008

**SUBJECT: North Manhattan Beach (El Porto) Neighborhood Traffic Management Program (NTMP) Follow-up Assessment**

**RECOMMENDATION:**

Staff recommends that the Commission approve the following actions:

1. Hold this public workshop to present the existing traffic data and findings, and listen to residents' concerns and suggestions.
2. Direct staff to evaluate the findings and residents' concerns, and compile a list of possible traffic calming measures in a survey to the residents.
3. Return to the PPIC with the survey's findings and recommendations to implement initial traffic calming measures.

Alternately, the PPIC may determine after discussion that other measures may be appropriate and should modify the recommendations as appropriate.

**BACKGROUND:**

***City-Wide Neighborhood Traffic Management Program (NTMP)***

On November 19, 2002, the City Council approved the City-Wide Neighborhood Traffic Management Program (NTMP). The NTMP flowchart is attached to this report. This Program established a set of procedures to evaluate neighborhoods in an effort to improve livability of neighborhood streets. The NTMP created a consistent way for the City to evaluate traffic requests, so that a comprehensive plan can be implemented that will minimize adverse impacts both before and after implementation of traffic calming measures.

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

Although the NTMP was not established when the existing traffic calming measures were implemented for the North Manhattan Beach area, the NTMP process is currently being followed. The North Manhattan Beach NTMP is presently at Step 3. The recommended actions include Steps 3 and 4.

The NTMP also contains a toolbox of possible traffic calming measures that could be considered when preparing a comprehensive solution to the identified traffic impacts within a neighborhood. The toolbox is included as an attachment.

### ***Traffic Calming History***

Through a series of actions taken by the Parking and Public Improvements Commission and the City Council from 1983 through 2000, neighborhood traffic calming measures were installed in the area formerly referred to as El Porto and now designated North Manhattan Beach. The North Manhattan Beach Neighborhood is roughly bounded by Manhattan County Beach (El Porto) to the west, 45th Street to the north, Crest Drive to the east, and Rosecrans Avenue to the south. Several features of this neighborhood are unique to the City, as well as sources of non-resident intrusion. The neighborhood was built in a grid network that runs parallel to Highland Avenue, allowing non-resident intrusion on local residential streets. In particular, traffic intrusion was noted to occur on Ocean Drive during the PM peak hour, primarily in the southbound direction, as motorists avoided the congestion on southbound Highland Avenue due to the lane reduction (from two to one) and the traffic signal at Rosecrans Avenue. Access to the El Porto parking lot for the Manhattan County Beach is through neighborhood streets. The entrance is at the west end of 45th Street and the exit is at the west end of 40th Street.

Highland Avenue is classified as a Collector street between 45th Street and Rosecrans Avenue. Rosecrans Avenue is classified as a Major Local street between Highland Avenue and Manhattan Avenue and as a local residential street between Manhattan Avenue and The Strand. All other internal streets are local residential streets.

The City has implemented localized traffic calming measures in the neighborhood in the past, all prior to the establishment of the City-Wide Neighborhood Traffic Management Program (NTMP) by the City Council on November 19, 2002. The primary purpose of the traffic calming measures was to reduce traffic and speeding on Ocean Drive without unduly impacting other neighborhood streets, particularly 40th Street west of Highland Avenue.

The traffic calming measures currently in place are illustrated on Exhibit A and include the following:

- Two speed humps on Ocean Drive, one between 38th Street and 38th Place and one between 42nd Street and Sea View Street (May 1988).
  - Signs on northbound Ocean Drive at Rosecrans Avenue and on northbound Manhattan Avenue at Rosecrans Avenue that state “Right Turn Only 5 to 10 AM Monday - Friday” (January 1998).
  - Signs on southbound Ocean Drive at 40th Street that state “Left Turn Required 3 to 8 PM Monday - Friday” (September 1998). To encourage compliance, the Police Department also places a temporary removable barricade in the southbound lane of Ocean Drive at 40th Street each weekday from 3:00 PM to 8:00 PM (August 2000).
  - Signs on eastbound 40th Street at Ocean Drive (at the exit from the Manhattan County Beach parking lot) that state “Left Turn Required 3 to 8 PM, Monday - Friday” (September 1998). To encourage compliance, the Police Department also places a temporary removable barricade in the eastbound lane of 40th Street at Ocean Drive each weekday from 3:00 PM to 8:00 PM (August 2000).
  - Stop signs (creating all-way stops) on Ocean Drive at 38th Street, 43rd Street (September 1998) and 41st Street (April 1999).
- 
- A right turn lane on southbound Highland Avenue at Rosecrans Avenue with “No Parking Monday – Friday 4 - 7 PM” signs on the west side of Highland Avenue from 38th Street to Rosecrans Avenue to increase the capacity of the Highland/Rosecrans intersection, thereby encouraging drivers to use Highland Avenue instead using of Ocean Avenue as a commuter route (June 1999).
  - Two speed bumps in the El Porto beach parking lot (August 2000).
  - Modification of the signal timing at three traffic signals along Highland Avenue in the North Manhattan Beach area, at Rosecrans, 40th Street and 45th Street, to increase the amount of time that the light is green for Highland Avenue and decrease the amount of green time for the cross streets (October 2000).

A detailed summary of the actions taken by the City from 1983 through 2000 is attached to this report.

### **DISCUSSION:**

More recently, residents of Kelp Street expressed their concerns to the City regarding the diversion of traffic onto their street due to the restrictions at the intersection of Ocean Drive and 40th Street, and requested that the restrictions be removed (petition attached). In response, on September 4, 2007, the City Council approved El Porto’s ranking as second on the list of new Neighborhood Traffic Plan areas. Most recently, in 2008, other residents have expressed concerns about speeding on Ocean Drive and have requested additional speed humps.

**Traffic Data Collection**

To determine the extent of the problems recently reported by residents and to assess the current effectiveness of the previous traffic calming measures, the City conducted traffic counts and a speed survey in July 2008. The following data was collected:

- AM and PM peak hour intersection counts on Thursday, August 14, 2008, and Saturday, August 16, 2008, at the intersections of 40th Street/Ocean Drive and 40th Street/Highland Avenue.
- Daily traffic counts on August 14 – 16, 2008 (Thursday – Saturday) at 13 key locations.
- A continuous speed survey on Ocean Drive between 44th Street and Shell Street on August 14 – 16, 2008 (Thursday-Saturday).
- Traffic collision data for neighborhood streets and intersections.

The weekday AM and PM peak hour intersection traffic volumes are illustrated on Exhibit B and the weekend AM and PM peak hour volumes are shown on Exhibit C. The weekday PM peak hour volumes also reflect the 3 PM to 8 PM restrictions at Ocean Drive and 40th Street. The current traffic controls, other than the traffic calming measures, are also indicated on Exhibit B.

**Traffic Analysis**

Over the years, traffic counts have been taken at the intersection of Ocean Drive and 40th Street to evaluate the effectiveness of the previous traffic calming measures. PM peak hour counts were taken in September 1998 prior to the installation of the signs, then in November and early December 1998 after the signs were installed, then one year later, in August 1999, and again in August 2008 to represent current conditions. The results of the series of weekday PM peak hour traffic counts are summarized in the table below.

LOCATION/ DIRECTION	PEAK HOUR TRAFFIC VOLUME (VEHICLES PER HOUR)					
	Without Signs (9/98)	With Signs (11-12/98)	With Signs (8/99)	With Signs No Barricade (6/00)	With Signs With Barricade (9/00)	With Signs With Barricade (8/08)
OCEAN DRIVE NORTH OF 40 <sup>TH</sup>						
Northbound	68	44	62	71	51	126
Southbound	418	52	57	173	58	28
OCEAN DR SOUTH OF 40 <sup>TH</sup>						
Northbound	61	35	39	43	36	44
Southbound	446	61	99	231	38	5
40 <sup>TH</sup> STREET EAST OF OCEAN						
Westbound	82	70	96	125	56	60
Eastbound	24	15	24	27	23	13

The primary objective of the traffic calming measures was to reduce the volume of traffic on southbound Ocean Drive during the afternoon commuter peak period. As shown in the table, the southbound traffic volume on Ocean Drive north of 40th Street was reduced from 418 vehicles per hour (vph) with the installation of the signs in 1998, and the barricades reduced it again in 2000 when compliance waned. Compliance has continued to increase, as shown by the current traffic volume of 28 vph, which reflects a total reduction of 93% over the last 10 years.

One of the concerns previously expressed by residents at the public hearings was that traffic on Ocean Drive would shift to 40th Street as a result of the signs, thereby creating a problem for the 40th Street residents. The above table indicates that the “before” volume on eastbound 40th east of Ocean Drive was 82 vph, whereas the volume after the signs were in place ranged from 70 to 125 vph. With the use of the portable barricades, the eastbound traffic volume on 40th Street dropped to 56 vph. Today, it is slightly higher, at 60 vph, but well below the original 82 vph.

Although most of the traffic volumes have decreased, the PM peak hour traffic volume on northbound Ocean Drive north of 40th Street has increased to 126 vph, which is 75 vph more than in 2000 with the barricades. A review of the intersection turning movement volumes indicates that this rise is due to an increase in traffic leaving the beach lot. It also reflects compliance with the Left Turn Required restriction on 40th Street. Exhibit B shows that during the weekday PM peak hour, 103 motorists complied with the restriction and made left turns, whereas 47 motorists ignored the Left Turn Required restriction on westbound 40th Street at Ocean Drive, with 46 going straight through and one turning right. It should be noted that there was 100% compliance for the Left Turn Required restriction on southbound Ocean Drive at 40th Street.

As previously mentioned, a concern that the residents have today is traffic being diverted from 40th Street to Kelp Street. Of the 103 motorists that complied with the Left Turn Required restriction at 40th Street during the PM peak hour and made left turns, 9 vehicles were observed to turn right onto Kelp Street and 10 vehicles were observed to turn right onto 41st Street.

The daily traffic volumes, both weekday and weekend, are shown on Exhibit D. The weekday volumes are the average of the Thursday and Friday counts. Daily traffic counts are usually recorded directionally, however, some of the neighborhood streets are too narrow to conduct two-way counts and the traffic volumes shown are the total of both directions (indicated by two-headed arrows). Daily traffic counts were not typically reported in previous reports, however, the weekday daily traffic volume on Ocean Drive was approximately 3,300 vehicles per day (vpd) in 1987, when the “El Porto Traffic Circulation and Parking Lot Ramp Study” was prepared. The current daily traffic volume is less than half of that, with an average of 1,436 vpd. As a comparison, daily traffic on Highland Avenue has decreased 1,036 vpd, from 29,140 vpd in August 1987 to 28,104 vpd in August 2008. Other current neighborhood daily weekday traffic volumes are 1,757 vpd on 40th Street, 196 vpd on Kelp Street and 251 vpd on 41st Street.

In response to recent resident concerns about speeding on Ocean Avenue, a speed survey was conducted on Ocean Drive between 44th Street and Shell Street during the same three days the traffic counts were collected. Count tubes were used to obtain a continuous speed survey. The speed limit on Ocean Ave. is 15 mph. The survey found 85th percentile speeds of 18 mph on

Thursday, 19 mph on Friday, and 17 mph on Saturday. On Thursday, 65% of the vehicles surveyed were traveling at or below the speed limit, with 62% traveling at or below the speed limit on Friday and 74% on Saturday. The highest recorded speed was 33 mph. One other speed was recorded above 30 mph, at 31 mph, otherwise all other speeds were below 30 mph during the three-day period. The table below compares the current weekday speed data with speed data collected for the previous studies.

