



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

DATE: March 28, 2024

TO: Parking and Public Improvements Commission

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

SUBJECT: Discussion of Potential Traffic Calming Measures for the Oak Avenue / Manhattan Village Shopping Center Neighborhood Traffic Management Study

RECOMMENDATION

Based on the Traffic Engineer's analysis, it is recommended that the Commission pass a motion to recommend that the City Council approve the following traffic calming measures to supplement enforcement of speeding and stop sign violations in the Oak Avenue Neighborhood Traffic Management study area:

1. Install speed limit signs at all entrances to the residential neighborhood in the study area;
2. Construct curb, gutter and sidewalk to replace the painted edgeline in the curve at Ardmore Avenue and 33rd Street;
3. Conduct a pedestrian safety study at the intersection of Marine Avenue and Cedar Avenue;
4. Install four-way stop signs at the intersection of 17th Street and Oak Avenue;
5. Install four-way stop signs at the intersection of 19th Street and Oak Avenue;
6. Install four-way stop signs at the intersection of 19th Street and Elm Avenue;
7. Install four-way stop signs at the intersection of 18th Street and Cedar Avenue;
8. Prohibit parking on west side of Oak Avenue for 30 feet north of 27th Street and trim tree branches on northeast corner of Oak Avenue and 27th Street; and
9. Conduct a study to verify recurring non-resident parking intrusion and determine if a residential parking permit program would be appropriate on residential streets immediately west of the commercial properties along Sepulveda Boulevard between Manhattan Beach Boulevard and 33rd Street.

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 Ardmere 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.

On August 24, 2023, the Commission discussed the initial study area findings made by the City Traffic Engineer. The Commission also heard public testimony from six (6) residents who identified concerns and observations about traffic and speeding within the study area. This testimony as well as written comments received before and after the meeting were used to evaluate potential traffic calming measures.

The NTMP Program has been followed in conducting this study and related public outreach efforts. This report summarizes the current traffic conditions and the Traffic Engineer's analysis of potential traffic calming measures to address resident concerns at specific locations within the neighborhood. The Commission's recommendations will be forwarded to the City Council for their consideration and approval at a future meeting that will be noticed to the public.

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 Street 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 Streets. All other streets within the study area are Local Streets.

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.

Neighborhood Feedback

Prior to and subsequent to the September 27, 2023 meeting, the City received public comments from residents in the study area which are summarized below:

- A. High volumes and backed up traffic on Marine Avenue
- B. Speeding on 19th Street between Poinsettia Avenue and Oak Avenue
- C. Speeding on Oak Avenue (various locations)
- D. Requests for stop signs in all directions at 17th Street and Oak Avenue
- E. Petition for stop signs in all directions at 19th Street and Elm Avenue
- F. Requests for stop signs in all directions at 19th Street and Oak Avenue
- G. Pedestrian crossing concerns at Marine Avenue and Cedar Avenue
- H. Limited driver visibility at 18th Street and Cedar Avenue
- I. Safety concerns where Ardmore Avenue, 33rd Street and Oak Avenue join
- J. Cut-through traffic and failure to stop at the intersections along Magnolia Avenue
- K. Commercial parking in neighborhood around 30th Street and Oak Avenue
- L. Unsafe turning movements at Marine Avenue and 25th Street
- M. Pedestrian access needed on 30th Street between Oak Avenue and Sepulveda Boulevard

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 initial 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:

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 Two Tools

- Traffic Signal Adjustments to Discourage Cut-Through Traffic
- Turn Restrictions Via Signage
- Rumble Strips/Dots
- Speed Awareness and Electronic Signs
- 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

In addition to the NTMP toolbox, the City Traffic Engineer referred 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 various toolbox measures to address the identified concerns, the City Traffic Engineer recommends the following specific traffic calming measures below:

Enhanced Police Enforcement

Targeted police enforcement is recommended for locations with elevated speeds for the neighborhood, specifically Oak Avenue (entire length), 18th Street between Cedar Avenue and Magnolia Avenue, and 19th Street between Poinsettia Avenue and Oak Avenue. In addition, stop sign violations at intersections along Magnolia Avenue should be targeted for enhanced enforcement.

Speed Limit Signs

Speed limit signs should be posted on all streets entering residential neighborhood from arterial streets to remind drivers of the 25 MPH speed limit, including:

- 14th Street west of Sepulveda Boulevard;
- 18th Street east of Sepulveda Boulevard;
- 19th Street west of Sepulveda Boulevard;
- 22nd Street east of Sepulveda Boulevard;
- Cedar Avenue south of Marine Avenue;
- Magnolia Avenue south of Marine Avenue;
- Elm Avenue north of Manhattan Beach Boulevard; and
- Pine Avenue north of Manhattan Beach Boulevard.

Mid-block Narrowing

The existing painted edgeline and white delineator markers on Ardmore Avenue west of Oak Avenue are consistently run over and ignored. Eastbound speeds through the curve are too high for the driver sight distance needed to see vehicles at the intersection of Oak Avenue, or stopped vehicles waiting for the traffic signal at Sepulveda Boulevard. Construction of a raised curb in place of the painted edgeline would reduce approach speeds on Ardmore Avenue and increase sight distance for drivers on Oak Avenue. The narrowed roadway would provide sufficient parkway width to construct a sidewalk to connect the existing sidewalks on Ardmore Avenue and 33rd Street. A conceptual sketch of the narrowed roadway and sidewalk is attached as an exhibit attached to this report.

Pedestrian Crossing Evaluation

The City recently modified the turn lanes and signal timing at the intersection of Marine Avenue and Cedar Avenue to improve traffic and pedestrian safety. To accommodate dual southbound left turns and address concerns about pedestrian-vehicle conflicts, the crosswalk on the east leg of Marine Avenue was removed. This change has subsequently generated pedestrian crossing concerns. The Traffic Engineer has initiated a study to determine if any additional changes should be made to the crossing locations or signal timing at this intersection to enhance pedestrian safety further.

Multi-way Stop Signs

The State of California has established guidelines for the installation of stop signs. These criteria have been widely accepted and are used by the City of Manhattan Beach. Multi-way or all-way stop controls are generally recommended when one or more of the State criteria are satisfied and indicate the existing traffic control devices are not sufficient to assign proper right-of-way and cannot be remedied through some other means. The Traffic Engineer has evaluated five locations for multi-way stop signs, which are summarized below and detailed in Stop Sign Warrant Checklists attached to this report:

1. 17th Street at Oak Avenue Stop Signs

A stop sign warrant checklist was completed that indicates multi-way stop signs are warranted at this intersection. This intersection has sufficient right-of-way controls with two-way stop signs and does not meet minimum street volumes or collision history criteria. However, the short distance to Sepulveda Boulevard and restricted sight distance of approaching vehicles in the westbound direction combined with a

higher than expected approach speed on 17th Street are special conditions that justify stop signs in all directions.

2. *19th Street at Oak Avenue Stop Signs*

A stop sign warrant checklist was completed that indicates multi-way stop signs are warranted at this intersection. This intersection has sufficient right-of-way controls with two-way stop signs and does not meet minimum street volumes or collision history criteria. However, the short distance to Sepulveda Boulevard and restricted sight distance of approaching vehicles in the westbound direction combined with a higher than expected approach speed on 17th Street are special conditions that justify stop signs in all directions.

3. *19th Street at Elm Avenue Stop Signs*

A stop sign warrant checklist was completed that indicates multi-way stop signs are warranted at this intersection. This intersection has sufficient right-of-way controls with a stop sign on Elm Avenue and does not meet minimum minor street volumes or collision history criteria. However, the sight distance for drivers waiting at the stop signs on Elm Avenue is somewhat restricted due to property walls on the northeast corner. In addition, the narrow street width on the west leg require motorists in both directions to take turns sharing a single travel lane.

4. *18th Street at Cedar Avenue Stop Signs*

A stop sign warrant checklist was completed that indicates multi-way stop signs are warranted at this intersection. This intersection has sufficient right-of-way controls with a stop sign on the north approach and does not meet minimum street volumes or collision history criteria. However, the restricted sight distance of approaching vehicles in the westbound direction due to a vertical curve and a higher than expected approach speed on 17th Street are special conditions that justify stop signs in all directions. In addition, a high-visibility crosswalk should be installed on the north approach to connect the residential sidewalks to the commercial area along Sepulveda Boulevard.

5. *Oak Avenue at 27th Street Stop Signs*

A stop sign warrant checklist was completed that indicates multi-way stop signs are not warranted at this intersection. This intersection has sufficient right-of-way controls with a stop sign on the east and west approaches and does not meet minimum street volumes or collision history criteria. There are sight obstruction on the northwest and northeast corners that can be remediated by the removal of one street parking space on the west side of Oak Avenue north of 27th Street, and the trimming of overgrown tree branches on the northeast corner. The speed surveys do not indicate prevalent speeding on Oak Avenue.

Resident Parking Permit Zone

There is heavy parking demand during the day near the intersection of Oak Avenue and 30th Street on weekdays. Field observations confirm that employees of businesses along

Sepulveda Boulevard are parking in the neighborhood west of the street barrier on 30th Street. Parking is also heavy along Oak Avenue between Manhattan Beach Boulevard and 17th Street in locations where commercial properties abut Oak Avenue. While there is no sidewalk on 30th Street between the commercial and residential zones, there are gaps in the large pots dividing the two zones that allow for some pedestrian access. Constructing a fully accessible path through this street closure would allow residents to walk to and from businesses along Sepulveda Boulevard, but conversely might encourage more non-resident parking in the neighborhood west of Sepulveda Boulevard by employees of those businesses.

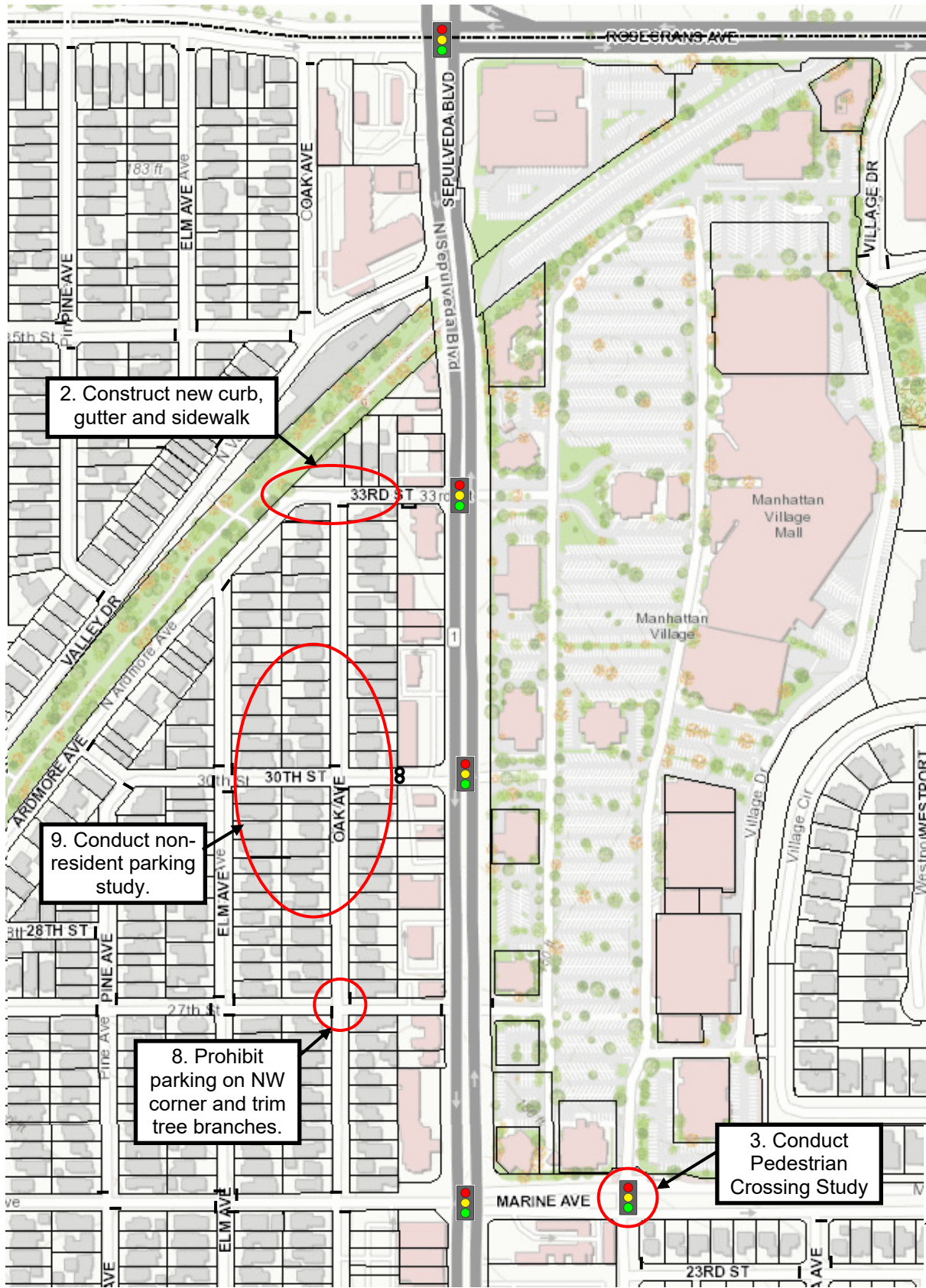
The City could consider a residential parking permit program in these two areas similar to the existing resident parking permit program east of Downtown. The existing parking program allows for short-term parking without a permit, while extended parking requires a permit hangtag, which would be issued to residents only. Prior to implementation, a parking study should be conducted to verify non-resident parking intrusion and confirm that residents are supportive of a parking permit program. The results of the study would be presented to the Commission for review and recommendations before being presented to City Council for approval of a new resident parking permit zone.

