

Neighborhood Traffic Management Program HANDBOOK

City of Manhattan Beach
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MESSAGE FROM THE DIRECTOR

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

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

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

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

Sincerely,

Richard Thompson
Community Development Director

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM PROCEDURES SUMMARY

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

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

The process includes the following seven steps.

Step 1- Identify Candidate Streets/Neighborhoods

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

Step 2- Preliminary Screening and Evaluation

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

Step 3- Engineering Analysis/Preliminary Recommendations

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

Step 4- Neighborhood Meetings and Survey/Petitions

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

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM PROCEDURES SUMMARY (Continued)

Step 5- Develop, Install, and Evaluate Test projects

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

Step 6- Determination of Permanent Project

Based on tests results, it will be determined whether or not a project will be made permanent.

Step 7- Monitoring

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

Administrative/Miscellaneous

Appeals-

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

Amendments-

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

Removal-

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

LEVEL ONE TOOLS

Generally Administrative/Staff Level Approval

GENERAL CHARACTERISTICS:

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

LIST OF LEVEL ONE TOOLS:

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



LEVEL ONE TOOLS:

Enhanced Police Enforcement

Description:

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

Advantages:

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

Disadvantages:

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

Cost:

- High cost primarily due to the staffing requirements

Problems Targeted:

- Moving vehicle violations
- Running stop signs
- Illegal parking

Street Type:

- All

Other Criteria:

- Often helpful in school zones



LEVEL ONE TOOLS: **Speed Monitoring Trailer**

Description:

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

Advantages:

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

Disadvantages:

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

Cost:

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

Problems Targeted:

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

Street Type:

- All

Other Criteria:

- None
-



LEVEL ONE TOOLS: Neighborhood Traffic Watch Program

Description:

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

Advantages:

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

Disadvantages:

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

Cost:

- Low to Moderate

Problems Targeted:

- Residential streets with speeding concerns and willing, active neighbors

Street Type:

- All except arterials

Other Criteria:

- Requires willing participants/volunteers
-



LEVEL ONE TOOLS:

Higher Visibility Crosswalk

Description:

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

Advantages:

- More visible to drivers than traditional crosswalks

Disadvantages:

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

Cost:

- Low, some additional maintenance costs

Problems Targeted:

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

Street Type:

- All

Other Criteria:

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



LEVEL ONE TOOLS:

Pedestrian Crossing Signs

Description:

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

Advantages:

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

Disadvantages:

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

Cost:

- Low, some additional maintenance costs

Problems Targeted:

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

Street Type:

- All

Other Criteria:

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



LEVEL ONE TOOLS:

Electronic Speed Limit Signs/ Larger Static Speed Limit Signs

Description:

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

Advantages:

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

Disadvantages:

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

Cost:

- Between \$4,500-\$9,000
-



LEVEL ONE TOOLS:

Electronic Speed Limit Signs/ Larger Static Speed Limit Signs (Continued)

Problems Targeted:

- High Speeds
- School zones

Street Type:

- All

Other Criteria:

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

LEVEL TWO TOOLS

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

GENERAL CHARACTERISTICS:

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

LIST OF LEVEL TWO TOOLS:

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



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

Description:

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

Advantages:

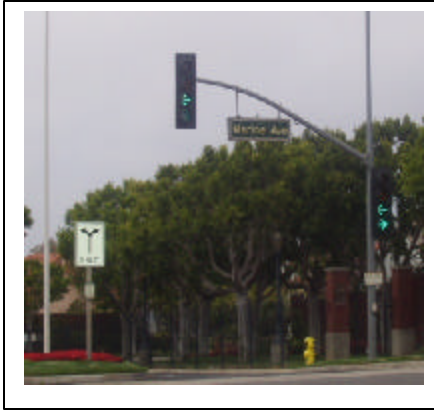
- Significant exclusion of undesired movements may have a significant positive impact on residential area
- In case of turn prohibitions, safety may increase on origin streets (often a major or non-local.)
- Does not impede emergency vehicles, as they can readily violate the restriction

Disadvantages:

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

Cost:

- Low
-



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

Problems Targeted:

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

Street Type:

- All

Other Criteria:

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



LEVEL TWO TOOLS:

Turn Restrictions Via Signage

Description:

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

Advantages:

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

Disadvantages:

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

Cost:

- Low
-



LEVEL TWO TOOLS: Turn Restrictions Via Signage (Continued)

Problems Targeted:

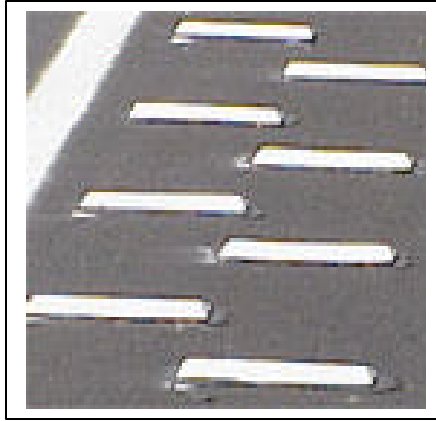
- High local street volumes
- Non resident intrusion
- High collision rates
- Access restrictions to residential areas
- Directional Control

Street Type:

- All

Other Criteria:

- Must have identified cut-through traffic
-



LEVEL TWO TOOLS: Rumble Strips/Dots

Description:

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

Advantages:

- May reduce speed in localized area
- Raises driver awareness

Disadvantages:

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

Cost:

- Low initial cost
- Moderate to high maintenance requirements

Problems Targeted:

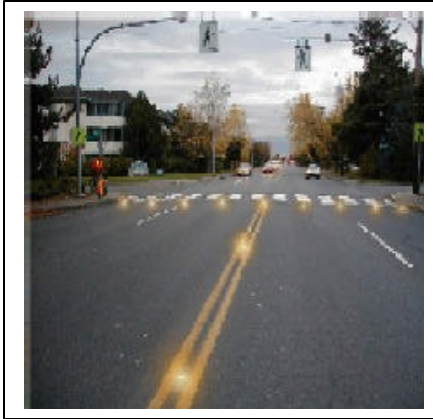
- Speed reduction
- Driver alertness of potential hazards

Street Type:

- All

Other Criteria:

- None
-



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

LEVEL TWO TOOLS: Crosswalk Warning System

Description:

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

Advantages:

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

Disadvantages:

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

Special Considerations:

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

Cost:

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

Problems Targeted:

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



LEVEL TWO TOOLS: Raised Median Island

Other Criteria:

- Not to be used at controlled intersections

Description:

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

Advantages:

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

Disadvantages:

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

Cost:

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

Problems Targeted:

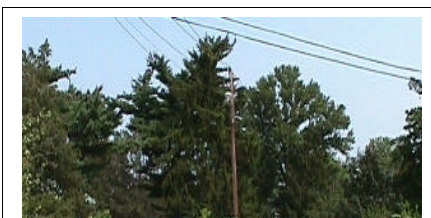
- High Speeds
- Cut-through Traffic

Street Type:

- All

Other Criteria:

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



LEVEL TWO TOOLS:
Entry Island (Neighborhood Identification Island)

Description:

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

Advantages:

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

Disadvantages:

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

Cost:

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

Problems Targeted:

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

Street Type:

- All

Other Criteria:

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



LEVEL TWO TOOLS:

Mid-Block Narrowing

Description:

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

Advantages:

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

Disadvantages:

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

Cost:

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

Problems Targeted:

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

Street Type:

- All

Other Criteria:

- Must not significantly impede emergency vehicle access.
-



LEVEL TWO TOOLS:

Chokers at Intersections

Description:

- Raised islands built to narrow the roadway at intersections.

Advantages:

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

Disadvantages:

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

Cost:

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

Problems Targeted:

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

Street Type:

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

Other Criteria:

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



LEVEL TWO TOOLS: Lane Reduction/Lane Narrowing/Restriping

Description:

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

Advantages:

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

Disadvantages:

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

Cost:

- Moderate initial cost and ongoing maintenance

Problems Targeted:

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

Street Type:

- All

Other Criteria:

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



LEVEL TWO TOOLS: Stop Sign as Traffic Control Measure

Description:

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

Advantages:

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

Disadvantages:

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



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

Disadvantages (continued):

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

Cost:

- Low initial cost
- Low on-going maintenance cost

Problems Targeted:

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

Street Type:

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

Other Criteria:

- Requires review by City Traffic Engineer and City Council approval
-



LEVEL TWO TOOLS: Parking Restrictions

Description (One or more of the following):

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

Advantages:

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

Disadvantages:

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

Cost:

- Low
-



LEVEL TWO TOOLS: Parking Restrictions (Continued)

Problems Targeted:

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

Street Type:

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

Other Criteria:

- Parking study required to determine extent of parking demand
-

LEVEL THREE TOOLS

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

GENERAL CHARACTERISTICS:

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

LIST OF LEVEL THREE TOOLS:

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



LEVEL THREE TOOLS:

Raised Crosswalk

Description:

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

Advantages:

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

Disadvantages:

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

Cost:

- Moderate

Problems Targeted:

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

Street Type:

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



LEVEL THREE TOOLS:

Raised Crosswalk (Continued)

Other Criteria:

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



LEVEL THREE TOOLS:

Raised Intersection

Description:

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

Advantages:

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

Disadvantages:

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

Cost:

- High construction cost where there are storm drainage issues

Problems Targeted:

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

Street Type:

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



LEVEL THREE TOOLS:

Raised Intersection (Continued)

Other Criteria:

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



LEVEL THREE TOOLS:

Traffic Circle

Description:

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

Advantages:

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

Disadvantages:

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

Cost:

- Moderate

Problems Targeted:

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

Street Type:

- All
-



LEVEL THREE TOOLS: Traffic Circle (Continued)

Other Criteria:

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



LEVEL THREE TOOLS:

Restricted Movement Barrier

Description:

- Barrier island that prevents certain movements at an intersection

Advantages:

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

Disadvantages:

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

Cost:

- Moderate

Problems Targeted:

- Streets where cut-through traffic is evident

Street Type:

- Local, Major Local

Other Criteria:

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



LEVEL THREE TOOLS:

Entrance Barrier – Half Closure

Description:

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

Advantages:

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

Disadvantages:

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

Cost:

- Moderate to high

Problems Targeted:

- Local streets where cut-through traffic is evident



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

Street Type:

- Local, Major Local

Other Criteria:

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



LEVEL THREE TOOLS:

Diagonal Diverter

Description:

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

Advantages:

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

Disadvantages:

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

Cost:

- Moderate to high

Problems Targeted:

- Local streets where cut-through traffic is evident



LEVEL THREE TOOLS: Diagonal Diverter (Continued)

Street Type:

- Local, Major Local

Other Criteria:

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

APPENDIX

A-Neighborhood Traffic Management Program Process Flow Chart

B-Neighborhood Traffic Management Program Procedures (Detailed Description)