DATE	AVERAGE SPEED (MPH)	85 <sup>TH</sup> PERCENTILE (MPH)	10 MPH PACE (MPH)
August 1987 (before speed humps)	19	23	Not Available
August 1988 (with speed humps)	20	24	Not Available
December 1997 (with humps, before signs)	18	22	12 to 21
January 1999 (with signs)	17	20	12 to 21
August 2008 (with signs and barricades)	12	19	10 to 19

The speed humps currently on 40th Street were recommended in the 1987 “El Porto Traffic Circulation and Parking Lot Ramp Study.” The results of the speed survey conducted a year after the speed humps were installed indicate that they were not effective. Nine years later however, in 1997, speeds had decreased 2 mph. With the installation of stop signs and traffic diversion signs on Ocean Drive in 1998, the average speed decreased another 1 mph and the 85th percentile speed decreased an additional 2 mph. Although the average speed on Ocean Drive has decreased by 5 mph since 1999, the 85th percentile speed decreased only 1 mph. The 10 mph pace speed has also decreased 2 mph over the last 9 years.

A review of the collision history within the neighborhood was conducted for the period between January 1, 2005 and December 31, 2007. The review reveals that there are no locations with elevated collision rates or traffic collision patterns within the neighborhood.

**Findings**

1. The “Left Turn Required 3 – 8 PM Monday – Friday” restrictions on southbound Ocean at 40th Street and on eastbound 40th Street at Ocean Drive continue to be effective in reducing southbound commuter traffic on Ocean Drive and in preventing a diversion of traffic onto 45th Street.
2. Of the 103 vehicles from the beach parking lot that were diverted from 40th Street during the peak hour, 9 vehicles were observed to use Kelp Street as an alternative route, and 10 vehicles were observed to use 41st Street.
3. The speed humps and stop signs appear to be only somewhat effective in reducing traffic speeds on Ocean Drive, however, the 85th percentile speed is less than 5 mph above the speed limit of 15 mph. The highest observed speed was 33 mph, with one other recorded above 30 mph. Typically, over 60% of the vehicles traveled at or below 15 mph.

***Public Input***

Staff has received several communications from the public in recent months regarding the existing traffic management plan and concerns with speeding. These are attached as Exhibit F. A public notice for this meeting was mailed to the property owners/residents of the North Manhattan Beach neighborhood.

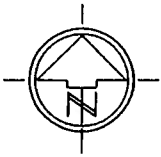
**RECOMMENDATION:**

It is recommended that the Commission direct staff to compile a list of possible traffic calming measures in a survey to the residents and return to the PPIC with recommendations to implement initial traffic calming measures.

**ATTACHMENTS:**

- Exhibit A: Neighborhood Vicinity Map Showing Existing Traffic Calming Measures
  - Exhibit B: Weekday Peak Hour Traffic Volumes-August 2008
  - Exhibit C: Weekend Peak Hour Traffic Volumes – August 2008
  - Exhibit D: Daily Traffic Volumes – August 2008
  - Exhibit E: Previous Actions and Requests Summary
  - Exhibit F: Related Correspondence
  - Exhibit G: City-Wide NTMP Flowchart
  - Exhibit H: NTMP Toolbox (Nov. 19, 2002)
  - Exhibit I: Copy of Notice
  - Exhibit J: North Manhattan Beach NTMP Notification Area
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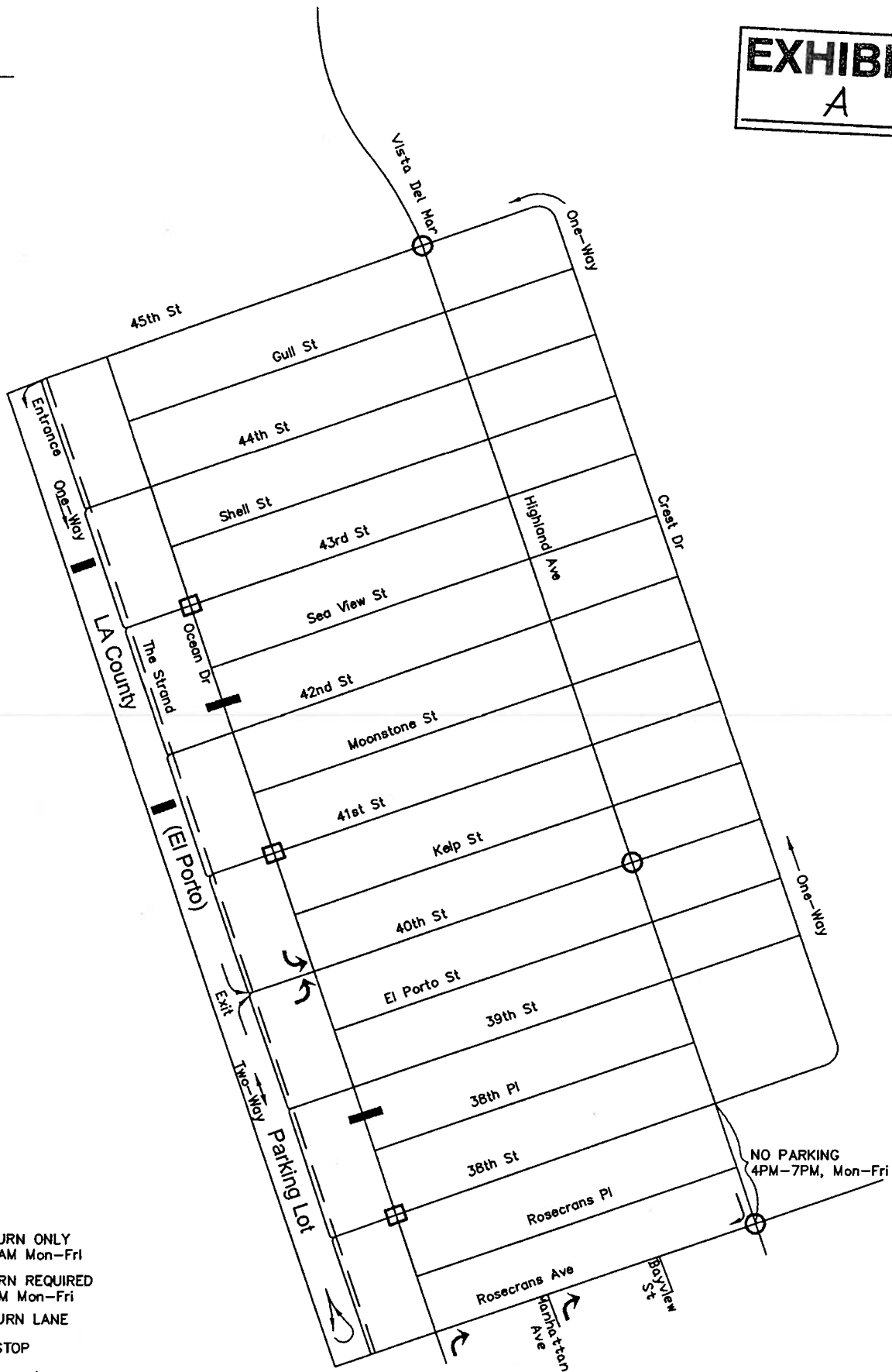
G:\Traffic Engineering\PPIC\PPIC-north manhattan beach NTMP.doc



No Scale

**EXHIBIT**

**A**



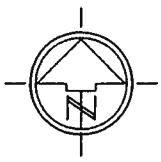
**LEGEND:**

- RIGHT TURN ONLY  
5AM-10AM Mon-Fri
- LEFT TURN REQUIRED  
3PM-8PM Mon-Fri
- RIGHT TURN LANE
- 4-WAY STOP
- SPEED HUMP/BUMP
- TRAFFIC SIGNAL TIMING MODIFIED



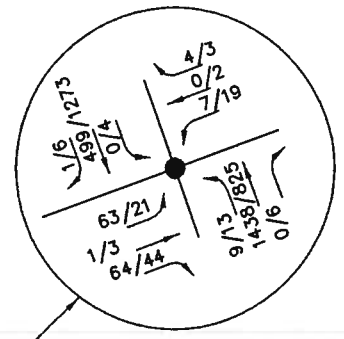
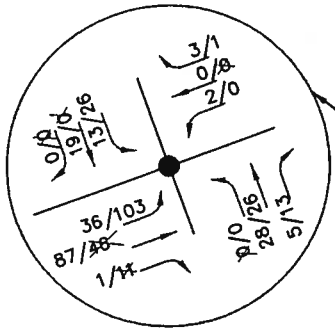
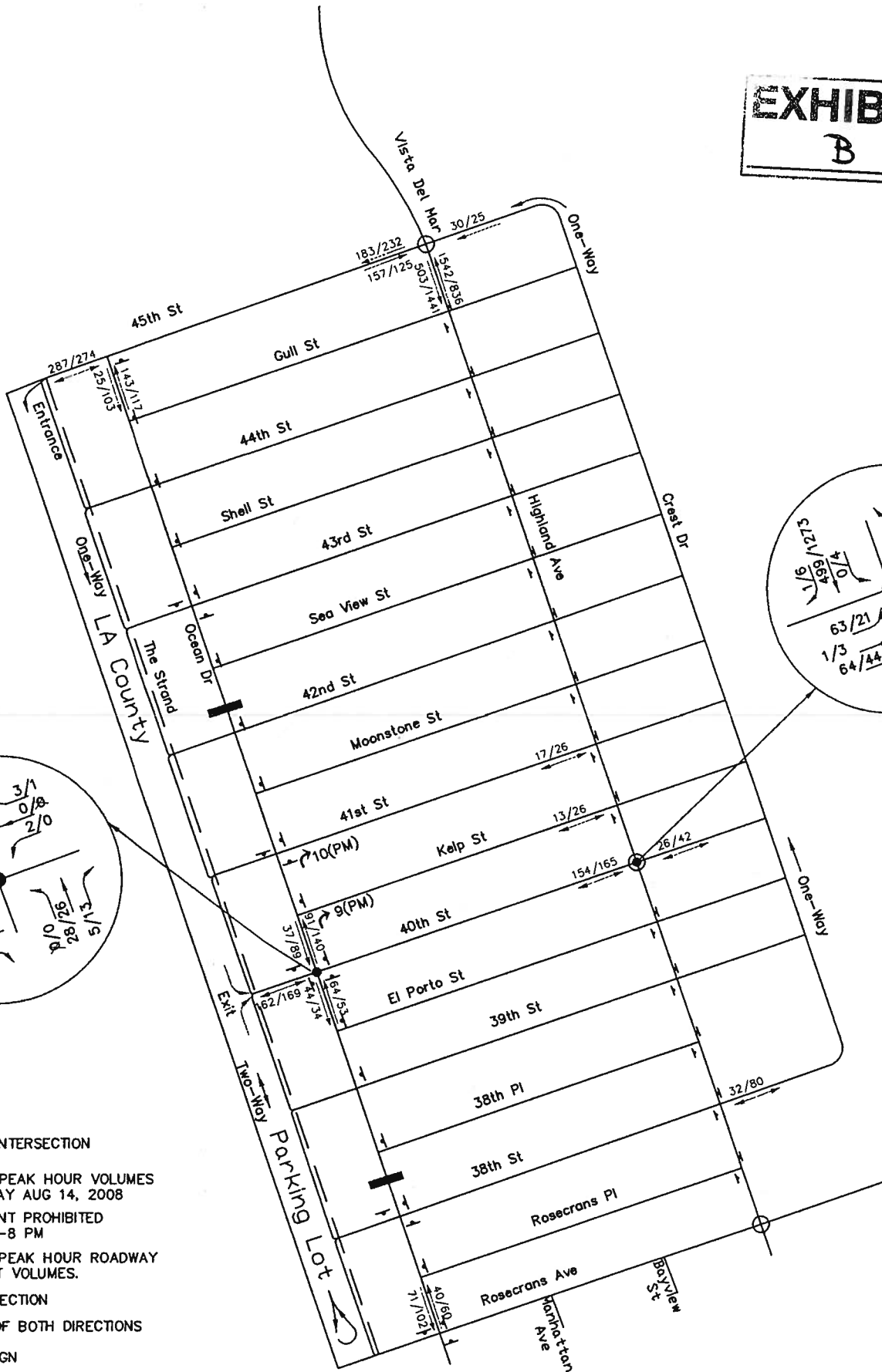
CITY OF MANHATTAN BEACH  
 NORTH MANHATTAN BEACH NTMP  
 EXISTING TRAFFIC CALMING MEASURES  
 EXHIBIT A