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.

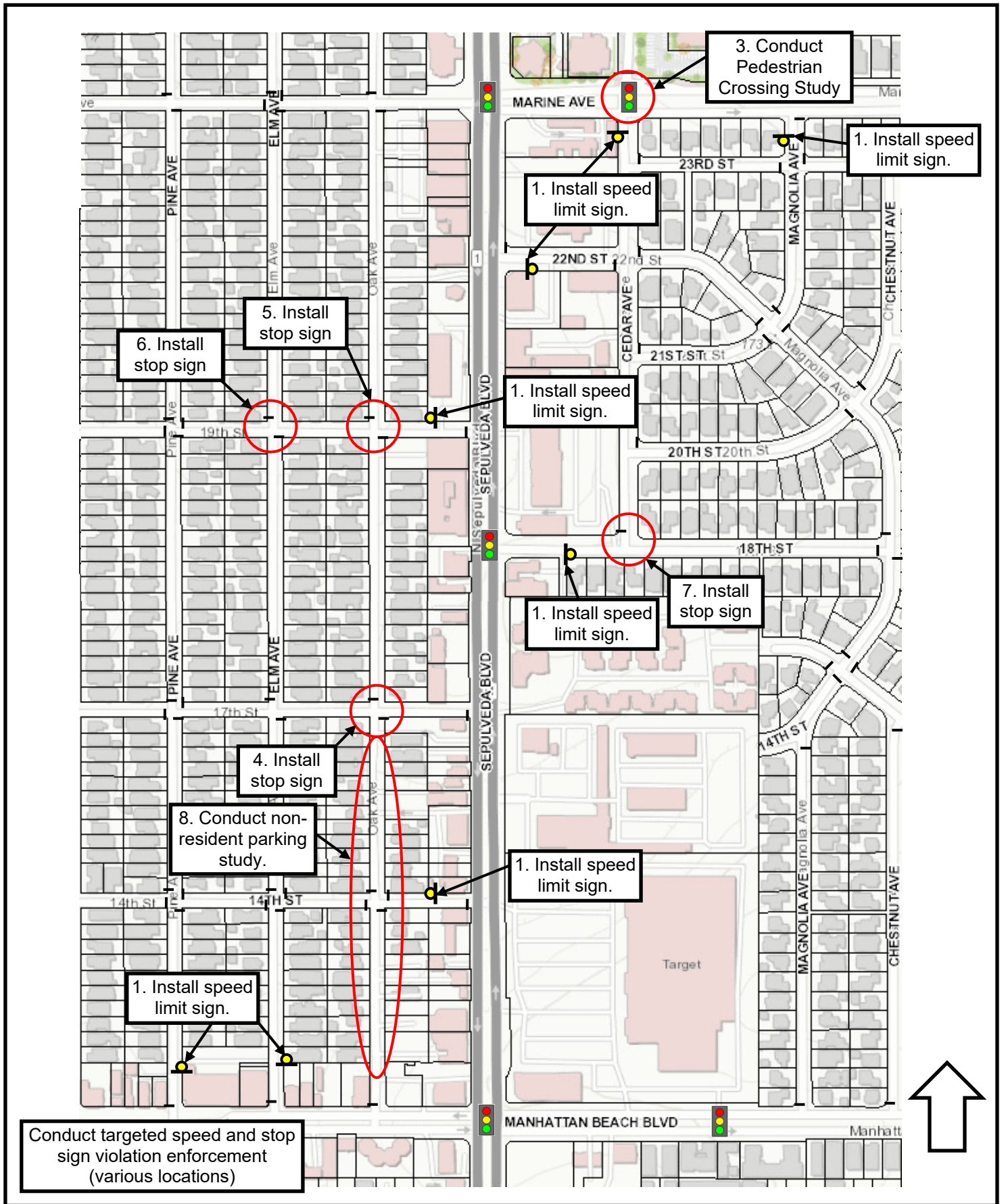
ATTACHMENTS:

- A. Recommended Initial Measures Map
- B. Daily Traffic Counts Map
- C. Speed Survey Map
- D. Traffic Collision Map
- E. Stop Sign Warrant Checklists
- F. Location Photos
- G. Mid Block Narrowing at Ardmore Avenue and 33rd Street at Oak Avenue
- H. August 24, 2023 PPIC Minutes
- I. [NTMP Handbook](#) (Link)
- J. Correspondence Received Before Posting of Agenda



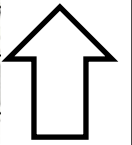
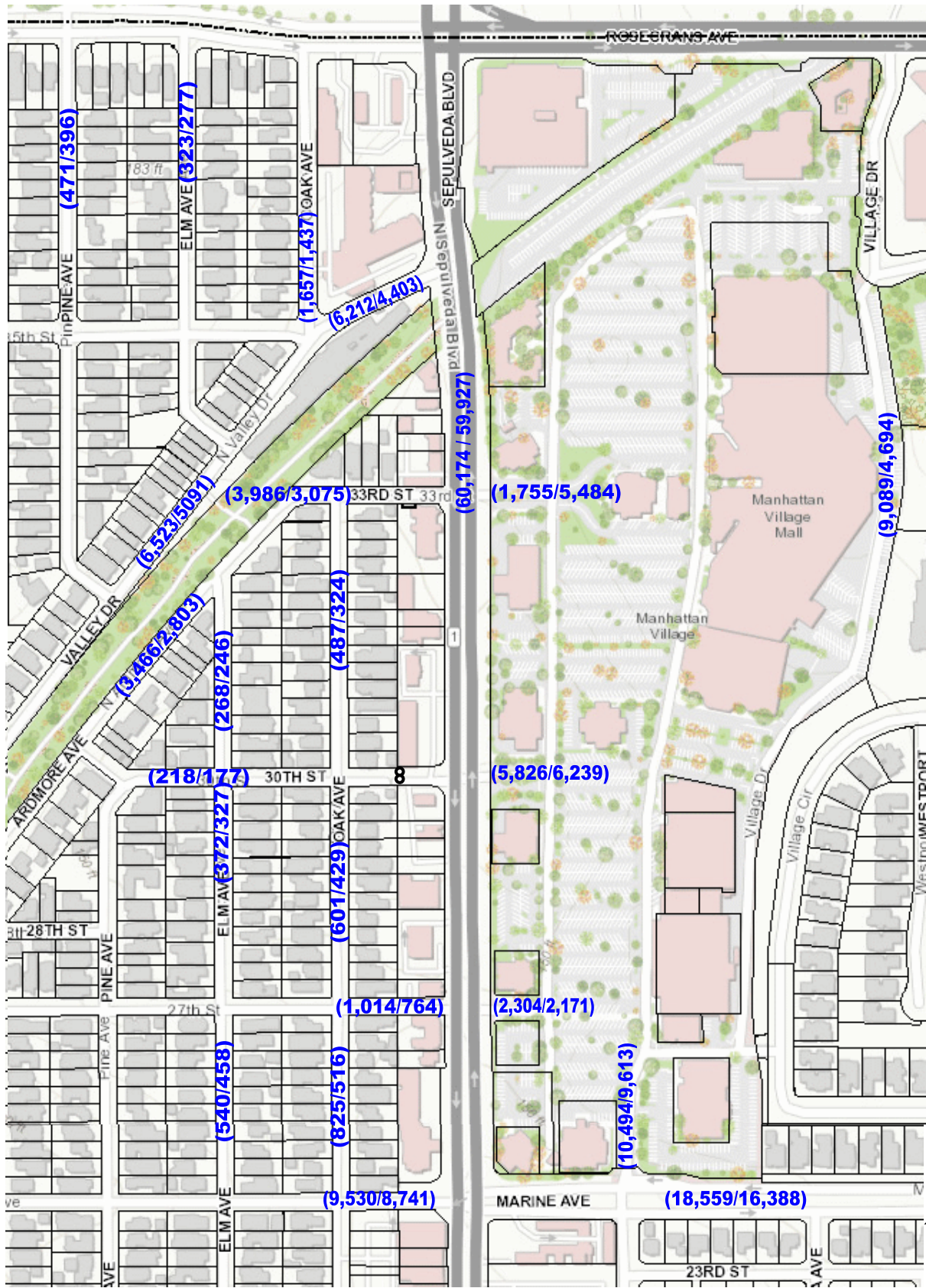
City of Manhattan Beach
 Community Development
 Traffic Engineering Division

**OAK AVENUE
 NEIGHBORHOOD TRAFFIC MANAGEMENT STUDY
 RECOMMENDED INITIAL MEASURES**



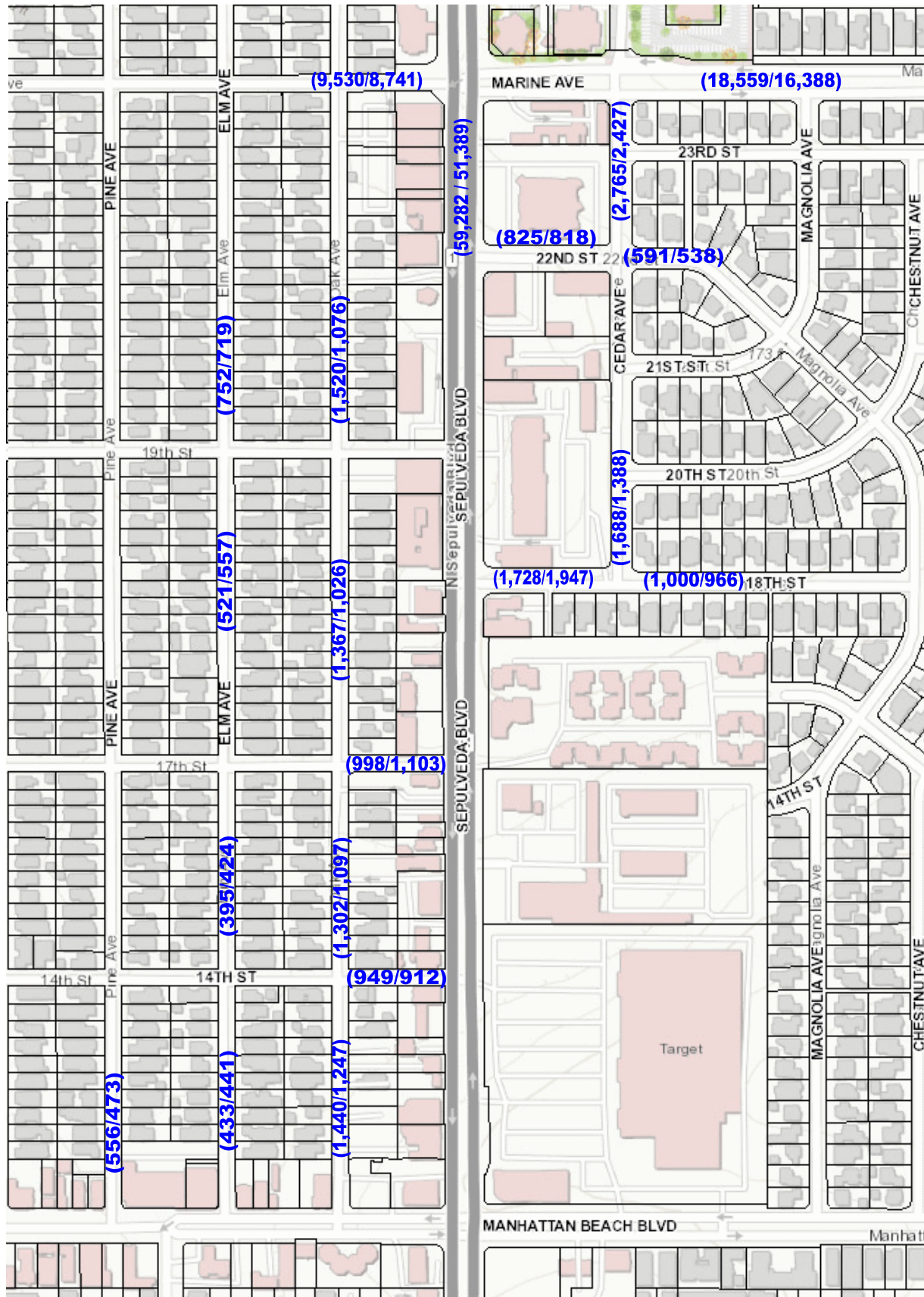
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 Traffic Engineering Division