C-Neighborhood Traffic Management Program Request and Petition Forms

D-Toolbox Application Criteria

E-Roadway Classifications Map

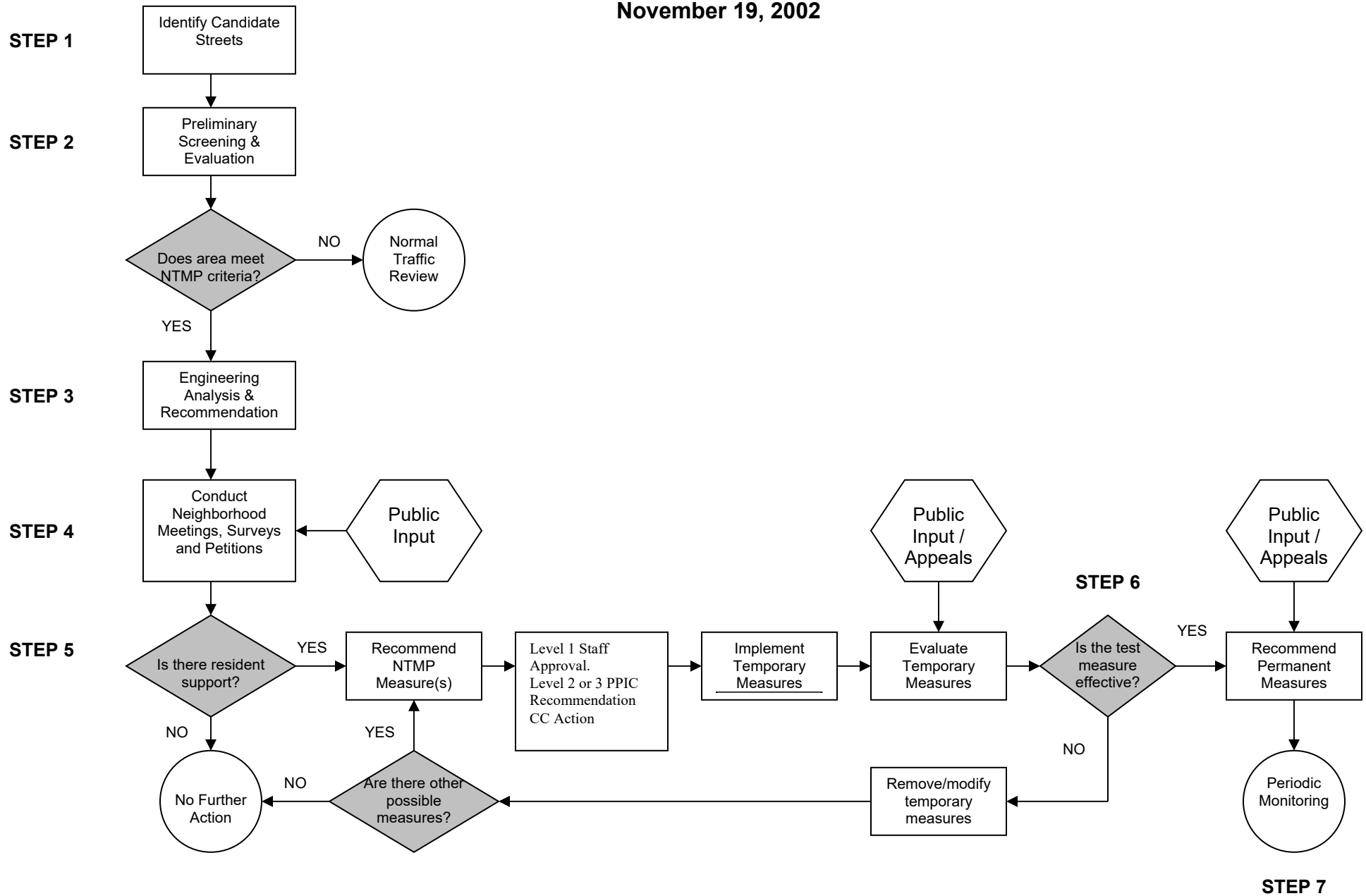
F-Emergency Vehicle Route Map

G-Residential Streets/Neighborhoods with Traffic Concerns

H-Diversion Criteria Chart

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

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



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

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

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

Overall Objective

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

Process Overview

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

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

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

Goals/Policies of Neighborhood Traffic Management Program

Goals/Policies of the Program include the following:

- Reduce demonstrated accident patterns on local streets where feasible.

- Eliminate or discourage non-local cut-through traffic on local residential streets and collector streets. Focus such traffic on the arterial roadway system.
- Reduce traffic speeds on residential streets with demonstrated problems to levels consistent with the ranges of speeds on other non-impacted residential streets in the City.
- Minimize the shifting of traffic intrusion or speeding problems from one residential street to another.
- Ensure citizen participation throughout the Neighborhood Traffic Management Program process, obtaining the input of affected residents, affected business owners and non-resident property owners.
- Minimize impacts on emergency vehicle response times due to implementation of neighborhood traffic management measures. Include police and fire departments in all plan preparation and avoid creating excessive vehicle delay on critical emergency vehicle routes. (See attached Emergency Response Routes Map).
- Review surrounding land uses and functionality/connectivity of street to the rest of the system.

Program steps are detailed below.

Step 1 - Identify Candidate Streets/Neighborhoods

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

- After receipt of written request(s),
- After direction of the City Council.
- Traffic problems identified by City staff.

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

Step 2 - Preliminary Screening and Evaluation

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

- The street in question must be classified as a Local, Major Local, or Collector street. If not, the adjacent neighborhood must be predominantly residential in character.
- The requests must be related to speeding, high traffic volumes, accidents, cut-through traffic, truck traffic or other related impacts on a residential or collector street or district.

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

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

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

- Public meeting in the neighborhood to understand issues. Affected parties must be notified of the meeting.
- Review by Police and Fire Departments. This review will determine if the specific streets in question are critical police or fire response routes. If so, CDD will work with Police and Fire to ensure that measures are not installed which significantly impact response times.
- Traffic data collection to include (as appropriate based on identified problem) one or more of the following:
 - determine the area affected and then conduct field investigation to note traffic operating conditions, geometric conditions (roadway width, pavement condition, parking availability, type and location of existing traffic management devices, etc);
 - traffic volume counts (24 hour broken down into 15-minute increments and aggregated hour-by-hour);
 - radar or machine-based speed surveys;
 - truck volume counts;
 - cut-through traffic estimates via license plate surveys;
 - pedestrian counts;
 - accident investigation (review of accidents over a minimum of the prior two year period);
 - other investigations deemed appropriate by the CDD.