No Scale

# EXHIBIT B



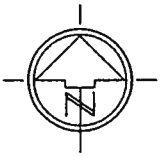
**LEGEND:**

- STUDY INTERSECTION
- 87/46 AM/PM PEAK HOUR VOLUMES THURSDAY AUG 14, 2008
- × MOVEMENT PROHIBITED FROM 3-8 PM
- 287/274 AM/PM PEAK HOUR ROADWAY SEGMENT VOLUMES.
- ← ONE DIRECTION
- ↔ TOTAL OF BOTH DIRECTIONS
- ⊥ STOP SIGN
- TRAFFIC SIGNAL
- ▬ SPEED HUMP

**WILLDAN**  
Engineering  
2401 E. KATELLA AVE., SUITE 450  
ANAHEIM, CA 92806-8073

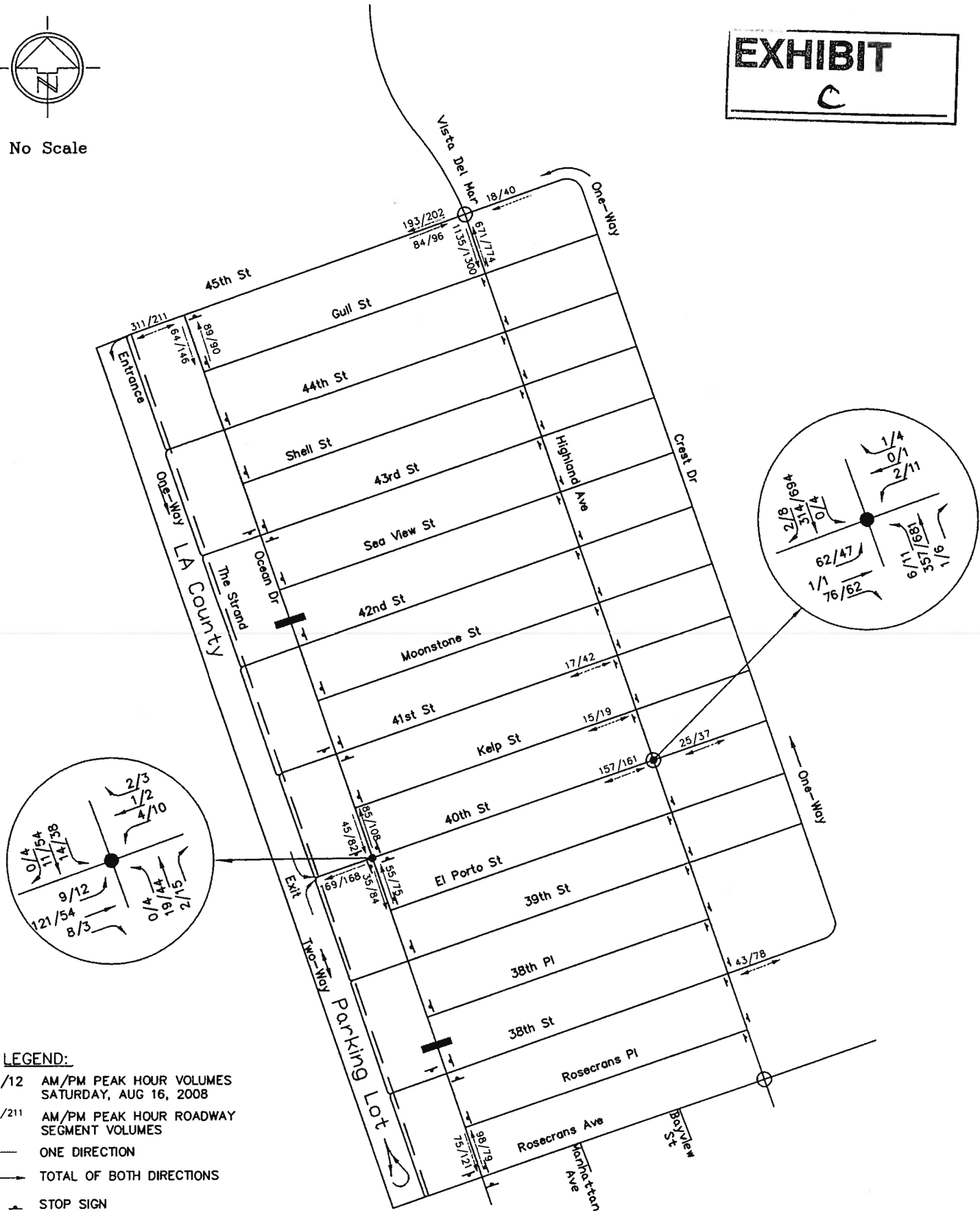


CITY OF MANHATTAN BEACH  
NORTH MANHATTAN BEACH NTMP  
WEEKDAY PEAK HOUR VOLUMES - AUGUST 2008  
EXHIBIT B



No Scale

# EXHIBIT C



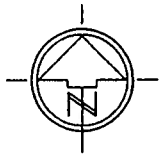
**LEGEND:**

- 9/12 AM/PM PEAK HOUR VOLUMES SATURDAY, AUG 16, 2008
- 311/211 AM/PM PEAK HOUR ROADWAY SEGMENT VOLUMES
- ← ONE DIRECTION
- ↔ TOTAL OF BOTH DIRECTIONS
- ▲ STOP SIGN
- TRAFFIC SIGNAL
- ▬ SPEED HUMP

**WILLDAN**  
Engineering  
2401 E. KATELLA AVE., SUITE 450  
ANAHEIM, CA 92806-8073

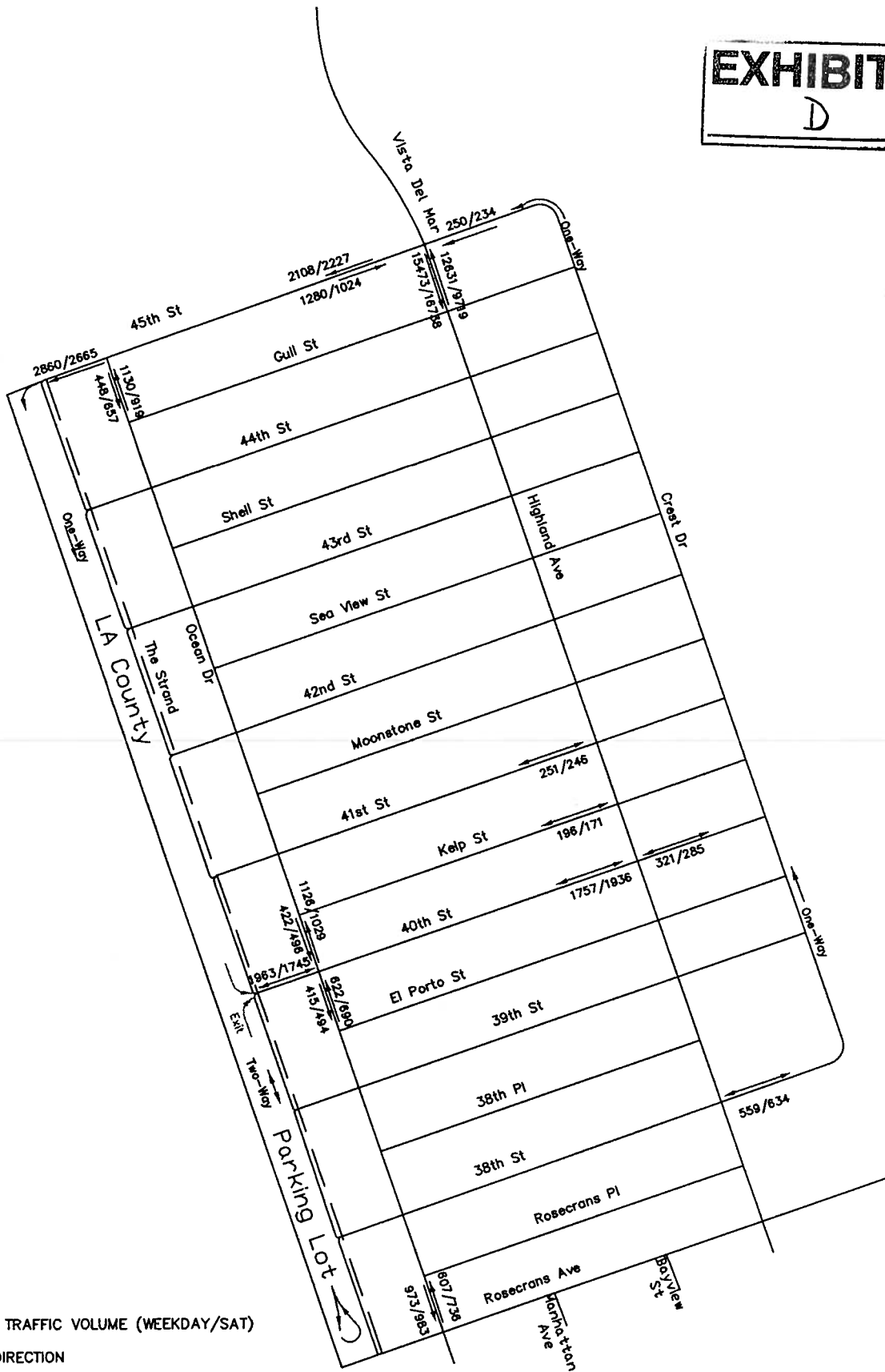


CITY OF MANHATTAN BEACH  
NORTH MANHATTAN BEACH NTMP  
WEEKEND PEAK HOUR VOLUMES - AUGUST 2008  
EXHIBIT C



No Scale

# EXHIBIT D





**LEGEND:**

11963/1745 DAILY TRAFFIC VOLUME (WEEKDAY/SAT)

- ← ONE DIRECTION
- ↔ TOTAL OF BOTH DIRECTIONS

\*NOTE:  
 WEEKDAY = AVERAGE OF THURSDAY, AUGUST 14 AND FRIDAY, AUGUST 15.  
 WEEKEND = SATURDAY, AUGUST 16

 <p><b>WILLDAN</b> Engineering</p> <p>2401 E. KATELLA AVE., SUITE 450 ANAHEIM, CA 92806-6073</p>		CITY OF MANHATTAN BEACH
		NORTH MANHATTAN BEACH NTMP
		DAILY TRAFFIC VOLUMES - AUGUST 2008
EXHIBIT D		

**EXHIBIT**  
**E**

**Previous Actions and Requests:**

According to City records, the City first evaluated the traffic concerns of residents in the North Manhattan Beach (formerly called El Porto) area since 1983. To address these concerns, the City conducted several studies and implemented a series of traffic calming measures in the neighborhood between 1983 and 2000. The following is a chronology of the City's actions:

- October 1983            The Department of Public Works completed a report on parking and traffic conditions in the El Porto area in response to concerns expressed by residents. Several hearings were held by the Public Works Commission regarding requests by the public to abandon the 40th Street exit to the El Porto beach parking lot and relocate it to Rosecrans Avenue. A concept plan was prepared, with the construction costs estimated at \$300,000 (1983 costs). Staff contacted the California Department of Parks and Recreation and the Los Angeles County Department of Beaches and Harbors to assist in the funding. They were generally supportive of the plan, but did not have the funds. No further progress was made.
- November 1987        The "El Porto Traffic and Circulation and Parking Lot Ramp Study" was prepared by the Department of Public Works and Police Department in response to renewed public requests to move the El Porto parking lot exit ramp from 40th Street to Rosecrans Avenue (residents of Rosecrans were opposed to this plan). The study concluded that the benefits might not justify the cost (up to \$515,000 in 1987 dollars), and the traffic would only be shifted from one place to another. The study also noted that the PM peak hour traffic volumes on 45th Street and on Ocean Avenue were higher than would be expected due to commuter traffic, and recommended that two speed humps be installed on Ocean Drive for a one-year demonstration period.
- May 1988              Speed humps were installed on Ocean Drive between Sea View Street and 42nd Street and between 38th Place and 38th Street. The speed humps remain in place today.
- December 11, 1997    The Parking and Public Improvements Commission (PPIC) held a public hearing in response to a petition from residents to address commuter traffic on Ocean Drive between Rosecrans Avenue and 45th Street. The PPIC voted to approve the installation of a barricade on southbound Ocean Drive at 40th Street and the installation of signs stating "right-turn only between the hours of 5:00 and 10:00 am on weekdays" on northbound Manhattan Avenue at Rosecrans Avenue and on northbound Ocean Drive at Rosecrans Avenue.
- January 6, 1998        The City Council approved the following:

- The placement of “Right Turn Only” signs on Rosecrans Avenue at both Ocean Drive and Manhattan Avenue on a six-month trial basis
- The replacement of a previously existing semi-diverter on the south leg of Ocean Drive at Rosecrans Avenue
- Traffic counts at 40th Street and Ocean Drive, forwarding this information to the PPIC for further study

“Right Turn Only M-F 5:00 am – 10 am” signs were installed in January 1998 and the partial diverter on Ocean Drive at Rosecrans Avenue was reconstructed in February 1998.

