

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

TO: Parking and Public Improvements Commission

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

DATE: September 27, 2018

SUBJECT: Consider a Petition to Prohibit Left Turns from Northbound Sepulveda Bl. to Westbound 11th Street

BACKGROUND:

In March 2018, the City received a petition from residents along 11th Street between Dianthus Street and Sepulveda Boulevard to prohibit left turns from northbound Sepulveda Boulevard onto westbound 11th Street at all times. (Exhibit 1) The petition is signed by 23 residents, representing 14 of the 17 residential properties (82%) and two commercial businesses on 11th Street between Dianthus Street and Sepulveda Boulevard, as well as eight additional residents located east of Dianthus Street. The residents are concerned about the high volume of traffic and excessive speed of motorists that use 11th Street as a bypass around the intersection at Sepulveda Boulevard and Manhattan Beach Boulevard. They also state that the current “NO LEFT TURN 3-7PM” sign does not help. They also suggest installing raised bars through the intersection to prevent vehicles from making the northbound left turn movement.

In 1997, the City requested that Caltrans consider the prohibition of northbound left turns on Sepulveda Boulevard at 11th Street during the weekday PM peak period. Caltrans Office of Traffic Investigations concluded that such a prohibition would 1) adversely impact the intersection of Sepulveda Boulevard and Manhattan Beach Boulevard due to the diversion of left turning vehicles, and 2) result in no anticipated benefit to Sepulveda traffic. However, Caltrans would consider the turn restriction if the City first provided dual northbound left turns at Sepulveda Boulevard and Manhattan Beach Boulevard. (Exhibit 2)

On May 19, 1998, the City Council considered a petition by residents on 11th Street to close 11th Street just west of Sepulveda Boulevard due to commuters using 11th Street in order to avoid the congested intersection at Manhattan Beach Boulevard to the north. The City Council approved the recommendation of the Parking and Public Improvements Commission on November 11, 1997, to deny the request to close 11th Street west of Sepulveda Boulevard, and to install speed limit signs on 11th Street. (Exhibit 3)

On July 26, 1998, the City again requested that Caltrans impose a turn restriction from northbound Sepulveda Boulevard onto 11th Street between 3pm and 7pm weekdays. The letter indicated that the City was taking steps to obtain street dedications to provide dual northbound left turn lanes on Sepulveda Boulevard onto Manhattan Beach Boulevard. Caltrans responded on August 18, 1998, stating that no further action would be taken until the City could give a more solid commitment. (Exhibit 4)

On August 5, 2008, the City forwarded a petition from 11th Street residents requesting “No Left Turns from 3pm to 7pm” restrictions for the northbound left turn on Sepulveda Boulevard onto 11th Street. The petition also asked that the northbound left turn be prohibited at all times with a center median at such time as the City constructs dual northbound left turns at Manhattan Beach Boulevard. On August 22, 2010, Caltrans supported the petition request, and installed “NO LEFT TURN 3PM TO 7PM MON-FRI” turn restrictions in 2008. (Exhibit 5)

DISCUSSION:

The subject area on 11th Street is located in the southwest quadrant of the city, near the cross-roads of two major arterial streets: Sepulveda Boulevard (SR-1) and Manhattan Beach Boulevard. The neighborhood street grid is primary east-west parallel streets, with cross-streets approximately every 600 feet.

11th Street is a local residential street between Valley Drive and Sepulveda Boulevard that serves primarily residential uses and commercial driveways just west of Sepulveda Boulevard. The street is 30 feet wide with a prima facie speed limit of 25 mph. The intersection of Sepulveda Boulevard and 11th Street is located one block south of Manhattan Beach Boulevard and is controlled by stop signs on the 11th Street approaches. Northbound left turn movements onto 11th Street are restricted between 3-7pm Monday through Friday. Similar northbound left turn movements are also restricted on Sepulveda Boulevard at 10th Street.

A review of the collision history was conducted at the intersection of Sepulveda Boulevard and 11th Street for the period between January 1, 2010 and December 31, 2016. The review reveals that there were seven total collisions at the intersection, but only one collision involving northbound left turning vehicles during this study period. On May 6, 2016 at 8:11 a.m., a northbound left turning motorist failed to yield to a southbound motorists proceeding through the intersection.

Traffic volume were conducted on July 11 and 17, 2018 during the summer season. These counts were taken on typical weekdays when public schools were not in session. In addition, intersection turning movement counts were conducted on July 11, 2018 at Sepulveda Boulevard and both 10th and 11th Streets to compare the relative differences in left turn movements into the neighborhood from Sepulveda Boulevard. The traffic counts are summarized below and detailed in Exhibit 6:

Street Segment	AM Peak Hour	PM Peak Hour	Daily Volume
11 th St. –Dianthus to Sepulveda (EB)	19 (10am)	39 (5pm)	195
11 th St. – Dianthus to Sepulveda (WB)	61 (10am)	64 (2pm)	678
Total 11th Street	80	103	873
10 th St. –Dianthus to Sepulveda (EB)	41 (10am)	82 (4pm)	612
10 th St. – Dianthus to Sepulveda (WB)	67 (10am)	94 (3pm)	991
Total 10th Street	108	176	1,603

The above street segment counts show that 10th Street carries almost twice the traffic as 11th Street. This can be attributed to increasing traffic congestion on Sepulveda Boulevard

approaching the Manhattan Beach Boulevard traffic signal. Drivers have greater difficulty in making turns at 11th Street than at 10th Street into and out of the neighborhood.

The turning movement counts at Sepulveda Boulevard and 11th Street reveal that northbound left turns occur during the prohibited times, however, at a significantly lower rate than during unrestricted times. Signs alone are not completely effective in prohibiting left turns. It should be noted that twice as many drivers make illegal northbound left turns at 10th Street than at 11th Street, even though both turns are prohibited during the same period. Northbound left turning volumes during the unrestricted portion of the day appear to be about 50% higher than 10th Street to the south. Finally, it would be expected that northbound left turns would be much greater during congested PM peak period if the existing left turn restrictions were not in place.

There are 16 residences plus a 7-unit apartment along 11th Street between Dianthus Street and Sepulveda Boulevard that generate approximately 200 daily trips pursuant to the Trip Generation Manual, published by the Institute of Transportation Engineers. In addition, approximately 200 additional daily trips would be expected on this segment due to trips to/from approximately 50 residences on 11th Street to the west. Since the existing traffic volume on 11th Street is 873 vehicles per day, it is estimated that about half the daily trips on 11th Street are caused by commuters and others who do not have a destination within the neighborhood.

Neighborhood trips are not distributed evenly on parallel streets because of the existing street network. Due to the difficulty in making left turns at intersections along Sepulveda Boulevard, these left turning movements tend to be diverted to adjacent streets, such as Dianthus Street, or east-west streets to the south. This is evidenced by the higher than expected traffic volumes on 10th Street and Dianthus Street.

Approximately 450 trips or, about 50% of the daily traffic on 11th street, originates from the northbound left turn on Sepulveda Boulevard onto 11th Street. If this left turn is prohibited at all times, it would likely result in a diversion of these trips to adjacent streets, including Manhattan Beach Boulevard and 8th, 9th, and 10th Streets. In addition, residents on 11th Street would be forced to drive farther on other neighborhood streets to reach their homes, increasing traffic volumes on those streets. While it is reasonable for left turning vehicles to remain on major streets like Manhattan Beach Boulevard, an additional 100 vehicles per day would be expected on 10th Street. However, this could be partially alleviated by increasing the restricted hours on the existing northbound left turn movement at 10th Street.

It should be noted that the City has a funded capital project to construct dual northbound turn lanes on Sepulveda Boulevard at Manhattan Beach Boulevard. Design is approximately 80% complete, and is scheduled for construction next summer. The design includes a full length raised median on Sepulveda Boulevard through the 11th Street intersection, which will prohibit left turns in all directions. By extending the northbound left turn pocket for Manhattan Beach Boulevard through the 11th Street intersection, it would provide greater capacity, thereby improving the ability for motorists to make left turns onto Manhattan Beach Boulevard. This, in turn, will reduce the inclination for drivers to cut through the neighborhood.

The PPIC's recommendation will be forwarded to the City Council for approval. If approved, the City will request that Caltrans approve and post a temporary northbound turn prohibition at 11th Street until the dual left turn pockets are constructed at Manhattan Beach Boulevard. After

posting the prohibition, staff will conduct follow-up traffic counts, and if significant traffic diversion is found, the matter will be returned to the PPIC for discussion at a public meeting.

PUBLIC OUTREACH

By way of mailed notices, the residents and affected parties within and surrounding the study area have been invited to the PPIC meeting. Public notices have been posted in three public locations and posted online on the City's website, www.citymb.info.

RECOMMENDATION:

Based on high non-resident traffic volume on 11th Street at all times of the day and future construction of dual northbound left turn lanes on Sepulveda Boulevard at Manhattan Beach Boulevard, staff recommends that the Parking and Public Improvements Commission (PPIC) pass a motion recommending the prohibition of northbound left turns on Sepulveda Boulevard onto 11th Street.

- Exhibits:
1. 11th Street Petition and Petition Map
 2. 1997 City Request to Caltrans for Left Turn Restrictions
 3. May 19, 1998 City Council Staff Report for Turn Restrictions
 4. 1998 City Request to Caltrans for Left Turn Prohibition
 5. 2008 Petition and Request to Caltrans for Left Turn Restrictions
 6. 2018 Traffic Count Map

EXHIBIT 1

March 16, 2018

Erik Zandvliet
City of Manhattan Beach
Traffic Engineer

Dear Mr. Zandvliet:

Thank you for providing me with some guidance in an effort to remedy the traffic and safety issue we have on our street. The City of Manhattan Beach is recognized for providing exemplary municipal services for *California's safest Beach community* so please accept this urgent request and letter of support to address the need for:

- Prohibiting left turns from Sepulveda northbound onto the 1000 block of 11th Street westbound

Our families live on the 9000th and 1000th block of 11th Street. Among us we have several school age children along with elder adults. We are all so grateful to have the opportunity to raise our children and as adults live in this wonderful community. Our neighborhood is active and engaged. As a result, our children and families interact with each other on a daily basis. Our children enjoy playing in our front yards, driveways and sidewalks. However, the excessive speed and amount of traffic coming off Sepulveda has become of great concern as it is constant all day long.

There have been several incidents with vehicles nearly killing children and adults, as well as the loss of several beloved pets. A "no left turn" sign from 3-7pm does not help and we are calling for a drastic measure to ensure the safety of this neighborhood and its residents.

For clarification purposes, we have attached a photograph and google map of the left turn lane/intersection which has restrictions of 3pm-7pm MON-FRI. 11th Street is a residential neighborhood with houses on both sides of the street and is being used as a thoroughfare to access downtown in order to bypass the left turn signal at the intersection of Sepulveda and Manhattan Beach Blvd. I have been told from my fellow neighbors that this is not the first request to prohibit a left turn off Sepulveda onto the 1000 block of 11th Street. It was explained to me there was acknowledgment of the problem but there was great concern about emergency vehicles having access. One possible solution is to have a no left turn/no U turn sign and install angled speed bumps into the center divider of Sepulveda much like the section in front of the Fire Department located in the 1300 block of Manhattan Beach Blvd. Photo attached. We are open to discussing other possible solutions with you and your team.

We know that one of your missions, as well as ours, is to ensure that our families are afforded safe and secure environments. We anticipate that your approval of these requests will greatly improve the safety of our children and families.

Thank you for your attention and consideration. Should you require additional information, please feel free to contact Damian Stevens, damian@arcadeedit.com, 310.200.3040.

Sincerely,

11th Street Neighbors


SIGNATURE
Jeremiah Caron
PRINT NAME
1019 11th Street MB
STREET ADDRESS
90266
CITY STATE ZIP

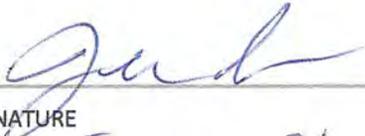

SIGNATURE
Robert Wilson + Dique
PRINT NAME
1033 11th St
STREET ADDRESS
MB 90266
CITY STATE ZIP


SIGNATURE
Anna Choi
PRINT NAME
1029 11th St
STREET ADDRESS
MB CA 90266
CITY STATE ZIP


SIGNATURE
Sakhya George
PRINT NAME
1032 11th St
STREET ADDRESS
CITY STATE ZIP


SIGNATURE
Naomi Gedion
PRINT NAME
1028 11th Street
STREET ADDRESS
Manhattan Beach, CA 90266
CITY STATE ZIP


SIGNATURE
DAMIAN STEVENS
PRINT NAME
1022 11TH STREET
STREET ADDRESS
MB, CA 90266
CITY STATE ZIP

SIGNATURE 
PRINT NAME Jessica Slusser
STREET ADDRESS 1008 11th Street
CITY STATE ZIP MB, CA 90266

SIGNATURE 
PRINT NAME Richard Franklin
STREET ADDRESS 1009 11th St
CITY STATE ZIP M.B. CA 90266

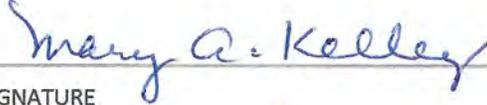
SIGNATURE 
PRINT NAME Frances Lay
STREET ADDRESS 1023 11th St
CITY STATE ZIP Man. Beh. CA 90266

SIGNATURE 
PRINT NAME MARC STRANGE
STREET ADDRESS 1043 11th St.
CITY STATE ZIP MAN BEH CA 90266

SIGNATURE 
PRINT NAME Bekele Gedron
STREET ADDRESS 1028 11th St
CITY STATE ZIP Manhattan Beach CA 90266

SIGNATURE 
PRINT NAME KUMTONG MANOS
STREET ADDRESS 1042 11th St
CITY STATE ZIP M.B. CA 90266

SIGNATURE 
PRINT NAME James E Kelley
STREET ADDRESS 1012 11th St.
CITY STATE ZIP MB CA 90266

SIGNATURE 
PRINT NAME Mary A. Kelley
STREET ADDRESS 1012 11th St.
CITY STATE ZIP MB CA 90266



SIGNATURE

Samantha Woul

PRINT NAME

1013 11th St.

STREET ADDRESS

Manhattan Beach

CITY STATE ZIP

90266



SIGNATURE

John V. Ramos

PRINT NAME

943 11th

STREET ADDRESS

MANHATTAN BEACH CA 90266

CITY STATE ZIP



SIGNATURE

Tyler Chaplin

PRINT NAME

953 11th STREET

STREET ADDRESS

MB CA 90266

CITY STATE ZIP



SIGNATURE

Noriko Fukushima

PRINT NAME

942 11th St.

