

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

TO: Parking and Public Improvements Commission

FROM: Marisa Lundstedt, Director of Community Development
Erik Zandvliet, Traffic Engineer

DATE: January 22, 2015

SUBJECT: Consider a Request for All-Way Stop Signs at Valley Drive/Oak Avenue/35th Street

RECOMMENDATION:

Staff recommends that the Parking and Public Improvements Commission approve a motion to recommend that the City Council adopt a resolution to install stop signs in all directions at the intersection of Valley Drive/Oak Avenue/35th Street, including temporary realignment of the south and west approaches on a trial basis.

BACKGROUND:

Recently, the City has received several requests for stop signs or other traffic measures at the intersection of Valley Drive and Oak Avenue and 35th Street. In July 2014, a local resident stated that it is difficult to exit the Ross Manhattan senior living complex when cars are speeding south on Valley Drive. In September 2014, a second resident requested the City address speeding issues on Valley Drive and is asking for stop signs between Sepulveda Boulevard and 27th Street. He also explained that the lanes on Valley Drive are too narrow and parked cars are hit regularly by speeding cars (Exhibit 1) The intersection of Valley Drive and Oak Avenue and 35th Street is currently stopped on the southbound approach of Oak Avenue and the eastbound approach of 35th Street.

DISCUSSION:

The intersection of Valley Drive and Oak Avenue and 35th Street is located in a residential area west of Sepulveda Boulevard (Exhibit 2). Oak Avenue and 35th Street are 30 to 34 feet wide two-lane local streets with a 25mph prima facie speed limit. Valley Drive is a 32 feet wide two-lane residential collector street with a 30 mph posted speed limit. There are stop signs on the north leg of Oak Street and the west leg of 35th Street at Valley Drive. There are stop signs on Valley Drive at Sepulveda Boulevard to the east and 27th Street to the west. All streets are improved with curbs, and some sidewalks. Curb parking is allowed on both sides of Oak Avenue and 35th Street, and on the west side of Valley Drive. Curb parking demand is generally light during the day and moderate to heavy at night. Valley Drive has a slight downslope in the southbound direction between Sepulveda Boulevard and 27th Street. There are cross-gutters on the north leg of Oak Avenue and the west leg of 35th Street at the intersection. (Exhibit 3) Pedestrian visibility is good in all directions. The Belamar Hotel is located on the northeast corner and Ross Manhattan Senior Living Complex is located along the east side of Valley Drive.

Field Observations

Field observations were made on typical days during peak and non-peak periods. Field observations confirm higher traffic volumes on Valley Drive and other physical characteristics at the intersection as noted above. Right-of-way is assigned by stop signs on Oak Avenue and 35th Street, but the configuration is unusual because the opposing approaches are not stopped. This is due to the angled alignment and high traffic volume of Valley Drive, which is considered the through street at the intersection. Sight distance is fair from of Oak Street and 35th Street, with the exception that the sharp intersecting angle of Valley Drive restricts sight distance for drivers stopped on both streets. Also, drivers exiting a nearby driveway for the senior living complex may have difficulty seeing vehicles approaching from Sepulveda Boulevard. Higher than expected speeds were observed on Valley Drive through the intersection. The Traffic Engineer observed that most motorists on Valley Drive have a low awareness of pedestrians or stopped cars at the intersection.

The traffic collision history between January 1, 2008 and December 31, 2012 was analyzed for both intersections. According to City records, there have been no collisions reported near the intersection during this five (5) year period.

A vehicle volume count was conducted on October 13, 2014, on a typical school day. A summary of the peak hour and daily volumes are provided below:

| VEHICLES DIRECTION | AM PEAK HOUR | PM PEAK HOUR | DAILY |
|-------------------------------------|-----------------|-----------------|--------------|
| Eastbound (35 th Street) | 71 | 82 | 213 |
| Southbound (Oak Avenue) | <u>56</u> | <u>60</u> | <u>793</u> |
| Subtotal | 127 | 142 | 1,006 |
| Westbound (Valley Drive) | 168 | 106 | 2,021 |
| Northbound (Valley Drive) | <u>157</u> | <u>140</u> | <u>2,113</u> |
| Subtotal | 325 | 246 | 4,134 |
| Intersection Total | 452 | 388 | 5,140 |

Valley Drive between Sepulveda Boulevard and 27th Street is currently posted with a 30 mph speed limit. The latest speed survey was conducted on October 13, 2014. A summary is provided below:

| | |
|-----------------------------------|------------------------|
| Daily Traffic Volume | 5,404 vehicles per day |
| 50 th Percentile Speed | 26 miles per hour |
| 85 th Percentile Speed | 37 miles per hour |
| 10-MPH Pace Speed | 31-40 miles per hour |

The prevailing speed on Valley Drive is higher than expected for a street with fronting residential homes and for its classification as a residential collector street. This speed can be primarily attributed to the high entering speed of drivers entering Valley Drive from Sepulveda Boulevard,

as well as the uninterrupted distance between stop signs on a street segment with homes on one side only.

Multi-way Stop Signs

The State of California has established guidelines for the installation of stop signs. These criteria have been widely accepted and are used by the City of Manhattan Beach. Multi-way or all-way stop controls are generally recommended when one or more of the State criteria are satisfied and indicate the existing traffic control devices are not sufficient to assign proper right-of-way or cannot be remedied through other means.

A stop sign warrant checklist was completed that indicates that multi-way stop signs are warranted at this intersection (Exhibit 4). This intersection has sufficient right-of-way controls with two-way stop signs, but does not meet minimum minor street volumes and does not have a recurring collision history. However, sight distance of approaching vehicles on both Oak Avenue and 35th Street is significantly restricted due to the skewed intersection angle on Valley Drive. Drivers waiting at the stop signs on 35th Street may have difficulty seeing vehicles approaching on Valley Drive in the westbound direction, and sight distance is restricted for stopped drivers on Oak Avenue looking for westbound vehicles on Valley Drive. Also, the approach speed on Valley Drive may be higher than expected for stopped drivers, who may underestimate the time gap needed to enter the intersection.

Intersection Alignment

The prevailing speed on Valley Drive could be addressed by realigning the approaches of Valley Drive into a more conventional intersection geometry. (Exhibit 5) The south leg of Valley Drive can be curved to meet the north leg of Oak Avenue, and the east leg curved to meet the west leg of 35th Street. However, it is important that any realignment be made in conjunction with all-way stop signs, otherwise the normal right-of-way rules for two-way stop signs may become confusing. While traffic volumes would not be expected to change significantly by realigning the intersection, overall speeds both approaching and departing the intersection would drop significantly. This is because the physical roadway characteristics would change from an unrestricted through street into a more local neighborhood street. Drivers would not have an unimpeded view or path to travel fast on Valley Drive. It should be noted that some drivers would be upset that a new stop would be required. The Traffic Engineer also considered other intersection configurations, such as a mini traffic circle or center channelizing islands, but neither fully resolve sight distance restrictions. The realignment concept would address both speed sight visibility issues, as well as offer the potential for sidewalk connections for both the Belamar Hotel and senior living complex. It is recommended that any roadway realignment be tested on a temporary trial basis with striping and delineators to determine its effectiveness, before constructing permanent curbs and sidewalks.

