

CITY OF MANHATTAN BEACH

DEPARTMENT OF COMMUNITY DEVELOPMENT

TO: Parking and Public Improvements Commission

FROM: Richard Thompson, Director of Community Development
Ana Stevenson, Management Analyst
Erik Zandvliet, Traffic Engineer
Ruth Smith, Traffic Consultant



DATE: March 26, 2009

SUBJECT: **North Manhattan Beach (El Porto) Neighborhood Traffic Management Program (NTMP) Survey Results and Initial Measures**

RECOMMENDATION:

Staff recommends that the Parking and Public Improvements Commission (PPIC) approve the following initial traffic calming measures and forward them, with the survey results, to the City Council for their approval:

1. Maintain the current turn restrictions and barricades at the intersection of Ocean Drive and 40th Street from 3-8pm on weekdays. Improve signs to clearly indicate turn restrictions and construct swinging barricades to replace the temporary ones for better driver compliance.
2. Reconstruct the existing speed humps on Ocean Drive north of 38th Street and north of 42nd Street to meet current specifications.
3. Replace all speed limit signs on Ocean Drive with high-reflectivity signs.
4. Paint a Keep Clear legend and post related signs on Highland Avenue at 40th Street for the southbound lanes.
5. Install stop signs on the fourth (eastbound) legs of the intersections at Ocean Dr. & 38th Street, 39th Street, 41st Street, 42nd Street, 43rd Street, 44th Street and Rosecrans Avenue to match existing opposing stops signs on the westbound legs.
6. Paint white edge lines on 38th Street, 39th Street, 40th Street, 41st Street, 42nd Street and 43rd Street, like the ones on 44th Street, to delineate allowable parking zones. Repaint the edge lines on 44th Street and initiate a program to repaint the lines every year.
7. Install or replace one-way signs and speed limit signs on streets east of Highland Drive where appropriate to clearly indicate traffic requirements.
8. Paint all striping and markings on an annual basis to improve driver awareness of traffic control devices.
9. Increase enforcement of speeding and other moving violations on a regular basis.

BACKGROUND:

On November 19, 2002, the City Council approved the City-Wide Neighborhood Traffic Management Program (NTMP). This Program established a set of procedures to evaluate neighborhoods in an effort to improve livability of neighborhood streets. The NTMP created a consistent way for the City to evaluate traffic requests, so that a comprehensive plan can be implemented that will minimize adverse impacts both before and after implementation of traffic calming measures. The North Manhattan Beach NTMP is presently at Step 5 of 6.

Through a series of actions taken by the PPIC and the City Council from 1983 through 2000, neighborhood traffic calming measures were installed in the area formerly referred to as El Porto and now designated North Manhattan Beach. The primary purpose of the traffic calming measures was to reduce traffic volumes and speeding on Ocean Drive without unduly impacting other neighborhood streets, particularly 40th Street west of Highland Avenue.

On October 23, 2008, the Commission held a public workshop for the North Manhattan Beach Neighborhood to listen to resident concerns on streets within their neighborhood and discuss existing traffic conditions. Notices were mailed to the entire neighborhood, as well as to those residents who had previously signed petitions or letters. Approximately 25 residents attended the workshop facilitated by the Traffic Engineer and Traffic Consultant. At the PPIC's direction, the neighborhood traffic issues were re-examined as a whole and a variety of possible traffic calming scenarios were developed.

On January 22, 2009, the Commission held its second meeting to discuss the traffic study findings conducted in 2008 and early 2009 and to finalize a list of optional traffic calming measures to be submitted to residents in the form of a survey for their feedback in developing a comprehensive traffic management plan. Notices were again mailed to the neighborhood. Approximately 30 residents attended the workshop facilitated by the Traffic Engineer and Traffic Consultant. After extensive discussion, the Commission agreed upon the items to be sent in the form of a survey. The results of the resident survey have been tabulated and are presented in this report.

DISCUSSION:

List of Possible Measures

The following possible traffic calming measures were presented at the public workshop on January 22, 2009 for consideration regarding their viability and acceptability to neighborhood residents:

1. Replace all speed limit signs on Ocean Drive with high-reflectivity signs. *Most of the existing signs are worn and have diminished reflectivity.*
2. Replace the barricades at Ocean Drive and 40th Street with a permanent diverter that would force eastbound traffic on 40th Street exiting the beach parking lot to turn right onto southbound Ocean Drive, and force southbound traffic on Ocean Drive to turn left onto eastbound 40th Street, as it currently does from 3-8 pm on weekdays. Traffic would be

- diverted at all times. *This would provide a permanent solution that would eliminate the need for City staff to place the barricades each week day and eliminate the need for enforcement.*
3. Make Ocean Drive one-way northbound from Rosecrans Avenue to 45th Street. Allow limited additional parking on one side of the street where not in front of garages. *This is another option for preventing southbound traffic from using Ocean Drive to avoid Highland Avenue, and one that would not divert traffic from one neighborhood street onto others.*
 4. Construct a second exit for the beach parking lot at Rosecrans Avenue. *This would provide relief for the 40th Street exit and reduce beach traffic in the neighborhood. It would also provide additional beach parking.*
 5. Relocate the only exit for the beach parking lot from 40th Street to Rosecrans Avenue (subject to Item 4, above). *This would bring beach traffic out onto Rosecrans Avenue instead of 40th Street, greatly reducing beach traffic on the streets between 45th Street and Rosecrans Avenue.*
 6. Reconstruct the existing speed hump on Ocean Drive north of 42nd Street to current specifications. *A review of the overall pattern of stop signs and speed humps on Ocean Drive shows that this speed hump location fits in well and would be effective in reducing speeds if it were restored to current standards.*
 7. Remove the existing speed hump on Ocean Drive between 38th Street and 38th Place. *A review of the overall pattern of stop signs and speed humps on Ocean Drive shows that the close proximity of this speed hump to the stop sign at 38th Street eliminates most of the speed hump's effectiveness.*
 8. Paint a Keep Clear legend and post related signs on Highland Avenue at 40th Street for the southbound lanes. *This would assist residents in making a northbound left turn from Highland Avenue onto westbound 40th Street when traffic backs up on Highland Avenue, blocking access to 40th Street.*
 9. Install stop signs on the eastbound legs of 38th Street, 39th Street, 41st Street, 42nd Street, 43rd Street, 44th Street, and Rosecrans Avenue at Ocean Drive to provide four-way stops instead of the current three-way stops at these full intersections. *Standard practice is to install stop signs in opposing pairs. Adding these signs would eliminate any misunderstanding for motorists unfamiliar with the neighborhood and reduce the City's exposure to liability.*
 10. Install stop signs on Ocean Drive at 39th Street and 44th Street to create 4-way stops. *Stop signs are justified at these two locations based on sight distance.*
 11. Paint white edge lines on 38th Street, 39th Street, 40th Street, 41st Street, 42nd Street and 43rd Street, like the ones on 44th Street, to delineate allowable parking zones. Repaint the edge lines on 44th Street and initiate a program to repaint the lines every year. *The existing white edge lines on 44th Street have been effective in keeping a clear path for emergency vehicles. Painting them on the other neighborhood streets (not alleys), will improve emergency response.*

12. Work with the appropriate agencies to allow overnight resident parking in the County's beach parking lot, including replacing the existing locked gate with a gate that is activated by pavement loops located in advance of the gate. *This would provide additional parking for residents by allowing them to exit when the parking lot is closed to the general public.*

The possible measures for inclusion in the survey regarding speed limit signs, speed humps, Keep Clear legend, additional stop signs, and painting white edge lines to delineate parking were relatively straight-forward and generated minimal discussion at the workshop. The other items, which concerned modifying the barricades at Ocean Drive and 40th Street and modifying access to the beach parking lot, were of particular interest and concern.

Resident opinions about removing or modifying the barricades at Ocean Drive and 40th Street appeared to be primarily a result of where they live. Several residents also noted drawbacks with Items 2 and 3. In particular, making parking lot traffic turn right onto southbound Ocean Drive from eastbound 40th Street instead of having to make the current left turn onto northbound Ocean Drive, would provide a way for motorists to use the beach parking lot as a cut-through route, as was done in the past. Item 3, making Ocean Drive one-way northbound, could create problems when the beach is heavily used, since traffic is redirected onto southbound Ocean Drive when westbound traffic backs up at the 45th Street beach parking lot entrance.

Rosecrans Avenue residents expressed opposition to building a beach lot exit at Rosecrans (Items 4 and 5) since it would partially or fully shift beach traffic to their street. It was also noted that this action would be a long-term solution at best, due to the high cost, difficult design and need to obtain approvals from LA County and the Coastal Commission. Using the County's private lifeguard parking lot access at 36th Street was also discussed. This location has the advantage of already connecting to the existing El Porto Beach parking lot, however, it would require the County's consent, it would cross sensitive lifeguard operations, and it would also move traffic onto narrower streets with more difficult access. The PPIC ultimately eliminated these two alternative beach access options from consideration at this time.

Neighborhood Survey

As directed by the Commission, staff prepared a survey of the possible measures, which included additional alternatives regarding the barricades at Ocean Drive and 40th Street and removed the options related to the beach parking lot exits. The neighborhood survey (Exhibit A) asked whether residents were in favor of or opposed to the following list of possible traffic calming measures:

1. Barricade and turn restriction options at Ocean Drive and 40th Street:
 - a. Replace the barricades with permanent concrete diverters that would require eastbound traffic on 40th Street exiting the beach parking lot to turn right onto southbound Ocean Drive, and require southbound traffic on Ocean Drive to turn left onto eastbound 40th Street, as it currently does from 3-8 pm on weekdays. Traffic would be diverted at all times.
OR

- b. Remove the temporary barricade on 40th Street at Ocean Drive, allowing vehicles exiting beach parking to continue straight on 40th Street to Highland Avenue. OR
 - c. Remove southbound barricade on Ocean Drive at 40th Street and make Ocean Drive one-way northbound from Rosecrans Avenue to 45th Street, to prevent southbound cut-thru traffic diversion from Highland Avenue. OR
 - d. Install signs and permanent barricade to prohibit any southbound traffic on Ocean Drive at 40th Street and all other turns. OR
 - e. Remove all temporary barricades, with no traffic restrictions at any time. OR
 - f. Leave barricades/restrictions at 40th Street and Ocean Drive as they are.
2. Reconstruct the existing speed hump on Ocean Drive north of 42nd Street to meet current specifications.
 3. Remove the existing speed hump on Ocean Drive between 38th Street and 38th Place. (See also Measure 4b below.)
 4. Stop sign options:
 - a. Install stop signs on the fourth (eastbound) legs of the intersections at Ocean Dr. & 38th Street, 39th Street, 41st Street, 42nd Street, 43rd Street, 44th Street and Rosecrans Avenue to match existing opposing stops signs on westbound legs. OR
 - b. Install stop signs on Ocean Drive at 39th Street and 44th Street to create a 4-way stop. OR
 - c. Do not install any additional stop signs.
 5. Paint a Keep Clear legend and post related signs on Highland Avenue at 40th Street for the southbound lanes to reduce gridlock when exiting 40th Street.
 6. Replace all speed limit signs on southbound Highland Avenue with high-reflectivity signs.
 7. Paint white edge lines on 44th Street, 39th Street, 40th Street, 41st Street, 42nd Street, and 43rd Street, like the ones on 44th Street, to delineate allowable parking zones and improve emergency vehicle access.

The survey was not a vote on particular measures, but was intended to aid staff and the Commission in developing a comprehensive North Manhattan Beach NTMP. The survey was mailed out to about 600 addresses between February 12 and 24, 2009, with a deadline of March 6, 2009. A total of 130 surveys were returned, for a 22% return rate, which is outstanding for this type of survey, and is a statistically significant representation of the residents' opinions on the traffic calming measures.

Survey Findings

The results of the neighborhood survey responses were tabulated and are detailed on Exhibit B. The survey findings, based on the residents' responses to the survey of possible traffic calming measures, are summarized below:

- A. A total of 130 surveys were returned, with the following geographical breakdown:

- Residents north of 40th Street: 61 (47%)
- 40th Street residents 14 (11%)
- Residents south of 40th Street 35 (27%)
- Residents east of Highland Avenue 8 (6%)
- Address not given 12 (9%)

Since 40th Street is located toward the southerly end of the neighborhood, the breakdown appears to be generally representative of the entire neighborhood. The percentage of respondents on 40th Street responding to the survey was significantly higher than the average response rate.

- B. Items 1 and 4 requested survey respondents to pick one of several alternatives, which were mutually exclusive. However, at least one-third of the surveys had more than one choice checked for these items. No effort was made to discount the multiple responses, on the assumption that residents are entitled to more than one favorable alternative. Therefore, the total number of “in favor” responses for Items 1a-f and 4a-c may total more than the number of total respondents.
- C. Of those surveys indicating support of Item 1f (no change to 40th Street barricades) plus another option, most chose options with fewer restrictions i.e. Item 1b (allow eastbound through traffic on 40th Street) or Item 1e (remove all barricades).
- D. Item 1f (no change to 40th Street barricades) received the highest support representing 28% of all respondents, closely followed by Item 1b (allow eastbound through traffic on 40th Street) with 27% support.
- E. Options 1c (one-way northbound) and 1d (permanent southbound barricade at 40th Street) were supported by less than 10% of the respondents.
- F. The responses to Option 1 were also broken down by geographic location, as shown in the table below:

LOCATION	OPTION												TOTAL
	1a		1b		1c		1d		1e		1f		
NORTH OF 40TH ST.	3	4%	25	31%	6	8%	2	3%	20	24%	24	30%	80
40TH ST.	13	72%	0		1	6%	1	6%	1	6%	2	10%	18
SOUTH OF 40TH ST.	2	4%	14	29%	5	10%	9	18%	3	6%	16	33%	49
EAST OF HIGHLAND	2	22%	2	22%	0	0%	0	0%	2	22%	3	34%	9
NO ADDRESS	2	10%	6	30%	1	5%	3	15%	3	15%	5	25%	20

- G. Residents living north of 40th Street generally favored any option with the same or fewer turn restrictions.

- H. Residents living on 40th Street overwhelmingly favored Option 1a (permanent diverters). Of all of the groups, only those living on 40th Street favored any type of permanent diverter.
 - I. Residents living south of 40th Street heavily favored Option 1f (no change), but they are also in favor of Option 1b (allow eastbound through).
 - J. Of those residents that did not live on 40th Street, most (34 respondents) favored Item 1f (no change).
 - K. Residents are clearly in favor of keeping and enhancing both speed humps, even though the removal of one of them was recommended. Of those responding to Items 2 and 3, 54% agreed with keeping the one north of 42nd Street and 76% were against removing the one north of 38th Street.
 - L. Residents are generally opposed to additional stop signs. Of those responding to Item 4, only 23% were in favor of Item 4a (install stop signs on eastbound legs of 3-way stopped intersections), and only 25% were in favor of Item 1b (add stops on Ocean at 39th and 44th Streets). 51% were in favor of Item 4c (no additional stop signs)
-
- M. Some respondents that checked Item 4c (no additional stop signs) were also in favor of Item 4a (install stop signs on eastbound legs of 3-way stopped intersections).
 - N. 81% of the survey respondents were favor of Item 5 (paint Keep Clear legends on Highland Avenue).
 - O. 67% of the survey respondents were in favor of Item 6 (upgrade all speed limit signs)
 - P. 75% of the respondents were in favor of Item 7 (paint white edge lines on the east-west streets).
 - Q. Residents living east of Highland Avenue included comments regarding concerns they have in their area, including speeding and wrong-way drivers on Crest Drive. They requested large noticeable one-way signs, additional speed limit signs, and speed humps.

Many residents included comments with their returned surveys (see Exhibit C). Their suggestions include making the speed limit on Ocean Drive 5 mph, increasing parking, making all streets from Gull Street to Rosecrans Avenue one-way, repairing the roads, adding barricades to Rosecrans Avenue and Ocean Drive, and at 45th Street and Ocean Drive, more speed humps, and modifying street sweeping hours. Many of these suggestions have been discussed and/or considered in our initial evaluations. Other items such as speed limits would not be legally enforceable or not permissible under current City policies.

CONCLUSION:

Based on the traffic studies, previous findings and the survey results, staff believes that no major modifications to traffic flow in the neighborhood should be made at this time.

Based on the prior evaluation of each of the NTMP toolbox measures, extensive public discussion, and survey responses, the following list of traffic calming measures is proposed:

1. Maintain the current turn restrictions and barricades at the intersection of Ocean Drive and 40th Street from 3-8pm on weekdays, however replace the temporary barricades with swinging barricades.
2. Reconstruct the existing speed humps on Ocean Drive north of 38th Street and north of 42nd Street to meet current specifications.
3. Replace all speed limit signs on Ocean Drive with high-reflectivity signs.
4. Paint a Keep Clear legend and post related signs on Highland Avenue at 40th Street for the southbound lanes.
5. Install stop signs on the fourth (eastbound) legs of the intersections at Ocean Drive and 38th Street, 39th Street, 41st Street, 42nd Street, 43rd Street, 44th Street and Rosecrans Avenue to match existing opposing stops signs on westbound legs.
6. Paint white edge lines on 38th Street, 39th Street, 40th Street, 41st Street, 42nd Street and 43rd Street, like the ones on 44th Street, to delineate allowable parking zones. Repaint the edge lines on 44th Street and initiate a program to repaint the lines every year.
7. Review existing conditions and install or replace appropriate one-way signs and speed limit signs to clearly indicate traffic requirements on streets east of Highland Avenue.
8. Paint all striping and markings on an annual basis to improve driver awareness of traffic control devices.
9. Increase enforcement of speeding and other moving violations on a regular basis.

A map of these initial measures is shown on Exhibit D.

Both the Fire and Police Departments have been involved in the preparation of the North Manhattan Beach NTMP and have no preliminary objections to the recommended actions. By way of mailed notices, all residents and affected parties in the North Manhattan Beach Neighborhood have been invited to the PPIC meeting today.

Next Steps:

Upon the PPIC's recommendation of the refined list of toolbox measures, the results of the survey and recommended initial measures will be forwarded to the City Council for approval on a trial basis. Upon approval, the NTMP will then follow the remaining steps as identified in the city-wide NTMP procedures. During the trial period, a before-and-after study will be conducted to evaluate the effectiveness of the initial measures. This evaluation will be then forwarded to the

Commission at a public hearing for further for discussion to determine if the initial measures should be changed or made permanent and if additional measures should be considered.