STREET ADDRESS

Manhattan Bch, CA 90266

CITY STATE ZIP



SIGNATURE

RICHARD CIRON

PRINT NAME

936 11th St

STREET ADDRESS

MANHATTAN BEACH, CA 90266

CITY STATE ZIP



SIGNATURE

Lilette Balkentine

PRINT NAME

932 11th St

STREET ADDRESS

M.B. CA 90266

CITY STATE ZIP



SIGNATURE

DAVID H. LEVEN

PRINT NAME

926 11TH ST

STREET ADDRESS

M.B. CA 90266

CITY STATE ZIP



SIGNATURE

Darryl Atwater

PRINT NAME

922 11th St

STREET ADDRESS

MB, CA 90266

CITY STATE ZIP


SIGNATURE

Jake Lebbin
PRINT NAME

1018 11th Street
STREET ADDRESS

Manhattan Beach CA
CITY STATE ZIP

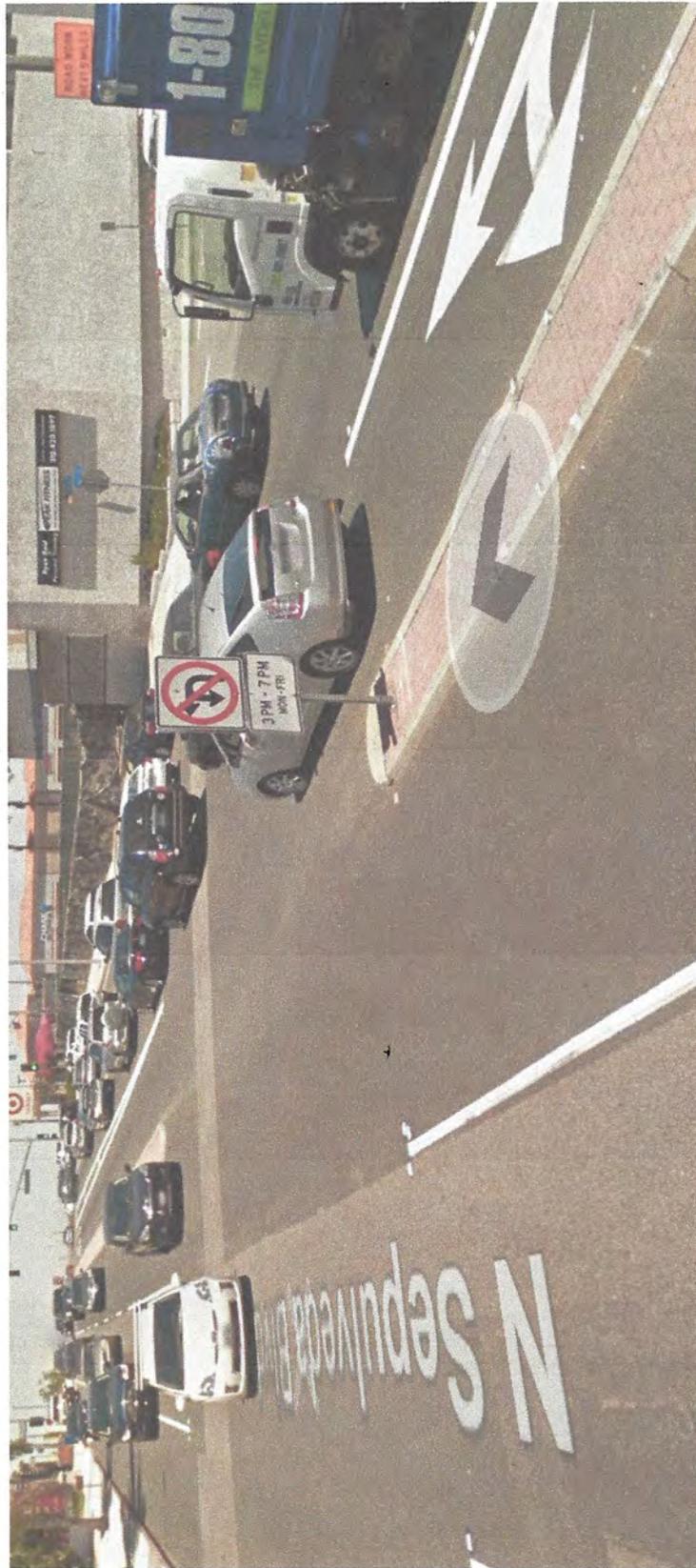
90266

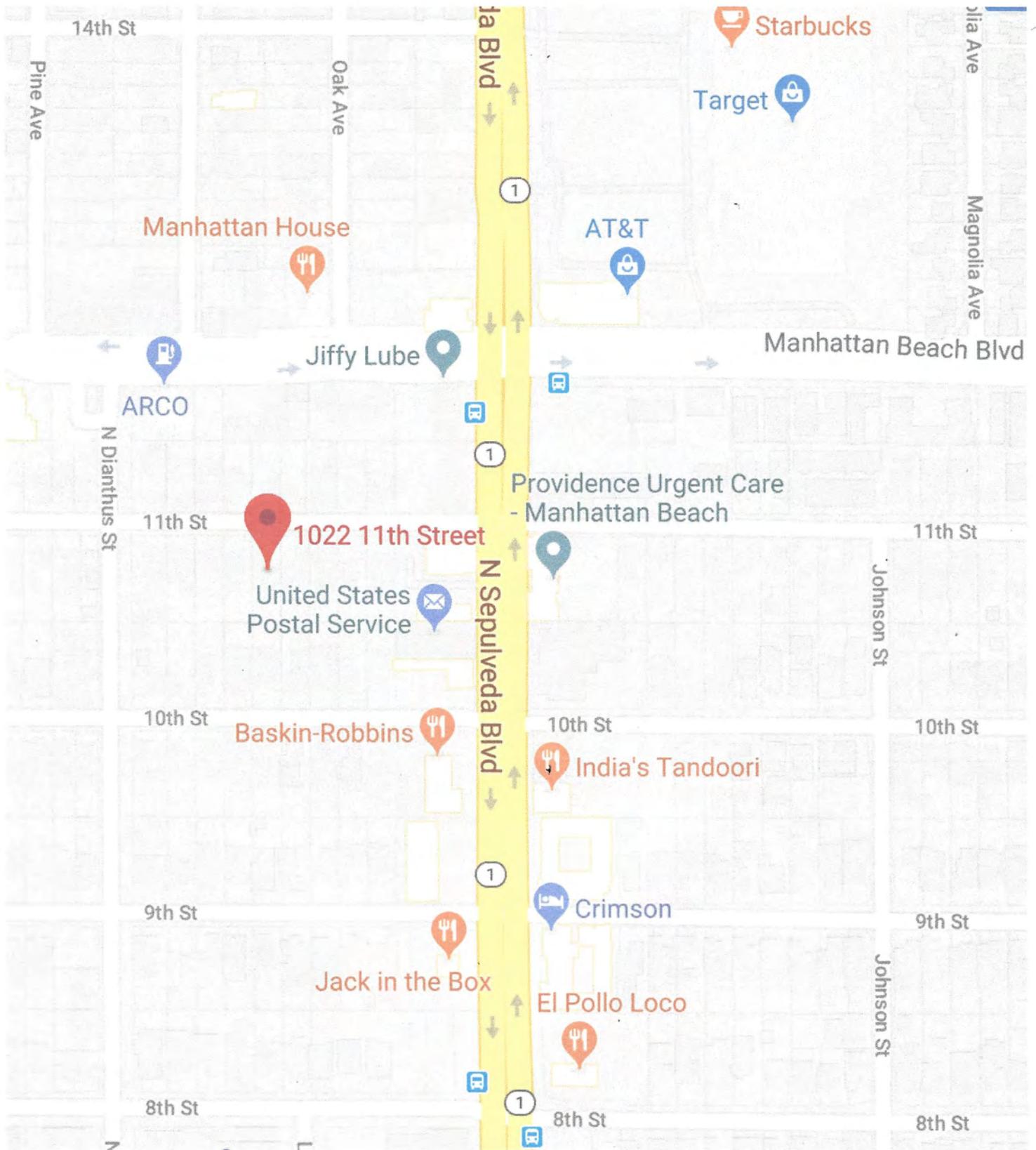
SIGNATURE

PRINT NAME

STREET ADDRESS

CITY STATE ZIP







Manhattan Beach
Blvd



City of Manhattan Beach
 Community Development
 Traffic Engineering Division

Left Turn Prohibition for Northbound Sepulveda Boulevard onto 11th Street
 Location Map and Petition Results
 Exhibit 1

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DEPARTMENT OF TRANSPORTATION

DISTRICT 7, 120 SO. SPRING ST.
LOS ANGELES, CA 90012-3606



(213) 897-0560

November 17, 1997

7-LA-1 P.M. 22.841
Sepulveda Boulevard
@ 11th Street in
Manhattan Beach

Mr. Richard Garland
Traffic Engineer
City of Manhattan Beach
1400 Highland Avenue
Manhattan Beach, CA 90266

Dear Mr. Garland:

**YOUR MAY 14, 1997 TELEPHONE REQUEST
FOR PROHIBITING NORTHBOUND LEFT TURNS
ON SEPULVEDA BOOULEVARD AT 11th STREET
DURING THE WEEKEND P.M. PEAK PERIOD**

Caltrans has recently completed a traffic engineering investigation relative to your request for a northbound weekday p.m. peak period left-turn prohibition on Sepulveda Boulevard at 11th Street in Manhattan Beach.

The investigation has revealed that if the requested left-turn prohibition is implemented at the Sepulveda/11th Street intersection, a substantial number of northbound left turning vehicles will be forced to divert to the Sepulveda/Manhattan Beach intersection in the p.m. peak hour. This would produce a significant degradation of the level of service at the Sepulveda/Manhattan Beach intersection, increasing the volume/capacity (v/c) ratio to 1.25 from the existing 1.19. The investigation also revealed that this impact could be mitigated by providing two (2) northbound left turn lanes on Sepulveda Boulevard at its intersection with Manhattan Beach Boulevard.

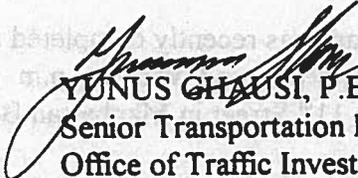
Mr. Richard Garland
November 17, 1997
Page Two

It is apparent that the requested modification is for the benefit of some residents along 11th Street west of Sepulveda Boulevard who seek to reduce filter-through traffic on their street. There is no clear benefit to Sepulveda Boulevard traffic either from an operational or a safety viewpoint. There was only one reported approach-turn type collision involving a northbound left turner from Sepulveda into 11th Street, but it was not during the weekday p.m. peak period (3:00 to 7:00 p.m.), in the 3 years of recent accident history examined. It is also clear that there is a feasible mitigation for the impacts the requested modification would have at the Sepulveda/Manhattan Beach intersection.

Therefore, while Caltrans will not participate in the requested modification at the Sepulveda/11th Street intersection, it would be receptive to a permit project to provide two (2) northbound left turn lanes on Sepulveda Boulevard at Manhattan Beach Boulevard, apart of which would be to provide the requested northbound weekday peak period left-turn prohibition on Sepulveda Boulevard at 11th Street. The full cost of the project would have to be borne by the City of Manhattan Beach.

Enclosed for your information is a copy of the Report of Traffic Investigations. If you require any additional information, you may contact Mr. Karl F. Berger, of my staff, at (2134) 897-0312.

Sincerely,


YUNUS GHAUSI, P.E. & T.E.
Senior Transportation Engineer
Office of Traffic Investigations

Enclosure

- cc: 1. **Mr. Robert F. Lay**
1023 11th Street
Manhattan Beach, CA 90266
2. **Honorable Debra Bowen**
California State Assemblywoman, 53rd District
18411 Crenshaw Boulevard, Suite 280
Torrance, CA 90504

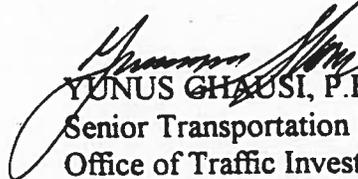
Mr. Richard Garland
November 17, 1997
Page Two

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Therefore, while Caltrans will not participate in the requested modification at the Sepulveda/11th Street intersection, it would be receptive to a permit project to provide two (2) northbound left turn lanes on Sepulveda Boulevard at Manhattan Beach Boulevard, apart of which would be to provide the requested northbound weekday peak period left-turn prohibition on Sepulveda Boulevard at 11th Street. The full cost of the project would have to be borne by the City of Manhattan Beach.

Enclosed for your information is a copy of the Report of Traffic Investigations. If you require any additional information, you may contact Mr. Karl F. Berger, of my staff, at (2134) 897-0312.

Sincerely,


YUNUS GHAURI, P.E. & T.E.
Senior Transportation Engineer
Office of Traffic Investigations

Enclosure

- cc: 1. Mr. Robert F. Lay
1023 11th Street
Manhattan Beach, CA 90266
2. Honorable Debra Bowen
California State Assemblywoman, 53rd District
18411 Crenshaw Boulevard, Suite 280
Torrance, CA 90504

Date: 11-12-1997

TRAFFIC INVESTIGATION

Group No.
LOG NO.
D974-126P

- Safety EA 910230
 Operational EA 910230

DIST.	CO.	ROUTE	POST MILE	LOG NO.
07	LA	1	22.841	D974-126P

COMMENTS:

CONDITION	V/C	LOS
EXISTING	1.19	F
EXISTING + DIVERSION	1.25	F
EXISTING + DIVERSION + 2 NB LTL'S	1.17	F

2. ACCESS FOR RESIDENTS W/O SR-1 WOULD BE LIMITED FOR THOSE TRAVELING NORTH ON SEPULVEDA BLVD IN P.M. PEAK PERIOD, WEEKDAYS.

SAFETY:

EXIST. ACCIDENT HISTORY FOR NB LT. TURNERS AT SEPULVEDA BLVD. & 11TH ST. (3 YEARS) SHOWS ONLY 1 NB LT. TURN TYPE COLLISION WITH A SB VEHICLE.

CONSEQUENCES OF THE DIVERSION WOULD BE TO NECESSITATE LONG STORAGE QUEUES FOR NB LT. TURNS, QUEUING SOUTH INTO THE EXISTING NB LTL @ 11TH STREET. WITHOUT 2 NB LTL'S THE NORHBOUND LEFT TURN MOVE ON SEPULVEDA BLVD. AT MANHATTAN BEACH BLVD. WOULD BECOME A DELAYED MOVE WITH FORCED FLOW CONDITIONS, INCREASING THE POTENTIAL FOR REAR-END TYPE COLLISIONS IN THE NORTHBOUND LEFT LANE, AND FOR NORTHBOUND LEFT TURNING VEHICLES FORCING THEIR WAY THROUGH ON THE RED.

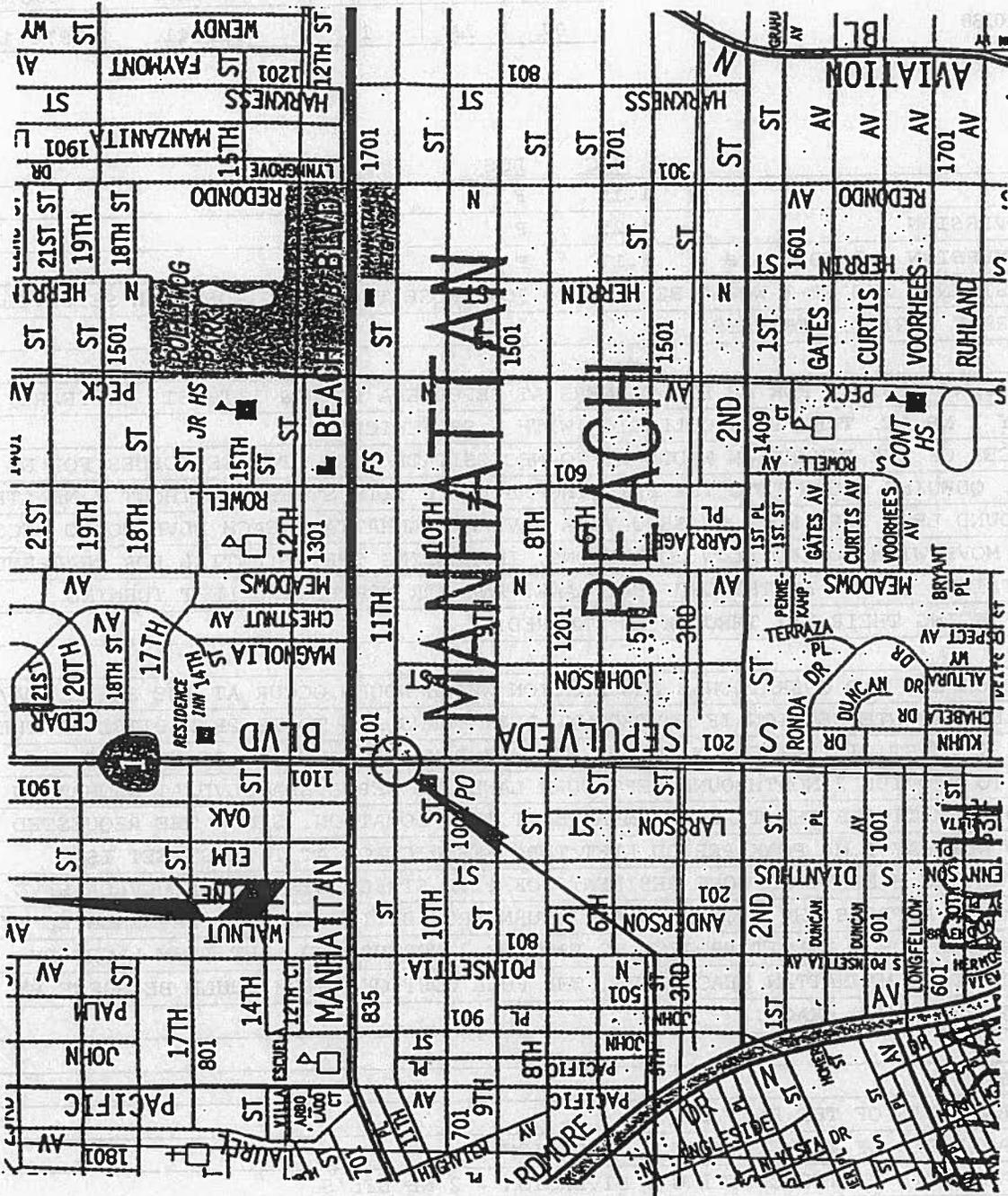
RECOMMENDATIONS:

DUE TO THE SAFETY AND OPERATIONAL DEGRADATION WHICH WOULD OCCUR AT THE SEPULVEDA/ MANHATTAN BEACH INTERSECTION IF NORTHBOUND LEFT TURNS ARE TO BE PROHIBITED AT THE SEPULVEDA/ 11TH ST. INTERSECTION IN THE WERKDAY P.M. PEAK PERIOD IT WILL BE NECESSARY TO PROVIDE 2 NORTHBOUND LEFT TURN LANES ON SEPULVEDA BLVD. AT MANHATTAN BEACH BLVD. TO MITIGATE THE TRAFFIC IMPACTS AT THAT LOCATION. SINCE THE REQUESTED NORTHBOUND WEEKDAY P.M. PEAK PERIOD LEFT TURN RESTRICTION AT 11TH STREET IS ENTIRELY FOR THE BENEFIT OF SOME RESIDENTS OF 11TH STREET WEST OF SEPULVEDA BLVD., CALTRANS WOULD APPROVE THE REQUESTED LEFT TURN PROHIBITION ONLY IF IMPLEMENTED BY THE CITY AS PART OF A PERMIT PROJECT TO PROVIDE 2 NORTHBOUND LEFT TURN LANES ON SEPULVEDA BLVD. AT MANHATTAN BEACH BLVD., THE FULL COST OF WHICH WOULD BE BORNE BY THE CITY OF MANHATTAN BEACH.

ATTACHMENTS:

- VICINITY MAP.
- I.C.U. ANALYSIS OF THE EXISTING.
- I.C.U. ANALYSIS OF THE EXISTING + DIVERSION.
- I.C.U. ANALYSIS OF THE EXISTING + DIVERSION + 2 NB LTL'S.
- TRAFFIC COUNT AT SEPULVEDA BLVD. & MANHATTAN BEACH BLVD.
- TRAFFIC COUNT AT SEPULVEDA BLVD. & 11TH STREET.
- TASAS.
- ACCIDENTS RATE.
- COLLISION DIAGRAM.
- FIELD PHOTOS.
- CORRESPONDENCE ENTRY OF 8-20-1997.
- CORRESPONDENCE ENTRY OF 5-14-1997.

INVESTIGATOR	DATE	PROJECT ENGINEER	DATE	RECOMMENDATION APPROVED	DATE
		<i>Karl J. Kruger</i>	<i>11/12/97</i>	<i>[Signature]</i>	<i>11/14/97</i>



LOCATION

Vicinity Map
7-4A-1 22.841
Sepulveda Blvd @ 11th st.