Stop signs in all directions would improve overall safety by ensuring that drivers have sufficient awareness of approaching vehicles before entering the intersection. It would also provide neighborhood traffic calming by interrupting the prevailing speed of drivers entering Valley Drive from Sepulveda Boulevard. No other measures were identified that would improve the sight distance for stopped vehicles on 35th Street or from the senior living complex driveway.

Public Notice

Residents and property owners within 500 feet of the intersection were notified by mail of the proposed stop sign request and were invited to give input to the Commission.

CONCLUSION:

Based on State guidelines, multi-way stop signs are justified at the intersection of Valley Drive and Oak Avenue and 35th Street at this time. It is recommended that the Commission approve a motion to recommend that the City Council install stop signs in all directions at the intersection of Valley Drive/Oak Avenue/35th Street, including temporary realignment of the south and west approaches on a trial basis.

Exhibits:

1. Request for Stop Signs from Ms. Aldred and Mr. Constant
2. Aerial Photo
3. Site Photos
4. Stop Sign Warrant Checklist
5. Intersection Concept Sketches

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REC'D 7/2/14

46693

EXHIBIT 1

Megan Aldred
Ross Manhattan Terrace
3400 N. Valley Drive #10
Manhattan Beach
California 90266

7/9/2014

To: Manhattan Police

My husband and I rent an apartment at the Ross Manhattan senior living complex right opposite the Belamar Hotel on N. Valley Drive and I have a request for your consideration.

My request concerns the really dangerous task of pulling out of our parking lot to turn left on N. Valley Drive. No matter how carefully you pull out there is a blind spot that cars entering from P.C.H. and rounding the bend (often at a speed greater than the limit) and that the pulling out car cannot see until they are in the middle of the street. If you would come and drive into our car park, turn round and drive out turning left, you would immediately see the problem. I am quite certain there must have been problems there and we have experienced near collisions ourselves.

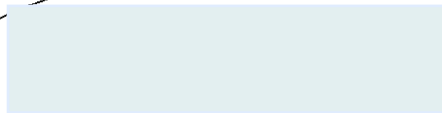
I have been thinking about it and one solution would be to put a ONE WAY ONLY STOP sign right on the corner of the Belamar Hotel and N. Valley which would cause the incoming cars to pause and clearly see if a car is pulling out in front of them.

We are really fond of our Senior community here and hate the thought of accidents that could be prevented.

Thank you for your consideration of this request

Very respectfully yours,

Megan Aldred.



#46283

EXHIBIT 1

Nhung Madrid

From: Daniel.R.Constant@wellsfargo.com
Sent: Sunday, July 13, 2014 3:57 PM
To: Nhung Madrid
Cc: Erik Zandvliet
Subject: RE: North Valley Drive Traffic Safety Concerns

To: Nhung Madrid, City of Manhattan Beach Traffic Engineering Division, **Community Development Senior Management Analyst (via email)**

From: Dan Constant, Neighborhood Watch Block Captain, 2811 N. Valley Dr.

Background

Residents living on North Valley Drive request that the City of Manhattan Beach evaluate traffic safety issues. Traffic along Valley is an issue we all knew about when choosing to live here and, to an extent, we need to live with. However, residents include children and seniors, traffic issues have gotten worse, and we believe there are steps the City can take to minimize/prevent future incidents.

Attached below are specific issues and comments I received as Neighborhood Watch Block Captain:

Issue: Cars coming off Sepulveda onto Valley Drive are transitioning from a 45 mph Highway to a residential neighborhood, with little to impede speeding (and no stop signs until 27th Street (which is often "run through without stopping" due to poor visibility and speeding cars). This is a residential neighborhood without any commercial uses. The speed limit could be lower, consistent with other residential streets in Manhattan Beach, and maybe an additional Stop Sign between Sepulveda and 27th Street would be appropriate.

Issue: It is not clear if there is sufficient street width to accommodate a parking lane, 2-traffic lanes, and a dedicated bike lane. This, in itself, is a recipe for disaster when those different uses converge. Cars often cross the lane divider and/or veer into the bike lane.

Issue: Many homes along North Valley Dr. are older with limited garage/driveway parking. Residents need to utilize street parking, which has become hazardous entering and exiting cars due to cars speeding by.

Issue: Rear-view mirrors getting broken off by passing cars are common (and some instances of parked cars being side-swiped). These are typically "hit and run" and involve costly repairs.

We respectfully ask that the City of Manhattan Beach consider these traffic/safety issues and take actions that will mitigate these issues. Please do not hesitate to contact me if I can provide any additional information, and please consider comments I received from neighbors:

From Michelle Moeller <michellemoeller@me.com> :

Last night around midnight I heard a "crash" or what sounded like something being "dropped" around midnight. I called police - in light of the events the night before. Well we just discovered what it was; someone took out Kurt's side mirror. Another neighbor Leslie, at 3111 says she's had 5 taken out. She wants to start a petition to slow down the speed on valley with a stop sign.

From Darius Novickis <DNovickis@aol.com> :

I am absolutely confident that a contributing factor to the "mirror issue" is that the city chose to move the center dividing line on Valley Dr. closer to the west -- this was done following the repaving of Valley in 2010/2011 and the addition of the "bike lane" on the east side (adjacent to the Greenbelt). I rarely leave my car on the street anymore because I also have had my driver's side mirror damaged twice while on the street. In all the previous years (1994-2011), not once was my mirror damaged. Driving on Valley in the early morning over the

EXHIBIT 1

past couple years, I have observed other mirrors dangling from the side of the cars, most likely after being hit over night. All anyone has to do is stand on 27th and look north on Valley to observe most vehicles (to include MBPD) driving on the double yellow dividing line or actually over it to avoid clipping the cars parked along the curb.

Bottom line, the striping of the street was done without proper review in my opinion, and while that does not excuse the irresponsibility of people damaging other vehicles, it is undoubtedly a contributing factor.

From Patricia Izzo <noble52234@yahoo.com> :

The bike lane has made living on Valley Dr. a danger. Getting in and out of the car, I defy death every day. Also, having to park so close or on the curb is annoying. I have noticed the use of the bike lane is minimal. I agree that we should have been notified of the change.