July 23, 1998

The PPIC reviewed the results of the traffic study conducted at the end of the six-month trial period and recommended the following to the City Council for approval:

- Placing a sign stating “Left Turn Only Between 3:00 and 7:00 pm” southbound on Ocean Drive at 40th Street
- Installing Stop signs on Ocean Drive at 38th and 43rd Streets (making them 4-way stops)
- Placing a sign stating “Right or Left Turn Only Between 3:00 and 7:00 pm” at the exit to the beach parking lot (40th at Ocean)
- Lengthening the cycle of the signal at 40th Street and Highland Avenue during the same hours
- Above actions to be reviewed by the PPIC in 3 months

The PPIC also directed staff to study the possibility of establishing a Right Turn Only lane for the evening hours on southbound Highland Avenue before Rosecrans Avenue. Also requested the City Council to consider whether the exit from the beach parking lot should be moved to Rosecrans Avenue, and consider placing speed bumps in the beach parking lot. Also recommended that “Beach Access” signs on Rosecrans Avenue be considered.

August 18, 1998

City Council approved the PPIC’s July 23, 1998 recommended actions. The signs were installed in September 1998.

January 5, 1999

City Council reviewed the results of the follow-up traffic study for the 3-month trial period for the turn restrictions at Ocean Drive and 40th Street and the new stop signs on Ocean Avenue at 38th and 43rd Streets. The Council voted to do the following:

- Authorize the PPIC to review the request for additional stop signs on Ocean Drive.
- Direct staff to conduct additional traffic counts utilizing the police speed trailer on the days/times similar to the days/times of previous counts taken using the police trailer.

- Approve the diversion measures to remain in place for an additional three months.
- Direct the PPIC to review the effectiveness of the traffic diversion measures in three months.

February 25, 1999 PPIC reviewed the Traffic Engineer's analysis and report and recommended that City Council approve the following:

- Installation of additional stop signs on Ocean Drive and 41st Street (for a 4-way stop)
- Installation of a right turn lane on southbound Highland Avenue at Rosecrans Avenue.

The PPIC also recommended that the implementation of the stop signs and right turn lane be staggered so their effects could be analyzed separately.

March 16, 1999 City Council approved PPIC's recommendations described above. The stop signs were installed in April 1999 and the right turn lane was installed in June 1999.

September 7, 1999 City Council reviewed the traffic diversion measures on Ocean Drive and voted to:

- Authorize staff to continue the signs at the intersection of Ocean Drive and 40th Street
- Direct staff to report back to Council in six months regarding signage alternatives, installation of speed bumps in the El Porto beach parking lot, and the possible relocation of the exit to the beach parking lot.

June 20, 2000 City Council re-evaluated the traffic diversion measures and voted to direct staff to do the following:

- Conduct a traffic study to obtain current counts prior to implementation of additional measures
- Install temporary barricades from 3:00 – 7:00 pm at 40th Street and Ocean (to reinforce the existing signage)
- Install speed bumps in the El Porto parking lot
- Coordinate traffic signals southbound on Highland Avenue
- Report back after 3-month trial period to review effectiveness of measures

Use of the barricades at Ocean Drive and 40th Street began in August 2000. Speed bumps were installed in the El Porto parking lot in August 2000 and the traffic signals were modified in October 2000.

- December 19, 2000 City Council reviewed the effectiveness of the traffic diversion measures and voted as follows:
- Continue the use of the signs at Ocean Drive and 40th Street and keep the temporary barricades, but extend the hours until 8:00 pm.
- The signs were changed in December 2000.
- February 2005 Kelp Street residents submitted a petition to the City requesting that the restrictions at Ocean Drive and 40th Street be removed.
- September 4, 2007 City Council approved the El Porto area's ranking as second on the list of new Neighborhood Traffic Management Plan areas.
- May 13, 2008 Mr. Ed Skebe, resident of Kelp Street, requested that the City initiate the NTMP study for the El Porto area.
- July 2008 The City initiated the current North Manhattan Beach area NTMP.
- July 29, 2008 City staff received correspondence from residents of Gull Street (6), Shell Street (1) and 44th Street (1) expressing concerns about speeding and asking that speed bumps be installed on Ocean Drive.
- 
- August 14-16, 2008 Traffic counts and speed surveys were collected in the El Porto area.



**EXHIBIT**  
**F**

City Hall

1400 Highland Avenue

Manhattan Beach, CA 90266-4795

Telephone (310) 545-5621

FAX (310) 545-5234

TDD (310) 546-3501

March 31, 2005

Mr. Ed Skebe  
210 Kelp Street  
Manhattan Beach, CA 90266

Re: Request To Eliminate Turn Restrictions – Ocean Drive at 40<sup>th</sup> Street

Dear Mr. Skebe:

Thank you for your petition requesting elimination of the various traffic flow restrictions at the intersection of Ocean Drive and 40<sup>th</sup> Street. Intrusion of commuter and visitor traffic into residential neighborhoods is a significant area of concern for Manhattan Beach residents.

In November 2002, the City Council approved the Citywide Neighborhood Traffic Management Program (NTMP). The program established a set of procedures to evaluate neighborhoods in an effort to improve livability of neighborhood streets. The Council also established a prioritized list of areas to be studied. We are currently working on studies for two neighborhoods in the eastern part of the City. The next area to be studied is neighborhoods surrounding our schools.

As your petition is considered an NTMP study, it can not be conducted until the necessary resources become available. Once resources are available, your petition/study area will be presented to the Council for prioritization. We believe the studies currently prioritized will occupy the available resources for the remainder of 2005.

If you have any questions or would like to discuss this matter further, please call me at (310) 802-5540.

Sincerely,

Rob Osborne  
Management Analyst  
Community Development Department



# PETITION TO THE CITY OF MANHATTAN BEACH

## 3-8 PM - EL PORTO TRAFFIC DIVERSION

### CURRENT POLICY:

In an attempt to dissuade southbound drivers approaching El Porto from using Ocean Drive during 3-8 PM rush hour traffic a diversion was established as follows:

- 1) Southbound drivers on Ocean Drive must turn left at 40<sup>th</sup> Street.
- 2) Drivers exiting the 40<sup>th</sup> Street parking lot must turn left at Ocean Drive.

### ISSUES:

- 1) Cars exiting the El Porto parking lot must turn left at Ocean Drive resulting in most taking the first street available, which is Kelp Street, to go up to Highland. The following issues exist:
  - A) Kelp is a smaller alley type street and is not designed for this type of traffic.
  - B) To turn right onto or cross Highland cars often position themselves away from the curb. As a result cars cannot enter until the car(s) have first exited. This creates a dangerous situation for the car waiting to enter as well as backs up traffic flow.
  - C) Drivers appear to be frustrated at the inconvenience resulting in rapid acceleration up Kelp creating dangerous situations.
  - D) There is no signal at Kelp and Highland and cars have a difficult time merging into or crossing traffic.
  - E) 40<sup>th</sup> Street was constructed as an access street; it is wider and is the only access street with a signal.
  - F) The 40<sup>th</sup> Street diversion forces traffic back down Ocean Drive, which defeats the whole intension of the original diversion, which was to stem the flow.
- 2) There is still a substantial amount of traffic that enters 45<sup>th</sup> Street to access Ocean Drive. Therefore, the current policy is not effective.

### RESOLUTION:

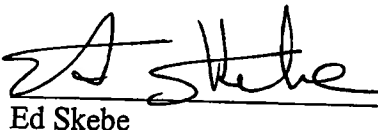
- 1) Eliminate the policy, remove the barriers, and allow normal flow.
- 2) All traffic exiting the El Porto parking lot to continue up 40<sup>th</sup> Street eliminating the mandatory left turn at Ocean Drive.

Requestor: Ed Skebe

210 Kelp Street

310-546-3839

February 8, 2005

  
Ed Skebe

210 Kelp St  
Address

2-15-05  
Date

Cell # Dave  
310-895-4235  
Green

# PETITION TO THE CITY OF MANHATTAN BEACH

## 3-8 PM - EL PORTO TRAFFIC DIVERSION

### CURRENT POLICY:

In an attempt to dissuade southbound drivers approaching El Porto from using Ocean Drive during 3-8 PM rush hour traffic a diversion was established as follows:

- 1) Southbound drivers on Ocean Drive must turn left at 40<sup>th</sup> Street.
- 2) Drivers exiting the 40<sup>th</sup> Street parking lot must turn left at Ocean Drive.

### ISSUES:

- 1) Cars exiting the El Porto parking lot must turn left at Ocean Drive resulting in most taking the first street available, which is Kelp Street, to go up to Highland.

The following issues exist:

- A) Kelp is a smaller alley type street and is not designed for this type of traffic.
  - B) Drivers appear to be frustrated at the inconvenience resulting in rapid acceleration up Kelp creating dangerous situations.
  - C) There is no signal at Kelp and Highland and cars have a difficult time merging into or crossing traffic.
  - D) 40<sup>th</sup> Street was constructed as an access street, it is wider and is the only access street with a signal.
- 2) There is still a substantial amount of traffic that enters 45<sup>th</sup> Street to access Ocean Drive. Therefore, the current policy is not effective.

### RESOLUTION:

- 1) Eliminate the policy, remove the barriers, and allow normal flow.
- 2) All traffic exiting the El Porto parking lot to continue up 40<sup>th</sup> Street eliminating the mandatory left turn at Ocean Drive.

Requestor:

Ed Skebe

210 Kelp Street 310-546-3839 February 8, 2005

Supporting signatures:

*John Wilson*  
John Wilson

Name

123 KELP

Address

02-22-05

Date

\_\_\_\_\_  
Name

\_\_\_\_\_  
Address

\_\_\_\_\_  
Date

\_\_\_\_\_  
Name

\_\_\_\_\_  
Address

\_\_\_\_\_  
Date



PETITION TO THE CITY OF MANHATTAN BEACH

3-8 PM - EL PORTO TRAFFIC DIVERSION

CURRENT POLICY:

In an attempt to dissuade southbound drivers approaching El Porto from using Ocean Drive during 3-8 PM rush hour traffic a diversion was established as follows:

- 1) Southbound drivers on Ocean Drive must turn left at 40th Street.
2) Drivers exiting the 40th Street parking lot must turn left at Ocean Drive.