INTERSECTION SUMMARY SHEET



OF LANES :

AM	NOON	PM	TOTAL
6	20	17	104

Log No D974-126P
Attachment # 5
1 of 16

	=TOTAL			
TOTAL	992	22421	1341	(24754)
PM PEAK	136	2910	238	(3284)
NOON PEAK	125	1272	154	(1551)
AM PEAK	80	3870	77	(4027)

MANHATTAN BEACH BLVD



OF LANES :

PEDESTRIANS

TOTAL	PM	NOON	AM
55	8	3	6

OF LANES :

PEDESTRIANS

AM	NOON	PM	TOTAL
7	7	16	100

TOTAL	PM PEAK	NOON PEAK	AM PEAK	
2001	223	293	166	↗
4648	625	508	784	→
1057	157	144	70	↘
(7706)	(1005)	(945)	(1020)	=TOTAL

AM PEAK	NOON PEAK	PM PEAK	TOTAL	
221	206	89	1374	↖
531	419	681	4523	←
147	227	301	1906	↙
TOTAL=	(899)	(852)	(1071)	(7803)

SEPULVEDA BLVD

	=TOTAL			
AM PEAK	77	3870	80	(4027)
NOON PEAK	160	1740	131	(2031)
PM PEAK	177	1342	110	(1629)
TOTAL	1272	18354	761	(20387)

PEDESTRIANS			
AM	NOON	PM	TOTAL
6	15	18	89

OF LANES :

DISTRICT 07 DIRECTIONAL TRAFFIC COUNT

Co.	RTE.	PM.
LA	1	22.900

**SEPULVEDA BLVD @
MANHATTAN BEACH BLVD
INTERSECTION
MANHATTAN BEACH**

CITY OR TOWN		
WED	6:00 - 9:30	9-10-97
WED	11:00 - 13:00	9-10-97
TUE	15:00 - 19:00	9-9-97

DAY	TIME	DATE
TOTAL VOL.	60,650	NO. HRS. 9.5
AM	7:45 - 8:45	9,973
NOON	12:00 - 13:00	5,379
PM	16:30 - 17:30	6,989
PEAK HOUR		VOLUME

Prepared By: W. Haddadin
Date: 09-19-1997
Checked By: Lee Rosenblatt
Date: 09-26-1997

DEPARTMENT OF TRANSPORTATION -- DISTRICT 7 -- TRAFFIC BRANCH

MANUAL TRAFFIC COUNT *Log N20974-126P Attachment #5 3of16*

Co. LA		RTE 1		P.M. 22.900		DATE: 9-10-97		DAY OF WEEK WED			TIME OF DAY 6:00 - 9:30	
INTERSECTION SEPULVEDA BLVD @ MANHATTAN BEACH BLVD												
"LEG" DESCRIPTION S. LEG SEPULVEDA BLVD				DIRECTION: N/B			WEATHER:			COUNTED BY: WALID HADDADIN		
TIME	PEDS	LEFT TURN			STRAIGHT			RIGHT TURN			1/4 HOUR TOTAL	ACCUM. HOURLY TOTAL
		CAR	BUS	TRK	CAR	BUS	TRK	CAR	BUS	TRK		
6:00 - 6:15		3			242			1			246	
6:15 - 6:30	1	7			435			9			451	
6:30 - 6:45		12			580			0			592	
6:45 - 7:00	2	16			831			6			853	
HOUR TOTAL	3	38	0	0	2088	0	0	16	0	0	2142	
7:00 - 7:15	2	13			679			14			706	
7:15 - 7:30		23			938			16			977	
7:30 - 7:45		16			788			21			825	
7:45 - 8:00	2	14			912			24			950	
HOUR TOTAL	4	66	0	0	3317	0	0	75	0	0	3458	
8:00 - 8:15		13			993			17			1023	
8:15 - 8:30		22			878			16			916	
8:30 - 8:45	4	28			1087			23			1138	
8:45 - 9:00	3	36			663			13			712	
HOUR TOTAL	7	99	0	0	3621	0	0	69	0	0	3789	
9:00 - 9:15		67			551			14			632	
9:15 - 9:30	2	40			511			15			566	
9:30 - 9:45											0	
9:45 - 10:00											0	
HOUR TOTAL	2	107	0	0	1062	0	0	29	0	0	1198	
TOTAL	16	310	0	0	10088	0	0	189	0	0	10587	
		310			10088			189				

REMARKS:

DEPARTMENT OF TRANSPORTATION -- DISTRICT 7 -- TRAFFIC BRANCH

MANUAL TRAFFIC COUNT

Log No D974-126P
Attachment #5 5 of 16

Co. LA	RTE 1	P.M. 22.900	DATE: 9-10-97	DAY OF WEEK WED	TIME OF DAY 6:00 - 9:30
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INTERSECTION
SEPULVEDA BLVD @ MANHATTAN BEACH BLVD

"LEG" DESCRIPTION E. LEG Manhattan Bch Bl	DIRECTION: W/B	WEATHER:	COUNTED BY: RASSUAL
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TIME	PEDS	LEFT TURN			STRAIGHT			RIGHT TURN			1/4 HOUR TOTAL	ACCUM. HOURLY TOTAL
		CAR	BUS	TRK	CAR	BUS	TRK	CAR	BUS	TRK		
6:00 - 6:15		5			24			13			42	
6:15 - 6:30		3			22			17			42	
6:30 - 6:45		15			34			28			77	
6:45 - 7:00	2	22			57			25			104	
HOUR TOTAL	2	45	0	0	137	0	0	83	0	0	265	
7:00 - 7:15	1	35			135			45			215	
7:15 - 7:30	2	21			93			62			176	
7:30 - 7:45	3	33			127			53			213	
7:45 - 8:00	4	45			172			62			279	
HOUR TOTAL	10	134	0	0	527	0	0	222	0	0	883	
8:00 - 8:15	1	40			155			58			253	
8:15 - 8:30		26			104			58			188	
8:30 - 8:45	2	36			100			43			179	
8:45 - 9:00	1	40			106			51			197	
HOUR TOTAL	4	142	0	0	465	0	0	210	0	0	817	
9:00 - 9:15	1	31			99			35			165	
9:15 - 9:30	1	30			93			42			165	
9:30 - 9:45											0	
9:45 - 10:00											0	
HOUR TOTAL	2	61	0	0	192	0	0	77	0	0	330	
f TOTAL	18	382	0	0	1321	0	0	592	0	0	2295	
		382			1321			592				

REMARKS:

DEPARTMENT OF TRANSPORTATION -- DISTRICT 7 -- TRAFFIC BRANCH

MANUAL TRAFFIC COUNT *Log No D97A-126P Attachment #5 7 of 16*

Co.	RTE	P.M.	DATE:	DAY OF WEEK	TIME OF DAY							
LA	1	22.900	9-10-97	WED	11:00 - 13:00							
INTERSECTION												
SEPULVEDA BLVD @ MANHATTAN BEACH BLVD												
"LEG" DESCRIPTION			DIRECTION:	WEATHER:	COUNTED BY:							
W. LEG Manhattan Bch Bl			E/B		WALID							
TIME	PEDS	LEFT TURN			STRAIGHT			RIGHT TURN			1/4 HOUR TOTAL	ACCUM. HOURLY TOTAL
		CAR	BUS	TRK	CAR	BUS	TRK	CAR	BUS	TRK		
11:00 - 11:15	3	57			82			14			153	
11:15 - 11:30	1	50			72			33			155	
11:30 - 11:45	1	68			112			61			241	
11:45 - 12:00		62			118			30			210	
HOUR TOTAL	5	237	0	0	384	0	0	138	0	0	759	
12:00 - 12:15		62			110			44			216	
12:15 - 12:30	1	37			81			39			157	
12:30 - 12:45	2	91			138			22			251	
12:45 - 13:00		103			179			39			321	
HOUR TOTAL	3	293	0	0	508	0	0	144	0	0	945	
13:00 - 13:15											0	
13:15 - 13:30											0	
13:30 - 13:45											0	
13:45 - 14:00											0	
HOUR TOTAL	0	0	0	0	0	0	0	0	0	0	0	
14:00 - 14:15												
14:15 - 14:30												
14:30 - 14:45												
14:45 - 15:00												
HOUR TOTAL												
f TOTAL	8	530	0	0	892	0	0	282	0	0	1704	
		530			892			282				

REMARKS:

DEPARTMENT OF TRANSPORTATION -- DISTRICT 7 -- TRAFFIC BRANCH

MANUAL TRAFFIC COUNT

Log No D974-126P
Attachment #5 9 of 16

Co. LA	RTE. 1	P.M. 22.900	DATE: 9-10-97	DAY OF WEEK WED	TIME OF DAY 11:00 - 13:00
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INTERSECTION

SEPULVEDA BLVD @ MANHATTAN BEACH BLVD

"LEG" DESCRIPTION N. LEG SEPULVEDA BLVD	DIRECTION: S/B	WEATHER:	COUNTED BY: LEE ROSENBLATT
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TIME	PEDS	LEFT TURN			STRAIGHT			RIGHT TURN			1/4 HOUR TOTAL	ACCUM. HOURLY TOTAL
		CAR	BUS	TRK	CAR	BUS	TRK	CAR	BUS	TRK		
11:00 - 11:15	4	28			248			19			295	
11:15 - 11:30	2	43			271			39			353	
11:30 - 11:45	3	33			346			39			418	
11:45 - 12:00	4	41			369			42			452	
HOUR TOTAL	13	145	0	0	1234	0	0	139	0	0	1518	
12:00 - 12:15	3	41			354			32			427	
12:15 - 12:30	2	44			280			31			355	
12:30 - 12:45	2	38			353			33			424	
12:45 - 13:00	13	31			285			29			345	
HOUR TOTAL	20	154	0	0	1272	0	0	125	0	0	1551	
13:00 - 13:15											0	
13:15 - 13:30											0	
13:30 - 13:45											0	
13:45 - 14:00											0	
HOUR TOTAL	0	0	0	0	0	0	0	0	0	0	0	
14:00 - 14:15												
14:15 - 14:30												
14:30 - 14:45												
14:45 - 15:00												
HOUR TOTAL												
TOTAL	33	299	0	0	2506	0	0	264	0	0	3069	
		299			2506			264				

REMARKS:

INTERSECTION PEAK HOUR SUMMARY SHEET

Log No D97A-126P Attachment #5 11 of 16

INTERSECTION:		Co.		FTE	P.M.	DATE:	DAY OF WEEK	TIME OF DAY												
SEPULVEDA BLVD @ MANHATTAN BEACH BLVD		LA 1		22.900		9-10-97	WED	11:00 - 13:00												
TIME		ACCUM. HOURLY TOTAL																		
		N/B	LEG	S/B	LEG	E/B	LEG	W/B	LEG	ALL DIRECTIONS										
11:00 - 12:00	164	↑	1402	106	↑	145	↑	1234	139	↑	237	↑	384	138	↑	208	↑	398	146	4701
11:15 - 12:15	175	↑	1401	117	↑	158	↑	1340	152	↑	242	↑	412	168	↑	237	↑	455	174	5031
11:30 - 12:30	170	↑	1443	124	↑	159	↑	1349	144	↑	229	↑	421	174	↑	234	↑	451	195	5093
11:45 - 12:45	175	↑	1573	124	↑	164	↑	1356	138	↑	252	↑	447	135	↑	223	↑	418	208	5213
12:00 - 13:00	160	↑	1740	131	↑	154	↑	1272	125	↑	293	↑	508	144	↑	227	↑	419	206	5379
12:15 - 13:15	122	↑	1382	93	↑	113	↑	918	93	↑	231	↑	398	100	↑	160	↑	289	144	4043
12:30 - 13:30	89	↑	1003	62	↑	69	↑	638	62	↑	194	↑	317	61	↑	109	↑	196	93	2893
12:45 - 13:45	41	↑	545	36	↑	31	↑	285	29	↑	103	↑	179	39	↑	58	↑	101	39	1486
13:00 - 14:00	0	↑	0	0	↑	0	↑	0	0	↑	0	↑	0	0	↑	0	↑	0	0	0
PEAK HR. TOTAL			2031					1551					945					852		5,379
3 HOUR TOTAL	324		3,142	237		299		2,506	264		530		892	282		435		817	352	10,080
PED. TOTAL		22						33					8					17		80

DEPARTMENT OF TRANSPORTATION -- DISTRICT 7 -- TRAFFIC BRANCH

MANUAL TRAFFIC COUNT

Log # D974-126P
Attachment #5 Bof16

Co. LA	RTE 1	P.M. 22.900	DATE: 9-9-97	DAY OF WEEK TUE	TIME OF DAY 15:00 - 19:00
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INTERSECTION
SEPULVEDA BLVD @ MANHATTAN BEACH BLVD

"LEG" DESCRIPTION S. LEG SEPULVEDA BLVD	DIRECTION: N/B	WEATHER:	COUNTED BY: WALID
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TIME	PEDS	LEFT TURN			STRAIGHT			RIGHT TURN			1/4 HOUR TOTAL	ACCUM. HOURLY TOTAL
		CAR	BUS	TRK	CAR	BUS	TRK	CAR	BUS	TRK		
15:00 - 15:15		39			325			18			382	
15:15 - 15:30		32			245			13			290	
15:30 - 15:45		25			234			14			273	
15:45 - 16:00	2	23			224			12			259	
HOUR TOTAL	2	119	0	0	1028	0	0	57	0	0	1204	
16:00 - 16:15	4	37			325			12			374	
16:15 - 16:30	8	39			314			17			370	
16:30 - 16:45	6	44			357			26			427	
16:45 - 17:00	8	61			369			26			456	
HOUR TOTAL	26	181	0	0	1365	0	0	81	0	0	1627	
17:00 - 17:15	3	35			312			30			377	
17:15 - 17:30	1	37			304			28			369	
17:30 - 17:45	3	36			272			25			333	
17:45 - 18:00		37			246			30			313	
HOUR TOTAL	7	145	0	0	1134	0	0	113	0	0	1392	
18:00 - 18:15	1	49			446			22			517	
18:15 - 18:30	7	47			390			28			465	
18:30 - 18:45	3	62			384			19			465	
18:45 - 19:00	5	35			377			15			427	
HOUR TOTAL	16	193	0	0	1597	0	0	84	0	0	1874	
TOTAL	51	638	0	0	5124	0	0	335	0	0	6097	

638	5124	335
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REMARKS:

INTERSECTION PEAK HOUR SUMMARY SHEET

Log No D974-126P Attachment #5

16 of 16

INTERSECTION: **SEPULVEDA BLVD @ MANHATTAN BEACH BLVD** Co. **LA 1** P.M. **22.900** DATE: **9-9-97** DAY OF WEEK **TUE** TIME OF DAY **15:00 - 19:00**

ACCUM. HOURLY TOTAL

TIME	N/B		S/B		LEG		E/B		LEG		W/B		ALL DIRECTIONS
	LEG	LEG	LEG	LEG	LEG	LEG	LEG	LEG	LEG	LEG	LEG	LEG	
15:00 - 16:00	119	1028	104	1538	168	204	389	242	123	242	506	170	4648
15:15 - 16:15	117	1028	157	1696	146	238	442	286	125	286	553	148	4987
15:30 - 16:30	124	1097	164	1900	145	228	461	278	110	278	544	130	5236
15:45 - 16:45	143	1220	201	2252	156	230	519	283	94	283	597	109	5871
16:00 - 17:00	181	1365	229	2625	150	244	610	296	112	296	709	103	6705
16:15 - 17:15	179	1352	225	2811	156	229	611	291	136	291	682	102	6873
16:30 - 17:30	177	1342	238	2910	136	223	625	301	157	301	681	89	6989
16:45 - 17:45	169	1257	225	2929	113	214	600	312	172	312	700	88	6888
17:00 - 18:00	145	1134	242	3022	92	199	585	342	157	342	646	66	6743
PEAK HR. TOTAL	1629		3284		1005		1071						6,989
3 HOUR TOTAL	638	5,124	335	732	9,827	535	892	2,080	502	1,089	2,385	430	24,569
PED. TOTAL	51		55		20		65						191

INTERSECTION SUMMARY SHEET



OF LANES :

AM	NOON	PM	TOTAL
5	12	0	25

Log No. D974-126P
Attachment # 6
1 of 16

	=TOTAL			
TOTAL	179	16015	3	(16197)
PM PEAK	28	2763	0	(2791)
NOON PEAK	20	1788	0	(1808)
AM PEAK	14	887	0	(901)

11TH ST.



OF LANES :

PEDESTRIANS

TOTAL	PM	NOON	AM
77	7	11	7

OF LANES :

PEDESTRIANS

AM	NOON	PM	TOTAL
3	10	6	62

TOTAL	PM PEAK	NOON PEAK	AM PEAK	
21	3	3	0	↗
4	0	1	2	→
185	33	24	12	↘
(210)	(36)	(28)	(14)	=TOTAL

AM PEAK	NOON PEAK	PM PEAK	TOTAL	
20	23	26	197	↖
0	1	3	9	←
0	0	1	6	↙
TOTAL=	(20)	(24)	(30)	(212)

SEPULVEDA BLVD

	=TOTAL			
AM PEAK	29	4296	5	(4330)
NOON PEAK	64	2238	15	(2317)
PM PEAK	87	1669	19	(1775)
TOTAL	558	21557	128	(22243)

PEDESTRIANS			
AM	NOON	PM	TOTAL
1	17	0	39

OF LANES :

DISTRICT 07 DIRECTIONAL TRAFFIC COUNT

Co.	RTE.	P.M.
LA	1	22.481

**SEPULVEDA BLVD @
11TH ST.
INTERSECTION
MANHATTAN BEACH
CITY OR TOWN**

THUR	6:00 - 9:30	9-18-97
THUR	11:00 - 13:00	9-18-97
WED	15:00 - 19:00	9-17-97

DAY	TIME	DATE
TOTAL VOL.	38,862	NO. HRS. 9.5
AM	7:00 - 8:00	5,265
NOON	11:45 - 12:45	4,177
PM	16:30 - 17:30	4,632
	PEAK HOUR	VOLUME

Prepared By: W. Haddadin

Date: 09-22-1997

Checked By: *Lee Rosenblatt*

Date: *09-30-1997*

DEPARTMENT OF TRANSPORTATION -- DISTRICT 7 -- TRAFFIC BRANCH

MANUAL TRAFFIC COUNT

Log No D974-126P
Attachment #6 3 of 16

Co.	RTE	P.M.	DATE	DAY OF WEEK	TIME OF DAY							
LA	1	22.481	9-18-97	THUR	6:00 - 9:30							
INTERSECTION SEPULVEDA BLVD @ 11TH ST.												
"LEG" DESCRIPTION S. LEG SEPULVEDA BLVD		DIRECTION: N/B		WEATHER:								
COUNTED BY: WALID HADDADIN												
TIME	PEDS	LEFT TURN			STRAIGHT			RIGHT TURN			1/4 HOUR TOTAL	ACCUM. HOURLY TOTAL
		CAR		U	CAR	BUS	TRK	CAR	BUS	TRK		
6:00 - 6:15	2	7			349			0			356	
6:15 - 6:30	2	6			531			1			538	
6:30 - 6:45	0	6			582			0			588	
6:45 - 7:00	0	8			891			0			899	
HOUR TOTAL	4	27	0	0	2353	0	0	1	0	0	2381	
7:00 - 7:15	0	9			1178			1			1188	
7:15 - 7:30	1	4		1	1047			0			1052	
7:30 - 7:45	0	8			931			2			941	
7:45 - 8:00	0	6		1	1140			2			1149	
HOUR TOTAL	1	27	0	2	4296	0	0	5	0	0	4330	
8:00 - 8:15	0	6			829			3			838	
8:15 - 8:30	0	10			1143			6			1159	
8:30 - 8:45	0	3			660			1			664	
8:45 - 9:00	0	12			694			4			710	
HOUR TOTAL	0	31	0	0	3326	0	0	14	0	0	3371	
9:00 - 9:15	0	6			630			3			639	
9:15 - 9:30	1	0			616			4			620	
9:30 - 9:45											0	
9:45 - 10:00											0	
HOUR TOTAL	1	6	0	0	1246	0	0	7	0	0	1259	
TOTAL	6	91	0	2	11221	0	0	27	0	0	11341	
		93			11221			27				

REMARKS:

DEPARTMENT OF TRANSPORTATION -- DISTRICT 7 -- TRAFFIC BRANCH

MANUAL TRAFFIC COUNT

Log No D974-126P
Attachment #6 5 of 16

Co. LA	RTE 1	P.M. 22.481	DATE: 9-18-97	DAY OF WEEK THUR	TIME OF DAY 6:00 - 9:30
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INTERSECTION

SEPULVEDA BLVD @ 11TH ST.