From Chris Bouman <chris@truckee1.com> :

We actually had a hit and run when I was loading Jack into the child seat. Someone drove by and their mirror hit my rear car door that was open. The people stopped but when they saw I was carrying a kid and couldn't run they drove off. I called the police and filed a report.

From Afsaneh <afsanehmatin@yahoo.com> :

I am totally in favor of taking it to the city authorities and demanding some actions. It has become too frequent. I had my side mirror knocked out last summer on another side street but what happened to Chris's car with Jack inside is totally unacceptable. Something needs to be done!

From Michael Schiraldi <user138322@aol.com> :

I spoke to Sergeant Vargas many times and he doesn't seem too think our corner is a problem (27th & Valley). Something bad is going to happen before they take notice. Encourage everyone to call Sergeant Vargas and talk to him. He is in Charge of Traffic.

Sincerely, Dan Constant, 2811 N. Valley Dr.,

From: Nhung Madrid [mailto:nmadrid@citymb.info]
Sent: Thursday, July 10, 2014 2:22 PM
To: Constant, Daniel R.
Subject: RE: North Valley Drive Traffic Safety Concerns

Hello Mr. Constant,

Thank you for contacting the City with your traffic concerns. Requests of this nature are reviewed by the City Traffic Engineer, Mr. Erik Zandvliet. Currently, Mr. Zandvliet is a contract employee, and is only in the office one day per week so his office hours are very limited. I manage the day-to-day operations of the Traffic Engineering Division and would be your main point of contact for the request. You can send your request directly to me and I can input the request for the Engineer's review and evaluation. Due to the limited office hours of the Engineer, requests typically take 6-8 weeks to be fully reviewed so we appreciate your patience during this process.

For future reference, Mr. Zandvliet's email is ezandvliet@citymb.info.

Please let me know if you have any other questions.

Best,
Nhung

Nhung Madrid
Community Development Senior Management Analyst
P: (310) 802-5540



From: Daniel.R.Constant@wellsfargo.com [mailto:Daniel.R.Constant@wellsfargo.com]

Sent: Thursday, July 10, 2014 1:18 PM

To: Nhung Madrid

Subject: North Valley Drive Traffic Safety Concerns

Hello Ms. Madrid:

I am the Neighborhood Watch Block Captain for the 2800 Block of Valley Dr. Our neighborhood has experienced growing traffic concerns along Valley (especially in the summer months) and I am in the process of putting together a summary of our concerns. Specifically, we are concerned with "speeders" coming off Sepulveda, creating safety hazards in this residential neighborhood, as well as ongoing damage to cars parked along Valley (rear-view mirrors being hit and damaged), and hazards to people getting into and out of their cars. We recognize that we have to live with some of this being on Valley, but respectfully will be asking the City of Manhattan Beach to look into this, as it may require an examination of the adequacy of current speed limits and placement of stop signs, as well as looking into the roadway dimensions, striping, bike lane, and possible additions like signage and/or speed bumps.

Before I write up a summary of our concerns, can you please advise who I should send this to, and if possible their email addresses at the City. Thanks in advance for your help.

Dan Constant, 2811 N. Valley

This message may contain confidential and/or privileged information. If you are not the addressee or authorized to receive this for the addressee, you must not use, copy, disclose, or take any action based on this message or any information herein. If you have received this message in error, please advise the sender immediately by reply e-mail and delete this message. Thank you for your cooperation.

EXHIBIT 2
AERIAL PHOTO
Valley Drive/Oak Avenue/35th Street



**EXHIBIT 3
SITE PHOTOS**



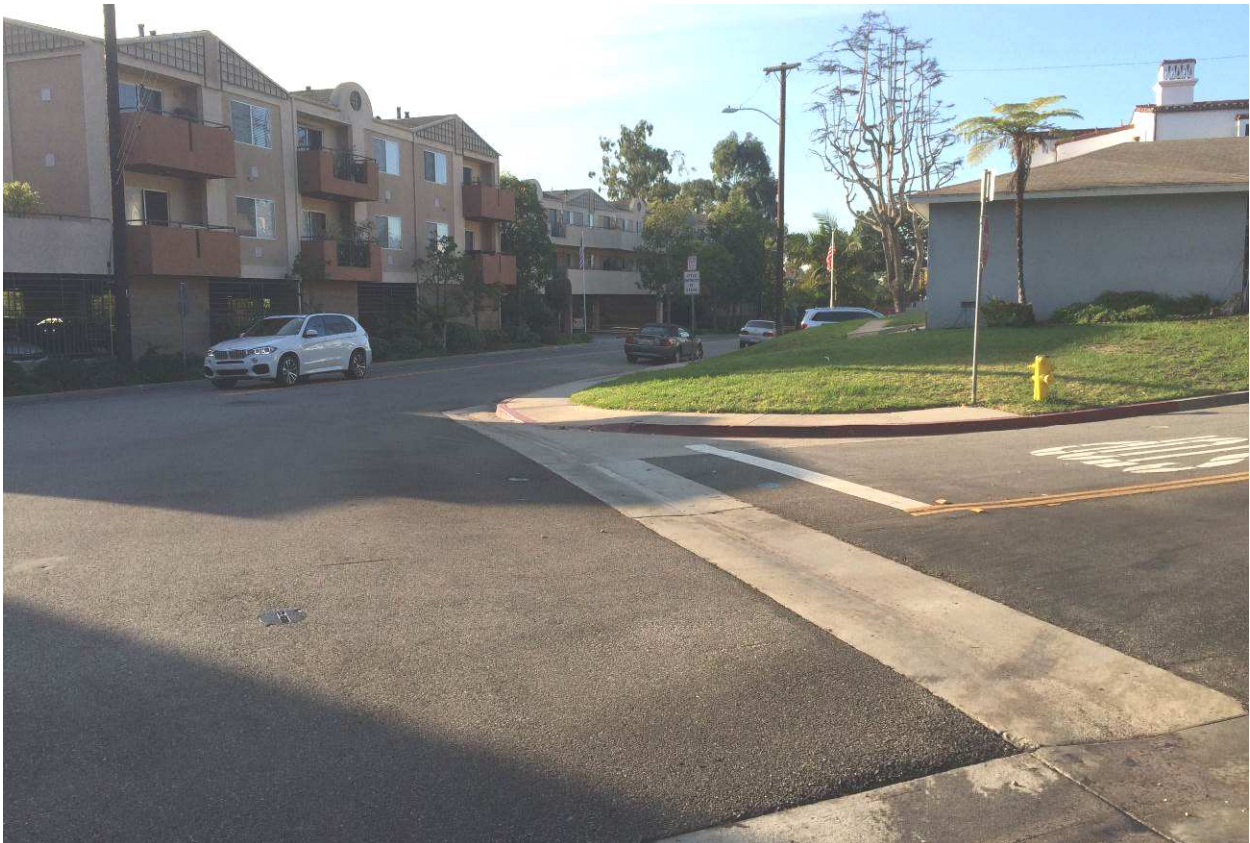
Valley Drive South of 35th Street Looking Northeast



Valley Drive West of Oak Avenue Looking Southwest



Oak Avenue North of Valley Drive Looking East



Oak Avenue North of 35th Street Looking West



35th Street West of Oak Avenue Street Looking East



EXHIBIT 4

STOP SIGN WARRANT CHECKLIST

MAJOR STREET: Valley Drive MINOR STREET: Oak Ave/35th Street

REQUESTED BY: Citizens DATE: 1/14/2015

REVIEWED BY: Erik Zandvliet

Warranted?