ATTACHMENTS:

- Exhibit A: Survey of Possible Traffic Calming Measures
- Exhibit B: Responses to Neighborhood Survey
- Exhibit C: Resident Comments Noted on Returned Surveys
- Exhibit D: Map of Proposed Initial Measures
- Exhibit E: PPIC Staff Report 1/22/2009
- Exhibit F: PPIC Meeting Minutes 1/22/2009
- Exhibit G: Copy of Public Notice

E:\PPIC-NMB NTMP_03-26-2009 (draft3-rev).doc



City of Manhattan Beach
NORTH MANHATTAN BEACH NEIGHBORHOOD SURVEY

PLEASE RETURN BY:
FEBRUARY 27, 2009

POSSIBLE TRAFFIC CALMING MEASURES

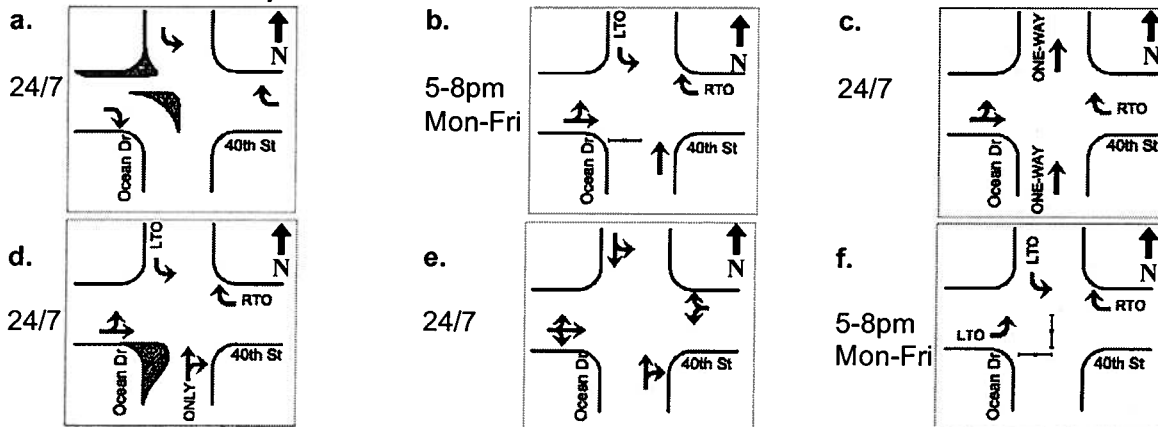
In Favor

Please check one box for each measure or option:

1. Barricade and turn restriction options at Ocean Drive and 40th Street as shown on sketches below:

- | | | |
|-----------|--------------|---|
| 22 | (13%) | a. Replace the barricades with <u>permanent</u> concrete diverters that would require eastbound traffic on 40th Street exiting the beach parking lot to turn <u>right</u> onto southbound Ocean Drive, and require southbound traffic on Ocean Drive to turn left onto eastbound 40th Street, as it currently does from 3-8 pm on weekdays. Traffic would be diverted at all times. |
| OR | | |
| 47 | (27%) | b. Remove the temporary barricade on 40th Street at Ocean Drive, allowing vehicles exiting beach parking to continue straight on 40th St. to Highland Ave. |
| OR | | |
| 13 | (7%) | c. Remove southbound barricade on Ocean Drive at 40th Street and make Ocean Drive one-way northbound from Rosecrans Avenue to 45th Street, to prevent southbound cut-thru traffic diversion from Highland Avenue. |
| OR | | |
| 15 | (9%) | d. Install signs and permanent barricade to prohibit any southbound traffic on Ocean Drive at 40 th Street, and all other turns. |
| OR | | |
| 29 | (16%) | e. Remove all temporary barricades, with no traffic restrictions at any time. |
| OR | | |
| 50 | (28%) | f. Leave barricades/restrictions at 40th Street and Ocean Drive as they are. |

Options for Measure #1: Barricades at Ocean Dr. & 40th St.



(Please Complete Survey on Reverse)

POSSIBLE TRAFFIC CALMING MEASURES (Cont.)

In Favor	Opposed	
53 (54%)	46 (46%)	2. Reconstruct the existing speed hump on Ocean Drive north of 42nd Street to meet current specifications (see attached exhibit).
24 (24%)	76 (76%)	3. Remove the existing speed hump on Ocean Drive, between 38th Street and 38th Place (see attached exhibit). (See also Measure 4b below.)
		4. Stop sign options (see attached exhibit):
27 (23%)		a. Install stop signs on the fourth (eastbound) legs of the intersections at Ocean Dr. & 38th St., 39th St., 41st St., 42nd St., 43rd St., 44th St. and Rosecrans Ave. to match existing opposing stops signs on westbound legs.
		<i>OR</i>
29 (25%)		b. Install stop signs on Ocean Drive at 39th Street and 44th Street to create a 4-way stop.
		<i>OR</i>
60 (51%)		c. Do not install any additional stop signs.

80 (81%)	19 (19%)	5. Paint a Keep Clear legend and post related signs on Highland Avenue at 40th Street for the southbound lanes to reduce gridlock when exiting 40th Street.
66 (67%)	33 (33%)	6. Replace all speed limit signs on southbound Highland Avenue with high-reflectivity signs.
73 (75%)	24 (25%)	7. Paint white edgelines on 44th Street, 39th Street, 40th Street, 41st Street, 42nd Street, and 43rd Street, like the ones on 44th Street, to delineate allowable parking zones and improve emergency vehicle access.

NAME:
(Optional and Confidential) _____

ADDRESS:
(Required) _____

PHONE:
(Optional and Confidential) _____

E-MAIL:
(Optional and Confidential) _____

NOTE: You may make additional comments below.

EXHIBIT

B

North Manhattan Beach (El Porto) NTMP

RESIDENT COMMENTS NOTED ON RETURNED SURVEYS

March 2009

#3 THIS NEEDS TO BE ENHANCED; NOT REMOVED. Best option, per "1c" is to make Ocean Dr between Rosecrans & 45th one way. Add speed humps on Ocean at 39th & 42nd St.

Favor the one-way south to north concept. Why does that long stretch have only 2 speed humps?

Would like to be able to go south of 40th during rush hour as resident that lives between 40th & Rosecrans

This is all about calming traffic. What about the people who live here?

People need to realize we live at the beach near a heavily used parking lot. Get a life!

1f: 3PM-7PM. 8PM too late, even Rosecrans/Sepulveda only goes to 7pm. Stop sign at bottom of 43rd is made so that we have to drive on wrong side of street due to 2 parking spaces by sign. Very dangerous.

1f is 2nd choice after 1b making it OK to go east on 40th (letter attached to survey).

Order of preference: 1e; 1c, 1a. (1e + barricade to prevent south turn onto Ocean from 45th St.) Re 5 (Keep Clear): Allow/identify room (on Highland) for at least 4 cars to exit south. It will help ease flow coming out at 40th.

Even though I'm in favor of removing traffic restrictions in measure 1, I would like to view the original study/data that supported the current restrictions. Where can I find that info?

1d the best.

Things are OK now. We appreciate the police enforcing the "No Southbound Traffic" on Ocean @ 40th St. on heavy traffic days, but permanent barricades may help this situation.

I am in favor of no restrictions on Ocean for residents in study area only. This would permit study area residents only to proceed southbound on Ocean to Rosecrans instead of being diverted eastbound on 40th.

No more stop signs or speed bumps. They mess up traffic flow which is already slow due to people looking for parking. The suggestions for 40th St. will further congest traffic and are very annoying to residents! I hate the 5-8pm restrictions!!! The 40th St. 5-8 pm stops commuters from using Ocean to get here & forces them back onto Highland = increases congestion!!! 40th St. blockage 5-8 is a mess!!!

We need to consider more parking spots. This is especially true if we plan to make white edgelines for stricter parking. People park carzy (and dangerously) because there are very few places to park. Or we need to create permit parking. In making these decisions we need to consider residents that do not have parking and those that do. If we continue to make it difficult to drive around to find parking then more people will not want to rent in this neighborhood.

Anything you do to keep people from using Ocean as an alternate for the 405 will be appreciated.

Regarding 7 (white edgelines): No, No, No.

I don't feel residents should be anymore inconvenienced by the commuters from outside MB. The fact that I live at Shell & Ocean and can't take Ocean to Rosecrans from 3-7 to avoid the commuters on Highland is simply wrong. To take away the ability to get to 40th would be brutally unfair!

Speed limit should be 5 mph. Be more strict on visitor parking

Re 1c: No, no, no please! Re stop signs: it is just fine the way it is. Re Keep Clear: it is impossible to turn right onto Highland safely from 44th because of vision blocked by cars parked but residents need parking. No answer. Please do not make Crest a one-way street! Please do not make it any more difficult to drive through our neighborhood or do not get rid of any parking. What we do need is for the City of MB to treat El Porto with the same care it treats Downtown MB. Power wash the side walks, trash clean up, clean up beach bathrooms and please please add some greenery around El Porto and cover the ugly water/smokestacks!

My roommates & I also feel that street sweeping on the west side of Highland on Tues & Fridays should be changed from 8 am - 9 am to 9 am-10 am so that cars have the option of being moved to the east side of Highland (which tows from 6:30 am - 9:00 am). With parking as difficult to come by as is, it would be helpful to eliminate the 1 hour of no available parking on Highland twice a week.

Please refrain from naming El Porto No. Manhattan in your correspondence. Out of 849 registered voters in El Porto, in a survey, not completely scientific, if you will, almost non liked the change of name.

Any improvements to elevate (eliminate?) traffic problems on Ocean will be appreciated.

We have been home owners at this address for 26 years, it's time to act.

Making everything more complicated doesn't help. Enforcement is the answer.

Re 1c: Not sure. What are you going to do with all the beach bound 45th St. cars all summer long that line up on 45th St., only to get directed southbound on Ocean by the parking police when the parking lot is full? All these cars will then be gridlocked unless you let them U-turn back up Gull on 44th which I am highly against since I live there! Re 1d: It works well the way it is. Re 4a: Yes! Need to slow traffic. The slower the better. The 44th St. stop sign is paramount! My son crosses there to go to the beach.

If item 7 is not approved, install speed bump on 43rd St. (and others that prohibit parking on one side). People ran up the hill at incredible speeds and noise, especially during summer. Please call to discuss.

We are in favor of anything with would reduce the flow of traffic on Ocean Blvd. We live at corner of 38th St. and Ocean and repeatedly witness cars speed through the stop sign, sometimes without even slowing down. We are in favor of any measures which would reduce this hazard as much as possible.

We had discussed at the meeting one major point that is not on this letter: opening up additional exit of parking lot. This will allow traffic to be better spread out as well as address additional parking that will enable the city to increase parking revenue. This revenue can pay for all of the measures listed.

I would like to see increased parking police patrol and enforcement of "no parking opposite garage" signs on the alley streets. As well as overall enforcement of illegal parking.

You can sell residents, that live in El Portal (NMB), car sticker that allows us to use on Ocean without restrictions.

This is all great for local traffic, but when is something going to be done about limited parking for residents in El Porto?

Letter attached to survey.

Letter attached to survey.

Since 80% of the intersections on Ocean are blind intersections, the speed limit should be 5 mph all along Ocean! After all it is the law at blind intersections.

Residents, particularly to the south, bear the cost of traffic interdiction, while all gain benefit. A reasonable balance is needed.

I have noticed and experienced no problems with traffic on Ocean Ave. between Rosecrans Ave. and 45th Street. No need to change anything in my opinion.

All westbound streets entering Ocean should have stop signs. 1F is preferred and 1A is acceptable.

How about making all streets from Gull to Rosecrans Pl. one-way to prevent accidents when people pull out onto Highland?

Leave things as they are – the money would be better spent on re-paving the roads in the N. Manhattan "El Porto" area – the roads are cracked, patched, i.e. a mess.

1f: Keep barricades/restrictions as is. In addition, create concrete barriers at Rosecrans & Ocean Dr. to prevent northbound traffic on Ocean. Create concrete barriers at 45th & Ocean to prevent southbound traffic on Ocean, ie similar to 15th St. & Marine at Ocean Dr. This solves all the issues.

Regarding Survey Question #1: El Porto traffic is the best it has been since I have lived here (1986). One improvement can be made – approving option "b". 40th Street was always intended as the exit from the El Porto beach parking lot. It is a wide street with a consistent, even grade to the signal at Highland. The current evening commute restriction preventing the normal parking lot exit on 40th Street (option "f") directs traffic to the alley Kelp which is narrow, has a steeper grade than 40th, has no signal at Highland and was never intended as parking lot exit. This problem should be corrected. Note that option "a" would cause the same problem for the alley El Porto 1 block south of 40th, only on a permanent basis.

(1) Construct large "noticeable" one-way signs going south on Crest Dr. for wrong-way drivers going from 45th to 38th St. (2) Construct speed bumps going north on Crest Dr. from 38th St. to 45th. This will prevent a catastrophic accident when cars going east up and street exiting north on Crest Dr. The work "catastrophic" is used because cars speed eastbound up the hill while cars speed north on Crest Dr. causing collisions. Locations of proposed signs and speed bumps were shown on neighborhood map.

Make crosswalks more visible.

Speed limit should be 5 mph because of all the blind intersections!! If you do all that marking and then enforce the stop signs, when the public has learned that they are being enforced regularly, they will stop!

We need more speed bumps, not less! Every east/west street should have speed bumps (s), stop signs and posted parking signs; in short, unified, comprehensive, clearly defined parking and traffic engineering for every street, the whole area.

Don't know if I'm just lucky or what, but I don't have any traffic flow problems. I do have problems with the parked cars & lack of enforcement of existing signs. The west side of Ocean Dr. is posted "no parking" & when cars are parked in driveways or garages extending out into the street, they cause S/B traffic to go around into the N/B lanes. Especially hazardous when they are parked opposite a street with a vehicle traveling W/B/

We should discourage the use of single occupant and "cruising" traffic through the area. The traffic is a mess. The more we choke it down for tourists, the better.

Happily, we own 5 buildings in El Porto, approximately ½ block from the beach. We care a lot about the area and at one time, years ago, spearheaded an effort to have trees placed by the City in appropriate locations. No results although 26 places were chosen by the City but the tenants/owners were not accepting of the trees since "watering" was going to be their responsibility. We feel the traffic situation should be studied, considering the width of streets and also sidewalk usage. Some of the narrow streets would be unsafe for heavy traffic, but Rosecrans would be ideal because of width and sidewalks...

**Richard G. "Nick" & Doris Nickelson
4421 Crest Drive
Manhattan Beach, CA 90266
(310) 545-2937**

February 16, 2009

**City of Manhattan Beach
North Manhattan Beach Traffic Survey
Attn: Esteban Danna**

Dear Esteban,

With regard to your "North Manhattan Area Traffic Survey" I would like to add the following. The survey deals with the area bounded by Rosecrans Avenue on the south, 45th Street on the north, and west of Highland Ave. to the County beach (El Porto); but it does not incorporate any changes east of Highland Ave. to Crest Drive between Rosecrans Ave. and 45th St. and we feel there are needed improvements that should be made and they are as follows:

First, the speed limit on Crest Drive, a one-way street, is 15 MPH but there is only one speed limit sign and one sign painted on the street denoting this fact and they are posted at the south end, near Rosecrans Ave., at 38th St. and Crest Dr. That means that for the next twelve (12) blocks there is nothing to tell drivers coming up one of those alternate streets that the speed limit is 15 MPH. The 15 MPH speed limit should be periodically posted and painted on and along Crest Drive. Traffic races along at 30 to 40 MPH and when some drivers navigate the turn at 45th Street they seldom take their speed into account or the fact that residents may be backing from their garages.

Second, to slow the speed of traffic along Crest Dr., speed bumps should be added at periodic intervals to curtail speeding.

Third, because there are no "Stop or Yield Signs" at the top of 39th St. and Crest Drive or any other street north of 39th St. to and including Gull St. and Crest Dr. traffic entering Crest Dr. does not always yield to traffic driving along Crest Dr.

Fourth, "One Way" signs are posted along Crest Dr. at each street except for Gull St. A "One Way" sign should be posted there as well.

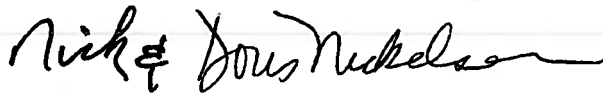
Fifth, There is a small "Chevron Park" directly across from 4419 and 4421 (our residence) Crest Drive. A "No Parking" sign should be posted at the north end of that park, or the curb painted Red, to prevent cars from

parking there. It is illegal to park there because by so doing large emergency vehicles, such as Fire Trucks, cannot get by in an emergency. But, because it is not posted cars do park there, primarily in the summer, when parking is difficult to find; they are then ticketed.

Sixth, Two years ago I was told that Highland Ave., between Rosecrans Ave. and 45th St., would be resurfaced but that has not happened. Highland Ave. should be resurfaced and crosswalks repainted.

Thank you and we hope you take into consideration the above suggestions. I have been a resident of El Porto, North Manhattan Beach, since 1972 residing on 45th St., Gull St., and now Crest Dr. where my wife and I have resided for approximately eight years. We are aware of the problems related to this end of town especially those problems East of Highland.

Sincerely,

A handwritten signature in black ink that reads "Nick & Doris Nickelson". The signature is written in a cursive style with a horizontal line extending from the end of the name.

Nick and Doris Nickelson
4421 Crest Drive
Manhattan Beach, CA 90266

I am writing this to remind city staff and commission members of the information we all learned at the last public hearing on this matter.

Making Ocean a one way street going north is not doable. There are many reasons why this is so, but one is that the hundreds of cars that are turned away at the corner of 45th and Ocean during busy summer weekends would have nowhere to go. The power plant to the north has been approved for a repowering that includes plans to replace the access road with a berm and plantings and close off all access from the south. The only place a car could turn around when they ended up at a closed lot would be in my driveway. This idea was thinking outside the box, but it was so fanciful that it must remain imaginary.

Similarly installing permanent diverters at Ocean and 40th would be a bad idea. There are only two ways to go both north and south in the El Porto area (Crest only goes one way). One is Highland and one is Ocean. At rush hour there is a (perceived) need to stop people from avoiding the crush on Highland and cutting through either Ocean or the parking lot and continuing north on Ocean. Temporary diverters meet that need. The rest of the time it would be inconvenient and possibly dangerous to force everyone to go up to Highland. Installing permanent diverters would be an attempt to solve a non-existent problem and would create many more problems.

Putting in stop signs at the short ends of streets at Ocean for "consistency" would be another mistake. There is no problem with accidents at those locations and unneeded stop signs only add visual clutter and possibly create more safety problems than they might theoretically solve.