"LEG" DESCRIPTION

E. LEG 11TH ST.

DIRECTION:

W/B

WEATHER:

COUNTED BY:

WALID HADDADIN

TIME	PEDS	LEFT TURN			STRAIGHT			RIGHT TURN			1/4 HOUR TOTAL	ACCUM. HOURLY TOTAL
		CAR	BUS	TRK	CAR	BUS	TRK	CAR	BUS	TRK		
6:00 - 6:15	1	0			0			0			0	
6:15 - 6:30	1	0			0			0			0	
6:30 - 6:45	0	0			0			0			0	
6:45 - 7:00	0	0			0			0			0	
HOUR TOTAL	2	0	0	0	0	0	0	0	0	0	0	
7:00 - 7:15	0	0			0			3			3	
7:15 - 7:30	1	0			0			2			2	
7:30 - 7:45	1	0			0			11			11	
7:45 - 8:00	1	0			0			4			4	
HOUR TOTAL	3	0	0	0	0	0	0	20	0	0	20	
8:00 - 8:15	0	0			0			3			3	
8:15 - 8:30	0	0			0			8			8	
8:30 - 8:45	0	0			1			5			6	
8:45 - 9:00	1	0			0			2			2	
HOUR TOTAL	1	0	0	0	1	0	0	18	0	0	19	
9:00 - 9:15	0	0			0			3			3	
9:15 - 9:30	0	0			0			4			4	
9:30 - 9:45											0	
9:45 - 10:00											0	
HOUR TOTAL	0	0	0	0	0	0	0	7	0	0	7	
TOTAL	6	0	0	0	1	0	0	45	0	0	46	
		0			1			45				

REMARKS:

DEPARTMENT OF TRANSPORTATION -- DISTRICT 7 -- TRAFFIC BRANCH

MANUAL TRAFFIC COUNT

Log No D974-126P
Attachment #6 7 of 16

Co. LA	RTE 1	P.M. 22.481	DATE: 9-18-97	DAY OF WEEK THUR	TIME OF DAY 11:00 - 13:00
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INTERSECTION
SEPULVEDA BLVD @ 11TH ST.

"LEG" DESCRIPTION W. LEG 11TH ST.	DIRECTION: E/B	WEATHER:	COUNTED BY: LEE ROSENBLATT
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TIME	PEDS	LEFT TURN			STRAIGHT			RIGHT TURN			1/4 HOUR TOTAL	ACCUM. HOURLY TOTAL
		CAR	BUS	TRK	CAR	BUS	TRK	CAR	BUS	TRK		
11:00 - 11:15	1	2			0			2			4	
11:15 - 11:30	1	3			0			7			10	
11:30 - 11:45	4	0			0			7			7	
11:45 - 12:00	3	1			1			4			6	
HOUR TOTAL	9	6	0	0	1	0	0	20	0	0	27	
12:00 - 12:15	3	1			0			7			8	
12:15 - 12:30	2	0			0			7			7	
12:30 - 12:45	3	1			0			6			7	
12:45 - 13:00	4	0			0			4			4	
HOUR TOTAL	12	2	0	0	0	0	0	24	0	0	26	
13:00 - 13:15											0	
13:15 - 13:30											0	
13:30 - 13:45											0	
13:45 - 14:00											0	
HOUR TOTAL	0	0	0	0	0	0	0	0	0	0	0	
14:00 - 14:15												
14:15 - 14:30												
14:30 - 14:45												
14:45 - 15:00												
HOUR TOTAL												
TOTAL	21	8	0	0	1	0	0	44	0	0	53	
		8			1			44				

REMARKS:

DEPARTMENT OF TRANSPORTATION -- DISTRICT 7 -- TRAFFIC BRANCH

MANUAL TRAFFIC COUNT

Log No D974-126P
Attachment #6 9 of 16

Co. LA	RTE 1	P.M. 22.841	DATE: 9-18-97	DAY OF WEEK THUR	TIME OF DAY 11:00 - 13:00
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INTERSECTION
SEPULVEDA BLVD @ 11TH ST.

LEG DESCRIPTION N. LEG SEPULVEDA BLVD	DIRECTION: S/B	WEATHER:	COUNTED BY: LEE ROSENBLATT
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TIME	PEDS	LEFT TURN			STRAIGHT			RIGHT TURN			1/4 HOUR TOTAL	ACCUM. HOURLY TOTAL
		CAR	BUS	TRK	CAR	BUS	TRK	CAR	BUS	TRK		
11:00 - 11:15	0	0			279			4			283	
11:15 - 11:30	2	0			365			6			371	
11:30 - 11:45	0	0			396			7			403	
11:45 - 12:00	1	0			490			6			496	
HOUR TOTAL	3	0	0	0	1530	0	0	23	0	0	1553	
12:00 - 12:15	3	0			472			5			477	
12:15 - 12:30	1	0			437			7			444	
12:30 - 12:45	7	0			389			2			391	
12:45 - 13:00	2	0			387			3			390	
HOUR TOTAL	13	0	0	0	1685	0	0	17	0	0	1702	
13:00 - 13:15											0	
13:15 - 13:30											0	
13:30 - 13:45											0	
13:45 - 14:00											0	
HOUR TOTAL	0	0	0	0	0	0	0	0	0	0	0	
14:00 - 14:15												
14:15 - 14:30												
14:30 - 14:45												
14:45 - 15:00												
HOUR TOTAL												
f TOTAL	16	0	0	0	3215	0	0	40	0	0	3255	
		0			3215			40				

REMARKS:

INTERSECTION PEAK HOUR SUMMARY SHEET

Log No D974-126P Attachment #6 11 of 16

INTERSECTION: **SEPULVEDA BLVD @ 11TH ST.** Co. **LA 1** RTE **1** P.M. **22.481** DATE: **9-18-97** DAY OF WEEK **THUR** TIME OF DAY **11:00 - 13:00**

TIME	ACCUM. HOURLY TOTAL												ALL DIRECTIONS		
	N/B		S/B		LEG		E/B		LEG		W/B			LEG	
	↑	↗	↑	↗	↗	↗	↑	↗	↗	↗	↑	↗		↗	↗
11:00 - 12:00	62	1923	0	1530	23	↗	6	1	20	3	3	24	3605		
11:15 - 12:15	61	1932	0	1723	24	↗	5	1	25	2	2	21	3810		
11:30 - 12:30	60	2024	0	1795	25	↗	2	1	25	1	2	28	3977		
11:45 - 12:45	64	2238	0	1788	20	↗	3	1	24	0	1	23	4177		
12:00 - 13:00	58	2288	0	1685	17	↗	2	0	24	0	0	18	4107		
12:15 - 13:15	43	1776	0	1213	12	↗	1	0	17	0	0	15	3088		
12:30 - 13:30	33	1257	0	776	5	↗	1	0	10	0	0	5	2092		
12:45 - 13:45	17	553	0	387	3	↗	0	0	4	0	0	1	966		
13:00 - 14:00	0	0	0	0	0	↗	0	0	0	0	0	0	0		
PEAK HR. TOTAL	2317		1808		28		24		44		42		4,177		
3 HOUR TOTAL	120	4,211	25	3,215	40	8	1	3	3	42	7,712	81			
PED. TOTAL	28		16		21		16		21		16		81		

DEPARTMENT OF TRANSPORTATION – DISTRICT 7 – TRAFFIC BRANCH

MANUAL TRAFFIC COUNT *Log NR D974-126P*
Attachment #6 13 of 16

Co. LA	RTE. 1	P.M. 22.481	DATE: 9-17-97	DAY OF WEEK WED	TIME OF DAY 15:00 – 19:00
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INTERSECTION
SEPULVEDA BLVD @ 11TH ST.

LEG DESCRIPTION S. LEG SEPULVEDA BLVD	DIRECTION: N/B	WEATHER:	COUNTED BY: WALID HADDADIN
---	--------------------------	----------	--------------------------------------

TIME	PEDS	LEFT TURN			STRAIGHT			RIGHT TURN			1/4 HOUR	ACCUM. HOURLY TOTAL
		CAR		U	CAR			CAR			TOTAL	
15:00 – 15:15	1	24		3	328			8			363	
15:15 – 15:30	0	11		2	318			6			337	
15:30 – 15:45	2	22		3	366			4			395	
15:45 – 16:00	0	27		2	387			4			420	
HOUR TOTAL	3	84	0	10	1399	0	0	22	0	0	1515	
16:00 – 16:15	0	23		1	377			3			404	
16:15 – 16:30	0	19		3	365			4			391	
16:30 – 16:45	0	28		0	373			3			404	
16:45 – 17:00	0	11		2	384			5			402	
HOUR TOTAL	0	81	0	6	1499	0	0	15	0	0	1601	
17:00 – 17:15	0	16		1	429			6			452	
17:15 – 17:30	0	28		1	483			5			517	
17:30 – 17:45	2	11		0	347			2			360	
17:45 – 18:00	0	17		0	362			4			383	
HOUR TOTAL	2	72	0	2	1621	0	0	17	0	0	1712	
18:00 – 18:15	0	19		1	378			7			405	
18:15 – 18:30	0	25		1	398			6			430	
18:30 – 18:45	0	14		4	418			6			442	
18:45 – 19:00	0	23		3	412			3			441	
HOUR TOTAL	0	81	0	9	1606	0	0	22	0	0	1718	
TOTAL	5	318	0	27	6125	0	0	76	0	0	6546	
		345			6125			76				

REMARKS:

DEPARTMENT OF TRANSPORTATION -- DISTRICT 7 -- TRAFFIC BRANCH

MANUAL TRAFFIC COUNT

*Log NE DATA-126P
Attachment #6 15 of 16*

Co. LR	RTE. 1	P.M. 22.481	DATE: 9-17-97	DAY OF WEEK WED	TIME OF DAY 15:00 - 19:00
------------------	------------------	-----------------------	-------------------------	---------------------------	-------------------------------------

INTERSECTION
SEPULVEDA BLVD @ 11TH ST.

"LEG" DESCRIPTION E. LEG 11TH ST.	DIRECTION: W/B	WEATHER:	COUNTED BY: WALID HADDADIN
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TIME	PEDS	LEFT TURN			STRAIGHT			RIGHT TURN			1/4 HOUR TOTAL	ACCUM. HOURLY TOTAL
		CAR	BUS	TRK	CAR	BUS	TRK	CAR	BUS	TRK		
15:00 - 15:15	2	0			0			5			5	
15:15 - 15:30	2	1			1			6			8	
15:30 - 15:45	3	1			0			7			8	
15:45 - 16:00	5	0			0			4			4	
HOUR TOTAL	12	2	0	0	1	0	0	22	0	0	25	
16:00 - 16:15	0	0			0			4			4	
16:15 - 16:30	3	0			0			6			6	
16:30 - 16:45	3	1			2			5			8	
16:45 - 17:00	1	0			1			13			14	
HOUR TOTAL	7	1	0	0	3	0	0	28	0	0	32	
17:00 - 17:15	0	0			0			4			4	
17:15 - 17:30	2	0			0			4			4	
17:30 - 17:45	10	0			1			8			9	
17:45 - 18:00	0	0			0			16			16	
HOUR TOTAL	12	0	0	0	1	0	0	32	0	0	33	
18:00 - 18:15	1	0			0			10			10	
18:15 - 18:30	4	0			0			7			7	
18:30 - 18:45	2	0			0			4			4	
18:45 - 19:00	2	0			0			7			7	
HOUR TOTAL	9	0	0	0	0	0	0	28	0	0	28	
TOTAL	40	3	0	0	5	0	0	110	0	0	118	
		3			5			110				

REMARKS:

PRIMARY COLLISION FACTOR		TYPE OF COLLISION		ROADWAY CONDITION	
NUMBER	PCT	NUMBER	PCT	NUMBER	PCT
0	0.0	0	0.0	0	0.0
1	7.1	3	21.4	0	0.0
5	35.7	6	42.8	0	0.0
1	7.1	5	35.7	0	0.0
3	21.4	0	0.0	0	0.0
2	14.2	0	0.0	0	0.0
1	7.1	0	0.0	0	0.0
0	0.0	0	0.0	0	0.0
1	7.1	0	0.0	13	92.8
0	0.0	0	0.0	1	7.1
0	0.0	0	0.0		
0	0.0	0	0.0		

WEATHER		LIGHTING		ROAD SURFACE	
NUMBER	PCT	NUMBER	PCT	NUMBER	PCT
13	92.8	13	92.8	13	92.8
0	0.0	0	0.0	1	7.1
0	0.0	1	7.1	0	0.0
0	0.0	0	0.0	0	0.0
0	0.0	0	0.0	0	0.0
1	7.1	0	0.0	0	0.0
0	0.0	0	0.0	0	0.0
0	0.0	0	0.0	0	0.0

RIGHT OF WAY CONTROL		HIGHWAY GROUP		INTERSECTION OR RAMP ACCIDENT LOCATION	
NUMBER	PCT	NUMBER	PCT	NUMBER	PCT
2	14.2	0	0.0	0	0.0
0	0.0	0	0.0	0	0.0
0	0.0	14	100.0	0	0.0
12	85.7	0	0.0	7	50.0
0	0.0			7	50.0

Log No D974-126
Attachment # 7

7-LA-1 / 22.813 - 22.869.
 Sepulveda Bl. @ 11th St.
 Walid Haddadin
 06-09-1997
 Log NO. D974-126P
 Attachment #B

Accident Rate

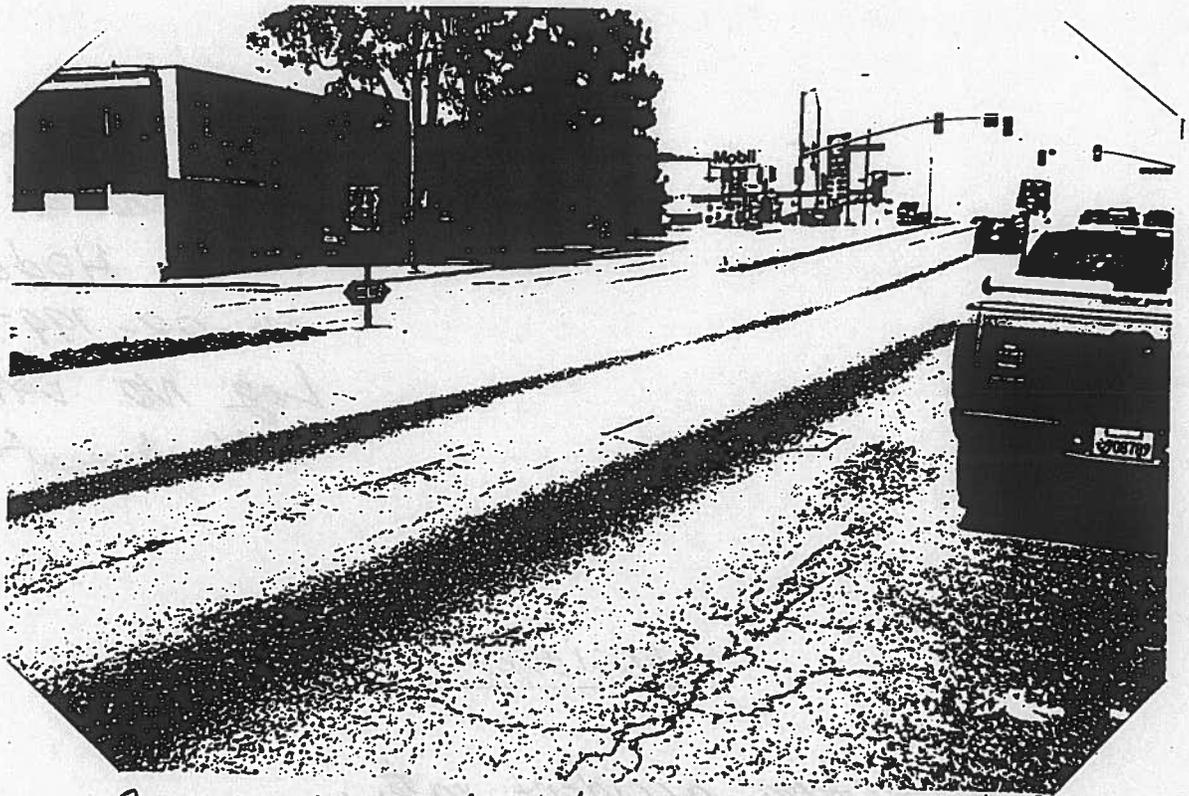
Intersection accident rate:

$$\begin{aligned} \text{Total Acc/MV}_{\text{All}} &= \frac{\text{Accidents/year} \times 10^6}{\text{ADT} \times 365 \text{ days/year}} \\ &= \frac{14/3 \times 10^6}{(61,000 + 1,000) 365} \\ &= \frac{4,666,666.67}{22,630,000.00} \\ &\cong \underline{\underline{0.21}} \end{aligned}$$

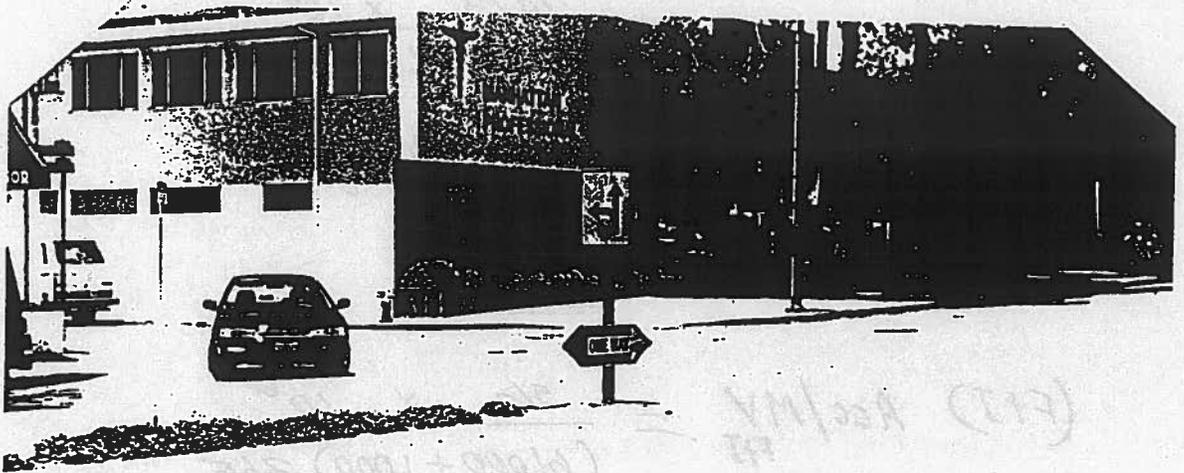
$$\begin{aligned} (\text{F+I}) \text{ Acc/MV}_{\text{F+I}} &= \frac{5/3 \times 10^6}{(61,000 + 1,000) 365} \\ &= (4.4189 \times 10^{-8})(1.6667)(10^6) \\ &= \underline{\underline{0.07}} \end{aligned}$$

Expected: Rate Group I 12 All F+I
 .24 .10

2



Sepulveda Blvd. looking N from E curb
S/O 11th St.