SINGLE STREET STOP SIGN WARRANTS

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

MULTI-WAY STOP SIGN WARRANTS

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

MULTI-WAY STOP SIGN WORKSHEET

MAJOR STREET: Valley Drive 85TH SPEED - < 40 MPH

MINOR STREET: Oak Ave/35thStreet DATE: 1/14/2015

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

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

| Street | Min Volume | 70% | 80% | Ave. | Hour / Volume | | | | | | | |
|--------|------------|-----|-----|------------|---------------|-----|-----|------|-----|-----|-----|-----|
| | | | | | 7am | 8am | 9am | 10am | 2pm | 3pm | 4pm | 5pm |
| Major | 300 | 210 | 240 | 255 | 269 | 358 | 270 | 212 | 213 | 237 | 245 | 235 |
| Minor | 200 | 140 | 160 | 68 | 82 | 75 | 66 | 58 | 70 | 70 | 71 | 52 |

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

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

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

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

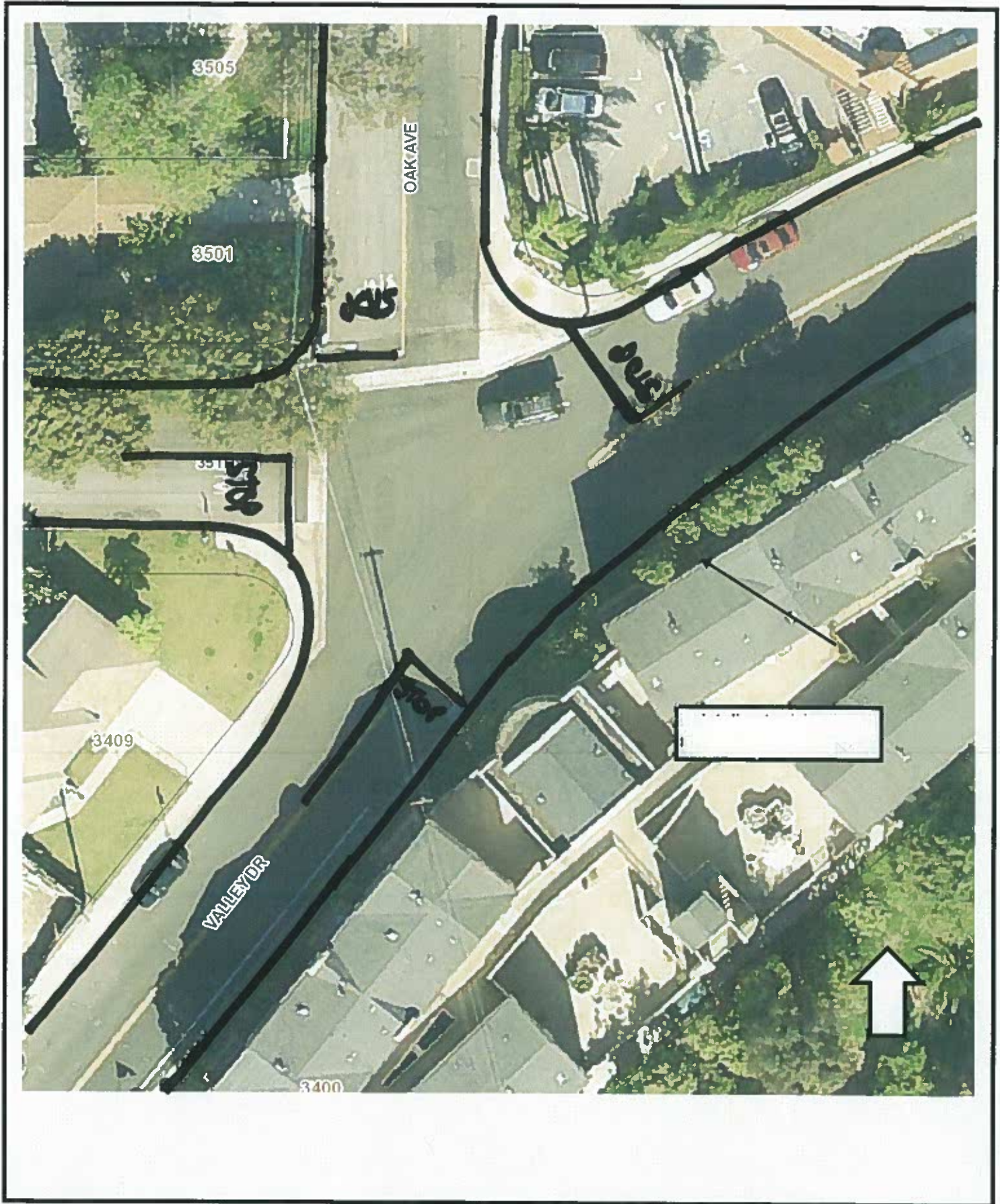
| DATE | TIME | DIRECTION | TYPE | CAUSE |
|------|------|-----------|------|-------|
| 2012 | - | None | - | - |
| 2011 | - | None | - | - |
| 2010 | - | None | - | - |
| 2009 | - | None | - | - |
| 2008 | - | None | - | - |
| 2007 | - | None | - | - |
| | | | | |
| | | | | |