**OAK AVENUE
 NEIGHBORHOOD TRAFFIC MANAGEMENT STUDY
 RECOMMENDED INITIAL MEASURES**



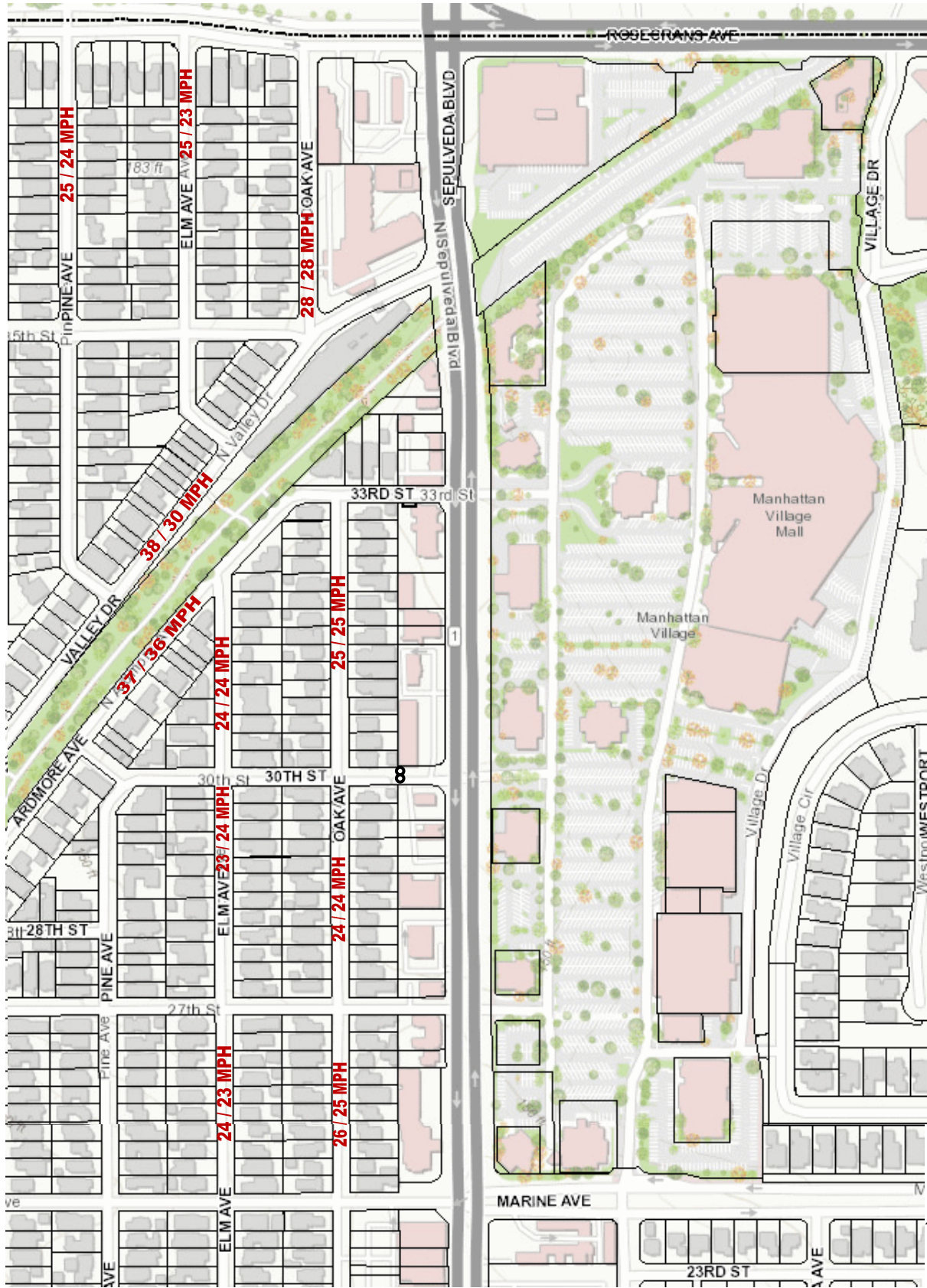
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OAK AVENUE
 NEIGHBORHOOD TRAFFIC MANAGEMENT STUDY
 DAILY TRAFFIC COUNTS (Before/After)



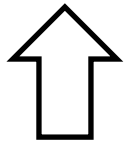
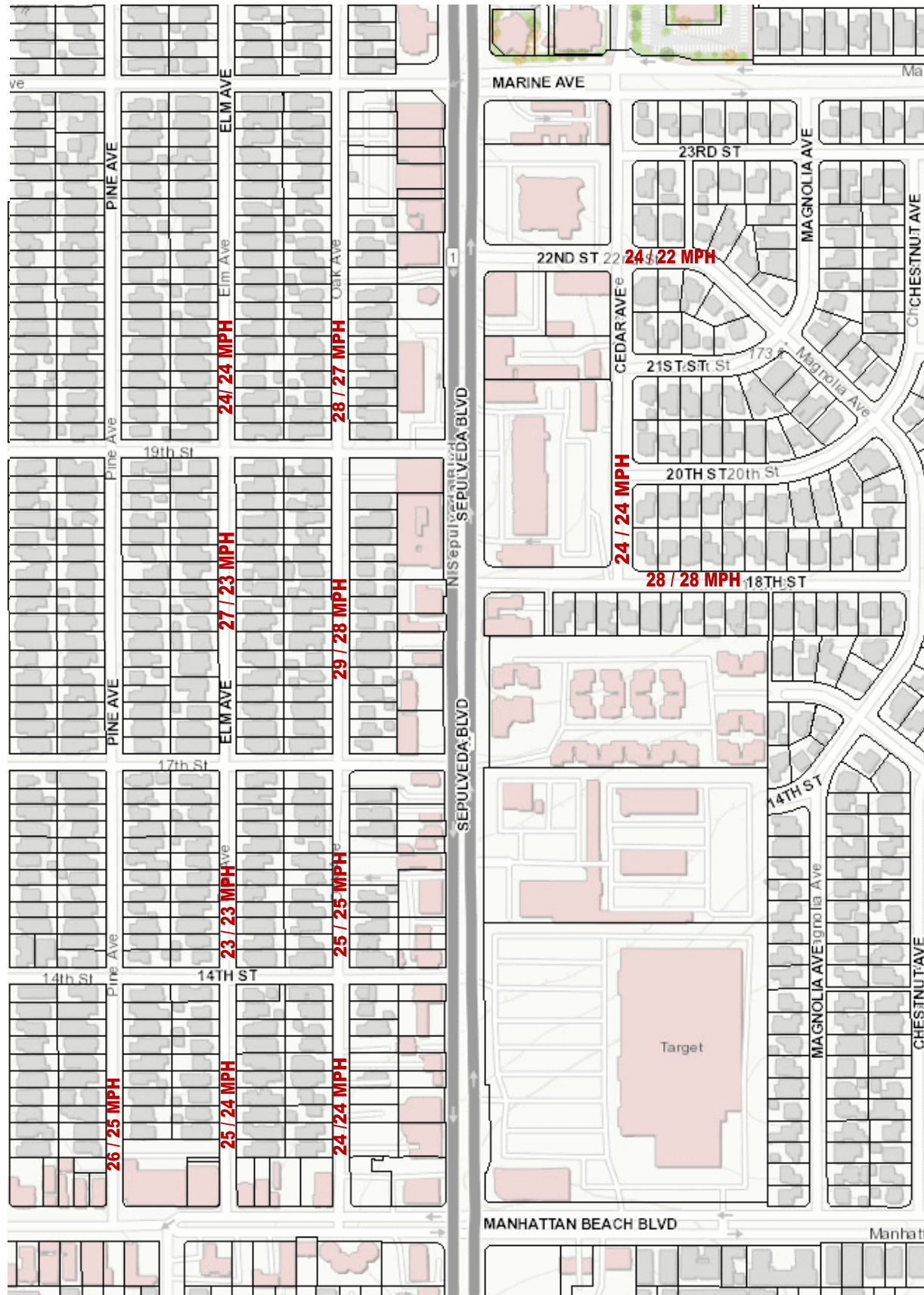
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OAK AVENUE
 NEIGHBORHOOD TRAFFIC MANAGEMENT STUDY
 DAILY TRAFFIC COUNTS (Before/After)



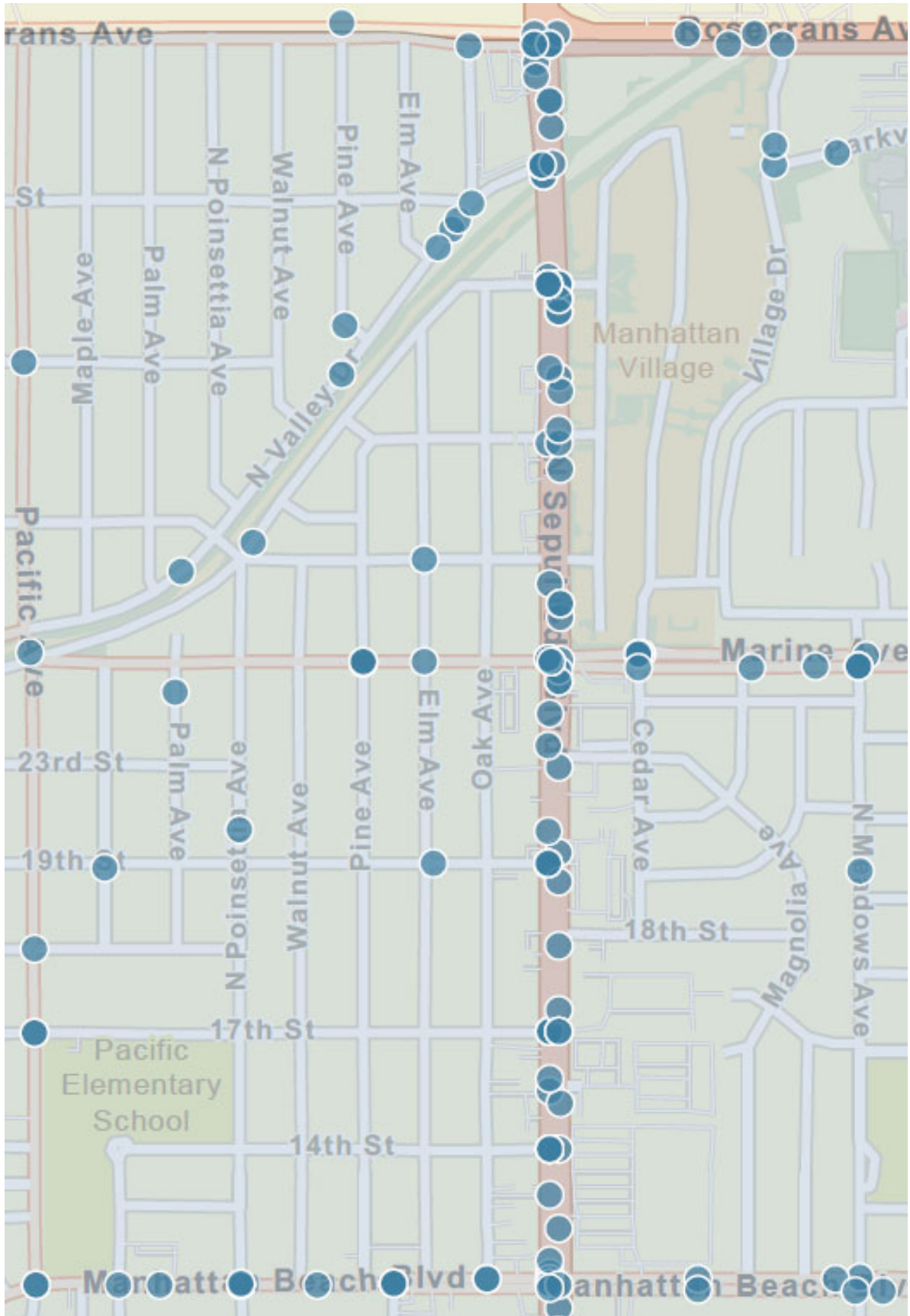
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OAK AVENUE
 NEIGHBORHOOD TRAFFIC MANAGEMENT STUDY
 SPEED SURVEY (Before/After)



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 Community Development
 Traffic Engineering Division

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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STOP SIGN WARRANT CHECKLIST

MAJOR STREET: 17th Street MINOR STREET: Oak Avenue

REQUESTED BY: Citizens DATE: 2/6/2024

REVIEWED BY: Erik Zandvliet

Warranted?