I would change two things. Firstly, the current rush hour diversion of traffic exiting the lot at rush hour should be changed so that cars can either go straight on 40th St. or turn left on Ocean. The no right turn during rush hour must be maintained or the cut through traffic will begin again. The diversion away from the natural exit at 40th street was a temporary measure instituted during the time when a lot of cars were still searching for the magic short cut through El Porto. As long as the other rush hour diversions remain in effect there is no short cut and the normal flow of traffic should be allowed to exit at the wide street with a stop light that was designed for exiting the lot.

Secondly I would reinstall the "severe tire damage" grates at the parking lot exit. I understand the noise of the grates was bothering nearby residents but perhaps some newer quieter device could be found. Sly surfers have been entering at the exit area since the removal of the device and since all day surveillance by a traffic officer is not realistic, some sort of device needs to make that trick impossible.

I have mentioned several times and will here try again to suggest that the source of all this congestion is the traffic light at Rosecrans. Some communities use actual human

traffic police to direct traffic at busy times. If there were a Manhattan Beach Police Officer at the Rosecrans intersection both in the morning and in the afternoon during rush hours I believe that not only would the neighboring residents no longer be bothered by cut through traffic but the hundreds of exasperated commuters, most of them Manhattan Beach residents, could shorten their drive time and have a much mellower start and end to their working day. Tinkering with the timing on the traffic light is not enough. A human brain is needed to hold up the few cars going east on Rosecrans or turning west from Highland to Rosecrans for long enough to let the mass of commuter traffic flow.

Michelle Murphy
4420 The Strand
310-545-6751

City of Manhattan Beach
North MB Traffic Survey
1400 Highland Ave.
Manhattan Beach, CA 90266-4795

To E. Danna and/or E. Zandvliet

First of all, I have to assume that all of this (the traffic survey's and such) is being done because somebody complained about something, correct? And because of that, barricades were put up and speed bumps installed to satisfy a minority of the residents. This in turn is forcing or funneling an increased traffic burden on the rest of us. Now I don't know why or what started this whole thing, but whoever chose the existing solution is not being fair to the rest of us. Call me cynical, but the person who made that decision, wouldn't happen to live on that section of Ocean Dr, do they? That would really piss a lot of people off if that was the case!!

I guess I can understand why the temporary barricade at 40th and Ocean Dr is there during rush hour. I don't necessarily agree or like it, but I understand the issue if this section of Ocean Dr is being used to bypass the congestion on Highland, but what about everyone from 45th to 40th? People still use Ocean as a shortcut; they just turn up 40th when they reach the barricade. Is it fair that those from 45th to 40th have to put up with the traffic, yet the homes from 40th to Rosecrans don't?

Not only that, but the streets north of 40th now takes on all the traffic from the beach parking lot if they don't go straight up 40th. Every night between 3-8 pm, I get vehicles racing up my street. Why should the 40th - Rosecrans residents get off the hook and be allowed the freedom to go in whatever direction they want to go, while everyone else has restrictions? Besides, other than the rush hour issue, isn't traffic pretty much a random thing? I really don't know.

Unless the traffic pattern is top heavy in a specific direction (besides the rush hour issue) and truly a problem, then I would say just leave it all alone. Traffic flows in every direction and we should all have to deal with it.

Now regarding the maps for the "Traffic Calming Measures", I'm a little confused. You show existing 4-way Stops on 38th, 41st and 43rd, and yet for measures 2, 3, & 4 you are showing in the legend additional stop signs to be installed at these same 3 streets?!?! If you already have 4-way stops at these intersections, why would you need to add another stop sign??

If you are going to put up a temporary barricade from 3-8 or 5-8 pm to cut down on the shortcut takers during rush hour, why not put it at Ocean Dr and Rosecrans? No left turns from Ocean Dr onto eastbound Rosecrans.

Since we are going to be affected one way or another, at least we will ALL be impacted in some way. As it stands now, some are not affected at all.

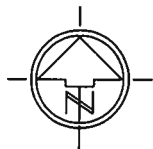
I say: 'If you want to share the wealth, you have to share the burden as well!'

If this is all because of rush hour traffic, then you need to find the solution with that. Otherwise, I think you should save the cities money and just let things flow the way they flow.

Good luck.

Regards,

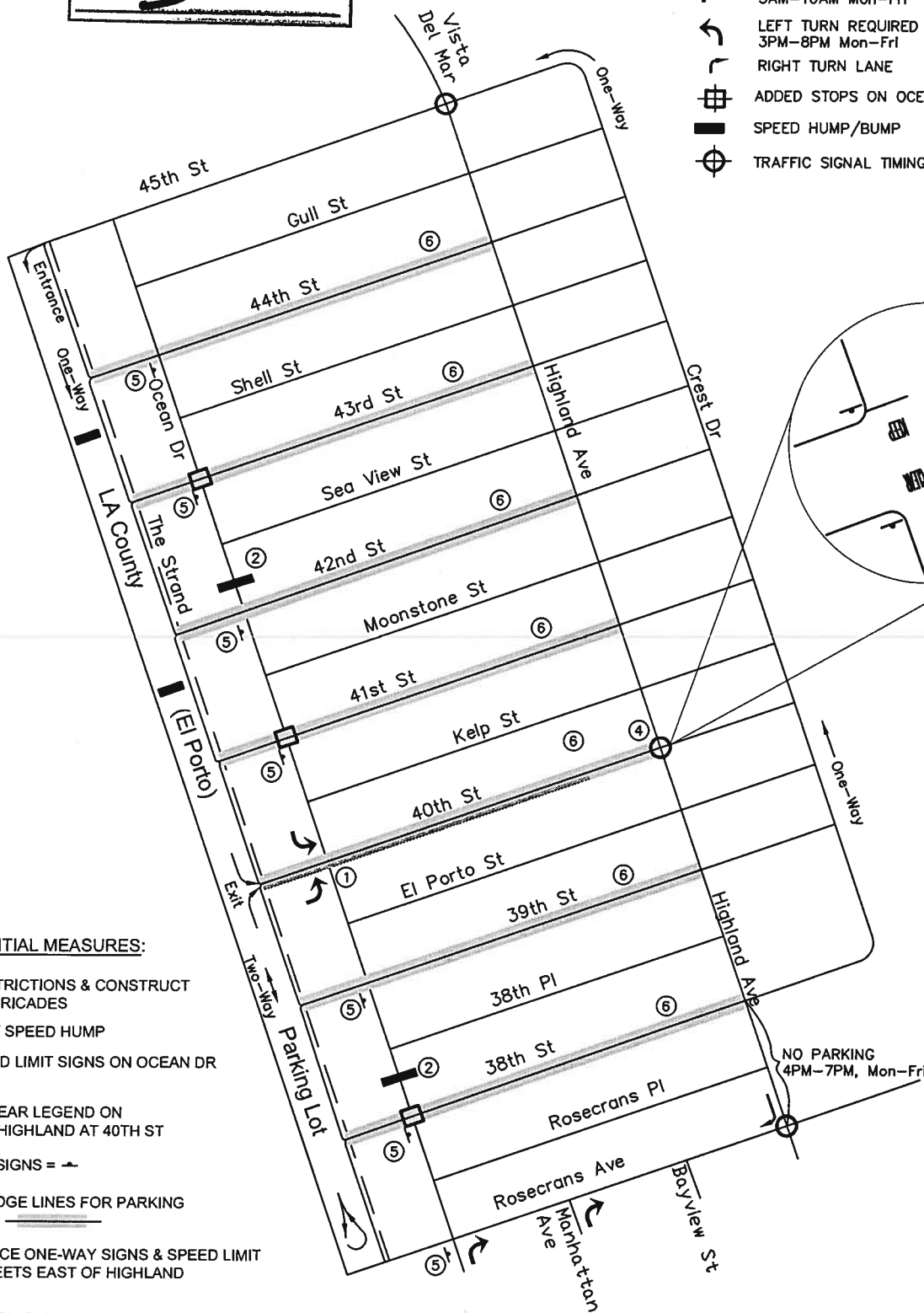
EXHIBIT D



No Scale

EXISTING TRAFFIC CALMING MEASURE:

- RIGHT TURN ONLY
5AM-10AM Mon-Fri
- LEFT TURN REQUIRED
3PM-8PM Mon-Fri
- RIGHT TURN LANE
- ADDED STOPS ON OCEAN DR.
- SPEED HUMP/BUMP
- TRAFFIC SIGNAL TIMING MODIFIED



RECOMMENDED INITIAL MEASURES:

- ① MAINTAIN RESTRICTIONS & CONSTRUCT SWINGING BARRICADES
- ② RECONSTRUCT SPEED HUMP
- ③ REPLACE SPEED LIMIT SIGNS ON OCEAN DR (NOT SHOWN)
- ④ PAINT KEEP CLEAR LEGEND ON SOUTHBOUND HIGHLAND AT 40TH ST
- ⑤ INSTALL STOP SIGNS =
- ⑥ PAINT WHITE EDGE LINES FOR PARKING DELINEATION =
- ⑦ INSTALL/REPLACE ONE-WAY SIGNS & SPEED LIMIT SIGNS ON STREETS EAST OF HIGHLAND (NOT SHOWN)
- ⑧ PAINT ALL STRIPING & MARKINGS ON ANNUAL BASIS (NOT SHOWN)
- ⑨ INCREASE ENFORCEMENT OF MOVING VIOLATIONS, INCLUDING SPEEDING (NOT SHOWN)

16242/3004/01-460

WILLDAN
Engineering
2401 E. KATELLA AVE., SUITE 450
ANAHEIM, CA 92806-6073



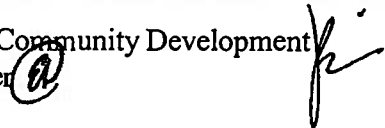
CITY OF MANHATTAN BEACH
NORTH MANHATTAN BEACH NTMP
RECOMMENDED INITIAL MEASURES
EXHIBIT D

CITY OF MANHATTAN BEACH

DEPARTMENT OF COMMUNITY DEVELOPMENT

TO: Parking and Public Improvements Commission

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

Handwritten initials 'ED' and a signature.

DATE: January 22, 2009

SUBJECT: North Manhattan Beach (El Porto) Neighborhood Traffic Management Program (NTMP) Initial Recommendations

RECOMMENDATION:

Staff recommends that the optional measures listed below be submitted to the North Manhattan Beach residents for their comments, and that a comprehensive plan considering these comments be developed and presented to the Parking and Public Improvements Commission (PPIC) for approval.

The optional measures listed below are based on a re-examination of the neighborhood traffic issues as a whole and comprise a variety of possible actions that could be implemented. Some of the measures would be in addition to the current NTMP and others would replace the current NTMP. Some of the measures are mutually exclusive. The residents' comments on these measures will provide staff direction in developing a comprehensive North Manhattan Beach NTMP for future consideration.

1. Replace all speed limit signs on Ocean Drive with high-reflectivity signs.
2. Replace the barricades at Ocean Drive and 40th Street with a permanent diverter that would force eastbound traffic on 40th Street exiting the beach parking lot to turn right onto southbound Ocean Drive, and force southbound traffic on Ocean Drive to turn left onto eastbound 40th Street, as it currently does from 3-8 pm on weekdays. Traffic would be diverted at all times.
3. Make Ocean Drive one-way northbound from Rosecrans Avenue to 45th Street. Allow limited additional parking on one side of the street where not in front of garages.
4. Construct a second exit for the beach parking lot at Rosecrans Avenue.
5. Relocate the only exit for the beach parking lot from 40th Street to Rosecrans Avenue (subject to Item 4, above).

6. Reconstruct the existing speed hump on Ocean Drive north of 42nd Street to current specifications.
7. Remove the existing speed hump on Ocean Drive between 38th Street and 38th Place.
8. Paint a Keep Clear legend and post related signs on Highland Avenue at 40th Street for the southbound lanes.
9. Install stop signs on the eastbound legs of 38th Street, 39th Street, 41st Street, 42nd Street, 43rd Street, 44th Street, and Rosecrans Avenue at Ocean Drive to provide four-way stops instead of the current three-way stops at these full intersections.
10. Install stop signs on Ocean Drive at 39 Street and 44 Street to create a 4-way stops.
11. Paint white edge lines on 38th Street, 39th Street, 40th Street, 41st Street, 42nd Street and 43rd Street, like the ones on 44th Street, to delineate allowable parking zones. Repaint the edge lines on 44th Street and initiate a program to repaint the lines every year.
12. Work with the appropriate agencies to allow overnight resident parking in the County's beach parking lot, including replacing the existing locked gate with a gate that is activated by pavement loops located in advance of the gate, to allow residents to exit when the parking lot is closed to the general public.

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

BACKGROUND:

City-Wide Neighborhood Traffic Management Program (NTMP)

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

The process includes the following seven steps:

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

Although the NTMP was not established when the existing traffic calming measures were implemented for the North Manhattan Beach area, the NTMP process is currently being

followed. The North Manhattan Beach NTMP is presently at Step 3. The recommended actions include Steps 3 and 4.

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

Traffic Calming History

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

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

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

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

- Two speed humps on Ocean Drive, one between 38th Street and 38th Place and one between 42nd Street and Sea View Street (May 1988).
- Signs on northbound Ocean Drive at Rosecrans Avenue and on northbound Manhattan Avenue at Rosecrans Avenue that state "Right Turn Only 5 to 10 AM Monday - Friday" (January 1998).
- Signs on southbound Ocean Drive at 40th Street that state "Left Turn Required 3 to 8 PM Monday - Friday" (September 1998). To encourage compliance, the Police Department also

places a temporary removable barricade in the southbound lane of Ocean Drive at 40th Street each weekday from 3:00 PM to 8:00 PM (August 2000).

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

A detailed summary of the actions taken by the City from 1983 through 2008 is attached to this report (Exhibit D).

DISCUSSION:

Public Workshop

On October 23, 2008, the City held a public workshop for the North Manhattan Beach Neighborhood to discuss and listen to resident concerns on streets within their neighborhood. Notices were mailed to the entire neighborhood, as well as to those residents who had previously signed petitions or letters. Approximately 25 residents attended the workshop facilitated by the Traffic Engineer and Traffic Consultant.

The residents’ concerns fell into these primary categories:

1. Speeding and stop sign violations – Need more police enforcement, more speed humps and more stop signs on Ocean Drive (Note: additional speed humps are not currently an option).
2. Beach parking lot access – Motorists enter the beach parking lot using the exit at 40th Street; spikes at the exit should be used again; and the exit should be moved from 40th Street to Rosecrans Avenue.

3. Barricades at Ocean Street and 40th Street – Motorists defeat the barricades by turning right from Highland Avenue onto El Porto and 39th Streets and turning left to get back onto Ocean Street going south, and the barricades are being knocked down.
4. Traffic diversion – Traffic is being diverted onto Kelp Street and other streets north of 40th Street by the restrictions at Ocean Drive and 40th Street.
5. Neighborhood access/traffic flow on Highland Avenue – Residents are unable to make a left turn onto 40th Street from Highland Avenue due to traffic backed up on Highland Avenue; left-turning vehicles on Highland Avenue block the through traffic (there are no designated left turn lanes on Highland Avenue between 45th Street and Rosecrans Place); No Left Turn signs should be installed on Highland Avenue at every neighborhood street; and access to driveways on 40th Street is blocked by beach and neighborhood traffic backed up from Highland Avenue.
6. Directional signage – Signs should be added to southbound Vista Del Mar in advance of 45th Street to alert motorists regarding traffic restrictions on Ocean Drive; signs should be added to discourage the use of the neighborhood “side streets”. Also, an arrow sign on northbound Ocean Drive at Kelp Street directs traffic to Highland Avenue by pointing them to 45th Street. This is one of several signs on a single post and could be misinterpreted as directing traffic to turn onto Kelp instead. The sign should be removed since it does not appear to clearly serve its intended purpose and its relocation might have the same result at another street.
7. Parking – All on-street parking should be prohibited and residents should be allowed to use the beach parking lot in the evening. Conversely, others said that additional on-street angled parking spaces should be created to provide more on-street parking.

Some of the other comments by residents included the beach parking lot exit having a confusing design; that people exiting the beach lot do not always stop; and that a traffic officer should be posted at the intersection of Highland Avenue and Rosecrans Avenue during the peak hours. The Fire Department has also recently raised concerns about parked cars blocking travel lanes.

Traffic Data Collection

In response to a resident’s concern regarding daily traffic counts on Kelp Street, staff re-counted the location using a different traffic counting firm. It was anticipated that traffic counts made in November would be lower than those made in August. Therefore, the new counts included re-counts at certain additional locations to allow comparisons to the August 2008 counts and provide a means of adjusting the November counts to be comparable to the August counts. Daily and peak hour turning movement counts were also collected at additional locations in response to comments that 39th Street was also being used to circumvent the barricades at Ocean Drive and 40th Street. The following new traffic counts were collected:

- Daily traffic counts on November 6-8, 2008 (Thursday – Saturday) at eight locations.
- AM and PM peak hour intersection counts on Thursday, November 6, 2008, and Saturday, November 8, 2008, at seven intersections.

The weekday AM and PM peak hour intersection traffic volumes are illustrated on Exhibits E and F, respectively, and the weekend AM and PM peak hour volumes are shown on Exhibits G and H, respectively. These exhibits include both the November and August 2008 traffic volumes. The weekday PM peak hour volumes also reflect the 3 pm to 8 pm turn restrictions at Ocean Drive and 40th Street, with the peak hour being from 3-4pm. The current traffic controls, other than the traffic calming measures, are also indicated on Exhibit E.

The average weekday and weekend daily traffic volumes are shown on Exhibits I and J, respectively. The weekday volumes are the average of the Thursday and Friday counts. These exhibits include both the November and August 2008 traffic volumes. Daily traffic counts are usually recorded directionally, however, some of the neighborhood streets are too narrow to conduct two-way counts and the traffic volumes shown are the total of both directions (indicated by two-headed arrows).

Traffic Analysis

In response to concerns expressed by a resident of Kelp Street, the daily traffic on Kelp Street was re-counted in November 2008. The new traffic count showed a weekday average of 130 vehicles per day (vpd) and 88 vpd on Saturday. The August 2008 counts showed 196 weekday vehicles per day and 171 vpd on Saturday. To estimate the daily traffic volumes on Kelp Street in August based on the November counts, we also re-counted 41st and 40th Streets, the two streets adjacent to Kelp Street. The table below shows the change in daily traffic volumes from August 2008 to November 2008 for Kelp Street, 41st Street and 40th Street.