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

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

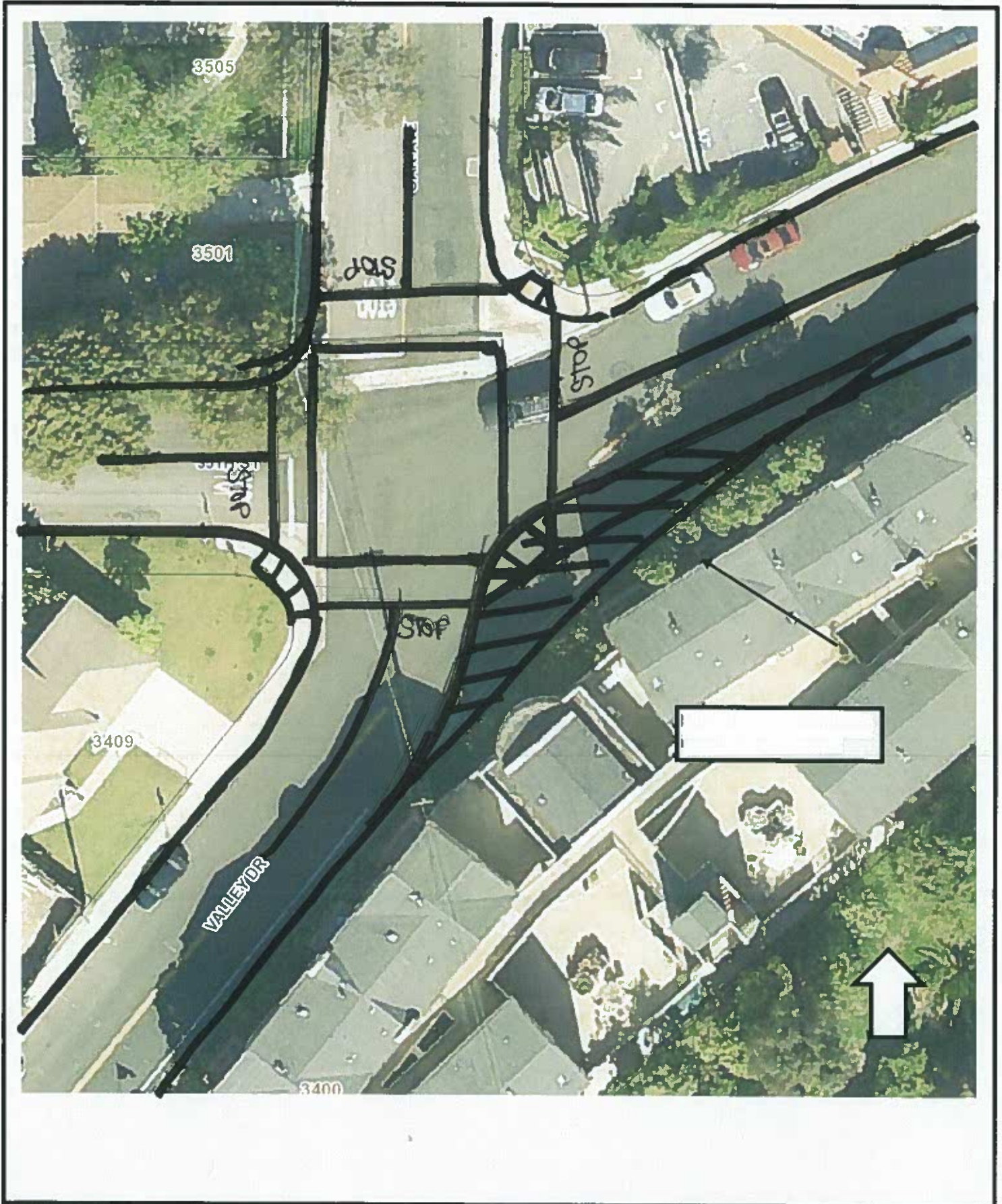
Average major and minor street volumes are at least 80% of the minimum values?

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



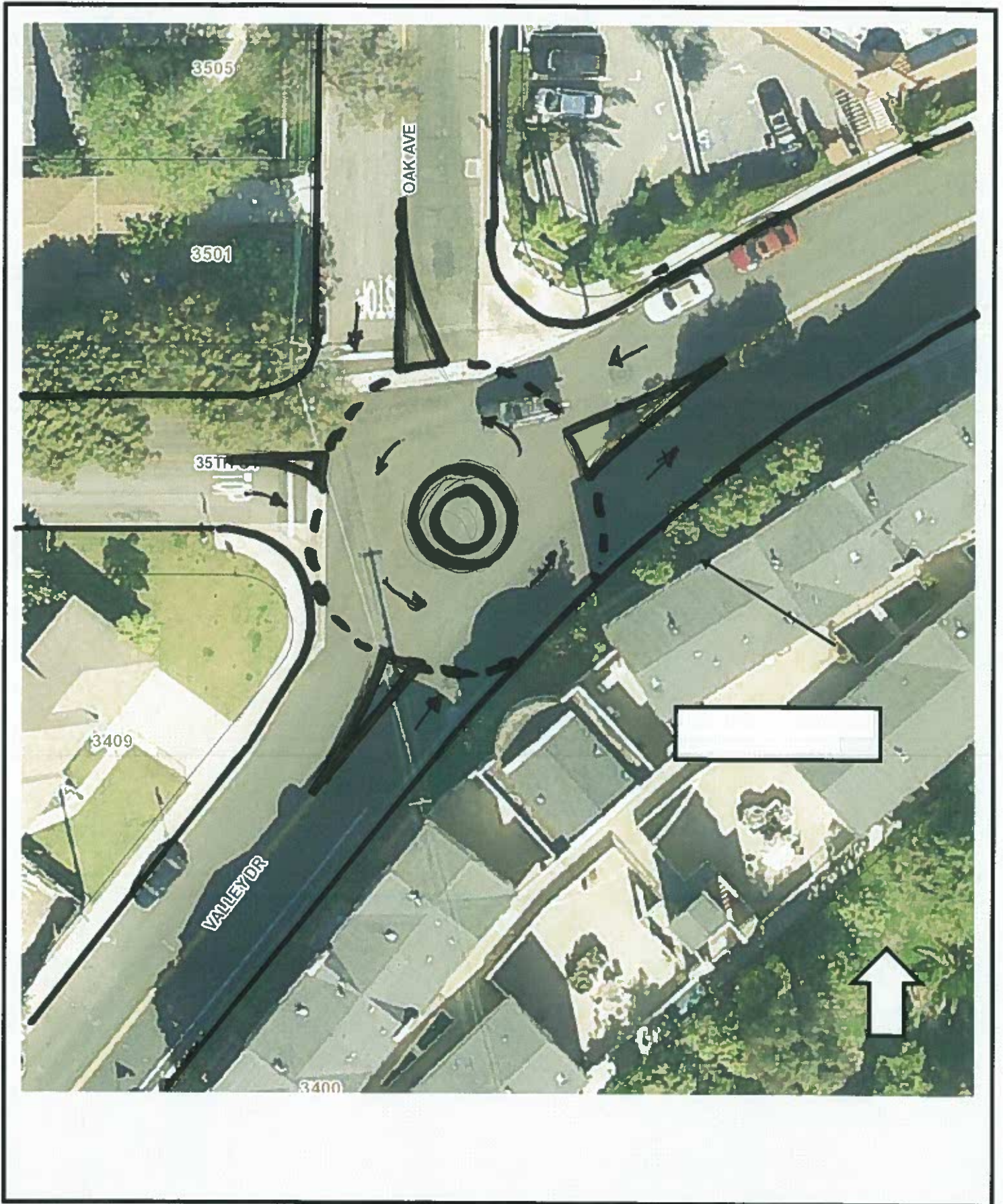
City of Manhattan Beach
Community Development
Traffic Engineering Division