ISSUES:

- 1) Cars exiting the El Porto parking lot must turn left at Ocean Drive resulting in most taking the first street available, which is Kelp Street, to go up to Highland. The following issues exist:
A) Kelp is a smaller alley type street and is not designed for this type of traffic.
B) Drivers appear to be frustrated at the inconvenience resulting in rapid acceleration up Kelp creating dangerous situations.
C) There is no signal at Kelp and Highland and cars have a difficult time merging into or crossing traffic.
D) 40th Street was constructed as an access street, it is wider and is the only access street with a signal.
2) There is still a substantial amount of traffic that enters 45th Street to access Ocean Drive. Therefore, the current policy is not effective.

RESOLUTION:

- 1) Eliminate the policy, remove the barriers, and allow normal flow.
2) All traffic exiting the El Porto parking lot to continue up 40th Street eliminating the mandatory left turn at Ocean Drive.

Requestor:

Ed Skebe

210 Kelp Street 310-546-3839 February 8, 2005

Supporting signatures:

Kevin McCarthy
Name

127 Kelp St.
Address Manhattan Beach, Ca

2-28-05
Date

Name

Address

Date

Name

Address

Date

# PETITION TO THE CITY OF MANHATTAN BEACH

## 3-8 PM - EL PORTO TRAFFIC DIVERSION

### CURRENT POLICY:

In an attempt to dissuade southbound drivers approaching El Porto from using Ocean Drive during 3-8 PM rush hour traffic a diversion was established as follows:

- 1) Southbound drivers on Ocean Drive must turn left at 40<sup>th</sup> Street.
- 2) Drivers exiting the 40<sup>th</sup> Street parking lot must turn left at Ocean Drive.

### ISSUES:

- 1) Cars exiting the El Porto parking lot must turn left at Ocean Drive resulting in most taking the first street available, which is Kelp Street, to go up to Highland. The following issues exist:
  - A) Kelp is a smaller alley type street and is not designed for this type of traffic.
  - B) Drivers appear to be frustrated at the inconvenience resulting in rapid acceleration up Kelp creating dangerous situations.
  - C) There is no signal at Kelp and Highland and cars have a difficult time merging into or crossing traffic.
  - D) 40<sup>th</sup> Street was constructed as an access street, it is wider and is the only access street with a signal.
- 2) There is still a substantial amount of traffic that enters 45<sup>th</sup> Street to access Ocean Drive. Therefore, the current policy is not effective.

### RESOLUTION:

- 1) Eliminate the policy, remove the barriers, and allow normal flow.
- 2) All traffic exiting the El Porto parking lot to continue up 40<sup>th</sup> Street eliminating the mandatory left turn at Ocean Drive.

Requestor:  
Ed Skebe

210 Kelp Street 310-546-3839 February 8, 2005

Supporting signatures:

Michael Smith

Name

131 KELP ST.

Address

2/21/05

Date

\_\_\_\_\_  
Name

\_\_\_\_\_  
Address

\_\_\_\_\_  
Date

\_\_\_\_\_  
Name

\_\_\_\_\_  
Address

\_\_\_\_\_  
Date

# PETITION TO THE CITY OF MANHATTAN BEACH

## 3-8 PM - EL PORTO TRAFFIC DIVERSION

### CURRENT POLICY:

In an attempt to dissuade southbound drivers approaching El Porto from using Ocean Drive during 3-8 PM rush hour traffic a diversion was established as follows:

- 1) Southbound drivers on Ocean Drive must turn left at 40<sup>th</sup> Street.
- 2) Drivers exiting the 40<sup>th</sup> Street parking lot must turn left at Ocean Drive.

### ISSUES:

- 1) Cars exiting the El Porto parking lot must turn left at Ocean Drive resulting in most taking the first street available, which is Kelp Street, to go up to Highland. The following issues exist:
  - A) Kelp is a smaller alley type street and is not designed for this type of traffic.
  - B) Drivers appear to be frustrated at the inconvenience resulting in rapid acceleration up Kelp creating dangerous situations.
  - C) There is no signal at Kelp and Highland and cars have a difficult time merging into or crossing traffic.
  - D) 40<sup>th</sup> Street was constructed as an access street, it is wider and is the only access street with a signal.
- 2) There is still a substantial amount of traffic that enters 45<sup>th</sup> Street to access Ocean Drive. Therefore, the current policy is not effective.

### RESOLUTION:

- 1) Eliminate the policy, remove the barriers, and allow normal flow.
- 2) All traffic exiting the El Porto parking lot to continue up 40<sup>th</sup> Street eliminating the mandatory left turn at Ocean Drive.

Requestor:  
Ed Skebe

210 Kelp Street 310-546-3839 February 8, 2005

Supporting signatures:

B. J. [Signature]  
Name

204 Kelp St  
Address

2-21-05  
Date

[Signature]  
Name

204 Kelp St  
Address

2-21-05  
Date

[Signature]  
Name

204 Kelp St  
Address

2-21-05  
Date

# PETITION TO THE CITY OF MANHATTAN BEACH

## 3-8 PM - EL PORTO TRAFFIC DIVERSION

### CURRENT POLICY:

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### ISSUES:

- 1) Cars exiting the El Porto parking lot must turn left at Ocean Drive resulting in most taking the first street available, which is Kelp Street, to go up to Highland. The following issues exist:
  - A) Kelp is a smaller alley type street and is not designed for this type of traffic.
  - B) Drivers appear to be frustrated at the inconvenience resulting in rapid acceleration up Kelp creating dangerous situations.
  - C) There is no signal at Kelp and Highland and cars have a difficult time merging into or crossing traffic.
  - D) 40<sup>th</sup> Street was constructed as an access street, it is wider and is the only access street with a signal.
- 2) There is still a substantial amount of traffic that enters 45<sup>th</sup> Street to access Ocean Drive. Therefore, the current policy is not effective.

### RESOLUTION:

- 1) Eliminate the policy, remove the barriers, and allow normal flow.
- 2) All traffic exiting the El Porto parking lot to continue up 40<sup>th</sup> Street eliminating the mandatory left turn at Ocean Drive.

Requestor:  
Ed Skebe

210 Kelp Street 310-546-3839 February 8, 2005

Supporting signatures:

Holly Knadler  
Name

205 Kelp Street  
Address (310) 546-5913

2/20/05  
Date

[Signature]  
Name

205 Kelp St  
Address

2/20/05  
Date

\_\_\_\_\_  
Name

\_\_\_\_\_  
Address

\_\_\_\_\_  
Date

# PETITION TO THE CITY OF MANHATTAN BEACH

## 3-8 PM - EL PORTO TRAFFIC DIVERSION

### CURRENT POLICY:

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### ISSUES:

- 1) Cars exiting the El Porto parking lot must turn left at Ocean Drive resulting in most taking the first street available, which is Kelp Street, to go up to Highland. The following issues exist:
  - A) Kelp is a smaller alley type street and is not designed for this type of traffic.
  - B) Drivers appear to be frustrated at the inconvenience resulting in rapid acceleration up Kelp creating dangerous situations.
  - C) There is no signal at Kelp and Highland and cars have a difficult time merging into or crossing traffic.
  - D) 40<sup>th</sup> Street was constructed as an access street, it is wider and is the only access street with a signal.
- 2) There is still a substantial amount of traffic that enters 45<sup>th</sup> Street to access Ocean Drive. Therefore, the current policy is not effective.

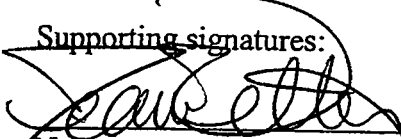
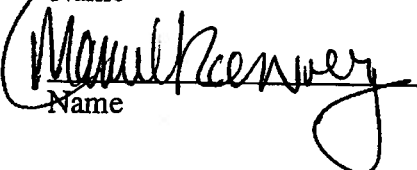
### RESOLUTION:

- 1) Eliminate the policy, remove the barriers, and allow normal flow.
- 2) All traffic exiting the El Porto parking lot to continue up 40<sup>th</sup> Street eliminating the mandatory left turn at Ocean Drive.

Requestor:  
Ed Skebe

210 Kelp Street 310-546-3839 February 8, 2005

Supporting signatures:

  
Name  
  
Name

207 Kelp St  
MB, 90206  
Address  
207 Kelp St.  
MB, 90206  
Address

02/20/05  
Date  
02/20/05  
Date

Name

Address

Date



# PETITION TO THE CITY OF MANHATTAN BEACH

## 3-8 PM - EL PORTO TRAFFIC DIVERSION

### CURRENT POLICY:

In an attempt to dissuade southbound drivers approaching El Porto from using Ocean Drive during 3-8 PM rush hour traffic a diversion was established as follows:

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### ISSUES:

- 1) Cars exiting the El Porto parking lot must turn left at Ocean Drive resulting in most taking the first street available, which is Kelp Street, to go up to Highland. The following issues exist:
  - A) Kelp is a smaller alley type street and is not designed for this type of traffic.
  - B) Drivers appear to be frustrated at the inconvenience resulting in rapid acceleration up Kelp creating dangerous situations.
  - C) There is no signal at Kelp and Highland and cars have a difficult time merging into or crossing traffic.
  - D) 40<sup>th</sup> Street was constructed as an access street, it is wider and is the only access street with a signal.
- 2) There is still a substantial amount of traffic that enters 45<sup>th</sup> Street to access Ocean Drive. Therefore, the current policy is not effective.

### RESOLUTION:

- 1) Eliminate the policy, remove the barriers, and allow normal flow.
- 2) All traffic exiting the El Porto parking lot to continue up 40<sup>th</sup> Street eliminating the mandatory left turn at Ocean Drive.

Requestor:  
Ed Skebe

210 Kelp Street 310-546-3839 February 8, 2005

Supporting signatures:

Emmy Phongphanich 208 Kelp St. 2/21/05  
Name Address Date

\_\_\_\_\_  
Name Address Date

\_\_\_\_\_  
Name Address Date

# PETITION TO THE CITY OF MANHATTAN BEACH

## 3-8 PM - EL PORTO TRAFFIC DIVERSION

### CURRENT POLICY:

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### ISSUES:

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  - C) There is no signal at Kelp and Highland and cars have a difficult time merging into or crossing traffic.
  - D) 40<sup>th</sup> Street was constructed as an access street, it is wider and is the only access street with a signal.
- 2) There is still a substantial amount of traffic that enters 45<sup>th</sup> Street to access Ocean Drive. Therefore, the current policy is not effective.

### RESOLUTION:

- 1) Eliminate the policy, remove the barriers, and allow normal flow.
- 2) All traffic exiting the El Porto parking lot to continue up 40<sup>th</sup> Street eliminating the mandatory left turn at Ocean Drive.

Requestor:

Ed Skebe

210 Kelp Street 310-546-3839 February 8, 2005

Supporting signatures:

Matt Catalano  
Name

212 Kelp St.  
Address

2/21/05  
Date

Ives Moraes  
Name

212 Kelp St  
Address

2/21/05  
Date

\_\_\_\_\_  
Name

\_\_\_\_\_  
Address

\_\_\_\_\_  
Date

(REVISED)  
See other sheet  
for names

# PETITION TO THE CITY OF MANHATTAN BEACH

## 3-8 PM - EL PORTO TRAFFIC DIVERSION

### CURRENT POLICY:

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### RESOLUTION:

- 1) Eliminate the policy, remove the barriers, and allow normal flow.
- 2) All traffic exiting the El Porto parking lot to continue up 40<sup>th</sup> Street eliminating the mandatory left turn at Ocean Drive.

Requestor:

Ed Skebe

210 Kelp Street 310-546-3839 February 8, 2005

Supporting signatures:

<u>Cammie Pasko/pasko</u>	<u>216 Kelp St.</u>	<u>2/21/05</u>
Name	Address	Date
_____	_____	_____
Name	Address	Date
_____	_____	_____
Name	Address	Date

# PETITION TO THE CITY OF MANHATTAN BEACH

## 3-8 PM - EL PORTO TRAFFIC DIVERSION

### CURRENT POLICY:

In an attempt to dissuade southbound drivers approaching El Porto from using Ocean Drive during 3-8 PM rush hour traffic a diversion was established as follows:

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  - B) Drivers appear to be frustrated at the inconvenience resulting in rapid acceleration up Kelp creating dangerous situations.
  - C) There is no signal at Kelp and Highland and cars have a difficult time merging into traffic.
- 2) There is still a substantial amount of traffic that enters 45<sup>th</sup> Street to access Ocean Drive. Therefore, the current policy is not effective.