Sepulveda Blvd. @ 11th St. looking
NW from E side of Sepulveda

7-LA-1 22.84H L00N09D97K-126P Attachment #10

3

7-LA-1 22.841
Log NE D974-126P
Attachment #10



Sepulveda Blvd. @ 11th St.
looking W. from E side
of intersection

6-10-97

EXHIBIT 3

98/0519.14

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

TO: City Council
THROUGH: Geoff Dolan, City Manager
FROM: Richard Thompson, Director of Community Development
Robert D. Osborne, Management Analyst *RO*
DATE: May 19, 1998
SUBJECT: Uphold the Parking and Public Improvements Commission Recommendation to Deny a Request to Close 11th Street West of Sepulveda Boulevard and Approve Traffic Control Measures

RECOMMENDATION

Staff recommends that the Council **APPROVE** the Parking and Public Improvements Commission's recommendations to:

- Deny the request to close 11th Street west of Sepulveda.
- Install speed limit signs on 11th Street.

BACKGROUND

At public meetings on September 11 and November 10, 1997, the Parking and Public Improvements Commission reviewed a petition requesting that 11th Street be closed off west of Sepulveda Boulevard. Residents on 11th Street had complained about commuters using their street to avoid the congested intersection of Manhattan Beach Boulevard and Sepulveda Boulevard.

DISCUSSION

As described in the Traffic Engineer's attached reports, staff observed that 11th Street is used by some commuters as a cut-through route, particularly during the afternoon rush hour. However, staff did not support closing the street because it would likely only push the problem to other residential areas. To prevent afternoon commuters from using 11th Street, staff recommended that Caltrans be asked to prohibit left turns from northbound Sepulveda onto 11th Street between 3:00pm and 7:00pm. Similar restrictions are already in place at a number of intersections along Sepulveda, including 9th Street and 10th Street. It was also suggested that speed limit signs be installed on 11th Street.

After hearing public testimony, the Commission agreed with staff's findings and voted unanimously to recommend approval of staff's recommendations. However, prior to the issue being reviewed by Council, Caltrans indicated that they will not implement the afternoon turn restriction unless the City pays for the costs of creating a second left turn lane on northbound Sepulveda at Manhattan Beach Boulevard. At that point the author of the petition requested that the item be continued so that he could try to persuade Caltrans to change their position. He was not successful in his attempt and has therefore asked that the request to close 11th Street be considered by the Council.

City Council
May 19, 1998
Page 2

Staff has analyzed the possibility of creating a dual left turn lane and determined that it is not feasible at this time. The existing Sepulveda right of way is not wide enough to include another lane of traffic. In order to implement a second turn lane it would be necessary to acquire additional right of way from one of the properties on the corner. In addition, the construction costs involved are estimated at \$150,000.

It is therefore recommended that the Council approve the Commission's recommendations to deny the request for street closure and approve installation of speed limit signs.

ALTERNATIVES

1. **APPROVE** the Parking and Public Improvements Commission's recommendations to:
 - Deny the request to close 11th Street west of Sepulveda.
 - Install speed limit signs on 11th Street.
2. **REMOVE** this item from the Consent Calendar and provide staff with direction.

Attachments:	Exhibit 1	Letter form Caltrans, 11/17/97
	Exhibit 2	Excerpt from PPIC minutes of 11/10/97
	Exhibit 3	PPIC report dated 11/10/97, with attachments
	Exhibit 4	Meeting notice, 5/7/98

cc: Richard Garland, Traffic Engineer
 Ted Mertens, Police Chief
 Neil Miller, Public Works Director

1 The Council approved the acceptance of work for the Public Works Renovation Project Phase I
2 Electrical Work to Ashar Electrical and approved final payment (\$15,209.69), Change Order No.
3 1 (\$2,685.66) and Acceptance of Work for Begg School Pool Equipment Room Renovation
4 Project to California Commercial Pools, Inc.

4 98/0519.11 Recommendation to Approve Cost Increase for Landscape Maintenance Services
5 to Van Herrick's Landscape Services by 1% per Contract Provisions

5 The Council approved a 1% increase for contract services for landscape maintenance to Van
6 Herrick's Landscape Services.

7 98/0519.12 Award of Change Order to Century Communications for Installation of Fiber
8 Optic Cable Network to Water Facilities in an Amount Not to Exceed \$10,000 and
9 Appropriate \$10,000 from the Water Fund Reserves

9 The Council approved a change order in an amount not-to-exceed \$10,000 to Century
10 Communications to provide fiber optic cable to two additional City sites: 1) the water control
11 system located at Sixth and Rowell (a.k.a. Block 35); and, 2) the main water system reservoir
12 located at 18th and Peck Avenue; and appropriated \$10,000 from the Water Fund reserves.

12 **BOARDS AND COMMISSIONS**

13 **Parking and Public Improvements Commission**

14 98/0519.14 Uphold the Parking and Public Improvements Commission Recommendation to
15 Deny a Request to Close 11th Street West of Sepulveda Boulevard and Approve
16 Traffic Control Measures

17 The Council approved the Parking and Public Improvements Commission recommendation.

18 **Planning Commission**

19 98/0519.15 Action Minutes. Planning Commission Meeting of May 13, 1998

20 The Council received and filed the subject minutes.

21 98/0519.16 Lot Merger for the Properties at 3211 Bayview Drive and Vacant Lot at 3212
22 Manhattan Avenue (Atkinson) (PC Approved. Reso. PC 98-10)

23 The Council received and filed the subject information.

24 98/0519.17 Coastal Development Permit to Allow Demolition of an Existing Residence and
25 Construction of a Single-Family Residence at 124 - 5th Street (Salim) (PC
26 Approved. Reso. PC 98-12)

27 The Council received and filed the subject information.

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, 120 SO. SPRING ST.
LOS ANGELES, CA 90012-3606



(213) 897-0560

November 17, 1997

7-LA-1 P.M. 22.841
Sepulveda Boulevard
@ 11th Street in
Manhattan Beach

Mr. Richard Garland
Traffic Engineer
City of Manhattan Beach
1400 Highland Avenue
Manhattan Beach, CA 90266

Dear Mr. Garland:

**YOUR MAY 14, 1997 TELEPHONE REQUEST
FOR PROHIBITING NORTHBOUND LEFT TURNS
ON SEPULVEDA BOOULEVARD AT 11th STREET
DURING THE WEEKEND P.M. PEAK PERIOD**

Caltrans has recently completed a traffic engineering investigation relative to your request for a northbound weekday p.m. peak period left-turn prohibition on Sepulveda Boulevard at 11th Street in Manhattan Beach.

The investigation has revealed that if the requested left-turn prohibition is implemented at the Sepulveda/11th Street intersection, a substantial number of northbound left turning vehicles will be forced to divert to the Sepulveda/Manhattan Beach intersection in the p.m. peak hour. This would produce a significant degradation of the level of service at the Sepulveda/Manhattan Beach intersection, increasing the volume/capacity (v/c) ratio to 1.25 from the existing 1.19. The investigation also revealed that this impact could be mitigated by providing two (2) northbound left turn lanes on Sepulveda Boulevard at its intersection with Manhattan Beach Boulevard.

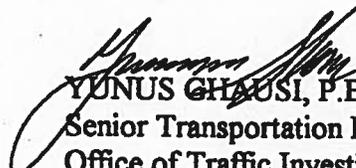
Mr. Richard Garland
November 17, 1997
Page Two

It is apparent that the requested modification is for the benefit of some residents along 11th Street west of Sepulveda Boulevard who seek to reduce filter-through traffic on their street. There is no clear benefit to Sepulveda Boulevard traffic either from an operational or a safety viewpoint. There was only one reported approach-turn type collision involving a northbound left turner from Sepulveda into 11th Street, but it was not during the weekday p.m. peak period (3:00 to 7:00 p.m.), in the 3 years of recent accident history examined. It is also clear that there is a feasible mitigation for the impacts the requested modification would have at the Sepulveda/Manhattan Beach intersection.

Therefore, while Caltrans will not participate in the requested modification at the Sepulveda/11th Street intersection, it would be receptive to a permit project to provide two (2) northbound left turn lanes on Sepulveda Boulevard at Manhattan Beach Boulevard, apart of which would be to provide the requested northbound weekday peak period left-turn prohibition on Sepulveda Boulevard at 11th Street. The full cost of the project would have to be borne by the City of Manhattan Beach.

Enclosed for your information is a copy of the Report of Traffic Investigations. If you require any additional information, you may contact Mr. Karl F. Berger, of my staff, at (2134) 897-0312.

Sincerely,


YUNUS GHAURI, P.E. & T.E.
Senior Transportation Engineer
Office of Traffic Investigations

Enclosure

- cc: 1. Mr. Robert F. Lay
1023 11th Street
Manhattan Beach, CA 90266
- 2. Honorable Debra Bowen
California State Assemblywoman, 53rd District
18411 Crenshaw Boulevard, Suite 280
Torrance, CA 90504

Commissioner Koch said that he feels 45 miles per hour is too high of a speed limit for a residential area.

Commissioner Miller commented that the street is basically a thoroughfare with six lanes of traffic and a full sidewalk.

Commissioner Little said that he would like to see a history of the accidents and the number of citations that have been issued in the area.

Commissioner Miller stated that the police department is currently not issuing enough citations to affect the behavior of the drivers, and people who use Rosecrans Avenue every day would drive slower if they were worried about receiving a ticket. He said that he doesn't feel lowering the speed limit would help the problem, and it may result in more people not obeying the law.

Commissioner Little commented that he doesn't feel lowering the speed limit 5 miles per hour would effect the speed of the traffic.

Commissioner Koch suggested that the residents call the police department when they observe cars traveling at excessive speeds.

A motion was **MADE** and **SECONDED** (Koch/Vargo) to **APPROVE** staff's recommendation to lower the speed limit to 40 miles per hour on Rosecrans Avenue between Blanche Road and Sepulveda Boulevard.

AYES: Koch, Vargo
NOES: Little, Miller
ABSENT: Shearer

A motion was **MADE** and **SECONDED** (Little/Miller) to **CONTINUE** the item to the next meeting with the direction that another speed survey be conducted and that information be provided regarding the number of citations and accidents on the subject section of Rosecrans Avenue.

AYES: Koch, Little, Miller, Vargo
NOES: None
ABSENT: Shearer

Chairman Vargo requested that the residents be notified of the date of the next meeting when the item will be discussed.

Ms. Osborne said that notices will be sent to the residents.

97/1110.3 Request for Street Closure - 11th Street West of Sepulveda Boulevard.

Traffic Engineer Garland stated that since the item was discussed at the September 11th meeting, additional traffic counts were taken on 9th, 10th, and 11th Streets, and radar surveys were taken in an unmarked car. He said that the average speed of the traffic

was higher when the speeds were measured from an unmarked car than when they were measured using a police radar trailer. He reported that on 11th Street, one accident was reported in 1994, one was reported in 1995, and one was reported in 1996; on 10th Street, no accidents were reported in 1994 or 1995, and two accidents were reported in 1996; and on 9th Street, two accidents were reported in 1994, no accidents were reported in 1995, and one was reported in 1996. He commented that the survey showed that 10th Street has approximately twice the amount of traffic as 11th Street, and 9th Street had the lowest amount of traffic of the three.

Traffic Engineer Garland said that after considering many different alternatives to regulate the traffic on 11th Street, staff's recommendation is that a left turn restriction be placed on Sepulveda Boulevard at 11th Street between 3:00 and 7:00 p.m. and that 25 mile per hour speed limit signs be placed on 11th Street. He indicated that staff does not support the proposed barricade.

In response to a question from Commissioner Miller, Traffic Engineer Garland stated that he was directed by the City Council not to consider using speed humps in the City. He commented that they have tried using speed dots in various locations, and people have complained about the noise of cars driving over them.

Commissioner Little pointed out that the noise of cars driving over speed dots may not be a concern in this case because they would be located away from the residential area.

Commissioner Miller asked why the Commissioners were not informed of the City Council's decision prohibiting speed humps in the City, and he pointed out that the Commission recommended that speed humps be included in the list of possible traffic mitigation measures.

Management Analyst Osborne said that the previous direction of the City Council was that speed humps not be permitted, but during a recent project they indicated that they may be willing to reconsider the arguments in favor of them.

Traffic Engineer Garland commented that two of the Council members said that they didn't want to consider permitting speed humps, but the newer members said that they would be willing to consider the issue. He said that he was instructed to present them with the existing information regarding speed humps.

Robert Lay, 1023 11th Street, commented that a barricade on 11th Street would not force the traffic to drive on 9th or 10th Streets. He commented that he previously submitted plans to mitigate traffic on 11th Street which were not discussed, and he would like for the City to consider them. He said that he would support the proposed no-left turn sign on between 3:00 and 7:00 p.m. on Sepulveda Boulevard at 11th Street and additional speed limit signs, and he requested that the situation be studied further.

In response to a question from Commissioner Miller, Mr. Lay said that he wouldn't object to speed humps, but some of the residents might have an objection.

Jim Norvell, 1028 11th Street, stated that he would object to speed humps on 11th Street, but he would support the proposed no-left turn sign between 3:00 and 7:00 p.m.

and additional speed limit signs. He said that the concern of the residents isn't only regarding the speed of traffic but also the volume of cars on 11th Street during peak hours of the day.

Phil Gingrich, 1038 11th Street, also commented that he would support the proposed no-left turn sign and speed limit signs. He commented that he is concerned about the safety of children in the area. He suggested building a triangle barrier between the existing medical office and the parking lot on the opposite side of 11th Street, which would allow people using the medical building to have access from both sides of the street. He said that the barrier would allow emergency vehicles access but would block regular traffic.

Traffic Engineer Garland commented that barriers similar to **Mr. Gingrich's** proposal have been used as median brakes to allow fire engines access while blocking access for cars, but he has not seen them used on a street as **Mr. Gingrich** has proposed.

Jeff Hughes, 1009 9th Street, said that he also would support the proposed no-turn sign and speed limit sign.

Evelyn Gingrich, 1038 11th Street, pointed out that 11th Street does not have a sidewalk, and many people walk on the street with strollers.

Mr. Gingrich commented that many people who work nearby jog on 11th Street during their lunch breaks.

In response to a question from Commissioner Little, Traffic Engineer Garland said that adding the proposed no-turn sign would increase the number of cars turning westbound on Manhattan Beach Boulevard from northbound on Sepulveda Boulevard. He said that it is a very long left-turn pocket, and from what staff has observed it appears there would be sufficient space for the additional traffic.

Chairperson Vargo pointed out that traffic is heavier southbound rather than northbound on Sepulveda during the peak evening traffic hours.

A motion was **MADE** and **SECONDED** (Miller, Little) to approve the recommendation of the Traffic Engineer that left turn restrictions be placed at the northbound left turn pocket on Sepulveda Boulevard at 11th Street and that 25 mile per hour speed limit signs are installed on 11th Street between Sepulveda Boulevard and Dianthus.

AYES: Koch, Little, Miller, Vargo
NOES: None
ABSENT: Shearer

7-1110 Parking Lot Revenue Information - Update

Commissioner Little said that he would like to see additional information included in the Parking Management Plan report regarding the projected revenue income that would result from raising the parking fee for on-street meters to 50 cents.

CITY OF MANHATTAN BEACH
COMMUNITY DEVELOPMENT DEPARTMENT
MEMORANDUM

TO: Parking & Public Improvements Commission
FROM: Richard Thompson, Director of Community Development *jlh*
BY: Richard Garland, Traffic Engineer *RG*
DATE: October 23, 1997 (CONTINUED TO 11/10/97)
SUBJECT: Request for Street Closure
11th Street West of Sepulveda Boulevard

RECOMMENDATION

That the Commission 1) deny the request to close 11th Street west of Sepulveda Boulevard, 2) direct staff to request Caltrans to impose left turn restrictions from 3:00 to 7:00 p.m. at the northbound left turn pocket on Sepulveda Boulevard at 11th Street, and 3) direct staff to install 25 mph speed limit signs on 11th Street.

BACKGROUND

At the September 11 meeting, the PPIC considered a request from residents to close 11th Street west of Sepulveda Boulevard by installing a barricade across 11th Street. The staff report and minutes for that meeting are attached. After hearing input from the public, the Commission voted to direct staff to assemble additional traffic data and investigate additional alternatives for alleviating the traffic and speeding concerns.

DISCUSSION

In response to the request to assemble additional traffic data, staff conducted traffic counts and speed surveys on 9th, 10th, and 11th Streets and assembled accident data for these streets between Sepulveda and Dianthus. The results of this data collection program are presented on the attached tables. The traffic counts indicate that, of the three streets, 10th Street has the most traffic with about 3,000 vehicles per day (vpd), 9th Street has the

Parking & Public Improvements Commission

October 23, 1997

Page 2

least traffic with about 1,140 vpd, and 11th Street falls in the middle with 1,620 vehicles per day. The counts were taken in September and October at the west end of each street near Dianthus.

The speed surveys were taken in an unmarked vehicle and the surveyor recorded the highest speed that each vehicle reached while traveling between Sepulveda and Dianthus during the afternoon peak period. The survey indicates that 23 percent of the motorists on 11th Street were traveling at 31 mph or greater, which is excessive. The accident statistics represent all reported accidents during the three year period from January 1, 1994 till December 31, 1996 and are shown by year.

With regard to additional measures that could be taken to reduce the traffic volumes and/or speeds on 11th Street, various potential measures are presented below with a discussion of the advantages and disadvantages of each.

Raised Median on Sepulveda at 11th - A continuation of the raised median on Sepulveda Boulevard through the 11th Street intersection would eliminate all left turns from Sepulveda onto 11th Street and would, thereby, result in a reduction in traffic volumes on 11th Street. It would, however, detrimentally affect access to the two office buildings at the intersection of Sepulveda and 11th as northbound motorists on Sepulveda could not turn left to access the parking lots and would instead be forced to go around the block and approach the lots via the residential streets to the west. Because of the diverted traffic, a median would result in an increase in traffic volumes on 9th and 10th Streets throughout the day.

Reduced Speed Limit on 11th Street - Speed limits can be reduced on a public street only if a study of prevailing speeds and accident statistics indicates that such a reduction is justified. As a review of the speed data and accident data on 11th Street does not indicate that a reduction is justified, an arbitrary reduction of the speed limit would constitute a speed trap.