SINGLE STREET STOP SIGN WARRANTS

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

MULTI-WAY STOP SIGN WARRANTS

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

MULTI-WAY STOP SIGN WORKSHEET (CONTINUED)

MAJOR STREET: 17th Street 85TH SPEED - < 40 MPH

MINOR STREET: Oak Avenue DATE: 2/6/2024

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

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

Street	Min Volume	70%	80%	Ave.	Hour / Volume								
					9am	11am	12pm	1pm	2pm	3pm	4pm	5pm	
Major	300	210	240	91	82	77	99	73	86	106	105	96	
Minor	200	140	160	130	57	84	75	146	160	178	150	191	

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

Peak Average Delay	< 10 sec.
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COLLISION RECORD **WARRANTED** **YES** **NO**

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

DATE	TIME	DIRECTION	TYPE	CAUSE
2018	-	None	-	-
2019	-	None	-	-
2020	-	None	-	-
2021	-	None	-	-
2022	-	None	-	-

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

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

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

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

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

Notes: Restricted visibility on 17th Street due to vertical curve and short street segment to Sepulveda Blvd. Insufficient stop sight distance for drivers on north and south legs.



STOP SIGN WARRANT CHECKLIST

MAJOR STREET: 19th Street MINOR STREET: Oak Avenue

REQUESTED BY: Citizens DATE: 2/6/2024

REVIEWED BY: Erik Zandvliet

Warranted?

SINGLE STREET STOP SIGN WARRANTS

- On a less important road where the normal right-of-way rules would not be expected to provide reasonable compliance with the law.

- On a street entering a legally established through highway or street.

- At an unsignalized intersection in a signalized area.

- At other intersections where high speeds, restricted view, or crash record indicates a need for control by a stop sign.

MULTI-WAY STOP SIGN WARRANTS

- Where traffic signals are warranted, and stop signs are used as an interim measure to control traffic while the signal is installed.

- Where a crash problem exists, as indicated by five or more reported accidents within a 12 month period of a type correctable by a multi-way stop sign.

- Where the total vehicular volume entering from the major street approaches average at least 300 vehicles per hour for any 8 hours, and the combined vehicular, bicycle and pedestrian volume from the minor street approaches average at least 200 units per hour for the same 8 hours, with an average delay to the minor street traffic is at least 30 seconds per vehicle during the highest hour, and if the 85th percentile approach speed of the major street traffic exceeds 40 MPH, the minimum vehicular volume warrant is 70 percent of the above requirements.

- Where there four or more reported accidents within a 12 month period of a type correctable by a multi-way stop sign, and the average major and minor street volumes are at least 80% of the minimum values.

- Other locations where multi-way stop signs are justified based on an engineering study.

MULTI-WAY STOP SIGN WORKSHEET (CONTINUED)

MAJOR STREET: 19th Street 85TH SPEED - < 40 MPH

MINOR STREET: Oak Avenue DATE: 2/6/2024

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

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

Street	Min Volume	70%	80%	Ave.	Hour / Volume								
					7am	8am	11am	2pm	3pm	4pm	5pm	6pm	
Major	300	210	240		126	157	134	140	180	162	172	135	
Minor	200	140	160		36	80	67	88	95	98	109	53	

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

Peak Average Delay	<input type="text" value=" < 10 sec."/>
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COLLISION RECORD **WARRANTED** **YES** **NO**

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

DATE	TIME	DIRECTION	TYPE	CAUSE
2018	-	None	-	-
2019	-	None	-	-
2020	-	None	-	-
2021	-	None	-	-
2022	-	None	-	-

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

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

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

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

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

Notes: Proper right-of-way control assigned to 19th Street. Restricted visibility on 19th Street due to vertical curve and short street segment to Sepulveda Blvd. Insufficient stopping sight distance for drivers on north and south legs.



STOP SIGN WARRANT CHECKLIST

MAJOR STREET: 19th Street MINOR STREET: Elm Avenue

REQUESTED BY: Citizens DATE: 2/6/2024

REVIEWED BY: Erik Zandvliet

Warranted?

SINGLE STREET STOP SIGN WARRANTS

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

MULTI-WAY STOP SIGN WARRANTS

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

MULTI-WAY STOP SIGN WORKSHEET (CONTINUED)

MAJOR STREET: 19th Street 85TH SPEED - < 40 MPH

MINOR STREET: Elm Avenue DATE: 2/6/2024

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

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

Street	Min Volume	70%	80%	Ave.	Hour / Volume							
					7am	8am	11am	2pm	3pm	4pm	5pm	6pm
Major	300	210	240	151	126	157	134	140	180	162	172	135
Minor	200	140	160	46	33	60	36	52	66	51	48	21

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

Peak Average Delay	< 10 sec.
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COLLISION RECORD **WARRANTED** **YES** **NO**

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

DATE	TIME	DIRECTION	TYPE	CAUSE
2018	-	None	-	-
2019	-	None	-	-
2020	-	None	-	-
6/22/21	8:52am	EB Thru vs. EB Thru	Vehicle/Bike	Vehicle at fault
2022	-	None	-	-

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

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

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

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

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

Notes: Proper right-of-way control assigned to 19th Street. Restricted visibility on northeast corner due to property fences and road narrowing. Single lane road to west of intersection requires additional intersection right-of-way control.



STOP SIGN WARRANT CHECKLIST

MAJOR STREET: 18th Street MINOR STREET: Cedar Avenue

REQUESTED BY: Citizens DATE: 2/6/2024

REVIEWED BY: Erik Zandvliet

Warranted?

SINGLE STREET STOP SIGN WARRANTS

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

MULTI-WAY STOP SIGN WARRANTS

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

MULTI-WAY STOP SIGN WORKSHEET (CONTINUED)

MAJOR STREET: 18th Street 85TH SPEED - < 40 MPH

MINOR STREET: Cedar Avenue DATE: 2/6/2024

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

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

Street	Min Volume	70%	80%	Ave.	Hour / Volume								
					8am	11am	12pm	1pm	2pm	3pm	4pm	5pm	
Major	300	210	240	117	96	97	109	110	122	117	155	127	
Minor	200	140	160	82	64	65	73	67	88	106	93	103	

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

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

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

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

DATE	TIME	DIRECTION	TYPE	CAUSE
2018	-	None	-	-
2019	-	None	-	-
2020	-	None	-	-
2021	-	None	-	-
2022	-	None	-	-

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

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

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

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

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

Notes: Proper right-of-way control assigned to 18th Street. Restricted visibility on northeast corner due to vertical curve and setback of southbound approach. Insufficient stopping sight distance for drivers on north leg due to vertical curve and higher than expected approach speeds on 18th Street.



STOP SIGN WARRANT CHECKLIST

MAJOR STREET: 27th Street MINOR STREET: Oak Avenue

REQUESTED BY: Citizens DATE: 2/6/2024

REVIEWED BY: Erik Zandvliet

Warranted?

SINGLE STREET STOP SIGN WARRANTS

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

MULTI-WAY STOP SIGN WARRANTS

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

MULTI-WAY STOP SIGN WORKSHEET (CONTINUED)

MAJOR STREET: 27th Street 85TH SPEED - < 40 MPH

MINOR STREET: Oak Avenue DATE: 2/6/2024

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

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

Street	Min Volume	70%	80%	Ave.	Hour / Volume								
					11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	
Major	300	210	240	61	57	49	50	61	65	54	83	63	
Minor	200	140	160	37	34	20	37	39	52	38	47	30	

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

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

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

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

DATE	TIME	DIRECTION	TYPE	CAUSE
2018	-	None	-	-
2019	-	None	-	-
2020	-	None	-	-
2021	-	None	-	-
2022	-	None	-	-

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

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

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

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

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

Notes: Restricted visibility for stopped drivers on west leg of 27th Street due to parked cars and overgrown tree on NW and NE corners respectively. Removal of obstructions will provide adequate stopping sight distance. Stop signs should not be used for speed control.

OAK AVENUE NEIGHBORHOOD TRAFFIC MANAGEMENT PLAN
LOCATION PHOTOS



Oak Avenue at 17th Street Looking East (Northbound Approach)



Oak Avenue at 17th Street Looking West (Northbound Approach)

OAK AVENUE NEIGHBORHOOD TRAFFIC MANAGEMENT PLAN
LOCATION PHOTOS



Oak Avenue at 17th Street Looking West (Southbound Approach)



Oak Avenue at 17th Street Looking East (Southbound Approach)

OAK AVENUE NEIGHBORHOOD TRAFFIC MANAGEMENT PLAN
LOCATION PHOTOS



Oak Avenue at 19th Street Looking West (Southbound Approach)



Oak Avenue at 19th Street Looking East (Southbound Approach)

OAK AVENUE NEIGHBORHOOD TRAFFIC MANAGEMENT PLAN
LOCATION PHOTOS



Oak Avenue at 19th Street Looking East (Northbound Approach)



Oak Avenue at 19th Street Looking West (Northbound Approach)

OAK AVENUE NEIGHBORHOOD TRAFFIC MANAGEMENT PLAN
LOCATION PHOTOS



Elm Avenue at 19th Street Looking West (Southbound Approach)



Elm Avenue at 19th Street Looking East (Southbound Approach)

OAK AVENUE NEIGHBORHOOD TRAFFIC MANAGEMENT PLAN
LOCATION PHOTOS



Elm Avenue at 19th Street Looking East (Northbound Approach)



Elm Avenue at 19th Street Looking West (Northbound Approach)

OAK AVENUE NEIGHBORHOOD TRAFFIC MANAGEMENT PLAN
LOCATION PHOTOS



27th Street at Oak Avenue Looking South (Westbound Approach)



27th Street at Oak Avenue Looking North (Westbound Approach)

OAK AVENUE NEIGHBORHOOD TRAFFIC MANAGEMENT PLAN LOCATION PHOTOS



27th Street at Oak Avenue Looking North (Eastbound Approach)



27th Street at Oak Avenue Looking South (Eastbound Approach)

OAK AVENUE NEIGHBORHOOD TRAFFIC MANAGEMENT PLAN
LOCATION PHOTOS



Cedar Avenue at 18th Street Looking East (Southbound Approach)