### RESOLUTION:

- 1) Eliminate the policy, remove the barriers, and allow normal flow.
- 2) All traffic exiting the El Porto parking lot to continue up 40<sup>th</sup> Street eliminating the mandatory left turn at Ocean Drive.

Requestor:

Ed Skebe

210 Kelp Street 310-546-3839 February 8, 2005

Supporting signatures:

CUNNINGHAM

Burke Codrion

Name

212/219 Kelp St.

Address

Monday, Feb. 7 '05

Date

Burke Codrion

Name

216/218 Kelp St

Address

Monday, Feb. 7, '05

Date

Burke Codrion

Name

211 Kelp St.

Address

Monday, Feb. 7, '05

Date

# PETITION TO THE CITY OF MANHATTAN BEACH

## 3-8 PM - EL PORTO TRAFFIC DIVERSION

### CURRENT POLICY:

In an attempt to dissuade southbound drivers approaching El Porto from using Ocean Drive during 3-8 PM rush hour traffic a diversion was established as follows:

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### ISSUES:

- 1) Cars exiting the El Porto parking lot must turn left at Ocean Drive resulting in most taking the first street available, which is Kelp Street, to go up to Highland. The following issues exist:
  - A) Kelp is a smaller alley type street and is not designed for this type of traffic.
  - B) Drivers appear to be frustrated at the inconvenience resulting in rapid acceleration up Kelp creating dangerous situations.
  - C) There is no signal at Kelp and Highland and cars have a difficult time merging into or crossing traffic.
  - D) 40<sup>th</sup> Street was constructed as an access street, it is wider and is the only access street with a signal.
- 2) There is still a substantial amount of traffic that enters 45<sup>th</sup> Street to access Ocean Drive. Therefore, the current policy is not effective.


### RESOLUTION:

- 1) Eliminate the policy, remove the barriers, and allow normal flow.
- 2) All traffic exiting the El Porto parking lot to continue up 40<sup>th</sup> Street eliminating the mandatory left turn at Ocean Drive.

Requestor:  
Ed Skebe

210 Kelp Street 310-546-3839 February 8, 2005

Supporting Signatures:

  
Jared Bobbitt

Name

213 Kelp St.

Address

2/20/05

Date

  
Aimee Moon

Name

213 Kelp St.

Address

2/20/05

Date

Name

Address

Date

## Ana Stevenson

---

**From:** Webserver@govpartner.com  
**Sent:** Tuesday, July 29, 2008 9:31 PM  
**To:** Ana Stevenson  
**Subject:** Request Form Response

Ana,

You have received a new request.

The details of the request are presented below.

Request ID: 1457  
Request Form Name: Traffic Management Information  
Request Form Description: Complete this form to request traffic engineering information and information for modifying various traffic controls

Contact Details  
Prefix: Ms  
First Name: Kristi  
Last Name: Ambs  
Email:kristiams@yahoo.com  
Telephone:3232512036  
Address1:203 Gull Street  
Address2:  
City:Manhattan Beach  
State:CA  
Zip Code:90266

Please provide traffic location information as applicable  
Number:  
Direction: --  
Street: GULL  
Type: Street

Traffic Information Request  
Please describe your request below:

There have been so many cars speeding around not adhering to the speed limits. I suggest speed bumps in the el porto area on ocean maybe. Also I wish that we had permit parking. I am tired off the rif raf that has been parking around the area lately. Why don`t we have permit parking?

This is an automated email sent on 7/29/2008 9:30:35 PM - P. Time. DO NOT REPLY to this email.

Regards,  
The Intranet Team

## Ana Stevenson

---

**From:** Webservice@govpartner.com  
**Sent:** Thursday, July 31, 2008 11:03 AM  
**To:** Ana Stevenson  
**Subject:** Request Form Response

Ana,

You have received a new request.

The details of the request are presented below.

Request ID: 1464  
Request Form Name: Traffic Management Information  
Request Form Description: Complete this form to request traffic engineering information and information for modifying various traffic controls

### Contact Details

Prefix:  
First Name: Angelika  
Last Name: Carry  
Email:angelikacarry1@yahoo.com  
Telephone:310.292.1435  
Address1:112 Gull Street  
Address2:  
City:Manhattan Beach  
State:CA  
Zip Code:90266

Please provide traffic location information as applicable  
Number:  
Direction:  
Street: --  
Type:

Traffic Information Request  
Please describe your request below:

Speed bumps on Ocean Drive between 40th and 45th Street

This is an automated email sent on 7/31/2008 11:02:56 AM - P. Time. DO NOT REPLY to this email.

Regards,  
The Intranet Team

## Ana Stevenson

---

**From:** Webserver@govpartner.com  
**Sent:** Tuesday, July 29, 2008 2:22 PM  
**To:** Ana Stevenson  
**Subject:** Request Form Response

Ana,

You have received a new request.

The details of the request are presented below.

Request ID: 1453  
Request Form Name: Traffic Management Information  
Request Form Description: Complete this form to request traffic engineering information and information for modifying various traffic controls

Contact Details  
Prefix: Dr.  
First Name: Gregor  
Last Name: Sarkisian  
Email:gregorsark@gmail.com  
Telephone:310/546-7123  
Address1:120 Gull Street  
Address2:  
City:Manhattan Beach  
State:CA  
Zip Code:90266

Please provide traffic location information as applicable  
Number: 120 Gull Street  
Direction: --  
Street: OCEAN  
Type: Drive

Traffic Information Request  
Please describe your request below:

I would like to suggest the city look into installing speed bumps on Ocean between Rosecrans and 45th to slow down speeders. Today there was an incident on Gull and Ocean where a driver speed by, stopped, peeled out, and almost got into an altercation with a resident. There are many families with young children in this neighborhood and the excessive speeding on Ocean puts all of us at risk. Thanks for you consideration,  
Dr. Gregor V. Sarkisian

This is an automated email sent on 7/29/2008 2:21:56 PM - P. Time. DO NOT REPLY to this email.

Regards,  
The Intranet Team



## Ana Stevenson

---

**From:** Webserver@govpartner.com  
**Sent:** Tuesday, July 29, 2008 2:21 PM  
**To:** Ana Stevenson  
**Subject:** Request Form Response

Ana,

You have received a new request.

The details of the request are presented below.

Request ID: 1452  
Request Form Name: Traffic Management Information  
Request Form Description: Complete this form to request traffic engineering information and information for modifying various traffic controls

### Contact Details

Prefix:  
First Name: Elizabeth  
Last Name: Oristian  
Email:beth.oristian@gmail.com  
Telephone:858-354-5490  
Address1:216 Shell Street  
Address2:  
City:Manhattan Beach  
State:CA  
Zip Code:90266

Please provide traffic location information as applicable

Number:  
Direction: --  
Street: OCEAN  
Type: Drive

Traffic Information Request  
Please describe your request below:

Speeding is a huge issue along Ocean Drive. I live between Highland and Ocean on Shell Street and have continually been amazed at the amount of speeding that occurs along that road. I recommend a larger patrol of police officers (i have only seen them cruising on the strand, with no regard to traffic safety), more visible speed limit signage, and speed bumps. There are children that live in the neighborhood---it shouldn't take a tragedy to bring about a change.

This is an automated email sent on 7/29/2008 2:20:55 PM - P. Time. DO NOT REPLY to this email.

Regards,  
The Intranet Team

## Ana Stevenson

---

**From:** Webserver@govpartner.com  
**Sent:** Tuesday, July 29, 2008 2:04 PM  
**To:** Ana Stevenson  
**Subject:** Request Form Response

Ana,

You have received a new request.

The details of the request are presented below.

Request ID: 1451  
Request Form Name: Traffic Management Information  
Request Form Description: Complete this form to request traffic engineering information and information for modifying various traffic controls

Contact Details  
Prefix: Mr.  
First Name: Ryan  
Last Name: Mills  
Email:mills20lax@yahoo.com  
Telephone:310.808.7126  
Address1:117 Gull St.  
Address2:  
City:Manhattan Beach  
State:CA  
Zip Code:90266

Please provide traffic location information as applicable  
Number: 117  
Direction: --  
Street: GULL  
Type: Street

Traffic Information Request  
Please describe your request below:

We have people driving very fast on ocean with no regard to the speed limit. I`m very surprised that no kids, dogs or people haven't gotten hit. I hear people peeling out all the time around this neighborhood. Something has got to be done before people get heart or even worse, killed!

This is an automated email sent on 7/29/2008 2:03:52 PM - P. Time. DO NOT REPLY to this email.

Regards,  
The Intranet Team

## Ana Stevenson

---

From: Webservice@govpartner.com  
Sent: Tuesday, July 29, 2008 1:37 PM  
To: Ana Stevenson  
Subject: Request Form Response

Ana,

You have received a new request.

The details of the request are presented below.

Request ID: 1450  
Request Form Name: Traffic Management Information  
Request Form Description: Complete this form to request traffic engineering information and information for modifying various traffic controls

### Contact Details

Prefix:  
First Name: Jeff  
Last Name: Frederick  
Email:jrfred@gte.net  
Telephone:310-545-3137  
Address1:116 Gull St.  
Address2:  
City:Manhattan Beach  
State:CA  
Zip Code:90266

Please provide traffic location information as applicable

Number:  
Direction: --  
Street: OCEAN  
Type: Drive

Traffic Information Request  
Please describe your request below:

Put speed bumps on Ocean between Rosecrans and 45th. Too many kooks driving way too fast. Mostly people who do not live here...

This is an automated email sent on 7/29/2008 1:36:37 PM - P. Time. DO NOT REPLY to this email.

Regards,  
The Intranet Team

## Ana Stevenson

---

**From:** Webserver@govpartner.com  
**Sent:** Friday, August 01, 2008 12:30 PM  
**To:** Ana Stevenson  
**Subject:** Request Form Response

Ana,

You have received a new request.

The details of the request are presented below.

Request ID: 1469  
Request Form Name: Traffic Management Information  
Request Form Description: Complete this form to request traffic engineering information and information for modifying various traffic controls

### Contact Details

Prefix:  
First Name: Catherine  
Last Name: Galvin  
Email: catherine.galvin@spcorp.com  
Telephone: 310-545-9419  
Address1: 130 44th Street  
Address2:  
City: Manhattan Beach  
State: CA  
Zip Code: 90266

Please provide traffic location information as applicable  
Number:  
Direction: --  
Street: OCEAN  
Type: Drive

Traffic Information Request  
Please describe your request below:

There are a great deal of speeding cars in El Porto on Ocean Drive between Rosecrans and 45th Street. Putting in speed bumps on this road would be beneficial.

This is an automated email sent on 8/1/2008 12:30:28 PM - P. Time. DO NOT REPLY to this email.

Regards,  
The Intranet Team

## Ana Stevenson

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**From:** Webserver@govpartner.com  
**Sent:** Tuesday, July 29, 2008 11:37 AM  
**To:** Ana Stevenson  
**Subject:** Request Form Response

Ana,

You have received a new request.

The details of the request are presented below.

Request ID: 1448  
Request Form Name: Traffic Management Information  
Request Form Description: Complete this form to request traffic engineering information and information for modifying various traffic controls

Contact Details  
Prefix: Mr.  
First Name: Christopher  
Last Name: Miller  
Email: cpmiller15@yahoo.com  
Telephone: 310 384 2469  
Address1: 114 Gull St.  
Address2:  
City: Manhattan Beach  
State: CA  
Zip Code: 90266

Please provide traffic location information as applicable  
Number: 4409  
Direction: --  
Street: THE STRAND  
Type: --

Traffic Information Request  
Please describe your request below:

Hello,

As a resident of Manhattan Beach, I am appalled by the lack of traffic enforcement in the el porto area, particularly during the summer months. I live on the corner of Gull St. and the Strand, and not a day goes by that I don't watch cars fly by at speeds far in excess of the 15 MPH speed limit. There are children, pets, pedestrians, and cyclists who frequent these streets, and it is unacceptable that careless drivers (many from out of town who are here to enjoy our beaches) continue to speed through our neighborhood. On more than one account, I have seen people and animals come close to being struck by careless drivers, and I am sincerely concerned with this issue.