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Install 25 mph Speed Limit Signs on 11th Street - The speed limit on 11th Street is automatically 25 mph as it is a local residential street. The speed surveys indicate, however, that numerous motorists exceed this prima facie speed limit. Although the installation of 25 mph speed limit signs would probably not result in a measurable change in overall driver behavior, it might persuade some drivers to reduce their excessive travel speeds.

Partial Barricade on 11th Street - A partial barricade would prevent traffic from traveling in one direction while still allowing traffic to travel in the opposite direction. This would result in a reduction in traffic volumes on 11th Street and would allow for emergency vehicles to pass by the barricade. It would, however, result in an increase in traffic volumes on the parallel streets, particularly 9th and 10th Streets.

No Left Turn Sign on Sepulveda at 11th Street - A no left turn sign on Sepulveda at 11th Street would virtually eliminate all left turns from Sepulveda onto 11th Street and would, thereby, result in a reduction in traffic volumes on 11th Street. It would, however, detrimentally affect access to the two office buildings at the intersection of Sepulveda and 11th as northbound motorists on Sepulveda could not legally turn left to access the parking lots and would instead be forced to go around the block and approach the lots via the residential streets to the west. Because of the diverted traffic, a 24-hour turn restriction would result in an increase in traffic volumes on 9th and 10th Streets.

Right Turn Restriction out of Medical Office Building Lot - If the volume of traffic exiting this lot and travelling west on 11th Street were excessive, this may be a feasible measure to mitigate the problem. An observation of the lot, however, does not indicate that there is much traffic making this movement (i.e., 7 cars per hour during the busiest hour observed). Such a measure would not, therefore, offer much of a reduction in traffic volumes on 11th Street.

Local Access Only or Thru Vehicles Prohibited Signs - This type of sign could be installed for westbound traffic on 11th Street in an attempt to discourage drivers from using 11th Street as a cut-

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through route. It might result in a reduction in traffic volumes, but it is not enforceable and would be effective only if drivers voluntarily complied with the message.

Retractable Barricade - No information could be found regarding a retractable barricade that is administered automatically. Systems are in use where barricades or plastic delineators are installed and removed manually on a daily basis. Because of the labor expenses that would be involved, it is not recommended that a retractable barricade be used at this location, particularly if the problems can be mitigated with a less expensive, more conventional technique.

ALTERNATIVES

1. Pass a motion to direct staff to 1) request Caltrans to impose left turn restrictions from 3:00 to 7:00 p.m. at the northbound left turn pocket on Sepulveda Boulevard at 11th Street, and 2) install 25 mph speed limit signs on 11th Street between Sepulveda and Dianthus.
2. Pass a motion to recommend installation of a barricade on 11th Street west of Sepulveda.
3. Pass a motion to direct staff to pursue other traffic control/mitigation measures.

Attachments

file: 11sep.trf

SPEED SURVEY RESULTS

14

Speed Range	% of Total		
	11th Street	10th Street	9th Street
11 - 15	0	6	2
16 - 20	2	15	10
21 - 25	28	36	35
26 - 30	47	29	36
31 - 35	20	13	15
36 - 40	3	1	2

TRAFFIC VOLUMES

Street	Daily Traffic Volume	Peak Hour Traffic Volume	
		AM Peak Hour	PM Peak Hour
11th Street			
August	1,587	107	162
September	1,621	115	144
10th Street			
August	3,404	158	318
September	3,006	146	304
9th Street			
September	1,138	89	125

ACCIDENT STATISTICS

Street	# of Reported Accidents		
	1994	1995	1996
11th Street			
At Sepulveda	1	1	0
At Dianthus	0	0	0
Midblock	0	0	1
10th Street			
At Sepulveda	0	0	2
At Dianthus	0	0	0
Midblock	0	0	0
9th Street			
At Sepulveda	1	0	0
At Dianthus	1	0	0
Midblock	0	0	1

CITY OF MANHATTAN BEACH
COMMUNITY DEVELOPMENT DEPARTMENT
MEMORANDUM

TO: Parking & Public Improvements Commission
FROM: Richard Thompson, Director of Community Development *fil*
BY: Richard Garland, Traffic Engineer *RG*
DATE: October 23, 1997 (CONTINUED TO 11/10/97)
SUBJECT: Request for Street Closure
11th Street West of Sepulveda Boulevard

RECOMMENDATION

That the Commission 1) deny the request to close 11th Street west of Sepulveda Boulevard, 2) direct staff to request Caltrans to impose left turn restrictions from 3:00 to 7:00 p.m. at the northbound left turn pocket on Sepulveda Boulevard at 11th Street, and 3) direct staff to install 25 mph speed limit signs on 11th Street.

BACKGROUND

At the September 11 meeting, the PPIC considered a request from residents to close 11th Street west of Sepulveda Boulevard by installing a barricade across 11th Street. The staff report and minutes for that meeting are attached. After hearing input from the public, the Commission voted to direct staff to assemble additional traffic data and investigate additional alternatives for alleviating the traffic and speeding concerns.

DISCUSSION

In response to the request to assemble additional traffic data, staff conducted traffic counts and speed surveys on 9th, 10th, and 11th Streets and assembled accident data for these streets between Sepulveda and Dianthus. The results of this data collection program are presented on the attached tables. The traffic counts indicate that, of the three streets, 10th Street has the most traffic with about 3,000 vehicles per day (vpd), 9th Street has the

least traffic with about 1,140 vpd, and 11th Street falls in the middle with 1,620 vehicles per day. The counts were taken in September and October at the west end of each street near Dianthus.

The speed surveys were taken in an unmarked vehicle and the surveyor recorded the highest speed that each vehicle reached while traveling between Sepulveda and Dianthus during the afternoon peak period. The survey indicates that 23 percent of the motorists on 11th Street were traveling at 31 mph or greater, which is excessive. The accident statistics represent all reported accidents during the three year period from January 1, 1994 till December 31, 1996 and are shown by year.

With regard to additional measures that could be taken to reduce the traffic volumes and/or speeds on 11th Street, various potential measures are presented below with a discussion of the advantages and disadvantages of each.

Raised Median on Sepulveda at 11th - A continuation of the raised median on Sepulveda Boulevard through the 11th Street intersection would eliminate all left turns from Sepulveda onto 11th Street and would, thereby, result in a reduction in traffic volumes on 11th Street. It would, however, detrimentally affect access to the two office buildings at the intersection of Sepulveda and 11th as northbound motorists on Sepulveda could not turn left to access the parking lots and would instead be forced to go around the block and approach the lots via the residential streets to the west. Because of the diverted traffic, a median would result in an increase in traffic volumes on 9th and 10th Streets throughout the day.

Reduced Speed Limit on 11th Street - Speed limits can be reduced on a public street only if a study of prevailing speeds and accident statistics indicates that such a reduction is justified. As a review of the speed data and accident data on 11th Street does not indicate that a reduction is justified, an arbitrary reduction of the speed limit would constitute a speed trap.

Install 25 mph Speed Limit Signs on 11th Street - The speed limit on 11th Street is automatically 25 mph as it is a local residential street. The speed surveys indicate, however, that numerous motorists exceed this prima facie speed limit. Although the installation of 25 mph speed limit signs would probably not result in a measurable change in overall driver behavior, it might persuade some drivers to reduce their excessive travel speeds.

Partial Barricade on 11th Street - A partial barricade would prevent traffic from traveling in one direction while still allowing traffic to travel in the opposite direction. This would result in a reduction in traffic volumes on 11th Street and would allow for emergency vehicles to pass by the barricade. It would, however, result in an increase in traffic volumes on the parallel streets, particularly 9th and 10th Streets.

No Left Turn Sign on Sepulveda at 11th Street - A no left turn sign on Sepulveda at 11th Street would virtually eliminate all left turns from Sepulveda onto 11th Street and would, thereby, result in a reduction in traffic volumes on 11th Street. It would, however, detrimentally affect access to the two office buildings at the intersection of Sepulveda and 11th as northbound motorists on Sepulveda could not legally turn left to access the parking lots and would instead be forced to go around the block and approach the lots via the residential streets to the west. Because of the diverted traffic, a 24-hour turn restriction would result in an increase in traffic volumes on 9th and 10th Streets.

Right Turn Restriction out of Medical Office Building Lot - If the volume of traffic exiting this lot and travelling west on 11th Street were excessive, this may be a feasible measure to mitigate the problem. An observation of the lot, however, does not indicate that there is much traffic making this movement (i.e., 7 cars per hour during the busiest hour observed). Such a measure would not, therefore, offer much of a reduction in traffic volumes on 11th Street.

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Parking & Public Improvements Commission
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through route. It might result in a reduction in traffic volumes, but it is not enforceable and would be effective only if drivers voluntarily complied with the message.

Retractable Barricade - No information could be found regarding a retractable barricade that is administered automatically. Systems are in use where barricades or plastic delineators are installed and removed manually on a daily basis. Because of the labor expenses that would be involved, it is not recommended that a retractable barricade be used at this location, particularly if the problems can be mitigated with a less expensive, more conventional technique.

ALTERNATIVES

1. Pass a motion to direct staff to 1) request Caltrans to impose left turn restrictions from 3:00 to 7:00 p.m. at the northbound left turn pocket on Sepulveda Boulevard at 11th Street, and 2) install 25 mph speed limit signs on 11th Street between Sepulveda and Dianthus.
2. Pass a motion to recommend installation of a barricade on 11th Street west of Sepulveda.
3. Pass a motion to direct staff to pursue other traffic control/mitigation measures.

Attachments

file: 11sep.trf

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At Dianthus	0	0	0
Midblock	0	0	0
9th Street			
At Sepulveda	1	0	0
At Dianthus	1	0	0
Midblock	0	0	1

14
DRAFT

97/0911.4 Request for Street Closure -- 11th Street West of Sepulveda Boulevard

Traffic Engineer Richard Garland reported that the City received a petition from concerned residents to close 11th Street west of Sepulveda Boulevard by installing a barricade across 11th Street, and the primary concerns of the residents are heavy traffic volumes associated with cut-through traffic and safety for the area's residents. Sepulveda Boulevard at 11th Street has a left turn pocket from which northbound motorists can turn onto 11th Street, and although most of the unsignalized intersections along Sepulveda Boulevard have a left turn restriction from 3:00 p.m. to 7:00 p.m. on weekdays, there is no such restriction at 11th Street. Since this is the first intersection south of Manhattan Beach Boulevard, many northbound drivers turn left onto 11th Street to avoid waiting for the left turn arrow phase at the Sepulveda/Manhattan Beach Boulevard intersection.

Traffic Engineer Garland further stated that a unique feature on 11th Street is that there are three parking lots west of the commercial buildings: one directly behind the medical office building on the north side of the 11th Street, one directly behind the office building on the south side of 11th Street, and one on the north side of 11th Street at midblock that is separated from the other lot by a single-family residence.

In order to evaluate the existing traffic conditions on 11th Street, automatic machine (hose) counts were taken to quantify the traffic volumes each hour throughout the day from August 25 - 27, and the counts indicate that 11th Street west of Sepulveda Boulevard is below the threshold of environmental capacity. According to the Police Department's speed survey, there is no speeding problem on 11th Street. However, it was observed that much of the traffic on 11th Street is cut-through traffic.

A barricade would be very effective in reducing traffic volumes on 11th Street and would totally prevent the cut-through traffic intrusion; however, there would be several disadvantages, the first being that drivers currently using 11th Street would shift their travel route to another parallel street, most likely 10th or 9th Street. Also, the most reasonable location for the barricade, the west side of the parking lot behind the office buildings, would eliminate access to the west parking lot from Sepulveda Boulevard, and drivers using that lot would be forced to use the residential streets to get to and from the lot.

Traffic Engineer Garland reported that another option would be to prohibit left turns from Sepulveda onto 11th Street during all hours or during designated hours of the day. The most reasonable scenario would be to prohibit left turns on northbound Sepulveda from 3:00 p.m. to 7:00 p.m. on weekdays, and this restriction is currently in place at 9th and 10th Streets

Staff recommends that a left turn restriction be implemented on northbound Sepulveda at 11th Street from 3:00 p.m. to 7:00 p.m. Monday through Friday, and would point out that such a measure would be subject to Caltrans approval, since Sepulveda Boulevard is a State highway; however, a Caltrans representative has preliminarily indicated that Caltrans would be supportive of the proposed restriction. Staff also recommends that a barricade or an all-day turn restriction not be implemented.

Commissioner Vargo asked why a left turn restriction for 11th Street wasn't implemented when the left turn restrictions on 9th and 10th Streets were installed, to which Traffic Engineer Garland replied that the existing restrictions were installed for safety reasons, but since 11th Street is so close to the signal at Manhattan Beach Boulevard, the intersection was not considered to be a safety hazard.

Audience Participation

Against Street Closure

Robert Thompson, 1013 10th Street, felt that a barricade would merely transfer the existing traffic problems on to 10th Street, and possibly 9th and 8th Streets as well. He would support the proposed left turn restriction, and would suggest that it also be imposed during the morning peak traffic hours. **Mr. Thompson** added that another alternative would be to have patrolmen in the area at peak hours to catch speeders.

Russ DeAngelo, 1012 10th Street, indicated that he circulated a petition objecting to a barricade because it would divert traffic onto 10th Street and other surrounding residential streets, and noted that 10th Street has a higher volume of traffic than does 11th Street. **Mr. DeAngelo** submitted a petition signed by 14 residents.

Richard Laughlin, 1032 10th Street, objected to a barricade, which would be too drastic a measure, and agreed that 10th Street has a higher volume of traffic than does 11th Street. **Mr. Laughlin** suggested converting 10th Street to one way westbound and 11th Streets to one-way eastbound.

Steve Debaets, 1350 18th Street, indicated that he is fundamentally opposed to closing off any public street.

Bruce Powell, 1008 9th Street, expressed support for the staff recommendation of a left turn restriction during afternoon peak hours.

Victor Correa, 1029 10th Street, expressed support for a left turn restriction during both morning and afternoon peak traffic hours.

For Street Closure

Jim Norvell, 1028 11th Street, stated that the traffic count was taken during a vacation period, and noted that when drivers see the speed trailer, they automatically slow down; so he does not feel that staff got accurate data.

Jane Franklin, 1009 11th Street, stated that she was on vacation when the traffic survey was done, and speed is a problem from the middle of the block to the end of the block, and reported that her family has had six cars sideswiped because the street is not wide enough for two cars to pass when cars are parked cars on both sides of the street. Ms. Franklin suggested that a partial closure be implemented if a full closure is not approved.

Janet Shuman, 932 11th Street, commented that the traffic problem has escalated in the past three years, and noted that the employee parking lot is empty 85% of the time. Ms. Shuman expressed support for a left turn restriction if a barricade is not installed.

Commissioner Shearer asked about the street width, to which Management Analyst Osborne responded by estimating 30 to 32 feet curb to curb.

Robert Lay, 1023 11th Street, stated that 11th Street is 30 feet wide from curb to curb, and with cars parked on both sides of the street, there is not enough room for two cars to pass. Mr. Lay suggested that the median on Sepulveda Boulevard be extended to prohibit turns left from Sepulveda Boulevard onto 11th Street and to prohibit left turns from 11th Street onto Sepulveda Boulevard, and that a double left turn lane be installed on Sepulveda for traffic turning onto Manhattan Beach Boulevard.

Commissioner Miller asked if the speed survey was done when the display on the speed trailer was turned off, to which Traffic Engineer Garland responded affirmatively.

Richard Franklin, 1009 11th Street, expressed support for a barricade, which wouldn't have a negative impact on the businesses, and noted that there is cut-through traffic in both directions on 11th Street.

David Levin, 926 11th Street, commented that a preschool is located nearby, and this area is just an accident waiting to happen.

Phil Paradissis, 1008 11th Street, pointed out that many children reside in this neighborhood, and the major problem is Sepulveda and Manhattan Beach Boulevard.

Dr. Christine Nordell, 1028 11th Street, commented that it is a miracle no one has been killed by the speeding traffic, and felt that it was ludicrous to survey traffic speeds by using the speed trailer since drivers slow down upon seeing it. Dr. Nordell felt that there are multiple solutions to this problem, and indicated that her first choice would be a barricade, and her second choice would be extending the median on Sepulveda Boulevard at 11th Street.

Pam Paradissis, 1008 11th Street, stated that the only thing that slows down traffic is the occurrence of an accident, and suggested reducing the speed limit on the street to 20 mph.

Brian Butler, 1019 11th Street, suggested taking measures to slow traffic speeds and restricting traffic on 11th Street, and noted that there are no sidewalks on 11th Street; so pedestrians must walk in the street.

Susan Safina, 1022 11th Street, stated that the street is dangerous and the situation needs immediate attention, and suggested that at least a partial barricade be installed.

Phil Gingrich, 1038 11th Street, commented that there have been traffic problems on the street since 1990, and there are lots of children in the neighborhood.

Marie Hoffman, 1032 10th Street, stated that speeding traffic is a problem on the weekends as well as during the week.

Jenny Lee, 1002 11th Street, agreed that the traffic problems exist on a daily basis.

A brief recess was taken from 8:28 p.m. to 8:36 p.m.

Discussion

Commissioner Little indicated that he could not support a barricade because it would pose problems for emergency vehicles. He would like to hear input from the business owners, who are not present tonight, and he would also be interested in more information, such as accident counts, traffic counts taken for a longer period of time and using unmarked vehicles to monitor speed on 11th, 10th and 9th Streets. Commissioner Little felt that a double left turn on Sepulveda Boulevard is a good idea, and that turn restriction signage would help with the traffic problems, but may pose problems for the businesses; so at this time, he would not be comfortable making a decision, and would recommend that staff report back to the Commission with the requested information.

Commissioner Miller felt that the rest of the town would not be supportive of closing off the street and that more traffic enforcement is needed. He would agree that more data is needed and that speed surveys should be taken via an unmarked car at the location where the speed is highest.

Commissioner Miller asked if Caltrans is considering a double left turn lane northbound from Sepulveda onto Manhattan Beach Boulevard, to which Traffic Engineer Garland responded that Caltrans has indicated that the street is not wide enough to accommodate a double left turn lane.

Commissioner Vargo agreed that more information is needed, but even with additional information, she does not feel the Commission will support the installation of a barricade.

Commissioner Little asked if a retractable barricade would be appropriate, to which Traffic Engineer Garland responded that he doesn't know of any city which has installed such a device, but staff could look into it. Commissioner Little suggested that a rubber version would not impede access for emergency vehicles.

Commissioner Shearer felt that additional information would be a good idea, although he does not support a barricade, but he would support a left turn restriction during peak hours.