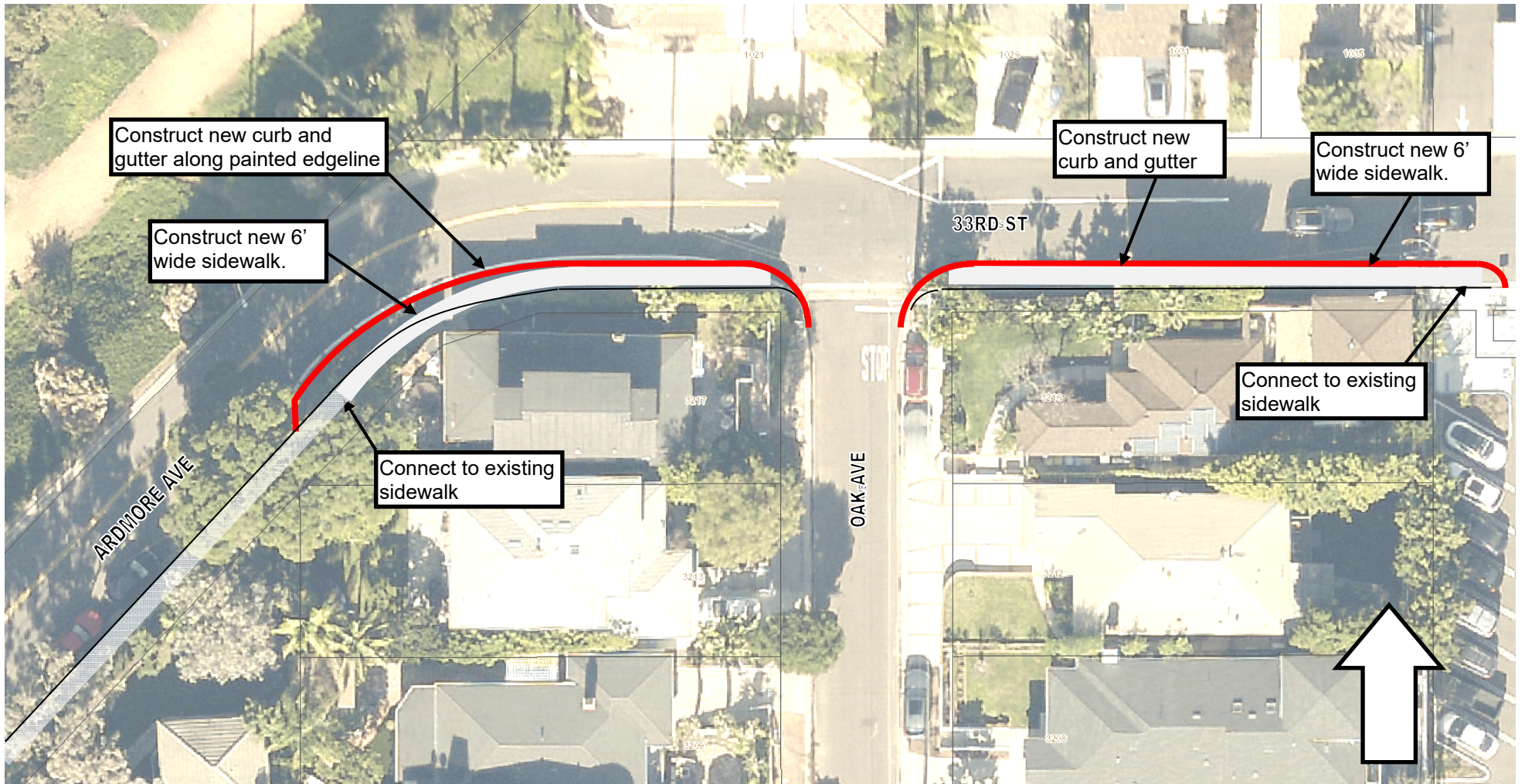


Cedar Avenue at 18th Street Looking West (Southbound Approach)

OAK AVENUE NEIGHBORHOOD TRAFFIC MANAGEMENT PLAN
LOCATION PHOTOS



Oak Avenue at 33rd Street Looking West (Northbound Approach)



City of Manhattan Beach
Community Development
Traffic Engineering Division

OAK AVENUE NTMP
MID-BLOCK NARROWING
ARDMORE AVENUE AND 33RD STREET AT OAK AVENUE

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**CITY OF MANHATTAN BEACH
PARKING AND PUBLIC IMPROVEMENTS COMMISSION
MINUTES OF A REGULAR MEETING
August 24, 2023**

A. CALL TO ORDER:

The regular meeting of the Parking and Public Improvements Commission (Commission) of the City of Manhattan Beach, California was held in hybrid format (Zoom Call and in person at City Hall, 1400 Highland Avenue, Manhattan Beach, CA 90266) on June 22, 2023 at the hour of 4:00pm.

B. PLEDGE TO FLAG

C. ROLL CALL

Present: Vice Chair DaGiau, Commissioners Becker, and Marcy
Absent: Chair Kirschenbaum and Commissioner D’Amico
Staff Present: Talyn Mirzakhanian, Community Development Director and Erik Zandvliet,
Traffic Engineer
Clerks: Carianne Chavez, Agenda Host

D. APPROVAL OF MINUTES

08/24/23-1 Regular Meeting – June 22, 2023

MOTION: It was moved and seconded (**Marcy/Becker**) to approve the minutes without corrections.

AYES: DaGiau, Marcy, and Becker
NOES: None
ABSTAIN: None
ABSENT: D’Amico, Kirschenbaum

E. AUDIENCE PARTICIPATION (3-minute Limit)

Acting Chair DaGiau opened Audience Participation.

Resident Junelea Ward (203 40th St) stated that in May of 2022, residents on 40th Street submitted a petition to the City of Manhattan Beach requesting the speed limit be reduced from 25 mph to 15 mph. Ms. Ward stated that they are re-submitting their request. She stated that in October of 2022, their request was denied on the basis of a traffic survey. Ms. Ward shared her concerns regarding the results of the survey and its analysis.

Acting Chair DaGiau closed Audience Participation.

F. GENERAL BUSINESS

08/24/23-2 Discussion of Oak Avenue / Manhattan Village Shopping Center Neighborhood Traffic Management Study Initial Findings

Traffic Engineer Zandvliet summarized the staff report. He explained that the Neighborhood Traffic Management Program (NTMP) Study was conducted in the neighborhoods on the East and West sides of Sepulveda Boulevard between Rosecrans Avenue and Manhattan Beach Boulevard. He further explained that these studies were conducted to determine if there was an increase in traffic diversion or additional traffic in the surrounding neighborhoods caused by the Manhattan Village Shopping Center expansion.

Traffic Engineer Zandvliet stated City Council recently approved a variety of traffic calming measures on Valley Dr. between Sepulveda Boulevard and 27th Street. These measures included:

- Double yellow centered line
- Speed activated flashing speed limit sign
- Painted center median on a trial basis
- Road narrowing West of Sepulveda Boulevard
- Bulb outs at Elm Ave and Walnut Avenue

- Stop sign at Valley Dr and Pine Avenue

Traffic Engineer Zandvliet explained that the City conducted traffic volume and speed count studies before and after the construction of the Manhattan Village Mall. He stated that the goal of this meeting is to collect feedback from residents via a mailed-out meeting invitation and survey. The study area is Rosecrans Ave, Village Drive, the East side Magnolia Avenue, Manhattan Beach Boulevard, and Pine Avenue. **Traffic Engineer Zandvliet** shared the results of this study. He explained that the analysis found a 15% decrease in traffic volume from 2018 to 2022. He explained that when looking at the 85th percentile, the speeds along the street are about the same as 2018. He shared that the number traffic collisions were also studied. He explained the various types of traffic calming measures.

Commissioner Marcy asked for clarification regarding the timeline of receiving feedback from the public and implementing traffic calming measures. **Traffic Engineer Zandvliet** explained that the initial findings are being discussed tonight. After public comments are received, a follow-up staff report will be drafted for a future PPIC meeting where the public can provide further comments through a survey. After the survey is complete, a list of measures will be drafted for the Commission to recommend to City Council.

Commissioner Becker asked if the closure at 30th Street is barricades. **Traffic Engineer Zandvliet** explained that there are three or four permanent concrete planters that prohibit a vehicle from driving through.

Acting Chair DaGiau asked if the gated community behind Manhattan Village was included in the NTMP study. **Traffic Engineer Zandvliet** shared that it was not part of the study as it is a gated community with its own isolated, private circulation.

Acting Chair DaGiau opened public comment.

Resident Denise Wandel (1812 Oak Avenue) shared her concerns regarding the location of where the study was conducted. Ms. Wandel explained that her two main concerns are speed and visibility of 19th Street & Oak Avenue and 17th Street & Oak Avenue. Ms. Wandel shared her concerns regarding the lack of sidewalks on her street and recommends a four-way stop sign on 17th Street & Oak Avenue and 19th Street & Oak Avenue.

Resident Wysh Weinstein (1817 Oak Avenue) expressed her concerns regarding the visibility at the intersection of 19th Street and Oak Avenue. Ms. Weinstein recommended that the cars conducting the surveys should be unmarked vehicles instead of police vehicles. Ms. Weinstein also recommended that the surveys be conducted during the drop-off and pick-up hours of the nearby preschool.

Resident Jonathan Nichols (2100 Oak Avenue) shared his concerns regarding the validity of the data collected from the surveys, specifically the number of collisions that occurred. Mr. Nichols stated that the drop-off and pick-up hours of the nearby preschool greatly affect the visibility. Mr. Nichols recommended speed bumps be installed to deter drivers from speeding.

Resident Steve Packwood (3113 Oak Avenue) shared his concerns regarding the traffic surveys conducted in 2018 and 2022. Mr. Packwood stated that the surveys should be conducted again. Mr. Packwood explained that the traffic calming measures implemented at Ardmore Avenue and Oak Avenue have not been successful. Mr. Packwood shared his concerns regarding the speed of drivers on Ardmore Avenue and the amount of parking on 27th Street.

Residents Melita Siemack and Tracy Hahn (2204 and 2201 Elm Avenue) shared their concerns regarding the speed and restricted visibility on 19th Street and Sepulveda Boulevard. Ms. Siemack and Hahn suggested that a four-way stop sign be installed at Elm Avenue & 19th Street and at Oak Avenue & 19th Street.

Resident Todd Cogan stated that there should be a four-way stop sign installed at Oak Avenue & 19th Street. Mr. Cogan shared his concerns regarding the restricted visibility at the intersection of Oak Avenue & 19th Street.

Acting Chair DaGiau closed public comment.

Commissioner Marcy asked if the public feedback from this meeting would be combined with the public workshop. **Traffic Engineer Zandvliet** concurred and explained that the surveys collect data on the actual traffic volume and speed. **Traffic Engineer Zandvliet** stated that the speed counts are aggregated over time. He stated that collisions must be reported to the Police Department for them to be counted in the collision history. **Commissioner Marcy** asked if the NTMP process can be expedited due to the safety concerns. **Traffic Engineer Zandvliet** explained that Oak Ave is a priority neighborhood study area.

Commissioner Becker asked if speed limit reduction is a possibility. **Traffic Engineer Zandvliet** stated that legally the speed limits on local roads cannot be reduced lower than 25 mph except in very limited circumstances.

Acting Chair DaGiau asked if Public Works is responsible for maintaining traffic devices such as vegetation that grows over stop signs. **Community Development Director Mirzakhania** stated that residents have the opportunity to report these issues through the GoReach service request system. Based on the conditions, the City will take the appropriate measures whether the vegetation is on private property or public property.

Discussion followed.

OTHER ITEMS

08/24/23-3 Staff Updates

Traffic Engineer Zandvliet provided the following staff updates on the following items:

- Traffic calming measures on Valley Drive between 27th Street and Oak Avenue are being implemented, including new stop signs at Valley Drive & Pine Avenue, re-striping changes such as a painted center median on Valley Drive, flashing speed limit sign, and painted crosswalks.
- The Community Center & Scout House Renovation project has approved by Planning Commission.
- Public Works Construction –City projects include street resurfacing in Tree Section, including Flournoy Road, 27th Street, 29th Street, and Marine Avenue; Slurry Seal Project completion; Marine Ave and Cedar Avenue traffic signal improvements which includes two southbound left turn lanes from the mall to Marine Avenue, and removal of crosswalk on East leg of the intersection; Manhattan Beach Boulevard and Peck Avenue traffic signal improvements; addition of flashing beacon at the fire station; and review of conceptual street reconfiguration at Manhattan Beach Boulevard and Pacific Avenue.

Acting Chair DaGiau asked about the parking lot project on Parkview Avenue. **Community Development Director Mirzakhania and Traffic Engineer Zandvliet** stated that this project is ADA accessible ramp improvements for the adjacent parking lot and senior condominiums.