I am respectfully requesting that speedbumps be installed in the vicinity of our neighborhood, specifically between 42nd st. and 45th st., in order to control the speed of traffic.

Your response to our traffic problem would be greatly appreciated.

Thank you,  
Chris Miller

Manhattan Beach Resident  
114 Gull St.  
Manhattan Beach, CA 90266

This is an automated email sent on 7/29/2008 11:36:47 AM - P. Time. DO  
NOT REPLY to this email.

Regards,  
The Intranet Team

**From:** Ed SKEBE (DHL US) [mailto:Ed.Skebe@dhl.com]  
**Sent:** Thursday, October 09, 2008 10:54 AM  
**To:** Ana Stevenson  
**Cc:** Esteban M. Danna  
**Subject:** RE: El Porto Traffic Study Report

Ana,

Yes on Ocean Drive and the streets listed.  
Yes please add comments to staff report.

Thank you,  
Ed Skebe

---

**From:** Ana Stevenson [mailto:astevenson@citymb.info]  
**Sent:** Thursday, October 09, 2008 10:41 AM  
**To:** Ed SKEBE (DHL US)  
**Cc:** Esteban M. Danna  
**Subject:** RE: El Porto Traffic Study Report

You are welcome. With your permission, your email will be added to the staff report as public comments. I am assuming you refer to adding stops signs at 42nd and 44th Streets and Ocean Dr. and speed bumps between 41st & 42nd and 43rd & 44th Streets and Ocean Dr.

Thank you,

**Ana Stevenson**  
Management Analyst

City of Manhattan Beach  
1400 Highland Ave  
Manhattan Beach, CA 90266  
Phone: (310) 802-5540  
Fax: (310) 802-5501  
astevenson@citymb.info

---

**From:** Ed SKEBE (DHL US) [mailto:Ed.Skebe@dhl.com]  
**Sent:** Thursday, October 09, 2008 10:29 AM  
**To:** Ana Stevenson  
**Cc:** Esteban M. Danna  
**Subject:** RE: El Porto Traffic Study Report

Thank you Ana,

I have been quite involved with this issue and would appreciate having my recommendations considered.

Members of the police department, traffic and others I have spoken with all say the diversion was a bad idea and opening up to free flow is the general consensus. I feel that unrestricting the flow,

and adding two stop signs and speed bumps, would slow and discourage traffic flow.  
Suggestions:

Add stop signs at 42nd and 44th Streets.

Add speed bumps between 41st & 42nd and 43rd & 44th Streets.

Regards,  
Ed Skebe  
Cell 310-895-4235  
Home 310-545-3839

---



From: Ana Stevenson  
Sent: Wednesday, July 30, 2008 9:38 AM  
To: 'kristiams@yahoo.com'  
Subject: RE: Request Form Response

Dear Mr. Ambs,

Thank you for taking the time to complete the traffic engineering services request form advising us about the speeding on Ocean Drive in El Porto. You requested the installation of speed bumps. Currently, speed bumps are not an option because they have not been approved by City Council as part of our traffic toolbox except around schools. You also requested residential permit parking. Again, this is not currently an option because the State of California Coastal Commission has jurisdiction over parking in the coastal area, and historically they have opposed any kind of preferential parking that would limit access to any beach.

However, the City of Manhattan Beach has just started El Porto Parking and Traffic Study. In the following weeks, you will probably notice that there are speed and volume tracking devices installed on different streets in El Porto. We expect to complete the study by this fall. We will hold public hearings and present final recommendations to the City Council. I invite you to participate in this process and share with fellow residents and City's representatives your concerns about El Porto and Ocean Drive.

Please let me know if you have any questions or comments.

Sincerely,

Ana Stevenson  
Management Analyst

City of Manhattan Beach  
1400 Highland Ave  
Manhattan Beach, CA 90266  
Phone: (310) 802-5540  
Fax: (310) 802-5501  
astevenson@citymb.info

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

From: Webserver@govpartner.com [<mailto:Webserver@govpartner.com>]  
Sent: Tuesday, July 29, 2008 9:31 PM  
To: Ana Stevenson  
Subject: Request Form Response

Ana,

You have received a new request.

The details of the request are presented below.

Request ID: 1457

Request Form Name: Traffic Management Information Request Form Description:  
Complete this form to request traffic engineering information and information for  
modifying various traffic controls

Contact Details

Prefix: Ms

First Name: Kristi

Last Name: Ambs

Email:kristiamb@yaho.com

Telephone:3232512036

Address1:203 Gull Street

Address2:

City:Manhattan Beach

State:CA

Zip Code:90266

---

Please provide traffic location information as applicable

Number:

Direction: --

Street: GULL

Type: Street

Traffic Information Request

Please describe your request below:

There have been so many cars speeding around not adhering to the speed limits. I suggest speed bumps in the el porto area on ocean maybe. Also I wish that we had permit parking. I am tired off the rif raf that has been parking around the area lately. Why don`t we have permit parking?

This is an automated email sent on 7/29/2008 9:30:35 PM - P. Time. DO NOT REPLY to this email.

Regards,

The Intranet Team

**From:** Ed SKEBE (DHL US)

**Sent:** Tuesday, May 13, 2008 3:23 PM

**To:** 'pcohen@citymb.info'; 'mward@citymb.info'; 'jaldinger@citymb.info'; 'ntell@citymb.info'; 'rmontgomery@citymb.info'

**Cc:** 'jdolan@citymb.info'

**Subject:** El Porto Parking Study

**Importance:** High

Manhattan Beach Council Members,

In February 2005 the attached petition with thirty Kelp Street resident signatures was submitted for consideration. Since that time multiple written or verbal communications have been made, as well as addressed at five city council meetings, to initiate the process. During the September 4, 2007 meeting the council approved this petition to be next in line after pending studies were completed with a projected start in early 2008. I was just informed by Mr. Dolan that at this time no date can be projected, possibly not even this year.

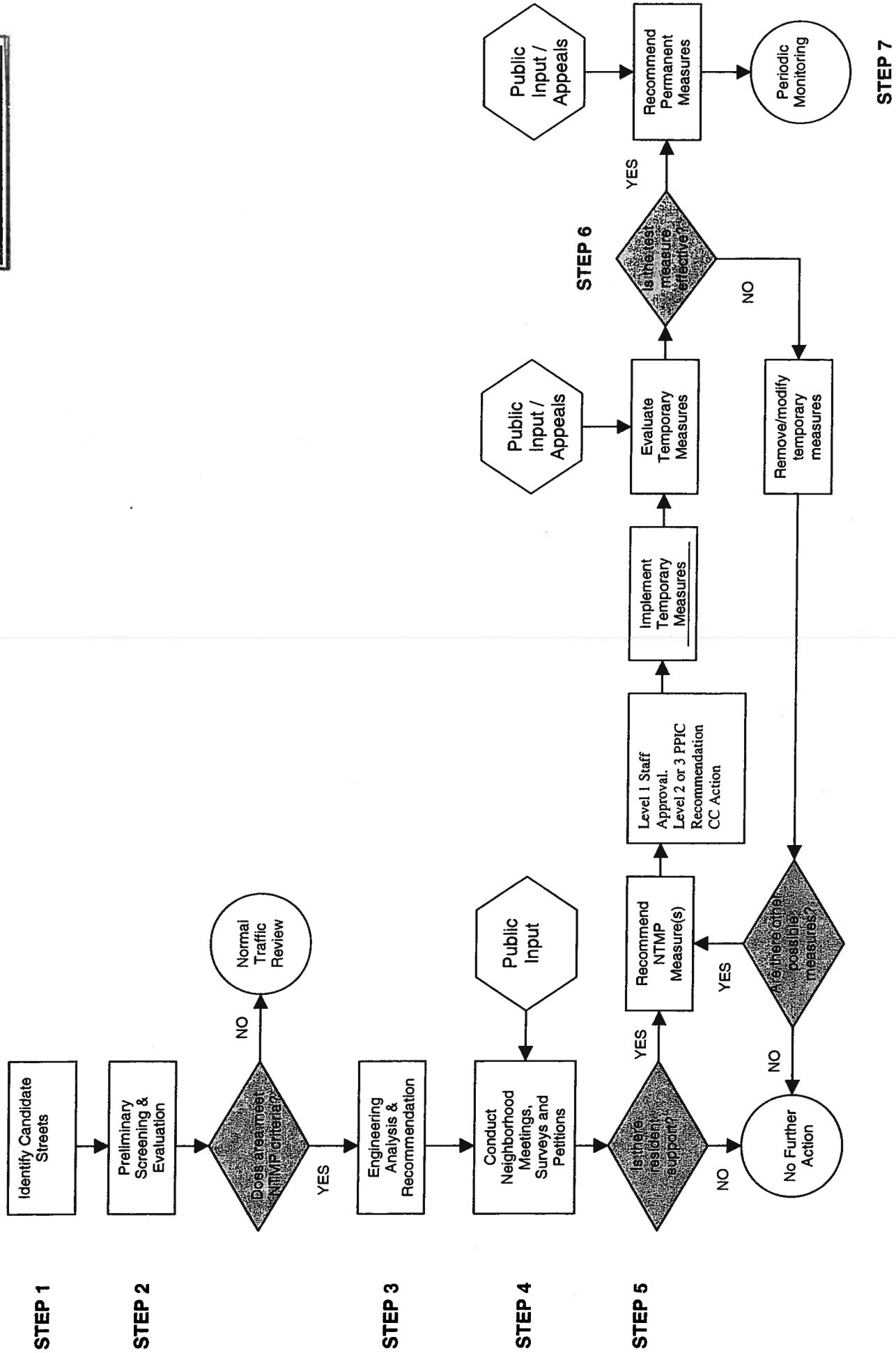
I understand the city has limited resources but 3 1/2 years and counting is a long time! Kelp was not designed as a through street and cars speeding up the hill pose a dangerous situation. I plea with the council to find resources to initiate the study.