Commissioner Koch indicated that he does not support a barricade, and suggested that speed limit signs be posted on 9th, 10th and 11th Streets near Sepulveda. The residents need to assist with speed enforcement by calling the Police Department to report problems. He would support a left turn restriction during the afternoon peak traffic hours as well as other hours, and suggested that a right turn restriction out of the medical office building would also help. Commissioner Koch believed that, with additional study, a better solution should be developed.

Commissioner Vargo concurred with the comments made by her fellow Commissioners, and felt that there are many possible solutions, including a reduction in speed, and suggested that the Traffic Engineer analyze some of the suggestions which have been made.

A motion was made and seconded (Shearer/Koch) to direct staff to investigate the suggestions made tonight and develop more creative solutions, and to provide more data as requested by the Commission, and to report back at the Commission's next meeting.

AYES: Koch, Little, Miller, Shearer, Vargo
NOES: None
ABSENT: None
ABSTAIN: None

97/0911.5 Viability of Crosswalks in the Downtown Area

Traffic Engineer Richard Garland reported that one of the recommendations which emerged from the public input sessions during the development of the Downtown Strategic Plan was that some action should be taken to improve visibility of the blue tile crosswalks in the downtown area; so on a trial basis, two types of markers were installed, and it was determined in 1992 that bots dots were not appropriate, but that one-way reflective markers were effective. Since crosswalk locations have already been designated with blue tile, concrete border strips and raised markers, the suggestion to add white painted lines would be a redundant feature that would not likely improve safety at the intersections; so staff recommends that the Commission recommend denial of the use of painted white crosswalk lines at the blue tile crosswalk in the downtown area.

Audience Participation

Steve Debaets, 1350 18th Street, stated that the crosswalk at the intersection of 10th Street and Manhattan Avenue is not visible enough, perhaps because drivers are not paying attention and are busy looking for parking spaces; so preferably painted white stripes or dots would be helpful at this particular intersection. Traffic Engineer Garland responded that dots should already be in place at this intersection, and will be investigated.

Mr. Debaets further commented that the signal timing has been changed at the intersection of Marine Avenue and Meadows and Marine Avenue and Peck, resulting in a red signal in all four directions simultaneously, to

MANHATTAN PROFESSIONAL
1101 Sepulveda Boulevard
Manhattan Beach, CA 90266

DATE: SEPTEMBER 26, 1997
TO: MANHATTAN BEACH CITY COUNCIL
FROM: MANHATTAN PROFESSIONAL BUILDING OWNERS & TENANTS
SUBJECT: 11th STREET PROPOSED CLOSURE

The tenants and owners of the MANHATTAN PROFESSIONAL BUILDING and parking properties at 11th street and Sepulveda blvd. respectfully submit to the Manhattan Beach City Council their opposition to the proposed closure or any additional restriction of vehicle flow to and or from this medical facility for the following reasons:

1. Everyday, Monday through Friday, approximately 150 patients, doctors, staff and other support personnel, require ready access to the parking lots from north and south Sepulveda boulevard and 11th street from the west.
2. Many patients are sick, elderly or otherwise handicapped so their arriving and departing the building should be facilitated as much as possible. This can be accomplished by permitting their continued use of west 11th street rather than facing heavy traffic to the east on Sepulveda.
3. Unimpeded arrival and departure to the medical facility is a necessity in the event of emergencies. There should be ready access at all times for paramedics, fire department, the police and any other circumstances of urgency.

The attached is a signed list of tenants who oppose the proposed closure of 11th street.

Vasiliki Bazos, D.D.S.
Dentist
1101 Sepulveda Ste. 200
Number of patients 50

Vasiliki C. Bazos, DDS 10-17-97
Signature date

William Mealer, M.D.
Orthopedic Surgeon
1101 Sepulveda Ste. 104
Number of patients 150

William Mealer 10/1/97
Signature date

Ron Ruby, M.D.
Internal Medicine
1101 Sepulveda Ste. 102
Number of patients 100

Ronald J. Ruby 10-1-97
Signature date

Larry Moy, M.D.
Dermatologist
1101 Sepulveda Ste. 204
Number of patients 150

Larry Moy 10/1/97
Signature date

William Kim, M.D.
Internal Medicine
1101 Sepulveda Blvd. Ste 100 & 202
Number of patients 200

William Kim 10-1-97
Signature date

George A. Murrell, D.D.S., Inc.
Restorative Dentistry
1101 Sepulveda Ste 200
Number of patients 100

George A. Murrell 10/1/97
Signature date

14

RECEIVED

SEP 29 1997

MANAGER'S OFFICE

September 9th, 1997

To the Parking and Public Improvements Commission:

I am concerned for the integrity of our neighborhood and for the safety of our families and especially our children. Although I empathize with our neighbors on 11th Street, the passage of their petition would only move a problem to the surrounding area.

Due mainly to the Post Office on the corner, there is currently an excessive amount of traffic and speeding on our street. By closing 11th Street our traffic and speeding will get even worse.

Please do not pass the 11th Street petition before you. Its passage would only cause increased traffic and speeding on our block as well as to the surrounding residential streets.

Respectfully; Henry
~~Mr.~~ ~~Mrs.~~ Ms. Johnson
Address: 1038 10th Street
City: Manhattan Beach, Ca. 90266.

IDENTICAL LETTERS WERE RECEIVED FROM:

- 1008 10th ST.
- 1012 10th ST.
- 1022 10th ST.
- 1023 10th ST.
- 1043 10th ST.
- 1029 10th ST.
- 1013 10th ST.
- 1018 10th ST.
- 1002 10th ST.
- 1028 10th ST.

CITY OF MANHATTAN BEACH

COMMUNITY DEVELOPMENT DEPARTMENT MEMORANDUM

TO: Parking and Public Improvements Commission

FROM: Richard Thompson, Director of Community Development *RT*

BY: Richard Garland, Traffic Engineer *RG*

DATE: September 11, 1997

SUBJECT: Request for Street Closure - 11th Street West of Sepulveda Boulevard

RECOMMENDATION

That the Commission 1) deny the request to close 11th Street west of Sepulveda Boulevard and 2) direct staff to request Caltrans to impose left turn restrictions from 3:00 to 7:00 p.m. at the northbound left turn pocket on Sepulveda Boulevard at 11th Street.

BACKGROUND

The City received a petition from concerned residents to close 11th Street west of Sepulveda Boulevard by installing a barricade across 11th Street. The primary concerns of the residents are heavy traffic volumes associated with cut-through traffic and safety for the area's residents. Sepulveda Boulevard at 11th Street has a left turn pocket from which northbound motorists can turn onto 11th Street. Although most of the unsignalized intersections along Sepulveda Boulevard have a left turn restriction from 3:00 to 7:00 p.m. on weekdays, there is no such restriction at 11th Street. As this is the first intersection south of Manhattan Beach Boulevard, many northbound drivers turn left onto 11th Street to avoid waiting for the left turn arrow phase at the Sepulveda/Manhattan Beach Boulevard intersection.

DISCUSSION

Eleventh Street west of Sepulveda Boulevard is typical for the Sepulveda corridor in that the properties at the intersection are commercial uses while the properties to the west are residential. As 11th Street provides access to both types of land use, any traffic restrictions that may be imposed would affect the residents as well as the employees and patrons of the commercial establishments. The attached sketch shows the layout of the street and the location of the buildings and parking lots that abut 11th Street. A unique feature on 11th Street is that there are three parking lots west of the commercial buildings; one directly behind the medical office building on the north side of 11th Street, one directly behind the office building on the south side

lot by a single-family residence. This third parking lot is an anomaly as it is detached from the commercial site it serves and is surrounded by residential uses. The arrangement of the office buildings, parking lots, and residences demonstrates the ramifications of installing a barricade on 11th Street; i.e., that it would separate the west parking lot from Sepulveda Boulevard and the buildings it serves if the barricade were to be placed at the boundary between the commercial and residential zones. If the barricade were place farther to the west, it would isolate several private residences and prohibit access to them from the west.

To evaluate the existing traffic conditions on 11th Street, automatic machine (hose) counts were taken to quantify the traffic volumes each hour throughout the day. The counts were taken on August 25 through 27 and the results are shown on an attachment. The counts indicate that the average weekday traffic volume on 11th Street west of Sepulveda is 1,516 vehicles per day (vpd). The heaviest one-hour period of traffic flow occurs between 5:00 and 6:00 p.m., when there were 162 vehicles on Monday, August 25 and 154 vehicles on Tuesday, August 26. As a comparison, the daily traffic volumes on other residential streets for which we have traffic count data are as follows:

<u>Street/Location</u>	<u>Daily Traffic</u>
Elm Avenue at 27 th Street	400
27 th Street west of Sepulveda	700
Kuhn Drive at Longfellow Avenue	800
Dianthus Street at 1 st Street	950
Pacific Avenue at 10 th Street	1,000
19 th Street at Oak Avenue	1,020
1 st Street west of Sepulveda	1,100
Longfellow Drive east of Sepulveda	1,100
Duncan Avenue west of Sepulveda	1,150
11 th Street west of Sepulveda	1,516
Keats Street east of Sepulveda	2,400
Oak Avenue at 19 th Street	2,500
Redondo Avenue at 8 th Street	2,800
Meadows Avenue at 8 th Street	3,300
2 nd Street east of Sepulveda	3,600

As shown, the residential streets near commercial districts in Manhattan Beach have daily traffic volumes that range from 400 to 3,600 vehicles per day. Eleventh Street west of Sepulveda is in the middle of the range at 1,516 vpd. A rule of thumb in the planning profession is that local residential streets should carry no more than 2,000 vpd, which is called the environmental capacity. Research indicates that residents on streets with traffic volumes greater than 2,000 vpd feel that their street is undesirable because of the effects of the traffic stream. Eleventh Street west of Sepulveda is below this threshold.

The Police Department conducted a speed survey on 11th Street west of Sepulveda for the seven-day period from August 14 through 21. The results of the survey are summarized below.

<u>Speed Range</u>	<u>% of Total</u>
11 - 15	32
16 - 20	32
21 - 25	26
26 - 30	8
31 - 35	1.5
36 - 41	0.5

According to the Police Department, this distribution of speeds is not indicative of a speeding problem.

Although the traffic volumes on 11th Street are not overwhelmingly high and are below the commonly-accepted environmental threshold for residential streets, it was observed that much of the traffic that uses 11th Street is cut-through traffic; i.e., drivers who use 11th Street as a short-cut and do not have a destination on 11th Street. Although this traffic intrusion occurs throughout the day, it was observed to be particularly prevalent during the peak afternoon commuter period from 4:00 to 6:00 p.m. During the morning peak period and at other times of the day, cut-through traffic was observed but it was not as steady as that which was observed during the afternoon peak period.

As the primary intent of the petition was to request a barricade on 11th Street, the remainder of the report focuses on the advantages and disadvantages of a barricade. In addition, the option of prohibiting left turns from northbound Sepulveda onto 11th Street has been evaluated.

With regard to the barricade request, a barricade would be very effective in reducing traffic volumes on 11th Street and would totally prevent cut-through traffic intrusion. There would, however, be several disadvantages associated with a barricade. First, the drivers that currently use 11th Street as a travel route would shift to another parallel street, most likely 10th Street or 9th Street. The increase in traffic would thereby result in an adverse impact to the residents of those streets. The Public Works Commission and City Council have consistently ruled in the past that it is not acceptable to solve a traffic problem at one location if it would simply transfer the problem to another location, particularly if the other location is also a residential street. Furthermore, the Police and Fire Departments are adamantly opposed to the placement of any barricades on public streets as they could result in increased emergency response times. Another issue relative to a barricade on 11th Street is that the most reasonable location for the barricade, the west side of the parking lot behind the office buildings, would eliminate access to the west parking lot from Sepulveda Boulevard. Drivers using that lot would be forced to use the residential streets to get to and from the lot. In addition, if a driver found that the lots next to the buildings were full and wanted to continue to the west lot, they would have to return to Sepulveda and go around the block on residential streets to get to the west lot. For these reasons, it has been concluded that a barricade would not be appropriate.

Another option would be to prohibit left turns from Sepulveda onto 11th Street. Such a restriction could be imposed at all times or it could be imposed for designated hours of the day. Currently, about 70% of the westbound traffic on 11th Street enters from northbound Sepulveda. A left turn restriction would, therefore, result in a significant reduction in traffic volumes on 11th Street.

There are several disadvantages associated with an all day turn restriction. First, it would create a hardship for the employees and customers of the office buildings as drivers on northbound Sepulveda would have no direct access to the properties. They would be forced either to go around the block and approach the parking lots on the residential streets or to make a U-turn at Manhattan Beach Boulevard and drive back to 11th Street on Sepulveda. Either way, they would still be using 11th Street as an access route to the parking lots, and traffic volumes would increase on 9th and 10th Streets because of the diverted traffic. Representatives of the businesses in the office buildings were strongly opposed to a left turn restriction on Sepulveda.

With regard to the option of restricting left turns for designated times of the day, the most reasonable scenario would be to prohibit left turns on northbound Sepulveda from 3:00 to 7:00 p.m. on weekdays. As this restriction is currently in place at 9th and 10th Streets and at most of the other unsignalized intersections along Sepulveda, it would be easy to enforce, easy for drivers to understand, and would not divert traffic to 9th or 10th Streets. Drivers arriving at the office buildings during these times would be inconvenienced, but the volume of inbound traffic is relatively light at these times. Since the heaviest traffic volumes on 11th Street occur during the late afternoon, this restriction would effectively reduce the volume of cut-through traffic when the intrusion is most prominent.

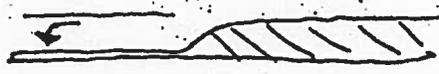
Based on the above analysis, it is recommended that a left turn restriction be implemented on northbound Sepulveda at 11th Street from 3:00 to 7:00 p.m. Monday through Friday, which is consistent with the restrictions at other streets along Sepulveda. As Sepulveda Boulevard is a State highway, this measure is subject to approval by Caltrans. A Caltrans representative has preliminarily indicated they would be supportive of the proposed restriction. It is recommended that a barricade or an all-day turn restriction not be implemented.

ALTERNATIVES

1. Pass a motion to direct staff to request Caltrans to impose left turn restrictions from 3:00 to 7:00 p.m. at the northbound left turn pocket on Sepulveda Boulevard at 11th Street.
2. Pass a motion to direct staff to request Caltrans to impose an all-day restriction at the northbound left turn pocket on Sepulveda Boulevard at 11th Street.
3. Pass a motion to recommend installing a barricade on 11th Street west of Sepulveda Boulevard.
4. Pass a motion to recommend maintaining status quo.

Attachments

SEPULVEDA BLVD.



Medical
Office
Building

PARKING
LOT

House

PARKING
LOT

House

House

Office
Building

PARKING
LOT

House

House

House

PROPOSED
BARRICADE
11 TH STREET

14

TRAFFIC COUNT
CITY of MANHATTAN BEACH (ENGINEERING DEPT)
Volume by Lane Report - D0825001.PRN

09-02-1997

09:53 1

Sta: 000000000369 Id: 000000082597 CId: 01 Fmt: 600 Int: 60 Min.
Start: Mon - Aug 25, 1997 at 11:00 End: Wed - Aug 27, 1997 at 1:
City/Town: MANHATTAN BEACH County: Los Angeles
Location: 11th St west of Sepulveda Blvd File: D0825001.1
Ln1-North Ln2-South

Mon - Aug 25, 1997

Lane	1	2	Total
12:00	100	0	100
13:00	119	0	119
14:00	121	0	121
15:00	123	0	123
16:00	124	0	124
17:00	124	0	124
18:00	162	0	162
19:00	96	0	96
20:00	49	0	49
21:00	64	0	64
22:00	35	0	35
23:00	19	0	19
24:00	10	0	10

Tue - Aug 26, 1997

1146

01:00	2	0	2
02:00	1	0	1
03:00	1	0	1
04:00	1	0	1
05:00	5	0	5
06:00	8	0	8
07:00	29	0	29
08:00	45	0	45
09:00	107	0	107
10:00	79	0	79
11:00	109	0	109
12:00	99	0	99
13:00	106	0	106
14:00	89	0	89
15:00	110	0	110
16:00	110	0	110
17:00	115	0	115
18:00	154	0	154
19:00	109	0	109
20:00	48	0	48
21:00	46	0	46
22:00	34	0	34
23:00	27	0	27
24:00	12	0	12

24 Hour Totals

1446

1446

Wed - Aug 27, 1997

14

01:00	10	0
02:00	1	0
03:00	0	0
04:00	3	0

TRAFFIC COUNT
 CITY of MANHATTAN BEACH (ENGINEERING DEPT)
 Volume by Lane Report - D0825001.PRN

09-02-1997

09:53 Pg

Wed - Aug 27, 1997

Lane	1	2	Total
05:00	10	0	
06:00	5	0	
07:00	37	0	
08:00	51	0	
09:00	107	0	
10:00	101	0	
11:00	116	0	

441
1587

July 25 1997

page of

TO: Manhattan Beach City Council
FROM: The Residents of 11th St and surrounding Streets

We, the undersigned, residents of Manhattan Beach, request that Eleventh St, between Sepulveda Blvd and Dianthus St, be closed to through traffic either by converting it to a cul de sac or by other means.

This would eliminate the Manhattan Beach Blvd/Sepulveda Blvd bypass traffic and return the street to residential use. It would : so help protect the lives and safety of the adult residents and over 16 minors who live on Eleventh St.

<u>NAME</u>	<u>ADDRESS</u>	<u>PHONE</u>
Philip R. ...	1008 11th St	310 545-9575
Carol A. ...	1038 11th St	" "
Andrew Satina	1022 11th St	310 796-0904
...	1018 11th St	310-545-9800
Jim Kelly	1012 11th St	310-545-555
...	1012 11th St	310 (310) 545-58
...	1008 11th St	M.B. 545-3870
Phil ...	1008 11th St	M.B. 545-3876
Holly Franklin	1009 Eleventh St	545-1940
Jim Norvell	1028-11th St	M.B. 545-1565
Rob Graham	1043-11th St	M.B. 546-3218
SALWA George	1032 11th St	M.B. 545-5003
Mahar Gange	1032 11th St	M.B. 545-5003
Gold ...	952 11th St	M.B. 546-1077
Lider Kostelak	952 11th St	M.B. 546-1077
Jim C. ...	1028 11th St	M.B. 545-1565
Christina ...	1028 11th St	545-9026

July 25 1997

page of

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This would eliminate the Manhattan Beach Blvd/Sepulveda Blvd bypass traffic and return the street to residential use. It would also help protect the lives and safety of the adult residents and over 16 minors who live on Eleventh St.