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

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

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

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

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

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

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

Step 5 - Develop, Install, and Evaluate Test Projects

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

Step 6 - Determination of Permanent Project

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

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

Step 7 - Monitoring

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

Administration/Miscellaneous

Appeals-

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

Amendments-

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

Removal-

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

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Neighborhood Traffic Management Program Request Form

Community Development Department

City Hall 1400 Highland Avenue Manhattan Beach, CA 90266-4795

Telephone (310) 802-5000

FAX (310) 802-5001

TDD (310) 546-3501

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

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

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

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

Contact Person: Please provide the following contact information.

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

APPENDIX D
TABLE 1 (continued)

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

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

APPENDIX D
TABLE 1 (continued)

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

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

APPENDIX D
TABLE 1 (continued)

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

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

APPENDIX D
TABLE 1 (continued)

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

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

Notes:

1) Street Type key: L – Local, ML – Major Local, RC – Residential Collector, C- Collector, All – All Residential Streets, excludes arterials

2) Specific volume (ADT) criteria may not be appropriate for this tool, it may be applied over a range of volume

3) Specific speed criteria may not be appropriate for this tool, it may be applied over a range of observed speeds at the discretion of the City Traffic Engineer or the Police Department

General Notes:

- final determination of certain control application based on review by City staff

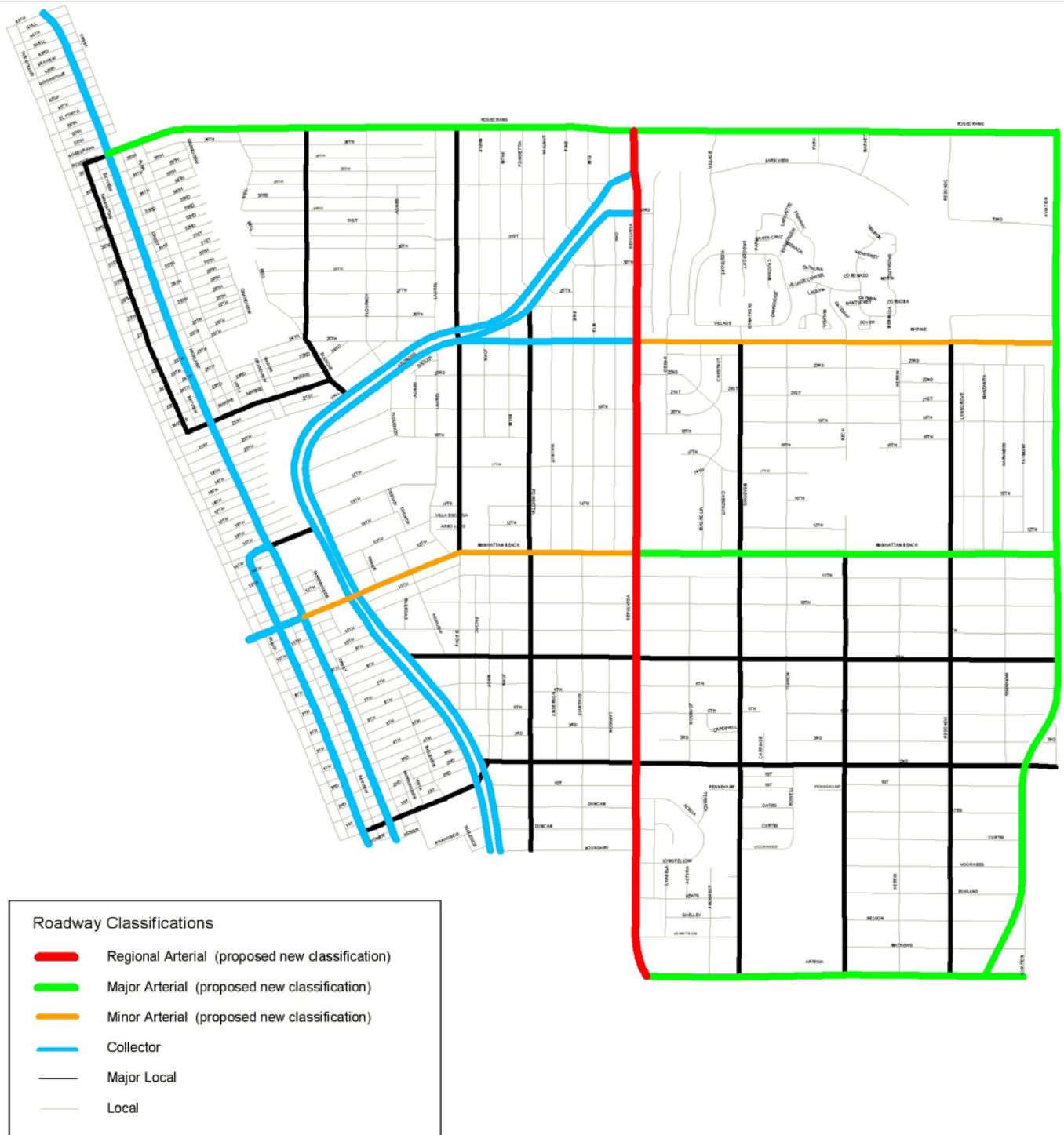
- subject to modification by City Council on a case-by-case basis