Commissioner Marcy asked if there are intersections with flooding issues. **Traffic Engineer Zandvliet** stated that the Engineering Division is currently finishing a project along 12th Street between Rowell Avenue and Peck Avenue to resolve storm drain issues. He also stated that there is an upcoming storm drain infiltration project at the Bruce's Beach Parking Lot.

Discussion followed.

Traffic Engineer Zandvliet shared that there will be an upcoming comprehensive City-wide parking management study. There will be parking counts conducted in downtown, the North End, and the east end of the City over a several month period.

08/24/23-4 Commissioner Items

Acting Chair DaGiau provided an update to the Commission on the Outdoor Dining Task Force meetings with a PowerPoint presentation to the fellow commissioners.

G. ADJOURNMENT

The meeting was adjourned at 5:10 p.m. to the Parking and Public Improvements Commission Regular Meeting on September 28, 2023 at 4:00p.m. at the City Hall Council Chambers (1400 Highland Ave. Manhattan Beach, CA 90266) and via ZOOM Call.

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Attachment J

PARKING
AND PUBLIC IMPROVEMENTS
COMMISSION

**Discussion of Potential Traffic
Calming Measures for the Oak
Avenue / Manhattan Village Shopping
Center Neighborhood Traffic
Management Study**

Correspondence Received
Before to Posting of Agenda

From: [NANCY HARADA](#)
To: [Joe Franklin](#); [Traffic](#)
Subject: [EXTERNAL] Oak Ave traffic concern
Date: Monday, February 12, 2024 9:31:13 AM

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

Dear Mayor Franklyn and Traffic Planning group:

The traffic on Oak Avenue is getting worse. Drivers use Oak Avenue as an alternative conduit to Sepulveda Boulevard and the traffic is especially heavy in the afternoons. It is increasingly difficult to pull out of my driveway safely because the cars speed on the street. I have also witnessed an accident at the corner of Oak and 19th because there is no stop sign, cars speed on 19th street, and it is difficult to see cars coming. It's just a matter of time before one of the kids that attend the daycare on that corner get hit by a car when they cross the street.

In addition there is always trash along Oak just south of Marine, adjacent to the business parking lot where the music school is located. This area is not accessible to street cleaning due to cars always parked there. It needs to be accessible to street cleaning at least one time per week. I would like to submit my comments for the traffic meeting on February 22 2024.

Sincerely,

Nancy Harada
2304 Oak

From: [Gary](#)
To: [Traffic](#)
Subject: [EXTERNAL] February 22 Parking Meeting
Date: Saturday, February 10, 2024 1:51:56 PM

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

Hi Erik and MB Traffic,

My home of 20 years is within the neighborhoods that your flyer called out.
I am out of town during the meeting. But please discuss ...

The short span of Chestnut Ave between 17th street and MB Blvd has become a highway ever since you lengthened the stop light at Meadows Elementary.
Many kids on our street, blind spots due to congested parking, even a walkway crossing that kids use to get to school.
Cars and trucks speeding by up to 45 MPH in the narrow width street.
Everyone to the northeast and northwest of this section that wants to get to MB Blvd or home from MB Blvd uses Chestnut Ave instead of Meadows Ave.
I believe that lengthening that stop light was to stop traffic south on Meadows getting to Artesia Blvd. But who would do that with all its stop signs?
Maybe there's another solution?

Thanks for listening to my input. Good luck at the meeting. Thanks for having it.
Gary Pavlick
1505 Chestnut Ave, MB
Gpav1@earthlink.net

From: [Kathie Papera](#)
To: [Traffic](#)
Subject: [EXTERNAL] Traffic Control & Stop Sign at 19th and Oak
Date: Monday, February 12, 2024 10:59:47 AM

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

To the Parking and Public Improvements Commission:

Thank you for taking the time to review the intersection of 19th St and Oak Ave. I reside near this intersection (1805 Oak) and have seen several changes in the area (since May of 1997) and all have resulted in higher traffic and more accidents. Installing a 4-way stop sign is *the* simple and safe solution to address the high speed at which cars enter this intersection and also to reduce the number of near-miss accidents that occur because of poor visibility. 19th St is the main artery used by many of the Manhattan Beach Middle School students who ride their bikes to school. There is also now a preschool operating out of the synagogue located on this corner so the congestion and traffic have never been more stressful. The drivers, bikers, and walkers in our neighborhood *need* this intersection to be safer.

Thank you for considering this safety improvement to our neighborhood.

Thank You,
Kathie Papera
1805 Oak Ave, Manhattan Beach, CA 90266

From: [Wysh Weinstein](#)
To: [Traffic](#)
Cc: [Dan Weinstein](#)
Subject: [EXTERNAL] 19th and Oak Stop Sign
Date: Monday, February 12, 2024 10:56:27 AM
Attachments: [ATT00001.txt](#)
[ATT00002.txt](#)

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

Hello,

Thank you for all of the time spent assessing a stop sign at 19th and Oak Ave. This is something I know many of my neighbors have wanted for a long time. I have lived at 1817 Oak Ave for 8 years. My own daughter was almost hit at this intersection when she was about 4 years old. Luckily she had fallen off of her scooter just before entering the intersection and so the car missed hitting her.

There is now a school that houses young children at the CTJ. 19th st is also one of the primary streets utilized for the MBMS students who ride their bike to school. It is also a Main Street for parents who drive their kids to MBMS so it is a busy intersection at MBMS drop off and pick up times. The visibility is very poor when entering this intersection. A driver must enter the intersection about half way before they can fully view the approaching cars. See attached photos.

A 4-way stop sign is a solution which will make this area much safer for everyone.

Thank you for your consideration.

Thanks,
Wysh and Dan Weinstein
1817 Oak Ave, Manhattan Beach, CA 90266



From: [Todd Cogan](#)
To: [Traffic](#)
Cc: [Wysh Weinstein](#); [Paula Pineiro Cogan](#)
Subject: [EXTERNAL] 4-Way Stop Sign needed at 19th and Oak Ave
Date: Monday, February 12, 2024 6:43:29 PM
Attachments: [apple-touch-icon-180x180.png](#)
[apple-touch-icon-180x180.png](#)

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

To the Parking and Public Improvements Commission:

Thank you for taking the time to review the intersection of 19th St and Oak Ave. I reside near this intersection. My address is 2301 Oak Ave. Installing a 4-way stop sign is the simple and safe solution to address the high speed at which cars enter this intersection and also to reduce the number of near miss accidents that occur because of the poor visibility. 19th St is the main artery used by many of the Manhattan Beach Middle School students who ride their bike to school. There is also a school for very young children held at the synagogue located on this corner. The kids in our neighborhood need this intersection to be safer.

Please see the attached videos can be downloaded or watched online for your review.

Thank you,

Todd Cogan
310.266.518
2301 Oak Ave.

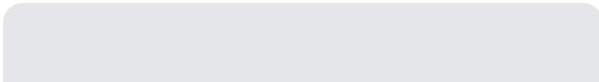
YouTube:

South



Video 1 SOUTH on Oak at 19th
[youtu.be](#)

North





Video 2 NORTH on Oak at 19th
[youtu.be](#)

South

Video_1_SOUTH_on_Oak_at_19th.MOV
[we.tl](#)



North

Video_2_NORTH_on_Oak_at_19th.MOV
[we.tl](#)



From: [Marsha Malozemova](#)
To: [Traffic](#)
Subject: [EXTERNAL] 19th & Oak Stop Sign
Date: Monday, February 12, 2024 8:48:33 PM

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

To the Parking and Public Improvements Commission:

Thank you for taking the time to review the intersection of 19th St and Oak Ave. I reside near this intersection. My address is 2305 Oak Ave. Installing a 4-way stop sign is the simple and safe solution to address the high speed at which cars enter this intersection and also to reduce the number of near miss accidents that occur because of the poor visibility.

19th St is the main artery used by many of the Manhattan Beach Middle School students who ride their bike to school. There is also a school for very young children held at the synagogue located on this corner. The kids in our neighborhood need this intersection to be safer.

Thank you for considering this safety improvement to our neighborhood.

Thank You,
Marsha Malozemova

From: [Jonathan Nichols](#)
To: [Traffic](#)
Subject: [EXTERNAL] 19th & Oak Ave Stop Sign
Date: Monday, February 12, 2024 8:53:14 PM

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

To the Parking and Public Improvements Commission:

Thank you for taking the time to review the intersection of 19th St and Oak Ave.

I reside near this intersection. My address is 2100 Oak Avenue. Installing a 4-way stop sign is the simple and safe solution to address the high speed at which cars enter this intersection and also to reduce the number of near miss accidents that occur because of the poor visibility.

19th St is the main artery used by many of the Manhattan Beach Middle School students who ride their bike to school. There is also a school for very young children held at the synagogue located on this corner. The kids in our neighborhood need this intersection to be safer.

We also need tighter parking enforcement for times of the day with synagogue related cars impeding visibility.

Thank you for considering this **much needed** safety improvement to our neighborhood.

Thanks,

Jonathan Nichols, MBA • Principal
JNS Realty Partners, LLC
Broker License BRE # 01922499
C. 310 606 9897
www.jnspartners.com

Sent from my iPhone please excuse typos

From: [Emily McGee](#)
To: [Traffic](#)
Subject: [EXTERNAL] Stop sign
Date: Tuesday, February 13, 2024 6:31:01 AM

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

To the Parking and Public Improvements Commission:

Thank you for taking the time to review the intersection of 19th St and Oak Ave. I reside near this intersection. My address is __1820 Oak Ave, MB 90226. Installing a 4-way stop sign is the simple and safe solution to address the high speed at which cars enter this intersection and also to reduce the number of near miss accidents that occur because of the poor visibility. 19th St is the main artery used by many of the Manhattan Beach Middle School students who ride their bike to school. There is also a school for very young children held at the synagogue located on this corner. The kids in our neighborhood need this intersection to be safer.

Thank you for considering this safety improvement to our neighborhood.

Thank You,
Emily McGee
Sent from my iPhone

From: [Jonathan Nichols](#)
To: [Traffic](#)
Subject: Re: [EXTERNAL] 19th & Oak Ave Stop Sign
Date: Tuesday, February 13, 2024 11:33:41 AM

Thank you for the heads up - unfortunately I can't join the meeting, but am encouraged that we can get this safety issue corrected. I've seen multiple accidents myself at this location (not all led to police dispatch so you may not have all events) and with kids riding bikes to and from Pacific this continues to be a big concern.

Sincerely,

Jonathan Nichols, MBA • Principal
JNS Realty Partners, LLC
Broker License BRE # 01922499
C. 310 606 9897
www.jnspartners.com

Sent from my iPhone please excuse typos

On Feb 13, 2024, at 7:47 AM, Traffic <traffic@manhattanbeach.gov> wrote:

Good morning Jonathan,

Thank you for your comments on the agenda item for the Oak Avenue Neighborhood Traffic Management Plan. Your comments have been forwarded to the Commission for their consideration at the meeting.

Thank you,
Carianne



TRAFFIC

310-802-5500
traffic@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.

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From: Jonathan Nichols <jnichols@jnspartners.com>
Sent: Monday, February 12, 2024 8:53 PM
To: Traffic <traffic@manhattanbeach.gov>
Subject: [EXTERNAL] 19th & Oak Ave Stop Sign

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

To the Parking and Public Improvements Commission:

Thank you for taking the time to review the intersection of 19th St and Oak Ave.

I reside near this intersection. My address is 2100 Oak Avenue. Installing a 4-way stop sign is the simple and safe solution to address the high speed at which cars enter this intersection and also to reduce the number of near miss accidents that occur because of the poor visibility. 19th St is the main artery used by many of the Manhattan Beach Middle School students who ride their bike to school. There is also a school for very young children held at the synagogue located on this corner. The kids in our neighborhood need this intersection to be safer.

We also need tighter parking enforcement for times of the day with synagogue related cars impeding visibility.

Thank you for considering this **much needed** safety improvement to our neighborhood.