INTERSECTION CONCEPT A
ALL-WAY STOP SIGNS
Valley Drive / Oak Avenue / 35th Street



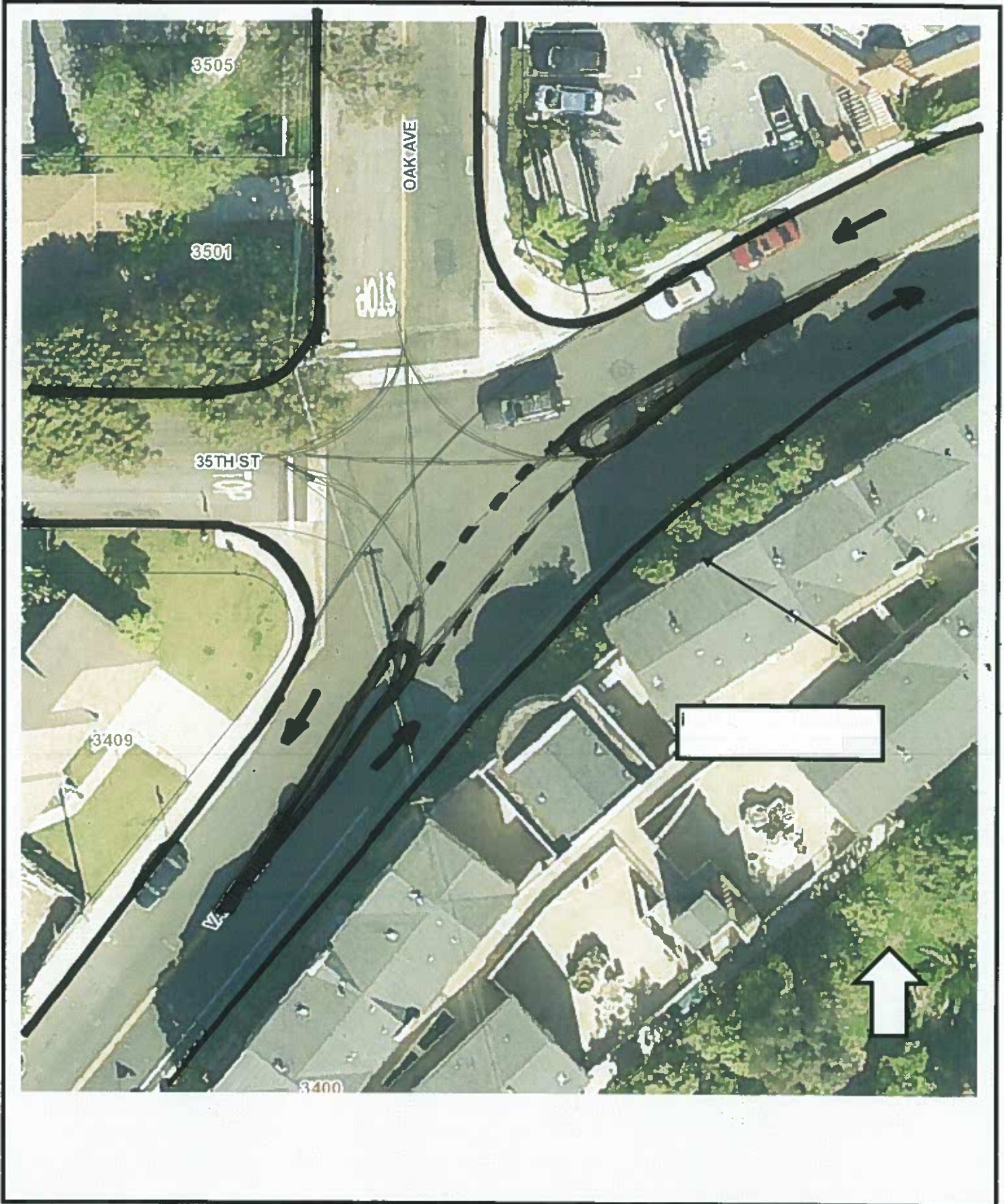
City of Manhattan Beach
Community Development
Traffic Engineering Division

PSA INTERSECTION CONCEPT B
STOP SIGNS WITH REALIGNMENT
Valley Drive / Oak Avenue / 35th Street



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Traffic Engineering Division

INTERSECTION CONCEPT C
MINI TRAFFIC CIRCLE
Valley Drive / Oak Avenue / 35th Street



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Traffic Engineering Division

INTERSECTION CONCEPT D
CENTER MEDIAN ISLANDS
Valley Drive / Oak Avenue / 35th Street

**PARKING
AND PUBLIC IMPROVEMENTS
COMMISSION**

**Correspondence Received
After Agenda Posting**

Erik Zandvliet

From: Michael Schiraldi /Four Star Auto <user138322@aol.com>
Sent: Sunday, January 18, 2015 11:42 PM
To: afsanehmatin@yahoo.com; Erik Zandvliet
Cc: noble52234@yahoo.com; michellemoeller@me.com; daniel.r.constant@wellsfargo.com; scottbenson@roadrunner.com; cchase3449@me.com; dnovickis@aol.com; stephaniegscott@yahoo.com
Subject: Re: Stop Sign on Valley

I want to add some information for all of you to know. There is also a sign entering valley the states no trucks over 3 tons allowed. This has been ignored for years by MBPD. I have been in touch with our traffic division officers trying to resolve that problem also. Understand there is a meeting on the 26th of this month, if anyone can verify that. My car was also hit last week at my corner 27th st. Something really bad has to happen before something is done.

Mike Schiraldi
Victim at 27th St.

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

From: Afsaneh <afsanehmatin@yahoo.com>
To: Erik Zandvliet <ezandvliet@citymb.info>
Cc: Patricia Izzo <noble52234@yahoo.com>; Michelle Moeller <michellemoeller@me.com>; daniel.r.constant <daniel.r.constant@wellsfargo.com>; scottbenson <scottbenson@roadrunner.com>; Mike Chris Schiraldi <user138322@aol.com>; cchase3449 <cchase3449@me.com>; Darius Novickis <dnovickis@aol.com>; stephaniegscott <stephaniegscott@yahoo.com>
Sent: Sun, Jan 18, 2015 8:33 pm
Subject: Re: Stop Sign on Valley

Dear Mr. Zandvliet,

I have lived on Valley Dr. since 2005 and believe that I am the latest victim of the uncontrolled, unchecked, and irresponsible driving that has been exacerbated by the addition of the bike lane.