Regards,  
Ed Skebe  
210 Kelp St  
Manhattan Beach

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# EXHIBIT G

## CITY OF MANHATTAN BEACH NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM PROCESS



**NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM TOOLBOX APPLICATION CRITERIA -NOVEMBER 19, 2002**

TRAFFIC MANAGEMENT MEASURE	PROBLEMS TARGETTED	STREET TYPE (1)	MINIMUM CRITERIA					OTHER CRITERIA
			VOLUME	SPEED	DIVERSION TO ADJACENT STREETS	GRADE		
<b>LEVEL ONE TOOLS</b>								
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	
Higher Visibility Crosswalk	- Moving Vehicle Violations - Running Stop Signs	All	>500 ADT	(3)	None expected	N/A	- At current crosswalk location - Near pedestrian generating use	
Pedestrian Crossing Signs	- Moving Vehicle Violations - Running Stop Signs	All	>500 ADT	(3)	None expected	N/A	- At current crosswalk location - Near pedestrian generating use	

**EXHIBIT**  
**H**

**NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM TOOLBOX APPLICATION CRITERIA –NOVEMBER 19, 2002**

TRAFFIC MANAGEMENT MEASURE	PROBLEMS TARGETED	STREET TYPE (1)	MINIMUM CRITERIA					OTHER CRITERIA
			VOLUME	SPEED	DIVERSION TO ADJACENT STREETS	GRADE		
Electronic Speed Limit Signs/ Larger Static Speed Limit 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.	
<b>LEVEL TWO TOOLS</b>								
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	
Crosswalk Warning System	- High Speeds - Pedestrian Safety	All	> 500 ADT	Critical speed is > 7 mph over posted speed	None expected	N/A	None	
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	

**NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM TOOLBOX APPLICATION CRITERIA –NOVEMBER 19, 2002**

TRAFFIC MANAGEMENT MEASURE	PROBLEMS TARGETED	STREET TYPE (1)	MINIMUM CRITERIA					OTHER CRITERIA
			VOLUME	SPEED	DIVERSION TO ADJACENT STREETS	GRADE		
<b>Entry Island (Neighborhood Identification Island)</b>	- 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	
<b>Mid-Block Narrowing</b>	- 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	
<b>Chokers at Intersections</b>	- 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)	Critical speed is > 7 mph over posted speed	None expected	Less than 10%	- Must not significantly impede emergency vehicle access	
<b>Lane Reduction/Lane Narrowing/ Restriping</b>	- 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 du to loss of parking	
<b>Stop Sign as Neighborhood Traffic Control Measure</b>	- High Speeds - Cut-through traffic	L, ML, RC (ALL IF NO RC)	> 15% of peak hour volume is cut-through traffic (between 500 and 2000 total ADT on the street)	(3)	Must meet diversion chart criteria	N/A	- Requires review by City Traffic Engineer and City Council approval	

**NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM TOOLBOX APPLICATION CRITERIA –NOVEMBER 19, 2002**

TRAFFIC MANAGEMENT MEASURE	PROBLEMS TARGETED	STREET TYPE (1)	MINIMUM CRITERIA				
			VOLUME	SPEED	DIVERSION TO ADJACENT STREETS	GRADE	OTHER CRITERIA
<b>Parking Restrictions</b>	- Non-Residential - Parking Intrusion	All	N/A	N/A	Review impacts to surrounding Streets	N/A	- Parking Study

**LEVEL THREE TOOLS**

<b>Raised Crosswalk</b>	- 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
<b>Raised Intersection</b>	- 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
<b>Traffic Circle</b>	- High Speeds - Accident History - Vehicle Conflicts	L, ML, RC (ALL IF NO RC)	From 500 to 5,000 ADT	Critical speed > 7 mph over posted speed	Must meet diversion chart criteria	Less than 10%	- Intersecting roadways must be of sufficient width - Loss of parking must be assessed



**NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM TOOLBOX APPLICATION CRITERIA –NOVEMBER 19, 2002**

TRAFFIC MANAGEMENT MEASURE	PROBLEMS TARGETED	STREET TYPE (1)	MINIMUM CRITERIA				
			VOLUME	SPEED	DIVERSION TO ADJACENT STREETS	GRADE	OTHER CRITERIA
<b>Restricted Movement Barrier</b>	- 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 meet drainage requirements - Must not significantly impede emergency vehicle access
<b>Entrance Barrier-Half Closure</b>	- 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
<b>Diagonal Divorter</b>	- 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

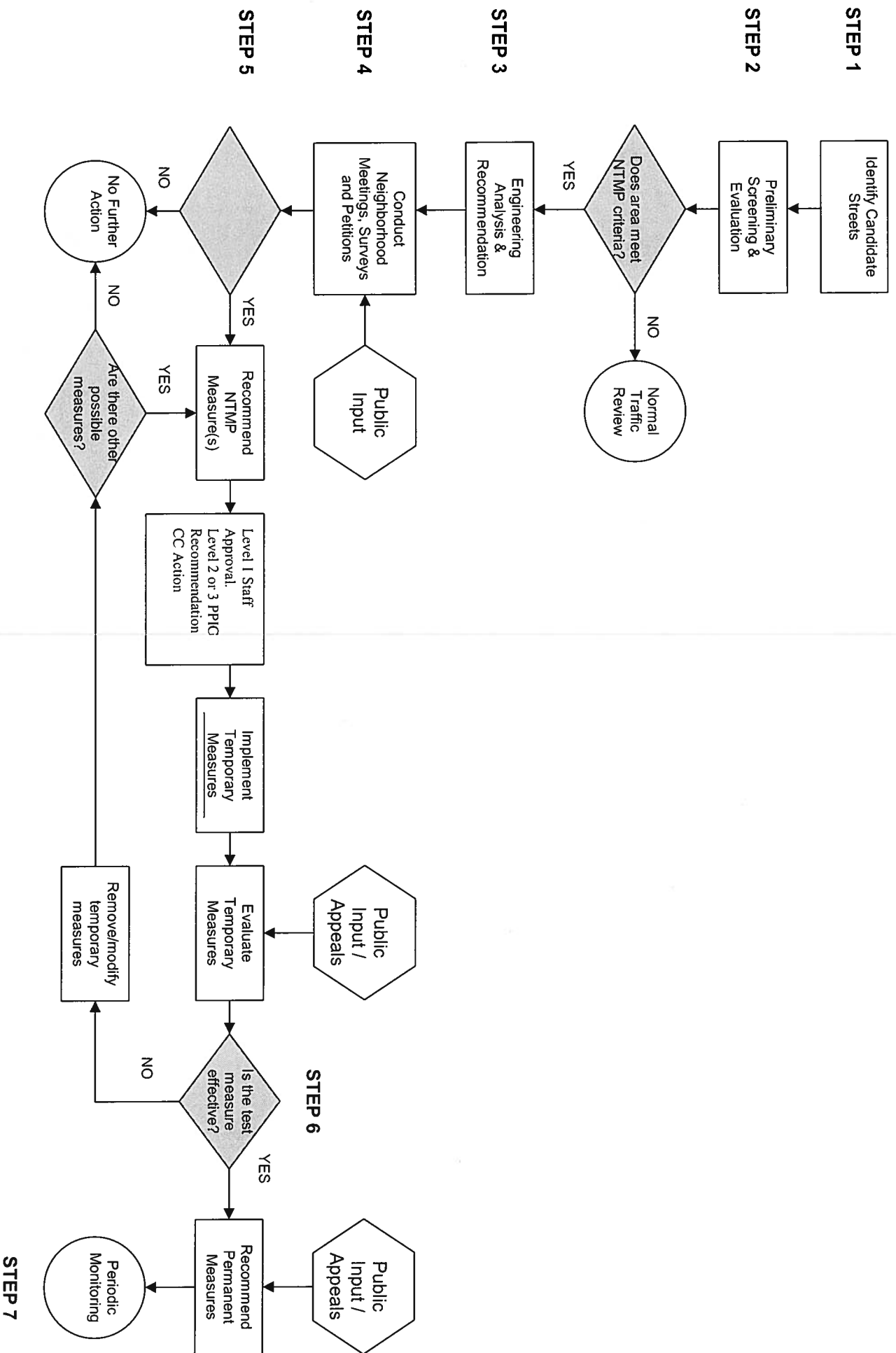
Notes:

- 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*

**CITY OF MANHATTAN BEACH  
NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM PROCESS  
EXHIBIT B**



**EXHIBIT**

**I**



**Public Hearing**  
**NORTH MANHATTAN BEACH**  
**NEIGHBORHOOD TRAFFIC MANAGEMENT PLAN**

The Parking and Public Improvements Commission (PPIC) will conduct a public workshop to review traffic measures implemented in 2003, including Ocean Drive, 40th Street, and Kelp Street, as directed by the City Council's 2008 Work Plan.

**PARKING AND PUBLIC IMPROVEMENTS COMMISSION**  
**NORTH MANHATTAN BEACH NEIGHBORHOOD TRAFFIC MANAGEMENT PLAN**  
**FOLLOW-UP STUDY**

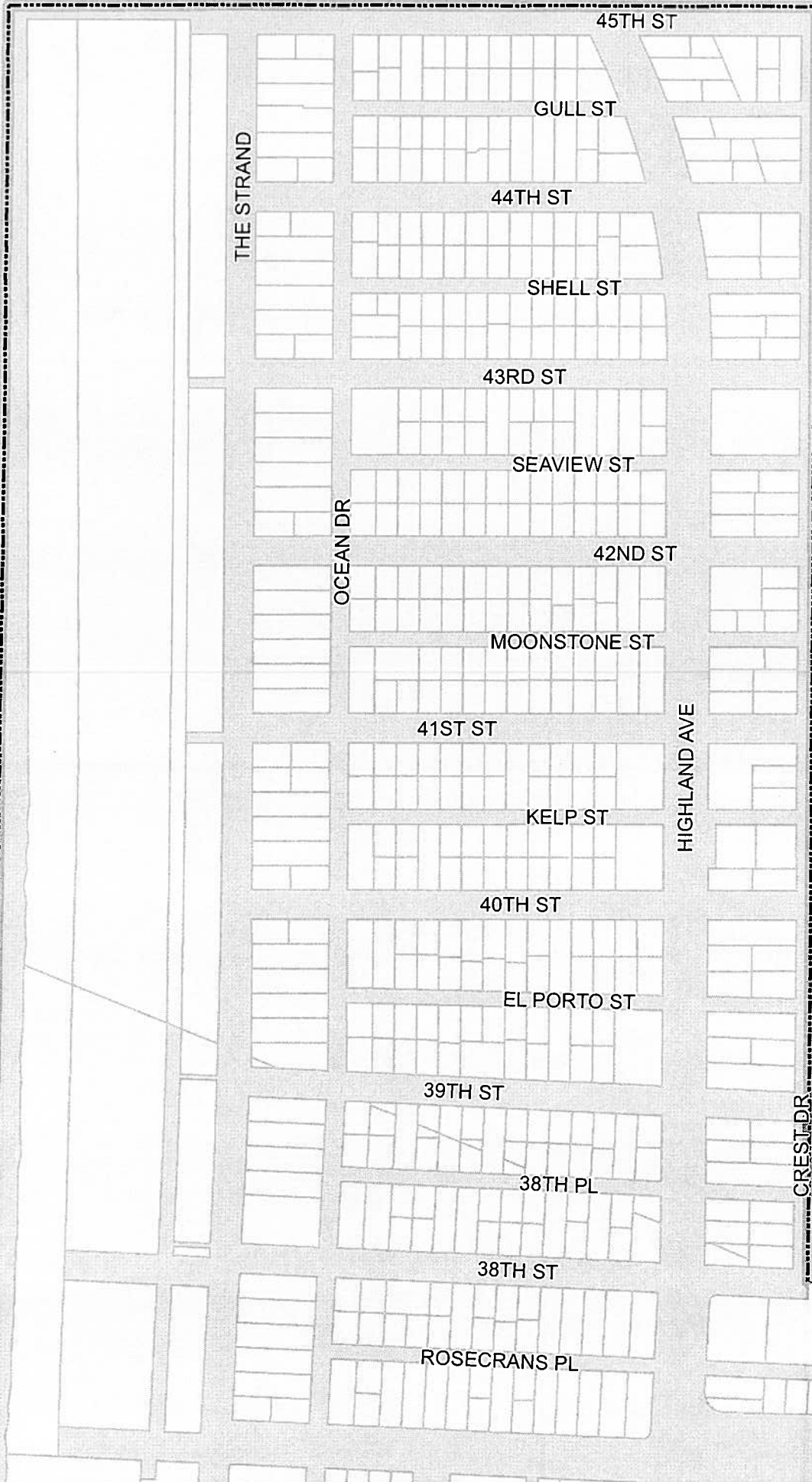
**WHEN: October 23, 2008 at 6:30 pm**

**WHERE: Council Chambers (1400 Highland Avenue)**



Residents and businesses are encouraged to attend and participate. The Staff Report will be available at [www.citymb.info](http://www.citymb.info) on October 17 after 5 pm.

For additional information, please call Esteban Danna at (310) 802-5514 or email at [edanna@citymb.info](mailto:edanna@citymb.info)

**North  
Manhattan  
Beach  
NTMP  
Notification  
Area**



**Legend**

-  Parcels
-  City Boundary



**City of Manhattan Beach  
Community Development**

**Exhibit J**

ROSECRANS AVE