LOCATION	DAILY TRAFFIC VOLUME (VEHICLES PER DAY)					
	Average Weekday			Saturday		
	Aug 2008	Nov 2008	% Change	Aug 2008	Nov 2008	% Change
KELP STREET WEST OF HIGHLAND	196	130	-33.7%	171	88	-48.5%
41ST STREET WEST OF HIGHLAND	251	225	-10.4%	246	214	-13.0%
40 TH STREET WEST OF HIGHLAND	1,757	1,302	-25.9%	1,936	1,592	-17.8%

As shown in the above table, the greatest changes to both average weekday and Saturday daily traffic volumes between August 2008 and November 2008 occurred on Kelp Street. If the smaller percentage changes on 41st Street or 40th Street were applied to the November 2008 Kelp Street daily traffic volumes, the result would be lower, not higher, estimated traffic volumes on Kelp Street in August 2008. Therefore, it would appear that if the August 2008 daily traffic counts on Kelp Street were in error, they were too high, not too low.

Daily traffic counts were also collected in November 2008 for El Porto Street and 39th Street (see Exhibits I and J) due to reports that these streets are being used to circumvent the barricades at Ocean Drive and 40th Street. Their daily traffic volumes are similar to those on Kelp Street and 41st Street, which are immediately north of 40th Street. PM peak traffic counts at the intersection of Ocean Drive and 39th Street (see Exhibits E - H) do not support this claim. The amount of traffic making a right turn onto Ocean Drive from 39th Street is the same as or greater than that making a left turn (to continue south on Ocean Drive), whether or not the barricades are in place.

Findings

The following findings, based on the new analysis, are in addition to the findings presented in the October 23, 2008 staff report to the Parking and Public Improvements Commission:

1. The daily traffic counts on Kelp Street taken in August 2008 appear to be reasonable since they are greater than, not less than, the new traffic counts conducted in November 2008 (re-counts at control points show the November traffic volumes are less than the August volumes).
2. The additional AM and PM peak hour turning movement counts conducted in November 2008 do not support the claims of cut-through traffic on 39th Street.
3. There are 11 speed limit signs (15 mph) on Ocean Drive between Rosecrans Avenue and 45th Street, with five for northbound traffic and six for southbound traffic. Many of the speed limit signs, however, appear to be worn and have diminished reflectivity, and should be replaced.
4. The eastbound legs of the intersections of Ocean Drive and 38th Street, 39th Street, 41st Street, 42nd Street, 43rd Street, 44th Street, and Rosecrans Avenue do not have stop signs to match those on the westbound legs. Stop signs should be installed for safety and consistency.
5. Stop signs are justified on Ocean Drive at 39th Street and on Ocean Drive at 44th Street, to create four-way stops (See Exhibit K for the Stop Sign Warrant Worksheets). These locations would benefit from the additional traffic controls due to limited sight distance.
6. The existing speed hump on Ocean Drive north of 42nd Street should be reconstructed to current specifications so that it is more effective. The existing speed hump on Ocean Drive north of 38th Street should be removed since it is located near the stop sign at 38th Street and is not effective, and, therefore, no longer needed.
7. Southbound vehicles on Highland Avenue back up from Rosecrans Avenue, blocking the intersection of 40th Street during the PM peak period. A Keep Clear legend and signs on Highland Avenue at 40th Street for the southbound lanes would encourage compliance and assist enforcement of the law prohibiting the blocking of intersections.

8. Parking restrictions in the neighborhood are inconsistent and many vehicles are parked such that they block traffic or make it very difficult to navigate down a street. This is of particular concern for emergency vehicle access. Painting edge lines on 44th Street has proven effective in clearly delineating where parking is allowed, which has increased compliance and assisted in enforcement. Other east-west streets (not alleys) would also benefit from the edge lines. Edge lines should also be painted on the other wider east-west streets in the neighborhood. The existing edge lines on 44th Street are badly faded and should be repainted.
9. The County beach parking lot is currently closed at night, however, it could provide more convenient overnight parking for neighborhood residents. Currently, residential permits are available for parking in the lot, but the closed gate prevents exiting the lot after hours. The locked gate at the exit could be replaced with a gate activated by loops in the pavement to allow residents to exit before the lot opens in the morning. This arrangement would need to be approved by the appropriate County and State authorities.

NTMP TOOLBOX

Each of the NTMP toolbox measures was evaluated for appropriateness and its ability to address the identified concerns and findings. Those possible measures and an evaluation of their appropriateness are listed below:

Level One Tools

- A. Enhanced Police Enforcement – This measure would not be very effective in addressing speeding in the neighborhood since speeding is not concentrated around certain time periods.
- B. Speed Monitoring Trailer – This measure might be effective on Ocean Drive, however, the narrow street would make it difficult to find a place to park it.
- C. Neighborhood Watch Program – This measure would not be very effective since the program is better for enforcing other types of neighborhood violations.
- D. Higher Visibility Crosswalk – No locations have been identified for this measure at this time due to an absence of sidewalks in the neighborhood.
- E. Pedestrian Crossing Sign – See Tool D.
- F. Electronic or Larger Speed Limit Signs - Ocean Drive is posted 15 mph, with speed limit signs typically posted every 2 to 4 blocks on both sides of the street. The signs are of regulation size, and the next larger available size would stick out into the street. Many signs, however, show signs of wear and diminished reflectivity and should be replaced. All other streets within this neighborhood are clearly residential in nature and are, therefore, prima facie 25 mph (streets) or 15 mph (alleys).

Level Two Tools

- G. Traffic Signal Timing – This measure was previously implemented on Highland Avenue between 45th Street and Rosecrans Avenue.
- H. Turn Restrictions via Signage – This measure was previously implemented as part of earlier neighborhood plans to reduce traffic on Ocean Avenue at several locations. At the intersection of Ocean Drive and 40th Street, southbound and eastbound traffic must turn left, from 3-8 pm, Monday through Friday. At the intersection of Ocean Drive and Rosecrans Avenue, northbound traffic is restricted to a right turn only from 5-10 am, Monday through Friday. At the intersection of Ocean Drive and 45th Street, northbound traffic must turn right at all times. These restrictions have proven effective in reducing cut-through traffic on Ocean Drive.

The turn restriction measure was also considered for Highland Avenue, in which signs would be installed to restrict northbound left turns from northbound Highland Avenue onto all westbound neighborhood streets during peak periods. It is not recommended at this time due to an absence of evidence of cut-through traffic from Highland Avenue onto east-west streets.

- I. Rumble Strips / Dots – These measures are not recommended due to an increase in road noise when vehicles travel over such devices within close proximity to homes at any possible location.
- J. Crosswalk Warning System – See Tool D.
- K. Raised Median Island – There are no locations identified within the neighborhood that would be a candidate for this measure due to the relative narrowness of most streets.
- L. Neighborhood Entry Island – Due to the narrow rights-of-way on the major entry points to the neighborhood, no locations would be appropriate for this measure.
- M. Mid-block Narrowing – Due to the narrow rights-of-way on the major entry points to the neighborhood, no locations would be appropriate for this measure.
- N. Chokers at Intersections – No specific neighborhood locations were identified with a collision history or resident concern for implementation of this measure. Existing stop signs are installed at most internal neighborhood intersections.
- O. Lane Reduction/Narrowing/Restriping - This measure often reduces speeding and discourages some cut-through traffic by limiting the lane width available for drivers. The streets within the neighborhood are already quite narrow and would not benefit from this measure.
- P. Stop Sign as Neighborhood Traffic Control Measure – While stop signs should be installed in accordance with established guidelines, special conditions in a neighborhood may justify stop signs in certain directions to discourage non-resident traffic and speeding by virtue of its location. Two intersections are candidates for multi-way stop signs due to limited sight distance: Ocean Drive and 39th Street and Ocean Drive and 44th Street. The intersections meet the guidelines for stop signs in all directions due to physical obstructions and vertical that reduce sight distance. Stop signs at this intersection would also complement the existing stop signs and speed

humps on Ocean Drive by providing a stop sign or speed hump every two blocks or less, and further reduce speeding on this street.

- Q. Parking Restrictions – Although there is non-resident parking in the neighborhood, most on-street parking appears to be residential. There is a concern, however, regarding the inconsistency of parking restrictions and parked vehicles that jut out into the street and block traffic. This is of particular concern regarding access by emergency vehicles. Painting edge lines on 44th Street has proven effective in clearly delineating where parking is allowed, which has increased compliance and assisted in enforcement. Edge lines should also be painted on 38th Street, 39th Street, 40th Street, 41st Street, 42nd Street and 43rd Street.

Level Three Tools

- R. Raised Crosswalk – See Tool D.
- S. Raised Intersection – This tool is not being considered at this time since Level Two tools are currently being evaluated to address speeding concerns.
- T. Traffic Circle – There are no locations identified within the neighborhood that would be a candidate for this measure due to the narrowness of the streets.
- U. Restricted Movement Barrier-Half Closure – A modified version of this measure has been proposed for the intersection of Ocean Drive and 40th Street to permanently replace the temporary barricades (see Exhibit K). The barrier would block southbound and eastbound traffic from going straight through the intersection. It would also force eastbound traffic on 40th Street exiting the beach parking lot to turn right onto southbound Ocean Drive, and force southbound traffic on Ocean Drive to turn left onto eastbound 40th Street, as it currently does. Traffic would be diverted at all times, not just from 3-8 pm on weekdays, and the barrier would virtually eliminate non-compliance with the turn restrictions.

The proposed diverter would also change the current traffic patterns by sending beach traffic south on Ocean Drive to Rosecrans Avenue instead of north to 45th Street. The result would be a reduction in northbound traffic north of 40th Street, an increase in southbound traffic south of 40th Street (somewhat greater than the reduction in northbound traffic due to increased compliance), and perhaps a minor reduction in eastbound traffic on 40th Street east of Ocean Drive (due to increased compliance). Since 40th Street is closer to Rosecrans Avenue than to 45th Street, this measure would reduce the number of neighborhood homes on Ocean Drive that traffic would pass. It would also eliminate the diversion of beach traffic onto the side streets north of 40th Street. While it would reduce the traffic on 45th Street, it would increase traffic on Rosecrans Avenue by a similar or greater amount. The proposed diverter would also change the traffic patterns and traffic flow through the intersections of Highland Avenue at 45th Street and at Rosecrans Avenue, resulting in a need to review the signal timing.

- V. Diagonal Diverter – This measure was considered as a permanent replacement for the barricades for the turn restrictions at the intersection of Ocean Drive and 40th Street,

but was rejected since the narrowness of the two streets would not accommodate it. It would also send either northbound or southbound Ocean Drive traffic to/from the beach parking lot via 40th Street, which would not be acceptable.

Other Possible Measures

- W. One-Way Traffic – Another way to reduce cut-through traffic from Highland Avenue that uses southbound Ocean Drive as an alternate route would be to convert Ocean Drive between Rosecrans Avenue and 45th Street to one-way northbound. This measure would basically eliminate the cut-through traffic on Ocean Drive and noticeably reduce overall traffic on Ocean Drive. There might be slight increases on east-west streets by neighbors west of Ocean Drive who normally access Highland Avenue by going south on Ocean Drive to 40th Street or Rosecrans Avenue. For this same reason, there might be an increase in traffic on 45th Street if these residents instead go north on Ocean Drive to 45th Street to reach Highland Avenue. Should a motorist mistakenly turn onto westbound 45th Street from Highland Avenue, expecting to go south on Ocean Drive, they would have to travel through the beach parking lot to get back to Highland Avenue. When the entrance gate to the beach lot is closed, there would be enough room for these motorists to turn around at the gate and proceed back to Highland Avenue. This one-way option would require additional signage at each cross street with Ocean Drive and directional signage on Highland Avenue. A benefit of this measure would be the addition of parking on one side of Ocean Avenue since there would be only one lane of traffic instead of two. The parking would be limited, however, to areas where it would not be in front of garages.

Another advantage of the one-way street would be the elimination of the need for the turn restrictions at Ocean Drive and 40th Street since there would be no southbound traffic to divert over to Highland Avenue. An analysis of the current traffic volumes and patterns indicates that if the beach traffic going east on 40th Street was allowed to continue straight to Highland Avenue, the resulting traffic east of Ocean Drive would be similar to or slightly greater than the traffic currently being diverted from southbound Ocean Drive. Although the traffic volumes on 40th Street might be lower during the off-season, the PM peak period would be longer during the summer. If the residents want to continue to divert the beach traffic from 40th Street onto Ocean Drive, the proposed diverter (Measure U) would need to be modified as shown in Exhibit M, to force beach traffic to continue to turn left from eastbound 40th Street onto northbound Ocean Drive.

- X. Modifications to Beach Access – Two possible measures are being proposed regarding beach access. One would construct a second exit to the beach parking lot at Rosecrans Avenue and the other would relocate the current access from 40th Street to Rosecrans Avenue. The second exit would reduce the amount of traffic on 40th Street and Ocean Drive, but the relocated exit would almost eliminate the beach traffic within the North Manhattan Beach neighborhood. The relocated exit would also substantially increase traffic on Rosecrans Avenue. Depending on the back-up of traffic on Rosecrans Avenue at Highland Avenue, some of the beach traffic might still use Ocean Drive instead of Highland Avenue to go north to either 40th Street or 45th Street. A beach

exit at Rosecrans Avenue would result in a net gain of approximately 50 parking spaces since the circulation would be one-way the entire length, allowing angled parking on both sides. Both options would be expensive, require the cooperation of several agencies and take 5-10 years to implement.

- Y. Resident Parking in Beach Lot – Residential permits are currently available for parking in the beach parking lot after hours, however, the closed gate at 40th Street prevents exiting when the lot is closed. To provide more convenient parking, the locked gate could be replaced with a gate activated by loops in the pavement to allow residents to exit before the lot opens in the morning. This arrangement would need to be approved by the appropriate County and State authorities.
- Z. Keep Clear Legend and Signs – Southbound traffic on Highland Avenue frequently backs up from Rosecrans Avenue during the PM peak hours, blocking left-turn access to 40th Street. A Keep Clear legend and signs on southbound Highland Avenue at 40th Street would assist in compliance and enforcement of the law prohibiting blocking intersections.

Both the Fire and Police Departments have been involved in the preparation of the North Manhattan Beach NTMP and have no preliminary objections to the recommended actions. By way of mailed notices, all residents and affected parties in the North Manhattan Beach Neighborhood have been invited to the PPIC meeting today. Upon the PPIC's recommendation of possible toolbox measures, staff will prepare a survey to ascertain whether or not the residents agree that such measures should be installed. The purpose of the survey is to establish the level of support among affected persons before proceeding with the development of a specific NTMP.

An NTMP will be developed based on the results of this preliminary survey to be presented to the PPIC. Upon the PPIC's recommendation of the refined list of potential toolbox measures, staff will prepare another survey to ascertain whether or not the residents agree that the refined list of measures should be installed. The results of the survey will then be forwarded to the City Council, where any Level Two or Level Three measures will be approved as part of the North Manhattan Beach NTMP. Upon approval, the NTMP will then follow the remaining steps as identified in the city-wide NTMP procedures.

RECOMMENDATION:

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

ATTACHMENTS:

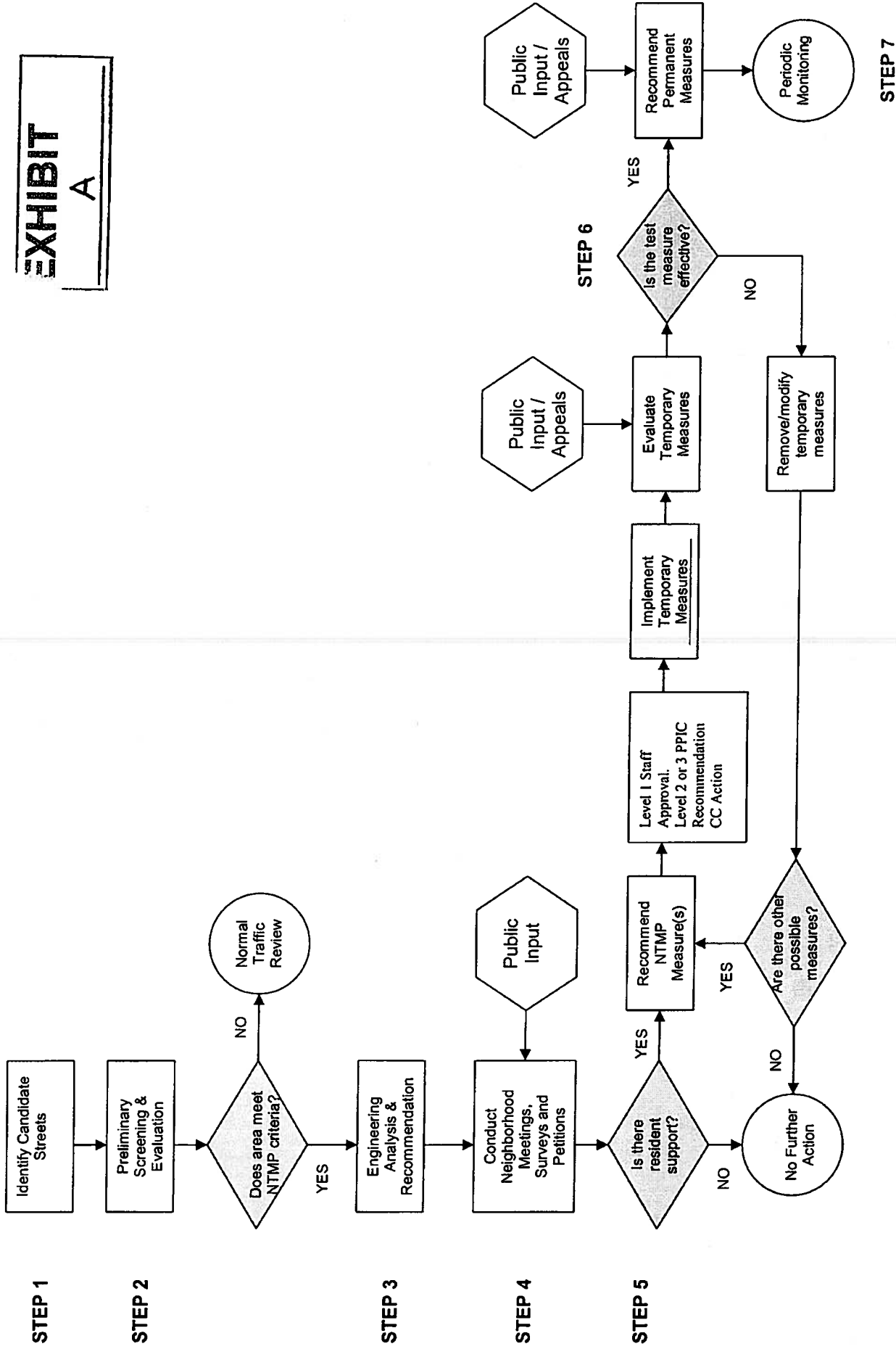
- Exhibit A: City-Wide NTMP Flowchart
- Exhibit B: NTMP Toolbox (Nov. 19, 2002)
- Exhibit C: Neighborhood Vicinity Map Showing Existing Traffic Calming Measures
- Exhibit D: Previous Actions and Requests Summary
- Exhibits E-J: Traffic Volumes-November 2008
- Exhibit K: Stop Sign Warrant Worksheets