APPENDIX E

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

HANDBOOK

ROADWAY CLASSIFICATION MAP



APPENDIX F

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

HANDBOOK

EMERGENCY VEHICLE ROUTE MAP



0.5 0 0.5 Miles

AUGUST 8, 2002



Rev 9/6/05

APPENDIX H

Allowable Local and Collector Street Traffic Diversion (due to Neighborhood Traffic Management Toolbox measure applications)

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

RESOLUTION NO. 5791

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

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

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

- A. In September 2001 the City Council initiated a comprehensive update of the City's General Plan.
- B. As part of the General Plan Update the City initiated a Neighborhood Traffic Management Program (NTMP). The overall objective of the Program is to improve the livability of neighborhood streets by mitigating the impacts of vehicular traffic on residential neighborhoods. Specific impacts to be addressed by the Program include high non-local cut-through traffic volumes, high speeds, truck traffic intrusion, demonstrated accident history, and other related problems.
- C. In December 2001 the City Council appointed a Neighborhood Traffic Committee to help develop, review and make recommendations on traffic issues related to the General Plan update, including the Program. The Council appointed resident representatives from different areas throughout the City as well as business representatives to serve on the Committee to provide a wide variety of opinions from a cross section of the community. Additionally, two Parking and Public Improvements Commission members served on the Committee.
- D. The Neighborhood Traffic Committee met on January 29, February 26, March 26, April 23, May 28, and June 12, 2002, and discussed and developed a draft Neighborhood Traffic Management Program.
- E. On August 22, 2002 the Parking and Public Improvement Commission reviewed the recommendations of the Committee, and recommended adoption of the program with minor revisions.
- F. The City Council of the City of Manhattan Beach reviewed the recommendation of the Parking and Public Improvement Commission at noticed public meetings on October 1, and November 19, 2002, and recommended approval of the Neighborhood Traffic Management Program, attached as Exhibit "A".

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

SECTION 3. This resolution shall take effect immediately.

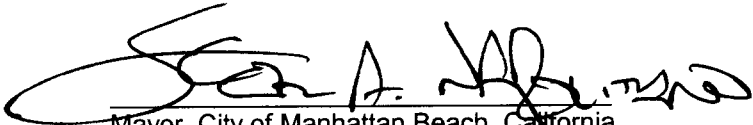
SECTION 4. The City Clerk shall certify to the adoption of this resolution; enter it into the original records of the City.

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

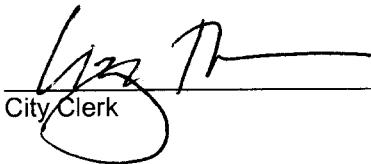
SECTION 6. The City Clerk shall certify to the adoption of this Resolution and thenceforth and thereafter the same shall be in full force and effect.

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

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


Mayor, City of Manhattan Beach, California

ATTEST:

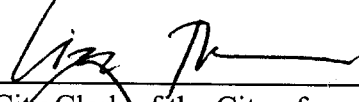

City Clerk

1 STATE OF CALIFORNIA)
2)
3 COUNTY OF LOS ANGELES) SS.
4)
5 CITY OF MANHATTAN BEACH)

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

12 Ayes: Fahey, Aldinger, Wilson, Dougher and Mayor Napolitano.
13 Noes: None.
14 Absent: None.
15 Abstain: None.

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

18 
19 _____
20 City Clerk of the City of
21 Manhattan Beach, California

22 (SEAL)
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