Thanks,

Jonathan Nichols, MBA • Principal
JNS Realty Partners, LLC
Broker License BRE # 01922499
C. 310 606 9897
www.jnspartners.com

Sent from my iPhone please excuse typos

From: [Steve Yi](#)
To: [Traffic](#)
Subject: [EXTERNAL] Request to Install a 4-way stop sign at the intersection of 19th Street and Oak Ave
Date: Wednesday, February 14, 2024 9:52:41 AM

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

To the Parking and Public Improvements Commission:

Thank you for taking the time to review the intersection of 19th St and Oak Ave. I reside near this intersection. My address is 2104 Oak Ave. Installing a 4-way stop sign is the simple and safe solution to address the high speed at which cars enter this intersection. I personally witnessed accidents and near-misses occurred at this intersection because of the poor visibility. 19th St is the main artery used by many of the Manhattan Beach Middle School students who ride their bike to school. There is also a school for very young children held at the synagogue located on this corner. The kids in our neighborhood need this intersection to be safer.

Thank you for considering this safety improvement to our neighborhood.

Thank You,

Steve

From: [Vicki Marcellino](#)
To: [Traffic](#)
Subject: [EXTERNAL] Traffic Study - 19th St and Oak Ave
Date: Wednesday, February 14, 2024 7:25:37 PM

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

To the Parking and Public Improvements Commission:

Thank you for taking the time to review the intersection of 19th St and Oak Ave. I reside at 1904 Oak Ave, two doors down from this intersection. Pulling out of my driveway is always a bit terrifying, as many vehicles turning onto Oak from 19th Street barely slow down and often accelerate as they prepare to drive uphill towards Marine. Two accidents occurred last year within a month of one another at that intersection. My poor neighbors on the corner had property damage from one of the accidents and were unable to get the names of the drivers from the police department to file a claim for reimbursement. Installing a 4-way stop sign is the proper solution to address the high speed at which cars enter this intersection and to reduce the number of near-miss accidents that occur because of the poor visibility.

19th St is the main artery used by many of the Manhattan Beach Middle School students who ride their bike to school. There is also a school for very young children held at the synagogue located on this corner. The kids in our neighborhood need this intersection to be safer.

Thank you for considering this safety improvement in our neighborhood.

Sincerely,

Vicki Marcellino

From: [Kim Lewis](#)
To: [Traffic](#)
Subject: [EXTERNAL] 22 Feb 2024 mtg
Date: Thursday, February 15, 2024 11:44:59 AM

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

Dear Erik Zandvliet,

Many thanks to you and your department for addressing the traffic concerns along the Sepulveda Corridor.

I live at 1213 18th Street and am very aware of the problems that your office has documented: autos and e-bikes ignoring the stop signs at Magnolia, autos speeding down 18th, and the severe lack of visibility at the Cedar intersection. I also often take walks in the area and feel that adding stop signs at Oak and 17th is a good idea. While crossing Marine at Cedar to Manhattan Village Mall has always been a challenge, the recent changes have helped. However, cars exiting the mall at Cedar and heading towards Sepulveda can be a problem. This area (as well as others in Manhattan Beach) might benefit from a feature I enjoyed when we lived in Kirkland:

<https://www.kirklandwa.gov/Government/Departments/Public-Works-Department/Transportation/Getting-Around-Transportation-Division/Pedestrian-Flags>

Again, thank you for your efforts addressing these issues to make Manhattan Beach safer for all.

Sincerely,

Kim Lewis

the City of Manhattan Beach to adopt a requirement that corner lot fences have a diagonal rather than a 90 degree outside corner. This would inherently improve visibility and line of sight.

In closing, the addition of a 4-way stop on 19th Street at Oak Avenue is a commonsense solution to the dangers existing at this intersection -- a solution that residents of Oak Avenue wholeheartedly endorse. Our children deserve to be safe and protected.

Thank you for considering the safety of our children and this much needed improvement to our neighborhood.

Sincerely,

A handwritten signature in purple ink that reads "Stephen Alexander".

Stephen Alexander

stal49@aol.com

(310) 963-2735

From: [Kevin Downing](#)
To: [Traffic](#)
Subject: [EXTERNAL] Oak Avenue - Sepulveda Corridor Neighborhood Traffic Management Study
Date: Friday, February 16, 2024 2:16:45 PM

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

To the Parking and Public Improvements Commission:

Thank you for taking the time to review the intersection of 19th St and Oak Ave. I reside near this intersection. My address is 2305 Oak Ave. Installing a 4-way stop sign is the simple and safe solution to address the high speed at which cars enter this intersection and also to reduce the number of near miss accidents that occur because of the poor visibility. 19th St is the main artery used by many of the Manhattan Beach Middle School students who ride their bike to school. There is also a school for very young children held at the synagogue located on this corner. The kids in our neighborhood need this intersection to be safer.

Thank you for considering this safety improvement to our neighborhood.

Kevin Downing

C: (714) 293-7849

E: Kedowning714@gmail.com

From: stal49@aol.com
To: [Traffic](#)
Subject: [EXTERNAL] Oak Avenue / Sepulveda Corridor Neighborhood Traffic Management Study
Date: Friday, February 16, 2024 4:18:26 PM
Attachments: [Letter.Oak-19th Intersection.2-16-24.pdf](#)

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

Dear Parking & Public Improvements Commissioners & City Traffic Engineer Eric Zandvliet,

Please see the attached letter pertaining to the Oak Avenue and 19th Street intersection. Thanks for your time and consideration.

Regards,

Steve Alexander
Email: stal49@aol.com
Cell: (310) 963-2735

2101 Oak Avenue
Manhattan Beach, CA 90266

February 16, 2024

VIA ELECTRONIC MAIL

MB Parking and Public Improvements Commission
City of Manhattan Beach
City Hall
1400 Highland Avenue
Manhattan Beach, CA 90266

RE: Oak Avenue / Sepulveda Corridor Neighborhood Traffic Management Study

Dear Parking and Public Improvements Commissioners:

Thank you for taking up the above-referenced issue and specifically a review of the intersection of Oak Avenue and 19th Street. I have lived near this intersection since 1984.

As noted above, my address is 2101 Oak Avenue. Although my own children are adults and have moved from Manhattan Beach, we now have on our block, as well as the blocks to the north and south, more young children than I have experienced during my forty-year residency. Young children and teens are riding bikes (ever increasingly e-bikes), motorized scooters and skateboards up and down Oak. I observe them in the morning going to school and then in the afternoon as they return home. They do the same on weekends.

As you may know, Oak Avenue between Marine Avenue and 19th Street slopes significantly to the south. Even those riding conventional bikes pick up considerable speed as they approach 19th Street from the north. I nearly always cringe when a bicyclist goes by, hoping that a vehicle turning right /north onto Oak does not collide with the rider. Should a bicyclist ride south along the east side of Oak (against traffic), a vehicle turning right /north from 19th would never see the rider. A head-on-collision would be catastrophic.

The visibility and line of sight from Oak Avenue just north of 19th is very poor – looking both east and west. There were vehicle accidents at this intersection on May 31, 2023, and again on June 30, 2023. There have been others. A 4-way stop would force drivers to decrease their speed, stop, look, and then proceed. Such a 4-way stop now exists on Oak Avenue at 14th Street. The installation of such a 4-way stop at Oak and 19th would increase safety and could ultimately prevent injury or death.

A contributing problem at the Oak and 19th intersection may also be the low hanging landscaping and utility pole at the northeast corner property and the newer fence (2023) at the northwest corner property. Both interfere with the line of sight and obscure approaching vehicles. Your department and /or the traffic engineer may want to inspect these locations. It might prudent for

From: [Erik Zandvliet](#)
To: [Traffic](#)
Subject: FW: [EXTERNAL] Parking and Public Improvements Commission
Date: Tuesday, February 20, 2024 8:38:14 AM

For inclusion in the Correspondence after Agenda posting.

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

Erik Zandvliet
Traffic Engineer
(310) 802-5522
ezandvliet@manhattanbeach.gov

City of Manhattan Beach, CA

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

From: Brad Graverson <bgraverson@gmail.com>
Sent: Monday, February 19, 2024 12:23 PM
To: List - PPIC <ListPPIC@manhattanbeach.gov>
Subject: [EXTERNAL] Parking and Public Improvements Commission

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

PPIC members: Regarding the meeting to consider parking improvements in the Oak Ave/ 30th and 33rd street area, I have two thoughts.

1-As a disabled senior in a wheelchair, my access to the Manhattan Village is blocked by the large planters at the end of 30th street. I don't want them removed, just slide one of them over a foot so a wheelchair can get through. Easy problem solved.

2-The car cogestion at the end of Ardmore Ave between Oak and Sepulveda creates an insane and dangerous challenge for a wheelchair or a pedestrain. There are no sidewalks here, and parking is allowed after 9am. If I'm trying to get to the mall, I have to roll out into the street between the parked cars and rushing traffic approaching around a blind corner behind me. I challenge any of you to sit in my wheelchair and navigate this terrible area of traffic. At the least make it a no parking area to give peds and wheelchairs some room. Best solution would be to reclaim and widen the sidewalks where residents have put in railroad ties and landscaping.

Thanks for you consideration,
Brad Graverson-Ardmore Ave resident 35 years (310) 910-7296

From: [Lori Ross](#)
To: [Traffic](#)
Subject: [EXTERNAL] Support for 4 way stop sign on 19th at Elm
Date: Tuesday, February 20, 2024 4:40:28 PM

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

Hello, we live at 1908 Elm Ave, Manhattan Beach, CA 90266.
We are unable to attend the PPIC meeting on Thursday February 22 as we will be out of town.
However, we wish to indicate our support for a stop sign at 19th and Elm. It is a very treacherous intersection and we often see cars screaming at high speeds up and down 19th as a cut through.
We walk our dog on 19th and are often fearful of being run over.
Furthermore, trying to cross 19th in a car or turning left is taking a huge chance. We are aware of many accidents which have occurred there.
Of course, putting a stop sign in may not be effective- no one stops at the corner of Elm and Marine and the west bound stop sign there- but it may save one life and would be worth it.
Thank you.
Lori Ross and Andrew Hoye.

--
Lori S. Ross

From: [Kathleen Nichols](#)
To: [Traffic](#)
Subject: [EXTERNAL] Stop signs
Date: Tuesday, February 20, 2024 5:24:17 PM

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

I approve of the installation of stop signs 19th and Oak, 17th and Oak and 19th and Elm. Traffic coming from Sepulveda now often goes faster than is safe and it might discourage drivers from using Oak or Elm as an alternative.

It would also be very helpful if parking was completely eliminated along both sides of Sepulveda.

Kathie

310-749-8757

From: [Kathryn Master](#)
To: [Traffic](#)
Cc: stephanewandel@gmail.com
Subject: [EXTERNAL] 4 way stop
Date: Wednesday, February 21, 2024 4:24:52 PM

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

To whom it may concern,

I am more than ecstatic that there is finally movement on this. As a home owner on the corner of 19th and Elm, I have witnessed so many accidents, have seen vehicles come off of Sepulveda at speeds grossly exceeding the speed limit, I've personally had several close encounters with speeding vehicles both in my car and as a pedestrian. When I first moved into my home in 2016, I promptly went to the city to voice my concern, I clearly told them it's not an "if" but "when" someone will be badly hurt. With the number of kids on e-bikes and vehicles driving recklessly, something needs to be done now. I am 100% in support of these stop signs.

Kathryn Master
1829 Elm Ave.
resident
Local business owner, katwalk

Sent from my iPhone

From: [Erik Zandvliet](#)
To: [Carianne Chavez](#)
Subject: FW: [EXTERNAL] Oak Avenue/Sepulveda Corridor Neighborhood Traffic Management Study
Date: Monday, September 11, 2023 4:45:03 PM

For inclusion in the next PPIC report for the Oak Avenue/Sepulveda Corridor NTMP.

Feel free to contact me if you have any questions.

Erik

From: LeiLani Kowal [mailto:leilani.kowal@gmail.com]
Sent: Friday, September 8, 2023 2:47 PM
To: Erik Zandvliet <ezandvliet@manhattanbeach.gov>
Cc: Eric Kowal <eric.kowal@gmail.com>
Subject: Re: [EXTERNAL] Oak Avenue/Sepulveda Corridor Neighborhood Traffic Management Study

Mr. Zandvliet,

Thank you for the opportunity to comment on this matter. We have lived on Oak Avenue since 2009 and our observations are that it is used as a daily alternative route to Sepulveda in both directions. As residents, our primary concern for Oak Avenue is safety for both pedestrians and bicyclists.