Exhibit L-M: Concept Plans for Proposed Diverter
Exhibit N: Copy of Notice
Exhibit O: North Manhattan Beach NTMP Notification Area
Exhibit P: Related Correspondence

G:\Traffic Engineering\PPIC\PPIC-north manhattan beach follow up NTMP.doc

CITY OF MANHATTAN BEACH
 NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM PROCESS

EXHIBIT
A



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

TRAFFIC MANAGEMENT MEASURE	PROBLEMS TARGETED	STREET TYPE (1)	MINIMUM CRITERIA				OTHER CRITERIA
			VOLUME	SPEED	DIVERSION TO ADJACENT STREETS	GRADE	
LEVEL ONE TOOLS							
Enhanced Police Enforcement	- Moving Vehicle Violations - Running Stop Signs	All	(2)	(3)	None expected	N/A	None
Speed Monitoring Trailer	- High Speeds	All	(2)	(3)	None expected	N/A	None
Neighborhood Traffic Watch Program	- Moving Vehicle Violations - Running Stop Signs	All	(2)	(3)	None expected	N/A	- Requires willing participants/volunteers
Higher Visibility Crosswalk	- Moving Vehicle Violations - Running Stop Signs	All	>500 ADT	(3)	None expected	N/A	- At current crosswalk location - Near pedestrian generating use
Pedestrian Crossing Signs	- Moving Vehicle Violations - Running Stop Signs	All	>500 ADT	(3)	None expected	N/A	- At current crosswalk location - Near pedestrian generating use

EXHIBIT
B

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

		MINIMUM CRITERIA					
TRAFFIC MANAGEMENT MEASURE	PROBLEMS TARGETED	STREET TYPE (1)	VOLUME	SPEED	DIVERSION TO ADJACENT STREETS	GRADE	OTHER CRITERIA
Electronic Speed Limit Signs/ Larger Static Speed Limit Signs	- High Speeds	All	> 500 ADT	Critical speed is > 7 mph over posted limit	None expected	N/A	- Conditions not readily apparent to driver such as topography, vegetation, etc.
LEVEL TWO TOOLS							
Traffic Signal Adjustments to Discourage Cut-Through Traffic	- Cut-Through Traffic	All	> 15% of peak hour volume is cut-through traffic	(3)	Must meet diversion chart criteria	N/A	- Must have identified cut-through traffic - Must have traffic signal adjacent to residential neighborhood
Turn Restrictions Via Signage	- Cut-Through Traffic	All	> 15% of peak hour volume is cut-through traffic	(3)	Must meet diversion chart guidelines	N/A	- Must have identified cut-through traffic
Rumble Strips/Dots	- High Speeds	All	(2)	(3)	None expected	Less than 5 %	None
Crosswalk Warning System	- High Speeds - Pedestrian Safety	All	> 500 ADT	Critical speed is > 7 mph over posted speed	None expected	N/A	None
Raised Median Island	- High Speeds - Cut Through Traffic	All	> 15% of peak hour volume is cut-through traffic	Critical speed is > 7 mph over posted speed	None expected	Less than 10%	- Must not significantly impede emergency vehicle access - Must meet drainage requirements

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

MINIMUM CRITERIA							
TRAFFIC MANAGEMENT MEASURE	PROBLEMS TARGETED	STREET TYPE (1)	VOLUME	SPEED	DIVERSION TO ADJACENT STREETS	GRADE	OTHER CRITERIA
Entry Island (Neighborhood Identification Island)	- High Speeds - Cut Through Traffic	All	> 15% of peak hour volume is cut-through traffic	Critical speed is > 7 mph over posted speed	None expected	Less than 10%	- Must not significantly impede emergency vehicle access - Must meet drainage requirements
Mid-Block Narrowing	- High Speeds - Cut-through Traffic	All	> 15% of peak hour volume is cut-through traffic (between 500 and 2,000 total ADT on the street)	Critical speed is > 7 mph over posted speed	None expected	Less than 10%	- Must not significantly impede emergency vehicle access
Chokers at Intersections	- High Speeds - Cut-through Traffic	L, ML, RC (ALL IF NO RC)	> 15% of peak hour volume is cut-through traffic (between 500 and 2,000 total ADT on the street)	Critical speed is > 7 mph over posted speed	None expected	Less than 10%	- Must not significantly impede emergency vehicle access
Lane Reduction/Lane Narrowing/ Restriping	- High Speeds - Cut through traffic	All	>15% of peak hour volume is cut-through traffic (between 500 and 2,000 total ADT on the street)	Critical speed is >7 mph over posted speed	Must meet diversion chart criteria	N/A	- Must not create significant parking impact du to loss of parking

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

		MINIMUM CRITERIA					
TRAFFIC MANAGEMENT MEASURE	PROBLEMS TARGETED	STREET TYPE (1)	VOLUME	SPEED	DIVERSION TO ADJACENT STREETS	GRADE	OTHER CRITERIA
Stop Sign as Neighborhood Traffic Control Measure	- High Speeds - Cut-through traffic	L, ML, RC (ALL IF NO RC)	>15% of peak hour volume is cut-through traffic (between 500 and 2000 total ADT on the street)	(3)	Must meet diversion chart criteria	N/A	- Requires review by City Traffic Engineer and City Council approval

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

MINIMUM CRITERIA							
TRAFFIC MANAGEMENT MEASURE	PROBLEMS TARGETED	STREET TYPE (1)	VOLUME	SPEED	DIVERSION TO ADJACENT STREETS	GRADE	OTHER CRITERIA
Parking Restrictions	- Non-Residential - Parking Intrusion	All	N/A	N/A	Review impacts to surrounding Streets	N/A	- Parking Study
LEVEL THREE TOOLS							
Raised Crosswalk	- High Speeds - Pedestrian Safety	L, ML, RC (ALL IF NO RC)	(2)	Critical speed > 7 mph over posted speed	None expected	Less than 10%	- Must meet drainage requirements - Must not significantly impede emergency vehicle access > 25 pedestrians during peak hour, near pedestrian generator
Raised Intersection	- High Speeds - Pedestrian Safety	L, ML, RC (ALL IF NO RC)	(2)	Critical speed > 7 mph over posted speed	Must meet diversion chart criteria	Less than 10%	- Must meet drainage requirements - Must not significantly impede emergency vehicle access > 25 pedestrians during peak hour, near pedestrian generator
Traffic Circle	- High Speeds - Accident History - Vehicle Conflicts	L, ML, RC (ALL IF NO RC)	From 500 to 5,000 ADT	Critical speed > 7 mph over posted speed	Must meet diversion chart criteria	Less than 10%	- Intersecting roadways must be of sufficient width - Loss of parking must be

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

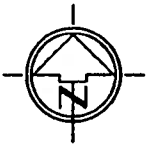
TRAFFIC MANAGEMENT MEASURE	PROBLEMS TARGETED	STREET TYPE (1)	MINIMUM CRITERIA				OTHER CRITERIA
			VOLUME	SPEED	DIVERSION TO ADJACENT STREETS	GRADE	
Restricted Movement Barrier	- Cut-through traffic - Vehicle conflicts	L, ML	> 15% of peak hour volume is cut-through traffic	(3)	Must meet diversion chart criteria	N/A	assessed - Must meet drainage requirements - Must not significantly impede emergency vehicle access
Entrance Barrier-Half Closure	- Cut-through traffic - Vehicle Conflicts	L, ML	> 15% of peak hour volume is cut-through traffic	(3)	Must meet diversion chart criteria	N/A	- Must not significantly impede emergency vehicle access
Diagonal Diverter	- Cut-through traffic - Vehicle Conflicts	L, ML	> 15% of peak hour volume is cut-through traffic	(3)	Must meet diversion chart criteria	N/A	- If full diverter, cannot be truck or transit route - Must not significantly impede emergency vehicle access

Notes:

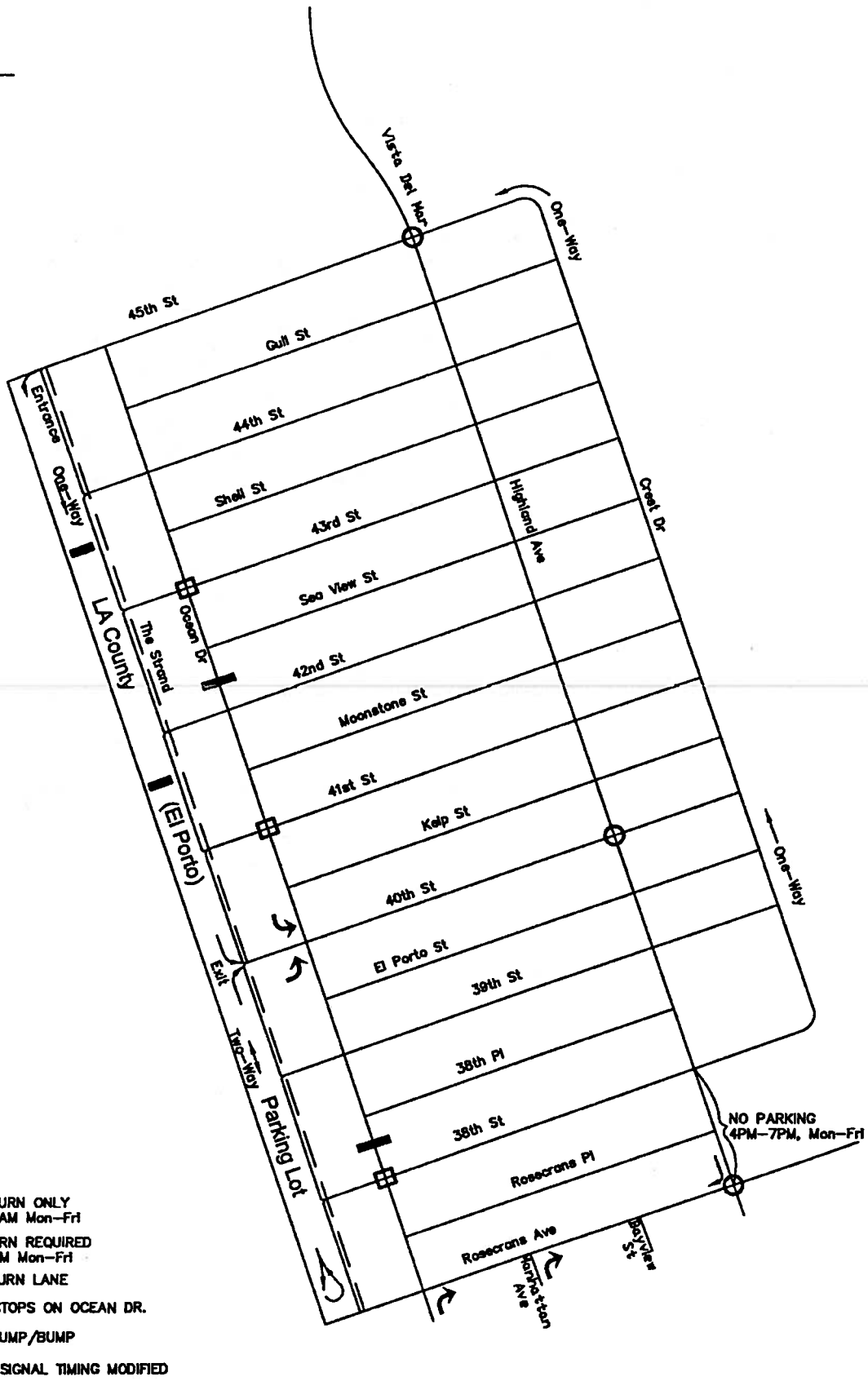
- 1) Street Type key: L – Local, ML – Major Local, RC – Residential Collector, C- Collector. All – All Residential Streets, excludes arterials
- 2) Specific volume (ADT) criteria may not be appropriate for this tool, it may be applied over a range of volume
- 3) Specific speed criteria may not be appropriate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

General Notes:

- Final determination of certain control application based on review by City staff
- Subject to modification by City Council on a case-by-case basis



No Scale



Previous Actions and Requests:

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

October 1983 The Department of Public Works completed a report on parking and traffic conditions in the El Porto area in response to concerns expressed by residents. Several hearings were held by the Public Works Commission regarding requests by the public to abandon the 40th Street exit to the El Porto beach parking lot and relocate it to Rosecrans Avenue. A concept plan was prepared, with the construction costs estimated at \$300,000 (1983 costs). Staff contacted the California Department of Parks and Recreation and the Los Angeles County Department of Beaches and Harbors to assist in the funding. They were generally supportive of the plan, but did not have the funds. No further progress was made.

November 1987 The "El Porto Traffic and Circulation and Parking Lot Ramp Study" was prepared by the Department of Public Works and Police Department in response to renewed public requests to move the El Porto parking lot exit ramp from 40th Street to Rosecrans Avenue (residents of Rosecrans were opposed to this plan). The study concluded that the benefits might not justify the cost (up to \$515,000 in 1987 dollars), and the traffic would only be shifted from one place to another. The study also noted that the PM peak hour traffic volumes on 45th Street and on Ocean Avenue were higher than would be expected due to commuter traffic, and recommended that two speed humps be installed on Ocean Drive for a one-year demonstration period.

May 1988 Speed humps were installed on Ocean Drive between Sea View Street and 42nd Street and between 38th Place and 38th Street. The speed humps remain in place today.

December 11, 1997 The Parking and Public Improvements Commission (PPIC) held a public hearing in response to a petition from residents to address commuter traffic on Ocean Drive between Rosecrans Avenue and 45th Street. The PPIC voted to approve the installation of a barricade on southbound Ocean Drive at 40th Street and the installation of signs stating "right-turn only between the hours of 5:00 and 10:00 am on weekdays" on northbound Manhattan Avenue at Rosecrans Avenue and on northbound Ocean Drive at Rosecrans Avenue.

January 6, 1998 The City Council approved the following:



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

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

July 23, 1998

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

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

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

August 18, 1998

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

January 5, 1999

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

- Authorize the PPIC to review the request for additional stop signs on Ocean Drive.

- Direct staff to conduct additional traffic counts utilizing the police speed trailer on the days/times similar to the days/times of previous counts taken using the police trailer.
- Approve the diversion measures to remain in place for an additional three months.
- Direct the PPIC to review the effectiveness of the traffic diversion measures in three months.

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

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

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

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

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

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

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

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

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

December 19, 2000 City Council reviewed the effectiveness of the traffic diversion measures and voted as follows:

- Continue the use of the signs at Ocean Drive and 40th Street and keep the temporary barricades, but extend the hours until 8:00 pm.

The signs were changed in December 2000.

February 2005 Kelp Street residents submitted a petition to the City requesting that the restrictions at Ocean Drive and 40th Street be removed.

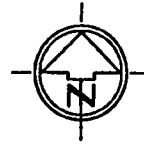
September 4, 2007 City Council approved the El Porto area's ranking as second on the list of new Neighborhood Traffic Management Plan areas.

May 13, 2008 Mr. Ed Skebe, resident of Kelp Street, requested that the City initiate the NTMP study for the El Porto area.

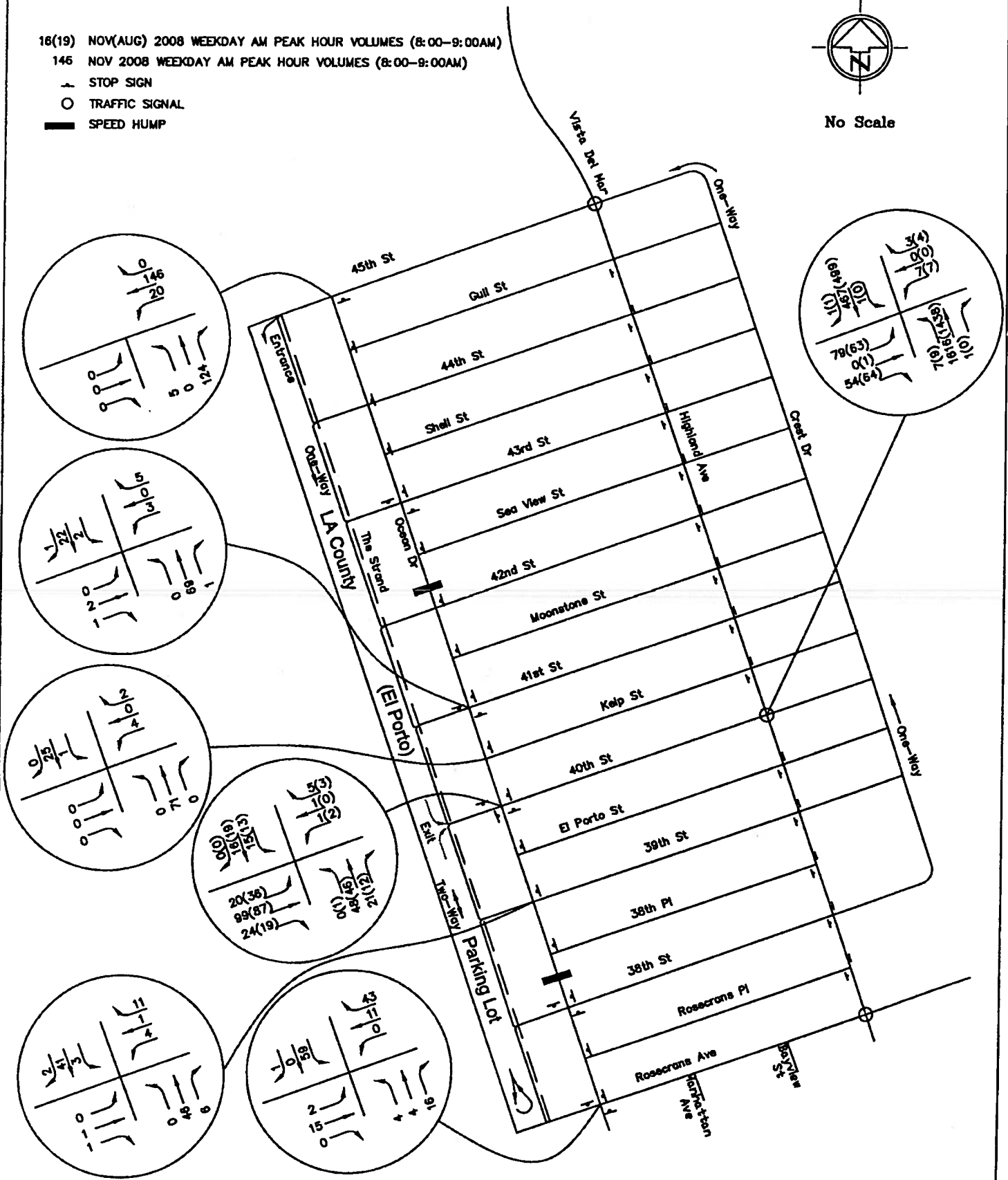
July 2008 The City initiated the current North Manhattan Beach area NTMP.