Last night, at around 7 pm, I heard a loud noise and rushed out to find my car mirror broken and the driver side scratched and dented by a reckless driver that had not bother to stop. I had just put down grocery bags and the trunk was still open and the car was well lit by inside light! It took me seconds to get to the car but the other car was gone! I called the MBPD and filed a police report. As one of our neighbor's car was recently totaled by a careless driver, I was *not* surprised to hear that MBPD has been contacted to investigate similar incidents on our street many times.

I share the concerns expressed by my neighbors, Mr. Novickis and Ms. Izzo, that the addition of the bike lane, causing the narrowing of driving lanes, has lead to an increase in the hit and run incidents and has created a hazardous situation for the residents of Valley Dr.

What is ironic is that the bike lane is hardly ever used. It is so narrow that as someone who also bikes on Valley, I don't feel safe biking on it. It is the size of the buffer zones that usually separates the properly designed bike lanes from the driver lanes! When biking, I rather take my chances biking on the driving lane with the cars that can see and hopefully share the road with me than to squeeze into such a narrow lane and risk being hit and pushed to side. The addition of a bike lane would have been a great idea if there was adequate space to do it properly and safely.

I strongly believe that the addition of the bike lane on Vally Dr. has been a disservice not only to the residents but also the drivers and biker who share our street. I hope that the city takes this matter seriously and can come up with a swift resolution before someone gets seriously hurt.

Thank you for your attention,

Afsaneh Matin
2807 N. Valley Dr.

Erik Zandvliet

From: Thomas Pruitt <tu3lip@msn.com>
Sent: Sunday, January 18, 2015 11:17 AM
To: Erik Zandvliet
Subject: Gas Co. Utility pole

Dear Mr. Zandvliet,

My name is Tom Pruitt. We spoke briefly on the phone last week. I called to see it would be possible to have mobile phone transmitters added to the proposed Gas Co.'s utility pole to be erected on the property near the water tower.

We live in the 1500 block of 6th St. near Peck. We and our neighbors have always had very poor mobile phone reception in our homes. We apparently live in a "shadow" where cell signals just don't reach us. We often have to go outdoors to get minimum reception.

I will not be attending the meeting on the 22nd. However, I wish to propose that the pole be approved provided the Gas Co. is willing to allow interested cell phone companies to lease space on the pole for the installation of cell phone transmitters.

I may not be using the correct technical terms for the equipment involved but I'm sure you understand my meaning.

Please put forward my proposal.

Regards,

Tom Pruitt
1513 6th St.

Erik Zandvliet

From: Hunter, Jim <jim@baroneq.com>
Sent: Friday, January 16, 2015 2:09 PM
To: Erik Zandvliet
Subject: 4-way stop sign

Dear Sir: I am writing in favor of the proposed 4-way stop at 8th and John; however if you really want to reduce the potential of accidents, the corner of 9th and John is much worse. Those traveling southbound on John are difficult to see because of the hill and parked cars on John. This, in my opinion, is a much more dangerous intersection. Jim Hunter, 801 Pacific Ave.

This email has been scanned by the Boundary Defense for Email Security System. For more information please visit <http://www.apptix.com/email-security/antispam-virus>


Erik Zandvliet

From: Erik Zandvliet
Sent: Friday, January 16, 2015 8:41 AM
To: 'Terry Constant'
Subject: RE: I SUPPORT A STOP SIGN AT VALLEY & 35TH AND MEASURES TO LIMIT SPEEDING ALONG VALLEY DR.

Terry,
Thank you for adding your support. Your comments will be forwarded to the Parking and Public Improvements Commission at the meeting.

Erik Zandvliet, T.E.
City Traffic Engineer
P: (310) 802-5522
E: ezandvliet@citymb.info



 Please consider the environment before printing this email.

Erik Zandvliet
Traffic Engineer
P: (310) 802-5522
E: ezandvliet@citymb.info



 Please consider the environment before printing this email.

From: Terry Constant [<mailto:terryconstant@live.com>]
Sent: Thursday, January 15, 2015 6:19 PM
To: Erik Zandvliet
Subject: I SUPPORT A STOP SIGN AT VALLEY & 35TH AND MEASURES TO LIMIT SPEEDING ALONG VALLEY DR.

I would just like to add my support to adding a stop sign to help slow down traffic on Valley.

Terry Constant
2811 N. Valley Drive
Manhattan Beach CA 90266

Erik Zandvliet

From: DNovickis@aol.com
Sent: Thursday, January 15, 2015 9:07 PM
To: Erik Zandvliet
Cc: daniel.r.constant@wellsfargo.com
Subject: I SUPPORT RE-STRIPING VALLEY DR.

Good Morning Mr. Zandvliet,

I have been a resident of 2809 N. Valley Drive since April, 1994.

During the late 1990's, my recollection is that we had MBPD motor officers more often enforcing the speed limit on Valley Dr. between Sepulveda Blvd and 27th St. On occasion, we would have MBPD position the electronic sign trailer displaying an approaching vehicle's speed. I respect the MBPD decisions as to where to posture their forces and presumably, the determination has been that there are higher priority locations in which to focus its efforts.

With that said, my concern is not so much the speed of vehicles traveling in this section of Valley Dr., but rather what I view to have been a poorly planned and implemented re-striping.

I am confident that a significant contributing factor to the broken "mirror issue" is that the city chose to move the center dividing line on Valley Dr. closer to the west -- this was done following the re-paving of Valley in 2010/2011 and the addition of the "bike lane" on the east side (adjacent to the Greenbelt). I rarely leave my car on the street anymore because I also have had my driver's side mirror damaged twice while on the street. In all the previous years (1994-2011) prior to the re-striping, not once was my mirror damaged. Driving on Valley Dr. in the early morning over the past couple years, I have observed other mirrors dangling from the side of the cars, most likely after being hit over night.

One need not even spend excessive funds on consultants to complete a study. Rather, all anyone has to do is stand on 27th and look north on Valley to observe most vehicles (to include MBPD; MB City Works; MBFD) driving on the double yellow dividing line or actually over it to avoid clipping the cars parked along the curb. This is not the exception, but the rule. More importantly, it is probably only a matter of time until there will be a collision between two vehicles traveling in opposite directions. I have stood and watched traffic and seen vehicles swerve to avoid being clipped by the southbound vehicles traveling over the center line due to the reduced margins of the lanes of traffic. The northbound vehicles swerve into the bike lane, which albeit is not used by many (as I already stated), but at some point, the vehicle will swerve and impact a bicyclist in the bike lane. The width of the street does not appear to be as problematic once past 27th St heading south on Valley Dr, but it certainly is in the stretch between Sepulveda Blvd and 27th St.