Observations as a resident on Oak Avenue:

1) Unsafe vehicle speeds - At particular times of day (morning school drop off and afternoon pick up for Pacific School and American Martyrs School, evening commuter traffic), it is easy to observe cars driving on either 17th St or 19th St onto Oak Ave at unsafe speeds higher than posted speeds. In particular, there are no 4-way stops at Oak & 17th or Oak & 19th, which makes east/west traffic on 17th and 19th a hazard. It's hard to see cross traffic at those intersections from Oak in either direction. This results in cars typically inching out a little further to see cross traffic, which creates a hazard for pedestrians and kids on bikes. Although the staff report indicates there is a decline in the number of vehicles traveling, it also notes continued elevated speeds. Lower vehicle counts does not equate to safer conditions, it just means there were fewer cars in 2022, most likely because of post-pandemic changes in driving routines. Regardless, the report is consistent with our observations of elevated speeds on Oak. It's common to hear quick vehicle acceleration northbound on Oak from 17th and heavy deceleration southbound on Oak to 17th.

2) Increased pedestrian and bicycle traffic on Oak Ave. - Separately, we have seen a significant increase in young families with small children moving to Oak Ave. This street is also a common street for pedestrian walkers with kids/dogs since it borders the neighborhood edge without having to walk along Sepulveda. The synagogue at 19th between Oak and Sepulveda has daycare services facing Oak, and that creates additional drop off and pick up traffic. I am aware of one child killed on Oak between 17th and 19th St prior to us moving onto this street. I understand that that child was hit by a car while riding a bike down a residential driveway into the street. With the number of pedestrians, kids riding on e-bikes, and elevated vehicle speeds on Oak, we welcome efforts to slow down the vehicle traffic.

Recommendations:

There are three options that warrant further consideration for Oak Avenue between 17th and Marine. These include:

- Speed Humps - Restrict speed with the use of speed humps as done on Ocean Ave in El Porto. This would probably be the most effective at reducing vehicle speeds with 1 or 2 installed on each block between 17th and 19th and again between 19th and Marine.
- 4-Way Stops - Change the 2-way stops at 17th & Oak and 19th & Oak to 4-way stops. This would not only force cars to slow down, but also give the right-of-way to cross traffic to prevent vehicles from inching out into the intersection, creating a hazard.
- Limit access from Sepulveda westbound - Restrict westbound access from Sepulveda southbound to 19th westbound, and again Sepulveda southbound to 17th westbound. Both 19th and 17th at Sepulveda are very tight right hand turns by themselves, but even narrower if there is an eastbound vehicle trying to enter onto Sepulveda at the same time. It is challenging to make that turn on both intersections from Sepulveda where the southbound speed is often much higher.

Thank you for your consideration of these comments.

Sincerely,

LeiLani and Eric Kowal

On Fri, Sep 1, 2023 at 12:58 PM LeiLani Kowal <leilani.kowal@gmail.com> wrote:

Thank you very much for your quick response. I look forward to reviewing this, and if I have any questions I'll let you know.
 Have a great Labor Day weekend.
 Thanks again,
 LeiLani Kowal

On Fri, Sep 1, 2023 at 9:11 AM Erik Zandvliet <ezandvliet@manhattanbeach.gov> wrote:

Good morning, Leilani,
 Yes, I have attached the staff report to this email.
 The meeting agenda on the PPIC webpage does not have the link, but the website calendar item does.
 We will be going through all of the comments we received, and will prepare a follow-up staff report with some recommendations for the neighborhoods to review in the next few months.

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

From: LeiLani Kowal [mailto:leilani.kowal@gmail.com]
Sent: Thursday, August 31, 2023 12:23 PM
To: Erik Zandvliet <ezandvliet@manhattanbeach.gov>
Cc: Eric Kowal <eric.kowal@gmail.com>
Subject: [EXTERNAL] Oak Avenue/Sepulveda Corridor Neighborhood Traffic Management Study

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

Hi Erik,

We received the green postcard announcement for the public meeting on 8/24/2023. I intended to participate, but my schedule had conflicts. The postcard mentions that there is a staff report posted on the commission website, but I didn't see it. Would you please forward a link to me? I'd like to get more information on this.

Thanks,

LeiLani Kowal
1708 Oak Avenue

--

LeiLani

LeiLani Kowal / Email: leilani.kowal@gmail.com / Cell: 310-714-5373

MB Logo



ERIK ZANDVLIET

TRAFFIC ENGINEER

(310) 802-5522

ezandvliet@manhattanbeach.gov

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LeiLani

LeiLani Kowal / Email: leilani.kowal@gmail.com / Cell: 310-714-5373

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LeiLani

LeiLani Kowal / Email: leilani.kowal@gmail.com / Cell: 310-714-5373

MB Logo



ERIK ZANDVLIET

TRAFFIC ENGINEER

(310) 802-5522

ezandvliet@manhattanbeach.gov

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From: [matthew.peck](#)
To: [Traffic](#)
Subject: [EXTERNAL] New 4 way Stop Signs
Date: Thursday, February 22, 2024 6:10:10 AM

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

My wife and I have lived on Elm Avenue for almost 26 years. We are in favor of adding the stop signs at 19th/Oak, 17th/Oak and 19th/Elm. These streets have become thoroughfares for morning and evening commuters and parents taking children to school. Traffic coming off of Sepulveda often speeds down 17th and 19th Streets. The sight lines at these intersections are limited creating a hazard. The increase in children riding bicycles and ebicycles now puts them on these same streets.

Adding the stops signs, along with enforcement, should hopefully create a safer and calmer environment for our neighborhood.

Thank you
Matthew Peck
Maggie Movius
1804 Elm

From: [Christopher Hong](#)
To: [Traffic](#)
Subject: [EXTERNAL] Re: New 4-Way Stop Signs
Date: Thursday, February 22, 2024 8:27:30 AM

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

On Thu, Feb 22, 2024 at 8:13 AM Christopher Hong <christopherh.hong@gmail.com> wrote:

Thank you for taking up this matter for review & consideration -

I live at the corner of 19th & Oak and on far too many occasions do I hear tires screeching and horns blasting to avoid collisions:

- Cars traveling north/south on Oak assume it is a 4-way stop for opposing traffic
- Cars traveling west on 19th from Sepulveda are traveling too fast due to the slight decline in grade knowing there is no upcoming mandatory stop

Without a 4-way stop, accidents will continue to occur BUT CARS ARE REPAIRABLE.

Manhattan Beach is a wonderful neighborhood to raise a family. Many families have young children who ride their (e)biles on the streets. Like adults, they do not abide by traffic laws but a 4-way stop at this intersection will provide added safety. A CHILD'S LIFE IS NOT REPLACEABLE.

With thanks,
Chris Hong

From: [Laurie Swingle](#)
To: [Traffic](#)
Subject: [EXTERNAL] New 4 way stop sign at 19th and Oak
Date: Thursday, February 22, 2024 4:24:33 PM

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

Dear Parking and Public Improvements Department,

I planned to attend today's meeting to support the new stop sign, but it looks like today's meeting was canceled.

I am one of three houses (the fourth corner is occupied by the Synagogue) on the corner of 19th and Oak and I can definitely say that a four way stop on this corner is needed. In the two years I've lived here I've seen numerous accidents on this corner, and even more near misses because the visibility around this corner is not great and also because cars coming from Sepulveda are usually going faster than residential street speed. Further, most drivers are not aware of how to tell a 4 way stop sign from a 2 way stop sign quickly because the 4 way stop placard is very small. And finally, at this particular corner the Synagogue provides a day care, so on this same corner where we are having car accidents we also have families with young children trying to cross the street.

Please make this corner and the others (17 and Oak and 19th and Elm) safer for us all and install four way stops.

Thank you for your consideration. If you have any questions, I've included my contact information below.

Regards,
Laurie Swingle
1829 Oak Ave
661-878-0035

From: [Kevin Samuels](#)
To: [Traffic](#)
Cc: stephanewandel@gmail.com
Subject: [EXTERNAL] 19th & Oak
Date: Thursday, February 22, 2024 5:41:37 PM

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

To whom it may concern,

I'd like to voice my full support of a 4-way stop at 19th & Oak. I've resided near the intersection for the last 16 years and have witnessed near collisions almost every day – from kids on bikes, to pedestrians and of course, autos. I hope you'll approve this simple solution to making our neighborhood safe for everyone. Thank you for your consideration!

Sincerely,

Kevin Samuels
1809 Oak Ave.

From: [Lorena Fuentes](#)
To: [Traffic](#)
Subject: [EXTERNAL] Support for new 4-way stop signs at 19th & Oak, 17th & Oak, 19th & Elm
Date: Tuesday, February 27, 2024 10:34:49 AM

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

Hi there,

As residents and owners of a home on Oak and 17th street in Manhattan Beach (1720 Oak Avenue), we are emailing to voice our support for the efforts to install 4 way stop signs at 19th & Oak, 17th & Oak, 19th & Elm for greater safety.

We hope that the City Commission and City Council in turn will approve this essential installation.

Sincerely,
Lorena and Raphael Daste

Lorena Fuentes, Ph.D.
Co-founder & Director, Ladysmith
[+1 310-802-9262](tel:+13108029262) | ladysmithcollective.com/ | [Twitter](#) | [LinkedIn](#)

From: [Kirsten Chen](#)
To: [Traffic](#)
Subject: [EXTERNAL] Oak Ave Sepulveda Corridor Traffic Study
Date: Monday, March 18, 2024 4:15:21 PM

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

Erik,

I'm so glad the city has a public meeting coming up for the Oak Ave/Sepulveda Neighborhood. I will not be able to attend the meeting but wanted to ask you to address one item.

The intersection of 17th st and Sepulveda Blvd is very dangerous. Particularly when headed eastbound along 17th street to turn right on Sepulveda (in between Firestone and Just Food for Dogs). I have had many many near collisions here which could be avoided very simply. Firestone Garage has a large hedge that obstructs views of Sepulveda for drivers when turning right onto Sepulveda from 17th Street. I have spoken to them a few times over the years asking them to trim this hedge but they never do anything about it. The hedge is overgrown onto the sidewalk, so I believe the city can enforce code or zoning or whatever to have Firestone properly maintain it.

Less easy to address, is the overparking here of large vehicles including one Camper Van that is perpetually parked in the area, either on the Firestone lot, along Sepulveda totally obstructing drivers views or on 17th, causing 17th to become so narrow only 1 car can pass, creating a serious traffic hazard for cars turning quickly off of Sepulveda onto 17th.

In general more enforcement of cutting back hedges for driver visibility would be appreciated in our neighborhood. Last year I hit a pedestrian runner at the intersection on my block of Pine and 19th, after stopping and looking both ways, and it was partially due to large homeowner vegetation which blocked my view when I looked left up 19th. (It was due most of all to the runner not observing her surroundings whatsoever, but I got sued and LOST, even though the Officer said it was not my fault, because let's be honest the pedestrian always wins in court. It's a cautionary tale of what happens when drivers views are obstructed by anything, when we are trying to drive safely.

Thank you for your consideration of my concerns.

Warmly,
Kirsten Chen
1705 Pine Ave, Manhattan Beach
484-888-8378

March 28, 2024

Good afternoon, Parking and Public Improvements Commission.

My name is Tom Kaminski. I am a resident of Manhattan Beach. I live at 1701 Oak Ave. on the corner of Oak Ave. and 17th Street.

As a former school principal for 34 years and currently a leadership coach for 10 years with the Los Angeles County Office of Education, providing a safe and secure learning environment for students, teachers and parents is paramount to me.

Since 2017, I have observed vehicle accidents and near-accidents from my living room window and front yard. I have also observed young parents, and devoted grandparents, walk cautiously with their children and/or grandchildren in hand at the intersection of Oak Ave. and 17th Street.

Therefore, I am here to advocate for the proposed 4-way stop sign at the corner of Oak and 17th. Moreover, I am also here to recommend a 4-way stop sign at the corner of Elm Ave. and 17th St. to slow down vehicles accelerating excessively uphill toward Sepulveda Boulevard and/or to slowdown vehicles racing downhill through the intersection of Elm Ave. and 17th Street.

In conclusion, I trust the Commission's recommendation to the City Council will support our neighborhood concerns about safety over inconvenience.

Thank you, Commission, for helping our neighborhood feel valued, cared for, and understood.



Tom Kaminski

626-826-8303 (c)