LEGEND:

- 18(19) NOV(AUG) 2008 WEEKDAY AM PEAK HOUR VOLUMES (8:00-9:00AM)
- 146 NOV 2008 WEEKDAY AM PEAK HOUR VOLUMES (8:00-9:00AM)
- STOP SIGN
- TRAFFIC SIGNAL
- ▬ SPEED HUMP



No Scale



16242/3004/01-480

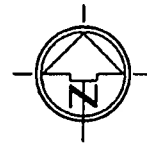
WILLDAN
Engineering 2401 E. KATELLA AVE., SUITE 480
ANAHEIM, CA 92806-8073



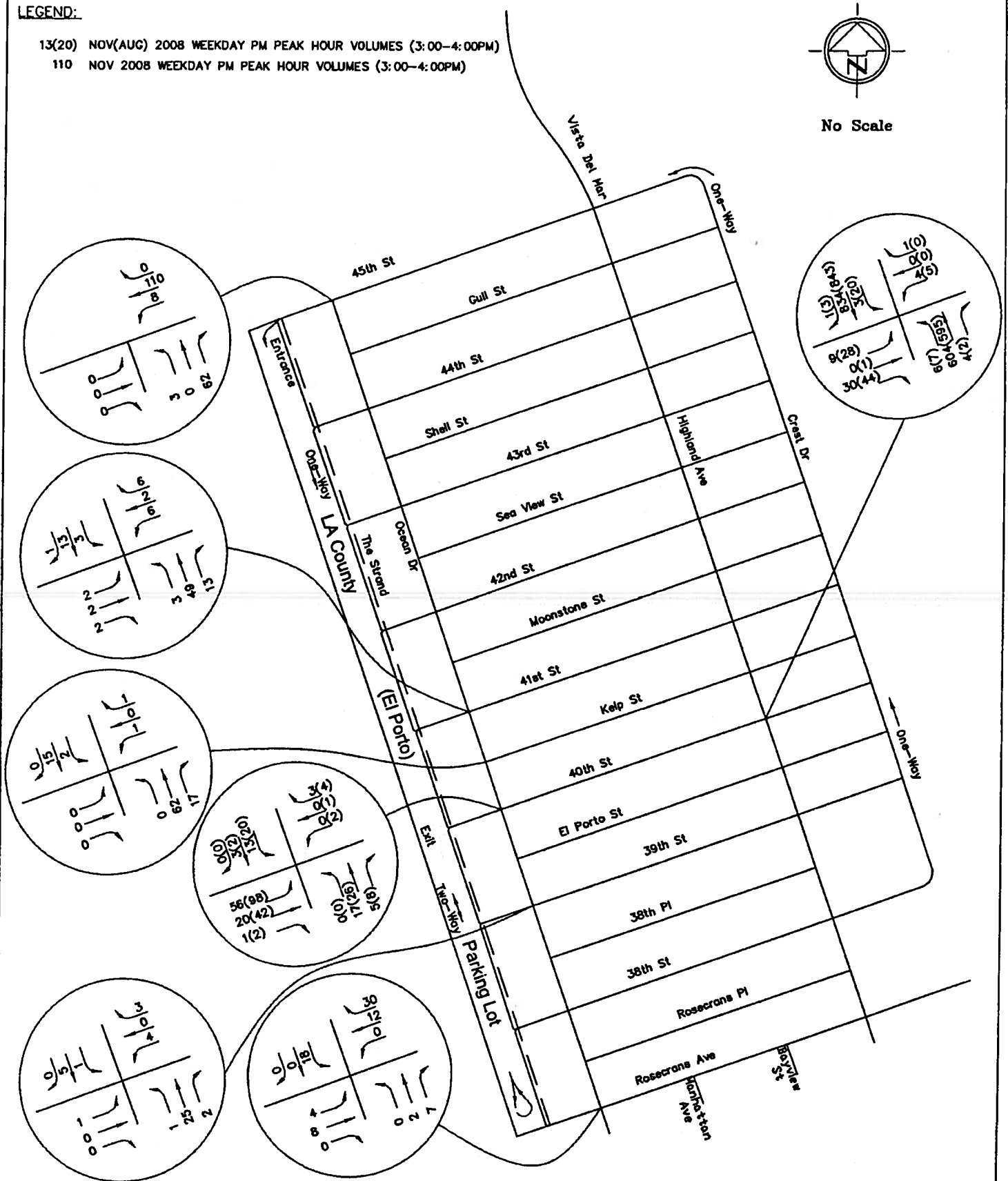
CITY OF MANHATTAN BEACH
NORTH MANHATTAN BEACH NTMP
WEEKDAY AM PEAK HOUR VOLUMES
EXHIBIT E

LEGEND:

13(20) NOV(AUG) 2008 WEEKDAY PM PEAK HOUR VOLUMES (3:00-4:00PM)
 110 NOV 2008 WEEKDAY PM PEAK HOUR VOLUMES (3:00-4:00PM)



No Scale



18242/3004/01-480

WILLDAN
 Engineering 2401 E. KATELLA AVE., SUITE 480
 ANAHEIM, CA 92806-8073

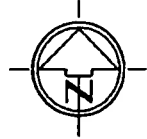


CITY OF MANHATTAN BEACH
NORTH MANHATTAN BEACH NTMP
WEEKDAY PM PEAK HOUR VOLUMES
EXHIBIT F

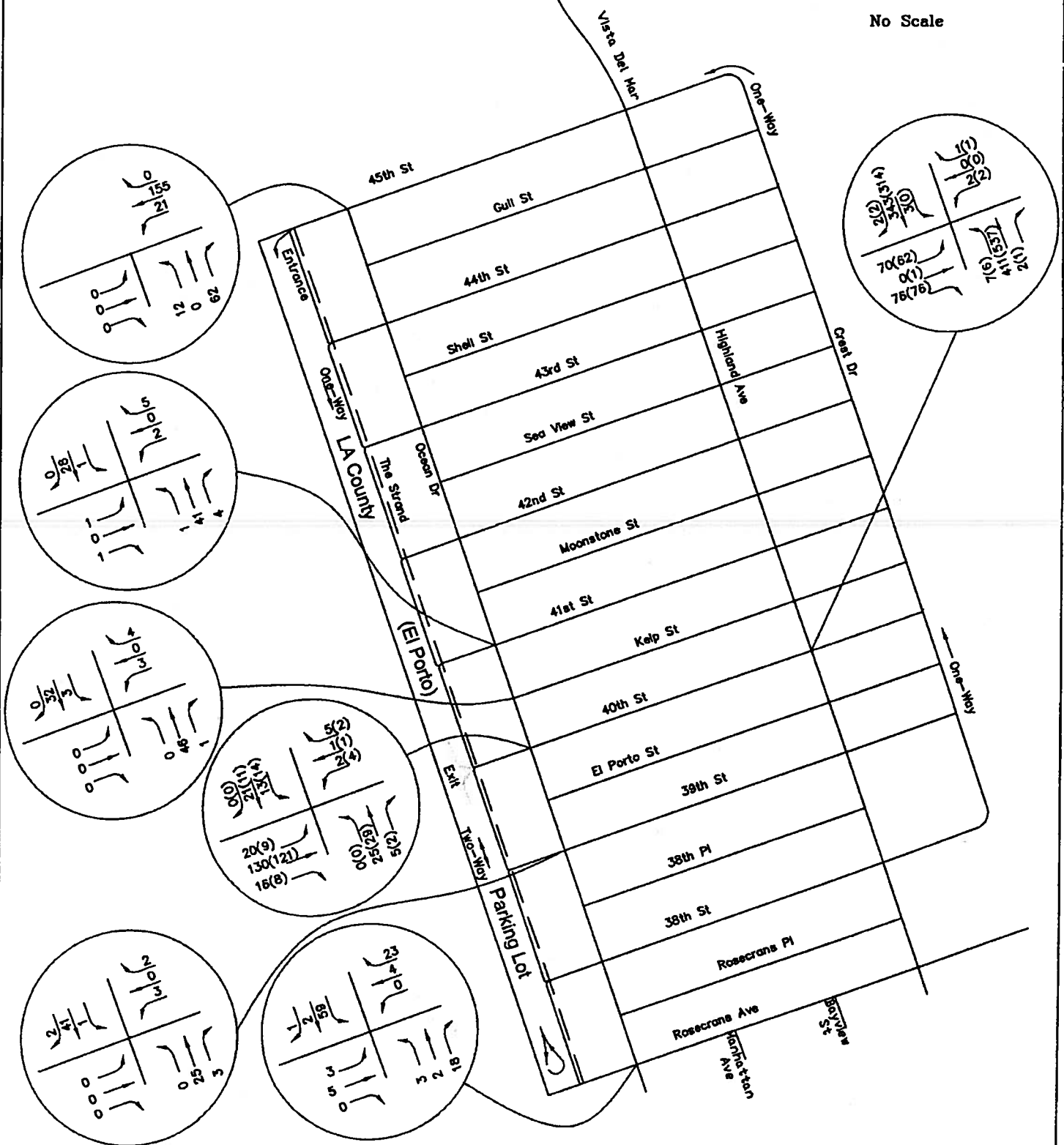
LEGEND:

13(14) NOV(AUG) 2008 WEEKEND AM PEAK HOUR VOLUMES (8:00-9:00AM)

155 NOV 2008 WEEKEND AM PEAK HOUR VOLUMES (8:00-9:00AM)



No Scale



18242/3004/01-480

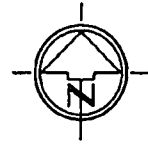
WILLDAN
Engineering
2401 E. KATELLA AVE., SUITE 450
ANAHEIM, CA 92806-6073



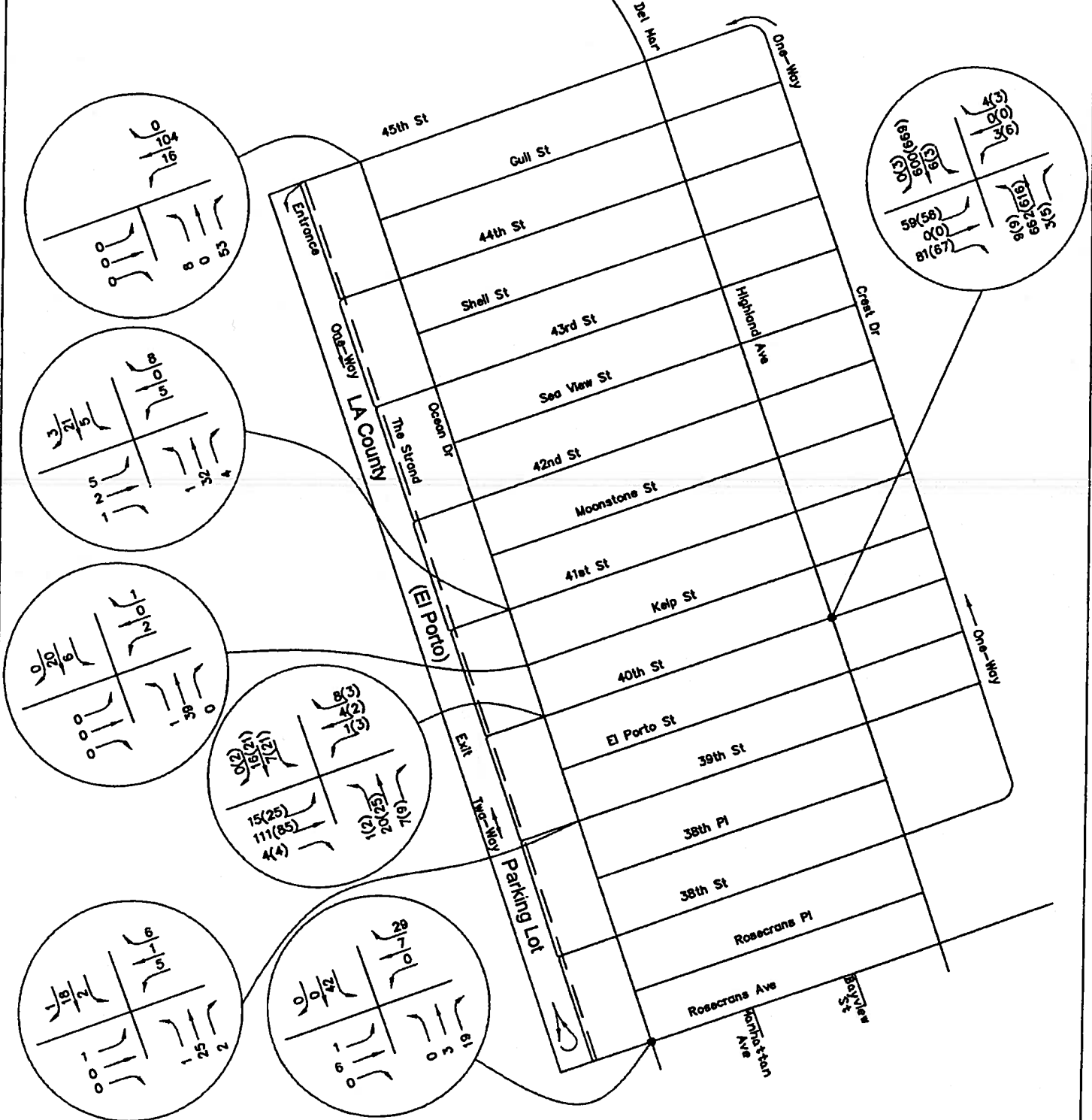
CITY OF MANHATTAN BEACH
NORTH MANHATTAN BEACH NTMP
WEEKEND AM PEAK HOUR VOLUMES
EXHIBIT G

LEGEND:

- 16(21) NOV(AUG) 2008 WEEKEND PM PEAK HOUR VOLUMES (3:00-4:00PM)
- 104 NOV 2008 WEEKEND AM PEAK HOUR VOLUMES (3:00-4:00PM)



No Scale

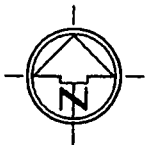


16242/3004/01-480

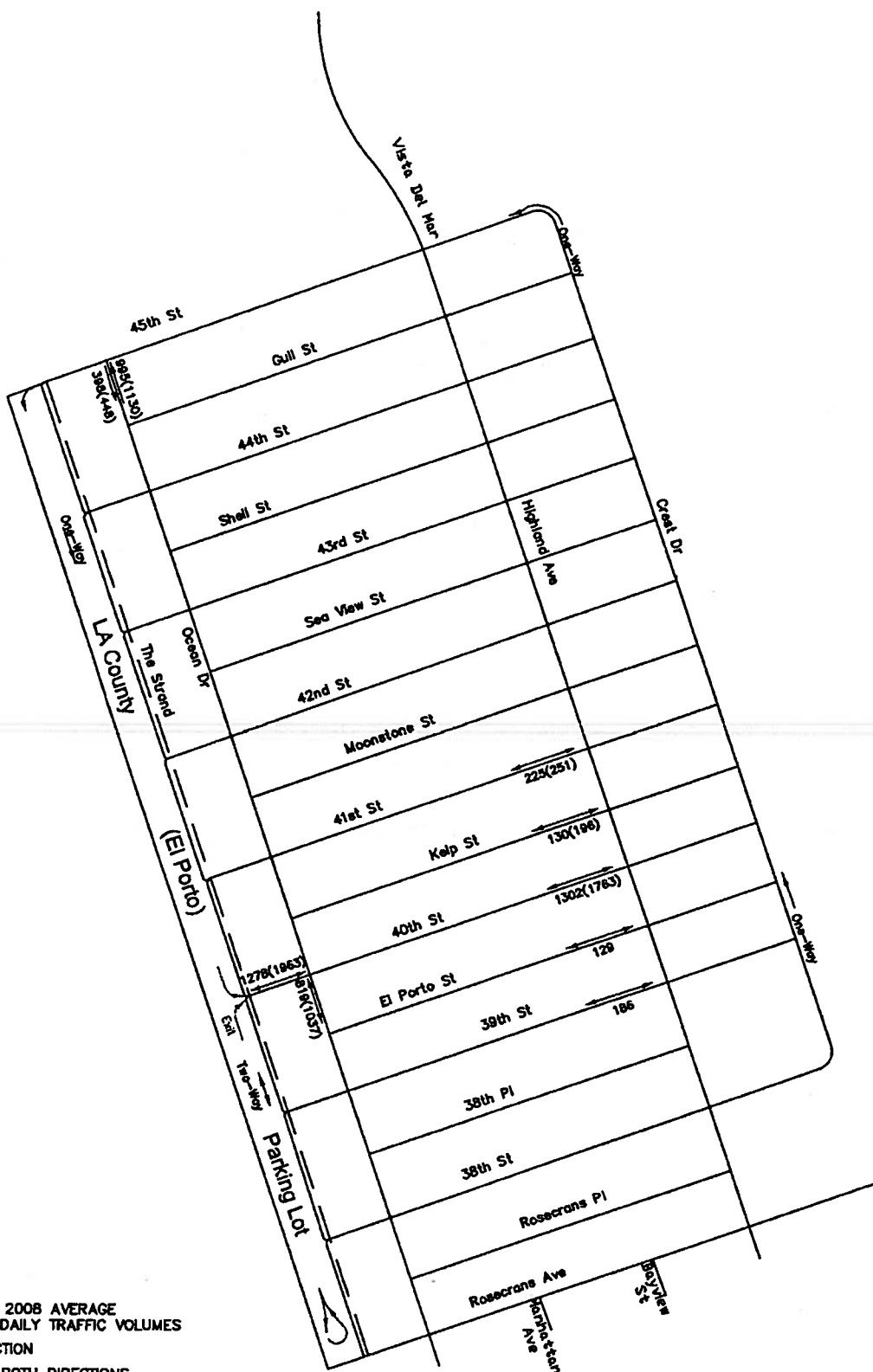
WILLDAN
Engineering
2401 E. KATELLA AVE., SUITE 450
ANAHEIM, CA 92808-8073