<u>NAME</u>	<u>ADDRESS</u>	<u>PHONE</u>
Jennifer Stein	1003 11th St #3 MB, CA	(818) 546-5789
Susan Safina	1022 11th St M.B., CA	(310) 796-0904
JIM KELLEY	1012 11th St MB CA	545-5855
Philip Paradissis	1008 11th St. M.B. CA	310-545-3876
Bruce Butler	1019 11th St	546-4146
Jim Cheptin	953 11th St	545-6459
Glenn Thayer	953 11th St	545-6459
Mary Ann Keller	1012 11th St MB CA	545-5857
Andrew Sapiro	1022 11th St M.B. CA	796-0904
Ray Jay	818 - 11th St MB CA	377-2466
Mary Jane Gray	818-11th St M.B. CA	372-3465
Aprilia C. Allen	1018-11th St. M.B.	545-984

July 25 1997

page of

TO: Manhattan Beach City Council
FROM: The Residents of 11th St and surrounding Streets

We, the undersigned, residents of Manhattan Beach, request that Eleventh St, between Sepulveda Blvd and Dianthus St, be closed to through traffic either by converting it to a cul de sac or by other means.

This would eliminate the Manhattan Beach Blvd/Sepulveda Blvd bypass traffic and return the street to residential use. It would also help protect the lives and safety of the adult residents and over 16 minors who live on Eleventh St.

<u>NAME</u>	<u>ADDRESS</u>	<u>PHONE</u>
Juarez Best	4019 11 th St	546-4146
Robert F. Lay	1023 11 th St.	546-0559
Frances Lay	1023 11 th St.	545-0559
Byron Rife	1029 11 th	545-4422
Valerie Kurete: Alicia Kurete	1033 11 th #A	796-4566
Ara Götzel	1033 11 th #E	545-8995
DANIELA MORA	"	545-7324
TERESA L. Graham	Jessie Graham 1043 11 th St	545-4956
Sue Franklin	1009 11 th	545-1940
Richard Franklin	R. Franklin 1009 11 th St	545-1940
Andrew Michael Walden	1013 11 th St	546-5358
Michael Walden	Michael Walden 1013 11 th St	546-5358
CROCE T. LAST	1043 11 th St	545-4956
JIM KELLEY	1012 11 th MB	545-5857
Cindy Levin	926 11 th St	546-3996
DEAN	926 11 th St	546-3996
Judy O'Donnell	852 11 th St	372-0451



City Hall 1400 Highland Avenue Manhattan Beach, CA 90266-4795
 Telephone (310) 545-5621 FAX (310) 545-5234 TDD (310) 546-3501

May 7, 1998

***** PUBLIC MEETING NOTICE *****

Re: Request to Close 11th Street West of Sepulveda

Dear Resident:

On November 10, 1997, the Parking and Public Improvements Commission reviewed a request to close 11th Street west of Sepulveda Boulevard. The Commission found that closing 11th Street would only serve to force traffic onto other residential streets. The following recommendations have been made to the City Council:

- Deny the request to close 11th Street
- Install speed limit signs on 11th Street

The Council will be reviewing these recommendations at a public meeting on Tuesday, May 19, 1998. The meeting will be held in the City Council Chamber, 1400 Highland Avenue, and will begin at 6:30 p.m. Any comments you might like to make at the meeting would be welcomed.

If you have any questions or require any additional information, please call me at 545-5621, ext. 369.

Sincerely,

Robert D. Osborne
 Management Analyst
 Community Development Department



PROPERTIES THAT RECEIVED
 MEETING NOTICE

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EXHIBIT 4



City Hall 1400 Highland Avenue Manhattan Beach, CA 90266-4795
Telephone (310) 545-5621 FAX (310) 545-5234 TDD (310) 546-3501

July 26, 1998

Mr. Karl Berger
Caltrans Traffic Operations Branch
120 S. Spring Street
Los Angeles, CA 90012

Subject: Sepulveda Boulevard (State Route 1) at 11th Street
Request for Left-Turn Restrictions

Dear Mr. Berger:

The City of Manhattan Beach requests that Caltrans impose a restriction on northbound Sepulveda Boulevard at 11th Street by posting signs or permitting Manhattan Beach to post signs stating "NO LEFT TURN, 3 to 7 PM, MON – FRI." This restriction would be consistent with the numerous existing left turn restrictions on northbound Sepulveda Boulevard at unsignalized intersections within Manhattan Beach. The primary reasons for the request are to reduce the current level of neighborhood traffic intrusion on 11th Street associated with cut-through traffic and to improve safety by eliminating left-turn conflicts.

As the requested left-turn restriction may result in a shift of traffic to the northbound left-turn pocket at the signalized Sepulveda Boulevard/Manhattan Beach Boulevard intersection, the City is taking steps to increase the capacity of the intersection by requiring a proposed development to dedicate a six-foot strip of right-of-way on the west side of Sepulveda south of Manhattan Beach Boulevard. This dedication should provide enough width to install another left-turn lane that could be designed similar to the left-turn lanes currently in place on southbound Sepulveda Boulevard.

If you have any questions or want additional information, please contact Richard Garland or Rob Osborne at extension 369.

With best regards,

Richard Garland
Traffic Engineer

cc: Richard Thompson

Sepulv11.lt

DEPARTMENT OF TRANSPORTATION

Telephone: (213) 897-0560

August 18, 1998

Mr. Richard Garland
Traffic Engineer
City of Manhattan Beach
1400 Highland Avenue
Manhattan Beach, California 90266-4795

Dear Mr. Garland:

**YOUR JULY 26, 1998 LETTER REQUESTING WEEKDAY PM PEAK PERIOD
NORTHBOUND LEFT TURN RESTRICTION ON SEPULVEDA BOULEVARD AT 11TH
STREET IN MANHATTAN BEACH**

Little more than a year ago Caltrans completed a traffic engineering study regarding a similar request from your office. Our November 17, 1997 letter with an enclosed copy of the Traffic Investigation Report, Log No. D974-126P, copies of both of which are forwarded to you, clearly indicate the following:

1) The requested northbound left turn prohibition on Sepulveda at 11th Street would have adverse but mitigatable operational impacts upon the Sepulveda/Manhattan Beach intersection; 2) There is no anticipated benefit to Sepulveda traffic from the requested northbound left turn prohibition, whether safety or operational; 3) Caltrans will allow the requested northbound left turn restriction at the Sepulveda/11th street intersection only if 2 northbound left turn lanes are first provided on Sepulveda Boulevard at Manhattan Beach Boulevard; and 4) All necessary work will be done by the City under a Caltrans permit at no cost to the State, i.e.; the full cost of the modifications at both the Sepulveda/Manhattan Beach and the Sepulveda 11th street intersections is to be borne by the City of Manhattan Beach.

A determination of whether or not the anticipated right-of-way dedication mentioned in your letter will completely facilitate such a project would necessitate your preparation of a preliminary plan. However, the first issue which needs to be resolved is whether or not the City of Manhattan Beach has decided to commit itself to fund and build the modifications required at the Sepulveda/Manhattan Beach intersection to enable its desired modifications for the

Mr. Richard Garland
August 18, 1998
Page Two

DEPARTMENT OF TRANSPORTATION

Telephone: (213) 897-0100

August 18, 1998

Sepulveda/11th street intersection to be permitted. Without such a commitment as evidenced by the submittal of a permit application there will be no further consideration of this matter.

If you require any additional information concerning the permit process, please contact Caltrans, Office of Permits at (213) 897-3631.

Sincerely,


YONUS GHAUSI, P.E. & T.E.
Senior Transportation Engineer
Office of Traffic Investigations

Enclosures

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EXHIBIT 5



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

August 5, 2008

Mr. Yunus Ghausi
Traffic Investigations Section
CALTRANS - State of California
Department of Transportation
100 S. Main Street
Los Angeles, CA 90012

Re: SEPULVEDA BOULEVARD AT 11TH STREET

Dear Mr. Ghausi:

The City of Manhattan Beach received a petition to request Caltrans to prohibit left turns from northbound Sepulveda Boulevard to westbound 11th Street from 3 pm to 7 pm. The petitioners also request the future prohibition of left turns at all times and installation of a curbed median barrier when a double left-turn lane is installed for northbound traffic on Sepulveda Boulevard to westbound Manhattan Beach Boulevard pursuant to a future City project. Please note that this capital project is in the planning stage and additional right-of-way is being acquired by the City and/or Caltrans so the dual left turns can be constructed.

As requested in 1998, the City of Manhattan Beach again requests that Caltrans impose a restriction on northbound Sepulveda Boulevard at 11th Street by posting signs or permitting the City of Manhattan Beach to post signs stating "NO LEFT TURN, 3 TO 7 PM, MON-FRI". This restriction would be consistent with numerous existing left turn restrictions on northbound Sepulveda Boulevard at unsignalized intersections within Manhattan Beach. This traffic measure would reduce the current level of neighborhood intrusion on 11th Street associated with cut-through traffic and improve safety.

If you have any questions or comments, or would like additional information please do not hesitate to contact Mrs. Ana Stevenson at (310) 802-5540 or by email at astevenson@citymb.info.

Sincerely,

Richard Thompson
Director of Community Development

Attachment: Resident Petition

Fire Department Address: 400 15th Street, Manhattan Beach, CA 90266 FAX (310) 802-5201
Police Department Address: 420 15th Street, Manhattan Beach, CA 90266 FAX (310) 802-5101
Public Works Department Address: 3621 Bell Avenue, Manhattan Beach, CA 90266 FAX (310) 802-5301



City of Manhattan Beach
Petition Form

#1

We, the undersigned residents, do hereby petition the City of Manhattan Beach to request CalTrans to remove the existing double-arrow turn sign on Sepulveda Boulevard at 11th street and replace it with a 'No-Left Turns from 3 pm to 7 pm' sign. The new sign to be removed only when a double-turn lane is installed for northbound traffic on Sepulveda to turn left onto Manhattan Beach Boulevard going west, The double-turn lane left curbing to extend so that no northbound traffic can turn onto 11th street.

We attest that each undersigned person is 18 years or older and is a responsible owner or resident in the proposed block.

The designated contact person(s) are:

CONTACT PERSON: Jerry Carow DAYTIME PHONE NO: (310) 714-1416

ALTERNATIVE CONTACT: Bob Lay DAYTIME PHONE NO: (310) 545-0559

NOTE: Only one responsible signature per residence is required.

Table with 4 columns: SIGNATURE Or. "Opposed" or "No Contact", PRINT NAME, PRINT STREET ADDRESS, PRINT DATE. Contains 10 rows of handwritten signatures and printed names/addresses.

I declare under penalty of perjury, pursuant to the laws of the State of California, that the foregoing is true and correct.

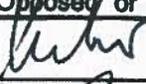
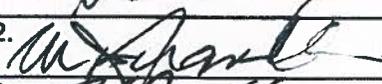
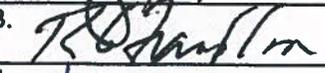
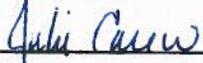
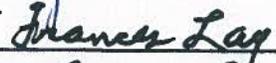
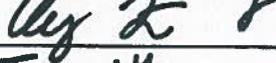
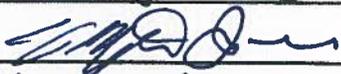
Signed by Contact (handwritten signature)

Executed on 6/26/08 in Manhattan Beach, California. Date

Petition on MAN BCH 11th St. Restriction

#2

NOTE: Only one responsible signature per residence is required.

SIGNATURE Or "Opposed" or "No Contact"	PRINT NAME	PRINT STREET ADDRESS	PRINT DATE
1. 	SWISSER	1008 14th St.	6/16/08
2. 	M. S. Franklin	1009 11th St	6/28/08
3. 	Rich Franklin	1009 11th St	6/18/08
4. 	Julie Currow	1019 11th St	6/27/08
5. 	Frances Lay	1023 11th St	6-27-08
6. 	Robert LAY	1023 11th St.	6-27-08
7. 	CLAYTON FRANKLIN	1009 11th St.	6/28/08
8. JENNY LEE	JENNY LEE	1002 11th St	6/28-08
9. 	Shi Jin Lee	1002 11th St	6/28/08
10. Signature			
11. 	Larry Lee	1063 11th St #1	6-28-08
12. Evelyn Fushman	Evelyn Fushman	1033 11th St #B	6/28/08
13. 	LASCHEVE Dow	1033 11th St AD	6/29/08
14. 	Kenneth R. Minda	1023 N. Dianthus St	6/30/08
15. 	Rosmarie Gordon	" " "	6/30/08
16. 	PHILIP R GINGRICH	1030 11th St.	6/30/08
17. 	Evelyn A. Gingrich	" "	7/1/08
18.			
19.			
20.			
21.			
22.			

I declare under penalty of perjury, pursuant to the laws of the State of California, that the foregoing is true and correct.


Signed by Contact

Executed on 6/28/08 in Manhattan Beach, California.
Date

Petition on MAN BCH 11th St. Restructure

#3

NOTE: Only one responsible signature per residence is required.

SIGNATURE Or "Opposed" or "No Contact"	PRINT NAME	PRINT STREET ADDRESS	PRINT DATE
	SWISSER	1008 11th St.	6/16/08
	M. S. Franklin	1009 11th St	6/28/08
	Rich Franklin	1009 11th St	6/18/08
	TRACY CHAPLIN	953 11 th St	6/26/08
	Sharon Conrad	947 11 th St.	6-28-08
	JOHN RAMES	943 11th St.	6-28-08
	ABE AMANAT	902 VTA St	6/28/08
	Julius Bykalski	955 11 th St	6/28/08
	Charles Bykalski	955 11 th St	6/28/08
	Robert Bykalski	955 11 th St	6/28/08
	David P. Ballantine	932 11 th St	6/29/08
	Lilette Ballantine	932 11 th St	6/29/08
	Doug Claman	906 11th St.	6/29/08
	Jennifer Claman	906 11th St	6/29/08
	Sean Reukly	922 11 th St.	6/29/08
	Gavin Reukly	922 11 th St.	6-29-08
	Cathy Means	937 11 th St Unit A	6/29-08
	Noriko Fukushima	942 11th St.	6/30/08
	Taka Fukushima	942 11th St.	6/30/08
	Norihito Fukushima	942 11th St	6. 30. 2008
	BARBARA S. DRAKE	916 11 th St.	6/30/08
	E.N. DRAKE JR	916 11 th St	6/30/08

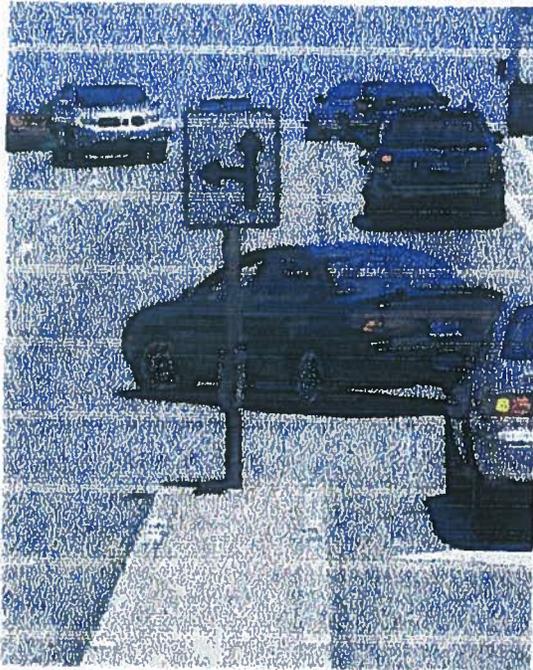
I declare under penalty of perjury, pursuant to the laws of the State of California, that the foregoing is true and correct.

Signed by Contact

Executed on 6-28-08 in Manhattan Beach, California.
Date

We, the undersigned residents, do hereby petition the City of Manhattan Beach to request CalTrans to remove the existing double-arrow turn sign on Sepulveda Boulevard at 11th street and replace it with a 'No-Left Turns from 3 pm to 7 pm' sign. The new sign to be removed only when a double-turn lane is installed for northbound traffic on Sepulveda to turn left onto Manhattan Beach Boulevard going west, The double-turn lane left curbing to extend so that no northboimd traffic can turn onto 11th street.

Remove



Replace



MANHATTAN BEACH
BOULEVARD

DOUBLE
LEFT TURN
LANES

Sapulveda
Boulevard

ELEVENTH ST.

CONTINUOUS
CURBING



R. LAY
05/29/2008

DEPARTMENT OF TRANSPORTATION
DISTRICT 7

100 S. Main Street, Suite 100, MS-15
Los Angeles, CA 90012
Phone: (213) 897-0362
Fax: (213) 897-0360
TTY: (213) 897-4937



*Flex your power!
Be energy efficient!*

August 22, 2008

Mr. Richard Thompson
Director of Community Development
City of Manhattan Beach
1400 Highland Avenue
Manhattan Beach, CA 90266-5001

Dear Mr. Thompson:

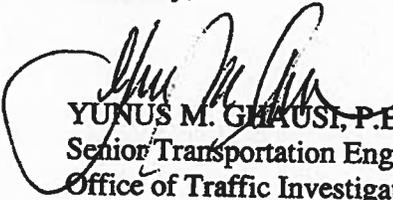
Re: Sepulveda Boulevard at 11th Street

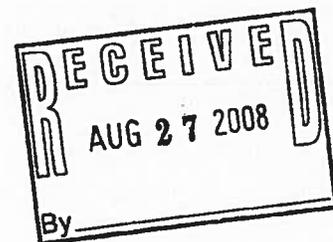
This is in response to your letter dated August 5, 2008, forwarding the Manhattan Beach's citizens concerns as well as the City's recommendations regarding installation of left turn restriction from 3pm to 7pm for the northbound traffic at Sepulveda Boulevard and 11th Street. You have stated that this restriction would be consistent with existing left turn restrictions along northbound Sepulveda Boulevard at unsignalized location within Manhattan Beach. In addition, this restriction would reduce cut-through traffic on 11th Street during peak hour.

We have reviewed your concerns and recommendations regarding the installation of left turn restriction sign package and studied the accident history, traffic operation, traffic volumes, and physical roadway conditions. The findings concurred with Manhattan Beach's recommendations and have approved the installation of "No Left Turn" (R3-2) with "3 PM to 7 PM, MON-FRI" (R82A) signs at Sepulveda Boulevard and 11th Street. It is anticipated that the installation of new signs will be implemented within the next six to eight weeks.

Thank you for your letter and the opportunity to address your concern. Your efforts and interest in making the State highway safer for the public is much appreciated. Should you have any questions or require any clarifications, please feel free to contact me at (213) 897-0560 or Sin Kim, of my staff, at (213) 897-8312.

Sincerely,


YUNUS M. GHAURI, P.E. & T.E.
Senior Transportation Engineer
Office of Traffic Investigations



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EXHIBIT 6



City of Manhattan Beach
Community Development
Traffic Engineering Division

Left Turn Prohibition for Northbound Sepulveda Boulevard onto 11th Street Street Segment and Intersection Traffic Volumes Exhibit 6