CITY OF MANHATTAN BEACH
NORTH MANHATTAN BEACH NTMP
WEEKEND PM PEAK HOUR VOLUMES
EXHIBIT H



No Scale



LEGEND:

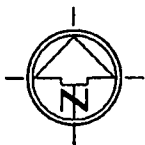
- 1302(1763) NOV(AUG) 2008 AVERAGE WEEKDAY DAILY TRAFFIC VOLUMES
- ONE DIRECTION
- TOTAL OF BOTH DIRECTIONS

*NOTE:
 WEEKDAY = AVERAGE OF THURSDAY, NOVEMBER 06 AND FRIDAY, NOVEMBER 07, 2008
 (AVERAGE OF THURSDAY, AUGUST 14 AND FRIDAY, AUGUST 15, 2008)

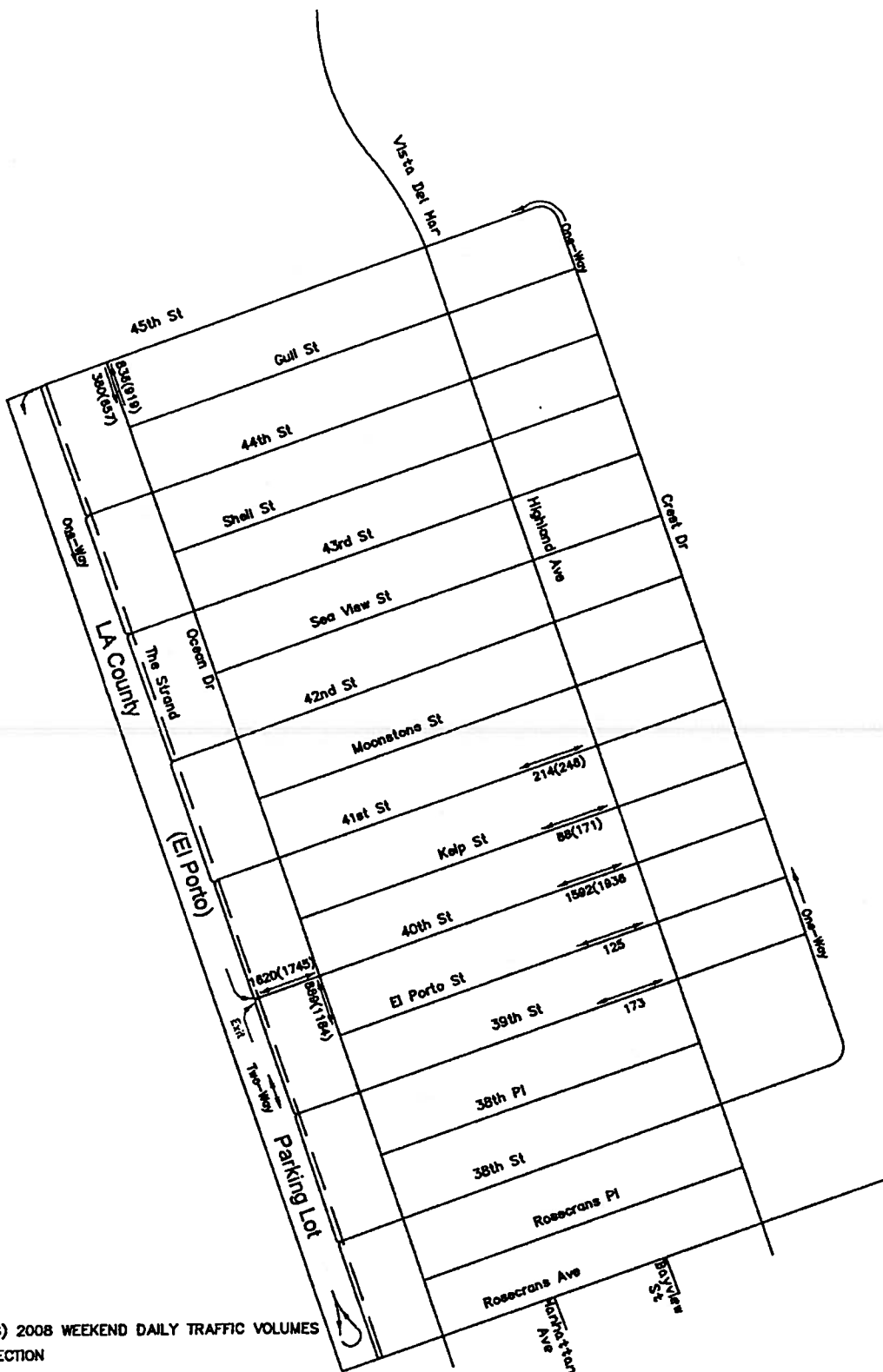
WILLDAN
 Engineering
 2401 E. KATELLA AVE., SUITE 450
 ANAHEIM, CA 92806-8073
 16242/3004/01-480



CITY OF MANHATTAN BEACH
NORTH MANHATTAN BEACH NTMP
AVERAGE WEEKDAY DAILY TRAFFIC VOLUMES
EXHIBIT I



No Scale



LEGEND:

- 1302(1763) NOV(AUG) 2008 WEEKEND DAILY TRAFFIC VOLUMES
- ← ONE DIRECTION
- ↔ TOTAL OF BOTH DIRECTIONS

*NOTE:
 WEEKEND = SATURDAY, NOVEMBER 08, 2008
 (SATURDAY, AUGUST 16, 2008)

18242/3004/01-480

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



CITY OF MANHATTAN BEACH
 NORTH MANHATTAN BEACH NTMP
 WEEKEND DAILY TRAFFIC VOLUMES
 EXHIBIT J



STOP SIGN WARRANT CHECKLIST

MAJOR STREET: Ocean Dr. (NS) MINOR STREET: 39th St. (EW)

REQUESTED BY: City TE DATE: 12/31/2006

REVIEWED BY: Ruth Smith

Warranted?

SINGLE STREET STOP SIGN WARRANTS

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

MULTI-WAY STOP SIGN WARRANTS

- Where traffic signals are warranted, and stop signs are used as an interim measure to control traffic while the signal is installed.
- Where a crash problem exists, as indicated by five or more reported accidents within a 12 month period of a type correctable by a multi-way stop sign.
- Where the total vehicular volume entering from the major street approaches average at least 300 vehicles per hour for any 8 hours, and

the combined vehicular, bicycle and pedestrian volume from the minor street approaches average at least 200 units per hour for the same 8 hours, with an average delay to the minor street traffic is at least 30 seconds per vehicle during the highest hour, and

if the 85th percentile approach speed of the major street traffic exceeds 40 MPH, the minimum vehicular volume warrant is 70 percent of the above requirements.

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

the average major and minor street volumes are at least 80% of the minimum values.

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

MULTI-WAY STOP SIGN WORKSHEET

MAJOR STREET: Ocean Dr. (Ns) 85TH SPEED - 19 MPH

MINOR STREET: 39th St. (Ew) DATE: 12-31-2008

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							
					8-9 A	9-10 A	12-1 P	1-2 P	10-11 A	2-3 PM	11-12 A	7-8 P
Major	300	210	240	76	106	81	71	70	70	70	70	66
Minor	200	140	160	4	7	3	6	4	4	3	3	3

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

Peak Average Delay

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

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 <input checked="" type="radio"/>	NO <input type="radio"/>
B. Need to control vehicle/pedestrian conflicts at high ped locations	YES <input type="radio"/>	NO <input checked="" type="radio"/>
C. Visibility obstruction after stopping on minor street approach	YES <input checked="" type="radio"/>	NO <input type="radio"/>
D. Two similar neighborhood collector streets that would improve operation	YES <input type="radio"/>	NO <input checked="" type="radio"/>



STOP SIGN WARRANT CHECKLIST

MAJOR STREET: Ocean Dr (NS) MINOR STREET: 44th St. (EW)

REQUESTED BY: City TE DATE: 12/31/2008

REVIEWED BY: Ruth Smith

Warranted?

SINGLE STREET STOP SIGN WARRANTS

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

MULTI-WAY STOP SIGN WARRANTS

- Where traffic signals are warranted, and stop signs are used as an interim measure to control traffic while the signal is installed.
- Where a crash problem exists, as indicated by five or more reported accidents within a 12 month period of a type correctable by a multi-way stop sign.
- Where the total vehicular volume entering from the major street approaches average at least 300 vehicles per hour for any 8 hours, and

the combined vehicular, bicycle and pedestrian volume from the minor street approaches average at least 200 units per hour for the same 8 hours, with an average delay to the minor street traffic is at least 30 seconds per vehicle during the highest hour, and

if the 85th percentile approach speed of the major street traffic exceeds 40 MPH, the minimum vehicular volume warrant is 70 percent of the above requirements.

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

the average major and minor street volumes are at least 80% of the minimum values.

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

MULTI-WAY STOP SIGN WORKSHEET

MAJOR STREET: Ocean Dr. (NS) 85TH SPEED - 19 MPH

MINOR STREET: 44th St. (EW) DATE: 12/31/2008

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							
					6-7A	8-9A	5-6P	8-5PM	1-8P	3-4P	9-10A	1-2P
Major	300	210	240	133	187	160	152	127	118	117	115	87
Minor ⁽¹⁾	200	140	160	13	11	4	18	16	18	18	9	7

(1) Used volumes from 41st st. to estimate volumes on 44th St.

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

Peak Average Delay

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?

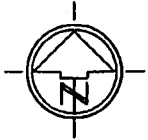
DATE	TIME	DIRECTION	TYPE	CAUSE

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

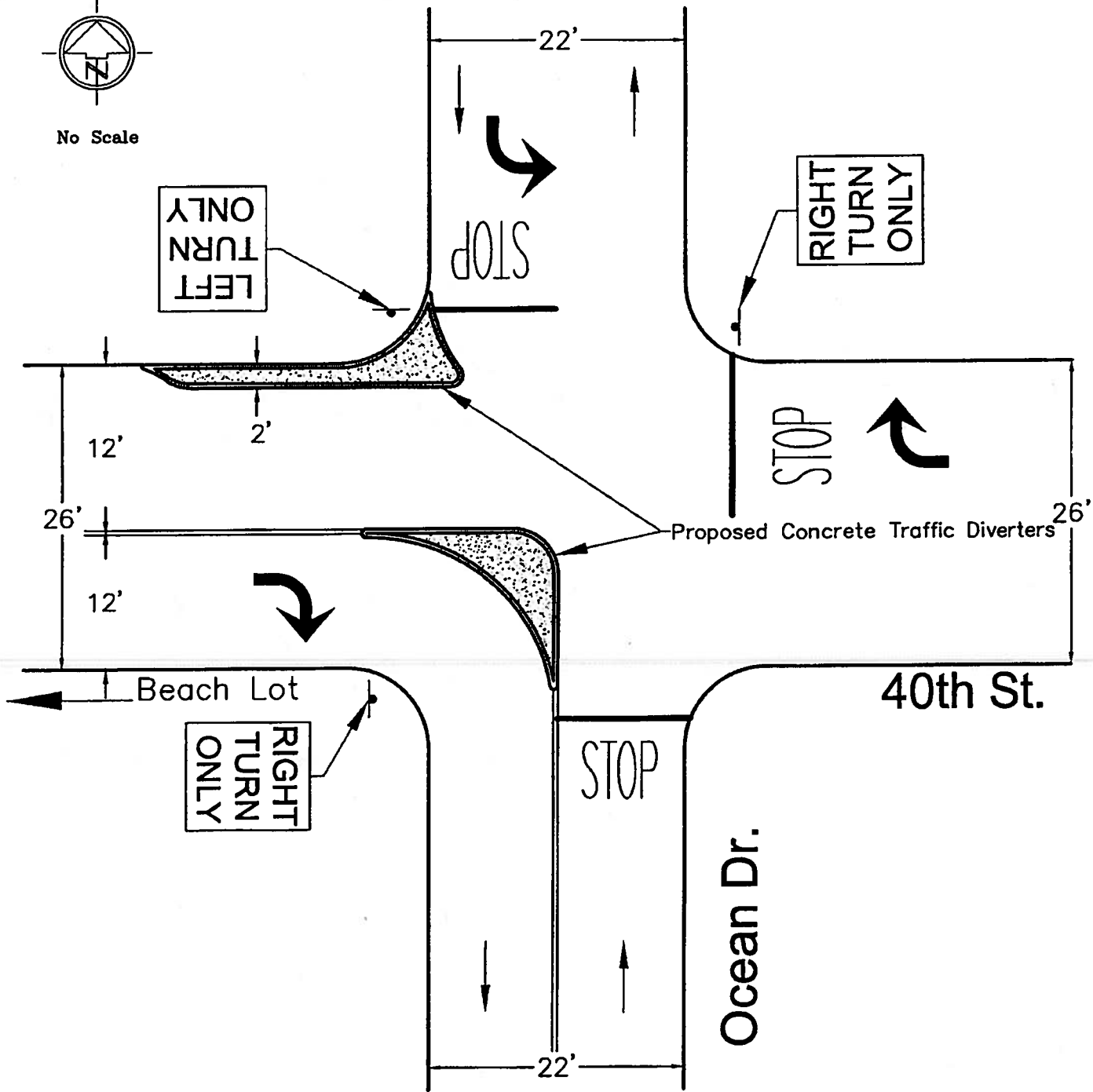
Are there four or more reported accidents within a 12 month period of a type correctable by a multi-way stop sign, and

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

- | OTHER MULTI-WAY STOP CONDITIONS | WARRANTED | YES <input checked="" type="radio"/> NO <input type="radio"/> |
|--|---|---|
| A. Need to control left turn conflicts | YES | <input type="radio"/> NO <input checked="" type="radio"/> |
| B. Need to control vehicle/pedestrian conflicts at high ped locations | YES | <input type="radio"/> NO <input checked="" type="radio"/> |
| C. Visibility obstruction after stopping on minor street approach | <input checked="" type="radio"/> YES | <input type="radio"/> NO <input checked="" type="radio"/> |
| D. Two similar neighborhood collector streets that would improve operation | YES | <input type="radio"/> NO <input checked="" type="radio"/> |



No Scale

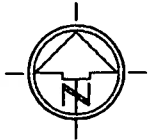


CONCEPT PLAN FOR TWO-WAY STREET

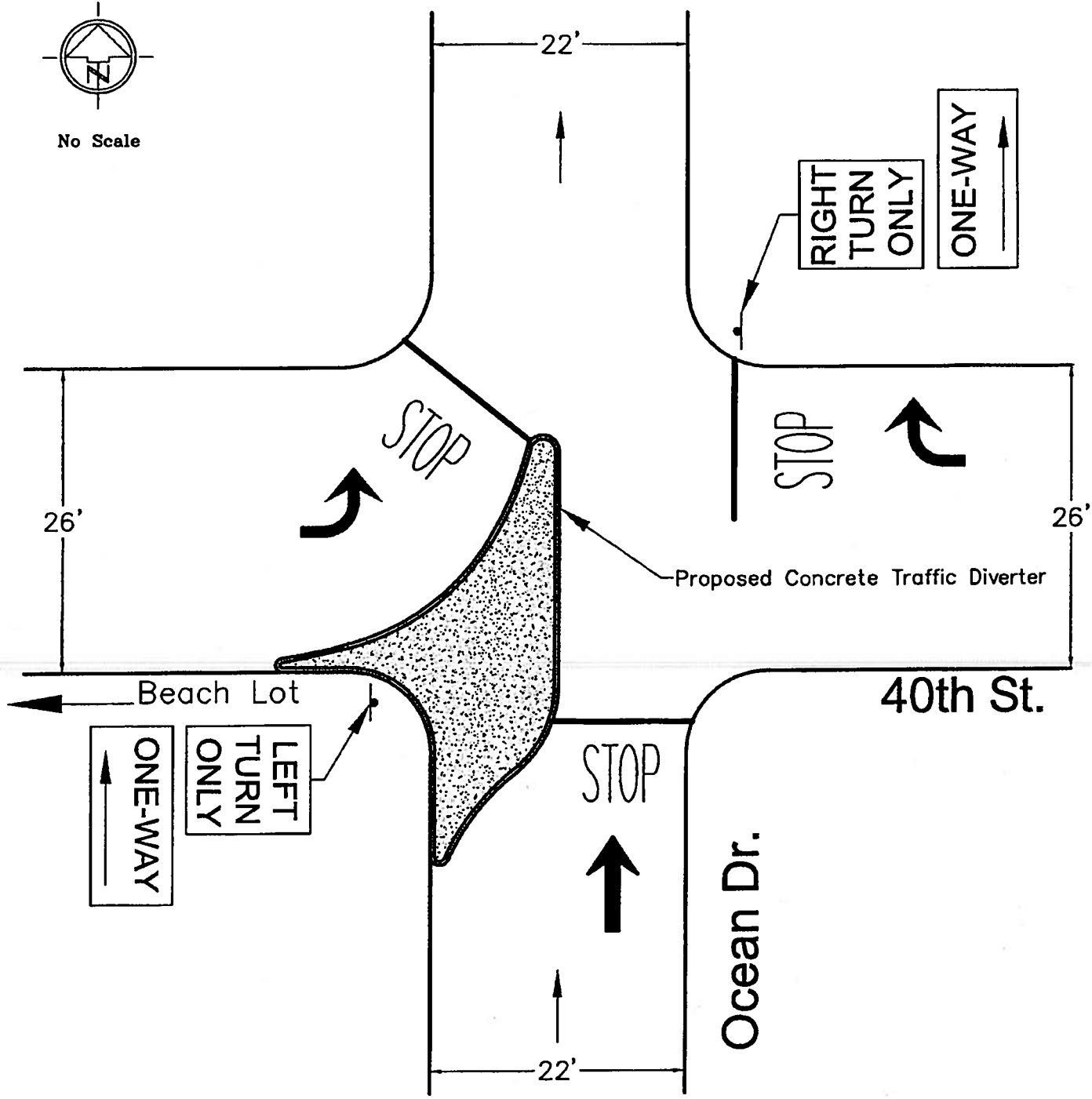
WILLDAN
Engineering
2401 E. KATELLA AVE., SUITE 450
ANAHEIM, CA 92806-8073



CITY OF MANHATTAN BEACH
NORTH MANHATTAN BEACH NTMP
PROPOSED DIVERTER AT OCEAN AND 40TH
EXHIBIT L



No Scale



CONCEPT PLAN FOR ONE-WAY STREET

WILLDAN
Engineering
14342/2004/01-480
2401 E. KATELLA AVE., SUITE 450
ANAHEIM, CA 92808-6073



CITY OF MANHATTAN BEACH
NORTH MANHATTAN BEACH NTMP
PROPOSED DIVERTER AT OCEAN AND 40TH
EXHIBIT M



NORTH MANHATTAN BEACH NEIGHBORHOOD TRAFFIC MANAGEMENT PLAN

The North Manhattan Beach Neighborhood Traffic Management Plan provides a comprehensive analysis of parking conditions in the North Manhattan Beach area and develops strategies for optimizing usage of on-street parking spaces and public parking lots.

The Parking and Public Improvements Commission (PPIC) will conduct the continuation of the October 23, 2008 public hearing to the North Manhattan Beach Neighborhood Traffic Management Plan as directed by the City Council's 2008 Work Plan.

PARKING AND PUBLIC IMPROVEMENTS COMMISSION NORTH MANHATTAN BEACH NEIGHBORHOOD TRAFFIC MANAGEMENT PLAN - CONTINUED PUBLIC HEARING -

WHEN: January 22, 2008 at 6:30 pm
WHERE: Council Chambers, City Hall
1400 Highland Avenue, Manhattan Beach

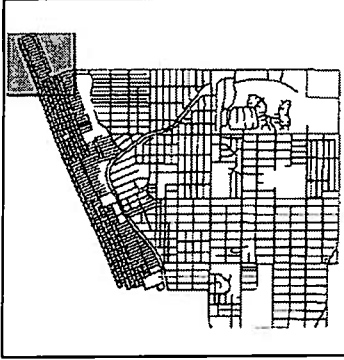
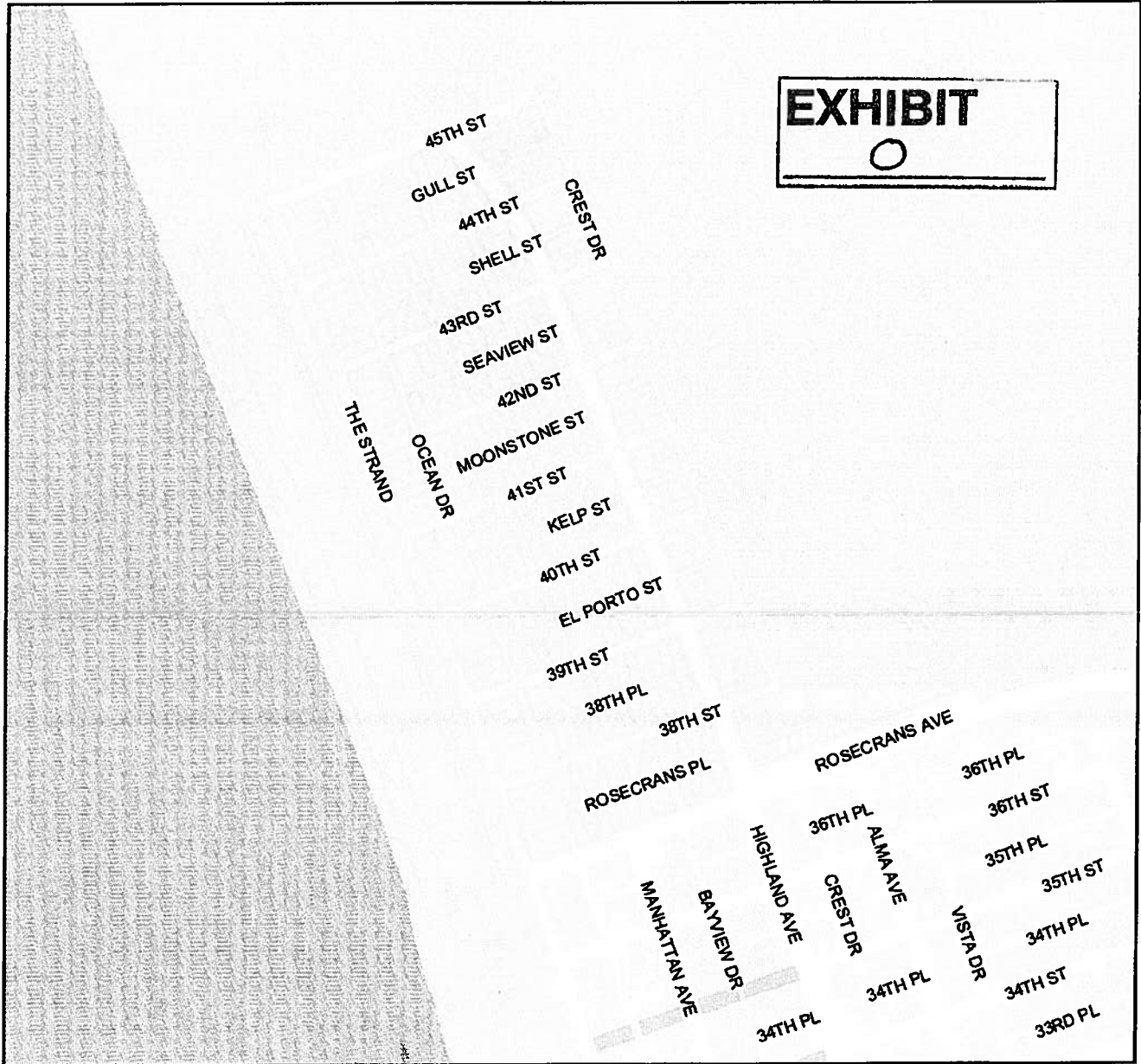
North Manhattan Beach residents and businesses are encouraged to attend and participate. The Staff Report will be available at www.citymb.info on January 16 after 5 pm.

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

EXHIBIT
N

Manhattan Beach GIS

EXHIBIT

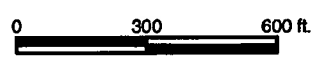


Legend

Scale: 1:5,149

- Parcels**
- Basemap**
- BEACH**
- BLOCK**
- DEADEND**
- PARK (cont)**
- PIER**
- PRIVATE STREET**
- SCHOOL STREET**
- WALK STREET**

This map is a user-generated static output from the "MB GIS Info" Intranet mapping site and is for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.



January 8, 2009

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

Dear Chairperson and Commissioners:

Thank you for providing your services and expertise to the citizens of Manhattan Beach.

At your October 23, 2008 meeting, your Commission discussed traffic issues specific to the El Porto section generally West of Highland Avenue and between Rosecrans and 45th Street. One linked parking issue, which was not addressed, is a restriction on the El Porto Lot (Lot 65C) which is curiously out of conformity with the similar beach Lot 65B to the South, and gives rise to a potential for significant health, safety, and other concerns.

Specifically, permitted vehicles may not exit the lot between 8:00pm and 6:00am the next day. There is no such restriction on Lot 65C. Further, though the single exit has an in-road device that allows for an exit and protects against entry, City staff lock each evening and open each morning a gate-like barrier, rendering that device useless.


Several concerns surface:

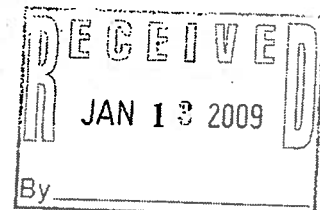
- Residents are denied egress during the above period, no matter what the personal or medical emergency. This is a concern that may have already created for some what can only be considered, at a minimum, undue and dangerous hardship.
- Residents who need to leave for work at irregular hours (read fire fighters, police, nurses, etc.) are effectively denied use of the Lot.
- City safety staff is using their precious time to daily lower and raise an unnecessary barrier. A barrier whose need is obviated by the in-road facility which the city purchased and installed long ago to avoid the above process.
- This restriction is out-of-conformity with that employed in the similar Lot 65B.

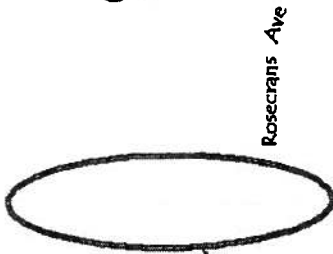
For whatever reason, known or unknown, the above non-conforming restriction and process has been employed, I would challenge its weight against the above.

Again, thank you for your service.

Sincerely


Gregory Cherep
200 Moorstone Street
Manhattan Beach, CA 90266
(310)545-6225





El Porto
Lot (65C)
Overnight
Parking
Valid 6pm
to 8am
7 days

Rosecrans Ave



26th St
Lot (65B)
Overnight
Parking
Valid 6pm
to 8am
7 days

Marine Ave

The Strand

Highland Ave



Upper
Pier Lots
(65A)
Overnight
Parking
Valid 6pm
to 8am
7 days

Manhattan Beach Blvd

Manhattan Ave



0.25 0.5 Miles

0.25

0

Lot 65 A [Upper Pier Lots]

During the period from OCTOBER 1st through APRIL 1st the permit for **LOT 65A** will be valid twenty-four (24) hours on weekends and holidays, with the exception of the following weekends:

- o Weekend Before Easter
- o Easter Weekend
- o Weekend After Easter

Valid 6PM to 8AM

Lot 65 B [26th Street Lots]

The entrance will be LOCKED at approximately 8:00PM each evening and OPENED at approximately 6:00AM each morning. You will NOT be able to ENTER the lot while it is locked, but you WILL be able to EXIT.

During the period from SEPTEMBER 15th through JUNE 15th the permit for **LOT 65B** will be valid twenty-four (24) hours on weekends and holidays with the exception of the following weekends:

- o Weekend Before Easter
- o Easter Weekend
- o Weekend After Easter
- o Memorial Day Weekend
- o Memorial Day

Valid 6PM to 8AM

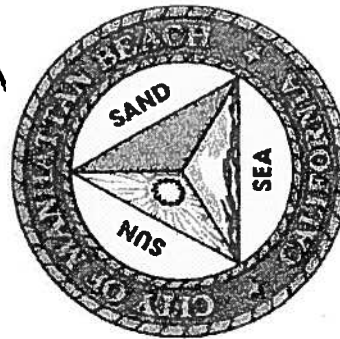
Lot 65 C [El Porto Lot]

The entrance and exit will be LOCKED at approximately 8:00PM each evening and OPENED at approximately 6:00AM each morning. You will NOT be able to ENTER or EXIT while the lot is locked.

During the period from SEPTEMBER 15th through JUNE 15th the permit for **LOT 65C** will be valid twenty-four (24) hours on weekends and holidays with the exception of the following weekends:

- o Weekend Before Easter
- o Weekend After Easter
- o Easter Weekend
- o Memorial Day
- o Memorial Day Weekend

Valid 6PM to 8AM



**CITY OF MANHATTAN BEACH
PARKING AND PUBLIC IMPROVEMENTS COMMISSION
MINUTES OF REGULAR MEETING
January 22, 2009**

E. GENERAL BUSINESS

North Manhattan Beach (El Porto) Neighborhood Traffic Management Plan (NTMP) Initial Recommendations

Ruth Smith Traffic Consultant presented an overview of the Neighborhood Traffic Management Plan (NTMP), providing current information on the North Manhattan Beach NTMP, including NTMP actions in the area since 1983 plus alternatives and a variety of options that could be considered upon a re-examination of the neighborhood traffic issues in the El Porto area. Traffic Engineer Smith presented a number of possible actions that could be implemented in addition to the existing measures and some that would replace the current NTMP.

The purpose of the presentation is to provide information to the residents and commissioners. This information will then be used to determine which items need to be presented in a survey that will be mailed to each resident and property owner in the El Porto area. The survey results will be reviewed and considered by staff when deciding upon recommendations for the EL Porto NTMP, to be presented to the Parking and Public Improvement Commission (PPIC) for approval.

Chairman Gross announced a brief recess at 8:10 p.m.

The meeting was reconvened at 8:20 p.m.

Audience Participation

Chairman Gross opened the public hearing at 8:23 p.m.

Tana Hausch, 3704 the Strand contended that she supports the existing calming traffic measures and would like to see things remain as is. Mrs. Hausch stated that she is opposed to making Ocean a one way street and is in opposition to the installation of a ramp at Rosecrans as being cost prohibitive.

Kristin Skinner, 121 39th Street voiced her concerns over a change in the existing left turn only from the El Porto lot onto Ocean. She would like it to remain as is with the current time restrictions between 3:00 – 8:00 p.m. Monday through Friday. She expressed her opinion to have the 39th Street stop sign removed.

Michael Bernstine, 130 Kelp Street supported the recommendation to install a permanent barrier to divert traffic exiting out of the El Porto lot, south on Ocean. He is opposed to making Ocean a one way street. Mr. Bernstine expressed his concern over the number of speeding cars that utilize Kelp Street.

Shawn Papacian, 212 40th Street, expressed his gratitude to the commissioners and the City for all the traffic measures that have been taken and applauded the wonderful job they do. He supports all the measures currently in place. He would like permanent blockades on 40th and Ocean. He thinks the parking lines are brilliant and provides a clear definition of what is allowed.

Kyle Cripe, 45th and Ocean, supports the measures that are currently in place and believes they have eliminated traffic on Ocean. He also maintained that the current use of the El Porto lot by permit holders remain the same.

Ed Skebe, 210 Kelp Street, contended that Kelp Street is highly impacted by the measures in place now at Ocean and 40th. He maintains that forcing drivers to exit to the right onto Ocean off of 40th from the parking lot exit looks to be the best solution to solving the speeding traffic on Kelp Street.

Bob Cogan, 204 Kelp Street, is concerned about the heavy traffic currently diverted from 40th, northbound on Ocean, and the impact this heavy, speeding traffic has on Kelp. He supports the recommendations to divert traffic to the south on Ocean or make Ocean a one way street. He suggested that those residents who pay for parking permits for the El Porto lot have 24/7 access to enter and exit the lot.

Michelle Murphy, 4420 the Strand, stated that the measures currently in place work Ok. She expressed her desire to see some type of diversion at Ocean and the El Porto parking lot. She is opposed to building a new exit ramp for the parking lot at Rosecrans or utilizing the existing ramp at 36th Street and commented that 40th was built for traffic exiting the El Porto parking lot. Ms. Murphy doesn't see the need for more stop signs on Ocean and doesn't like the white parking lines.

Bill Hausch, 3704 the Strand, is opposed to permanent barriers at Ocean and 40th and feels that if they alter the plan, the problem would only be diverted from Kelp Street south to 39th Street and other southern side streets.

Bob Perkins, 4420 the Strand, stated his opinion that 40th is the street that traffic should use to exit the parking lot to reach Highland because it was designed for that purpose. He would prefer the City continue to use temporary barricades at 40th and Ocean. Mr. Perkins is opposed to parking lot exits at Rosecrans and 36th streets. He is undecided about all night egress to the parking lot by permit holders.

Fred Cogan, Kelp Street, expressed concerns about excessive traffic speeds on Kelp Street. He maintains that 40th was designed for access to Highland from the El Porto parking lot and also feels that the traffic flow on Ocean is fine the way it is.

Elsie Cripe, 4421 Ocean Drive, suggests that the traffic measures in the area remain as is. She got a petition to put the gates on the parking lot at 40th and 45th Street years ago. She suggests that the City provide better signage regarding the hours of operation of the El Porto parking lot.

Art Merkin, 3914 the Strand, agrees that the existing measures appear to be working and feels the current situation is OK. The temporary barricades work during the peak traffic hours but would like to see more enforcement of the traffic measures. He

supports the white parking lines.

Christopher Moore, 205 Rosecrans Place, stressed that there are enough stop signs (eight) on the stretch of Ocean between Rosecrans and 45th Street. He questioned the commissioners and traffic engineers regarding the southbound traffic on Highland and how it seems to be so congested and then thins out right after Rosecrans. Most everything else seems to be working in his opinion.

Chairman Gross closed the public hearing at 9:35 p.m.

Discussion

Chairman Gross thanked the residents for taking the time to come down and express their concerns. He clarified that the general consensus from the residents in attendance was that they were mostly satisfied with the way things are.

Chairman Gross determined that the next step was for the commissioners to decide which items from the traffic study needed to be included on the survey that was going to each resident and property owner in the El Porto area.

Commissioner Stabile approached Traffic Engineer Zandvliet about the possibility of removing the barricade at Ocean and 40th and leave the 4 way stop in addition to reducing the speed limit.

Traffic Engineer Zandvliet recommended that the barrier remain from the hours of 3:00 – 8:00 p.m., Monday through Friday, allowing drivers to either exit up through 40th Street or turn left, northbound on Ocean. He would also suggest removing the numerous signs posted in the area that seem to be confusing and leaving a sign that prohibits turning right onto Ocean from 3:00 – 8:00 pm.

In response to Commissioner Stabile's question regarding the decrease in speed limit, Traffic Engineer Zandvliet expressed his need to explore the issue further before considering it as an optional traffic measure. He explained that this would require a speed survey in the area to justify a change in speed limit. Traffic Engineer Zandvliet added that it could possibly be reduced to 20 miles per hour.

After discussion the Commissioners agreed on the following points for inclusion in the residential/property owner survey:

- White lines on streets to delineate allowable parking zones
- New reflective signs to replace the old signs
- Justify the speed limit
- Maintaining the temporary barricade at 40th and Ocean (looking to install one that could be more easily manipulated each day)
- Speed bumps at 44th and 38th streets
- Making Ocean a one way street as an alternative to speeding issues

Commissioners chose to omit any reference to exits at Rosecrans and 36th Street from the survey along with any change to the current permit use of the El Porto parking lot.



NORTH MANHATTAN BEACH NEIGHBORHOOD TRAFFIC MANAGEMENT PLAN

The North Manhattan Beach Neighborhood Traffic Management Plan provides a comprehensive analysis of parking conditions in the North Manhattan Beach area and develops strategies for optimizing usage of on-street parking spaces and public parking lots.

The Parking and Public Improvements Commission (PPIC) will conduct the continuation of the January 22, 2009 public hearing to the North Manhattan Beach Neighborhood Traffic Management Plan as directed by the City Council's 2008 Work Plan.

PARKING AND PUBLIC IMPROVEMENTS COMMISSION NORTH MANHATTAN BEACH NEIGHBORHOOD TRAFFIC MANAGEMENT PLAN - CONTINUED PUBLIC HEARING -

WHEN: March 26, 2008 at 6:30 pm
WHERE: Council Chambers, City Hall
1400 Highland Avenue, Manhattan Beach

North Manhattan Beach residents and businesses are encouraged to attend and participate. The Staff Report will be available at www.citymb.info on March 20 after 5 pm.

For additional information, please call Ana Stevenson at (310) 802-5540 or email at astevenson@citymb.info