Bottom line, the striping of the street was done without proper review in my opinion, and while that does not excuse the irresponsibility of people damaging other vehicles, it is undoubtedly a contributing factor. While drivers should not be conducting any activities which distract them while driving, they do nonetheless, and with the lanes having been narrowed, the margin for error is considerably reduced.

Respectfully submitted for consideration.

Darius Novickis

Erik Zandvliet

From: Patricia Izzo <noble52234@yahoo.com>
Sent: Friday, January 16, 2015 8:48 AM
To: Erik Zandvliet
Cc: Darius Novickis; Michelle Moeller; daniel.r.constant@wellsfargo.com; Afsaneh
Subject: Stop Sign on Valley

Dear Mr. Zandvliet,

I live at 2815 N. Valley Dr. I have lived here for over 30 years. I have seen many changes concerning traffic on Valley.

Valley Drive has become "mini-Sepulveda". Over the years people discovered our street and use it as a main route

for travel. Not much we can do about that. However, since the bike lane was added to Valley our lives have been miserable. We park halfway on the sidewalk to avoid lost mirrors and collisions, we cannot exit or enter our vehicles until all traffic has passed, which takes a long time. It is only a matter of time before someone is seriously injured or worse.

Speed is not the factor for all the mishaps that have occurred on Valley. If anything, I have noticed people slowed down because of the bike lane. I don't know who came up with idea that speed was the issue. If you want a study just ask the people that live on Valley. It would be an accurate account and much cheaper. The use of the bike lane is less than minimal. No one uses the bike lane and if they did they would be taking the risk of being hit without a doubt. I believe the bike lane is a danger from 27th. Street to Sepulveda. I fully understand the power of the bike community and their needs. I just don't think N.Valley Drive is the place to have it for motorists and bicyclists as well.

Thank You,
Patricia Izzo

Erik Zandvliet

From: Nolan, Peter <nolan@leonardgreen.com>
Sent: Friday, January 16, 2015 11:09 AM
To: Erik Zandvliet
Cc: Stephanie NolanN
Subject: John and 9th and 8th 4 way stops

Erik;

Stephanie and I live at 814 Pacific Ave. We are 100% supportive of the addition of the 4 way stops at both intersections. They are dangerous intersections and drivers can't always see around the corner when traffic is moving through the intersections.

Peter Nolan

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Erik Zandvliet

From: Milan Rawal <milanrawal@gmail.com>
Sent: Thursday, January 15, 2015 2:37 PM
To: Erik Zandvliet
Subject: I SUPPORT A STOP SIGN AT VALLEY & 35TH AND MEASURES TO LIMIT SPEEDING ALONG VALLEY DR.

Dear PPIC Commissioners,

I am writing as a concerned Manhattan Beach resident who has been living on Valley (2817 N Valley Dr) for the last 5 years.

All too often, my family and I are subjected to cars blatantly exceeding posted speed limit signs and zooming up and down Valley placing our families and property at great risk. In the last 5 years we have had 2 side view mirrors broken off, trash cans (and its contents) thrown all over the place, as well as witnessed our neighbors parked car totaled. We have not, and hopefully, never will have to experience a pedestrian injury/fatality. However, with the way people drive up and down this street, it is likely just a matter of time.

There are speed limit signs posted for a reason and there exists undeniable evidence that they are not being followed, thereby compromising our safety. It is your duty to implement whatever tactics necessary to ensure our safety and the proper use of our roadways.

Besides the stop sign proposal I implore you to give consideration to speed bumps.

Thank you.

Milan Rawal

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Milan G. Rawal, MD

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Erik Zandvliet

From: Daniel.R.Constant@wellsfargo.com
Sent: Thursday, January 15, 2015 11:07 AM
To: Erik Zandvliet
Subject: I SUPPORT A STOP SIGN AT VALLEY & 35TH AND MEASURES TO LIMIT SPEEDING ALONG NORTH VALLEY DR.

Hello Mr. Zandvliet:

I am sure you are quite busy these days with the Mall and Downtown Improvement Projects, but I am writing as Neighborhood Watch Block Captain for the 2800 block of North Valley Dr. With the PPIC meeting coming up next Thursday, I wanted to reaffirm our strong support to mitigate traffic and safety concerns related to vehicles speeding on Valley and damaging rear view mirrors and (ironically) in my case totaling my parked car in November.

This is a 100% single family home neighborhood and we have young children and seniors living here. We recognize that Valley is a busy street, but it isn't Sepulveda and we appreciate your efforts and the PPIC's efforts to weigh these safety issues with the need to move traffic efficiently. Along those lines, I and my neighbors are very supportive of a new stop sign at Valley and 35th, which will hopefully limit the "speedway mentality" of some drivers. We are also supportive of increased enforcement of speeding and people going through stop signs, which is common here. An added suggestion is installing a "night lighted" stop sign at Valley & 27th Street, as it isn't uncommon to see drivers going right through this intersection.

Please forward my comments to the PPIC Commissioners and feel free to contact me if you need any additional info. I have also attached earlier comments I received from neighbors and forwarded to you in July 2014. Thanks very much for your earlier follow-up and I would appreciate if you could please confirm you received this email.

Dan Constant

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From Michelle Moeller <michellemoeller@me.com> :

Last night around midnight I heard a "crash" or what sounded like something being "dropped" around midnight. I called police - in light of the events the night before. Well we just discovered what it was; someone took out Kurt's side mirror. Another neighbor Leslie, at 3111 says she's had 5 taken out. She wants to start a petition to slow down the speed on valley with a stop sign.

From Darius Novickis <DNovickis@aol.com> :

I am absolutely confident that a contributing factor to the "mirror issue" is that the city chose to move the center dividing line on Valley Dr. closer to the west -- this was done following the repaving of Valley in 2010/2011 and the addition of the "bike lane" on the east side (adjacent to the Greenbelt). I rarely leave my car on the street anymore because I also have had my driver's side mirror damaged twice while on the street. In all the previous years (1994-2011), not once was my mirror damaged. Driving on Valley in the early morning over the past couple years, I have observed other mirrors dangling from the side of the cars, most likely after being hit over night. All anyone has to do is stand on 27th and look north on Valley to observe most vehicles (to include MBPD) driving on the double yellow dividing line or actually over it to avoid clipping the cars parked along the curb.

Bottom line, the striping of the street was done without proper review in my opinion, and while that does not excuse the irresponsibility of people damaging other vehicles, it is undoubtedly a contributing factor.

From Patricia Izzo <noble52234@yahoo.com> :

The bike lane has made living on Valley Dr. a danger. Getting in and out of the car, I defy death every day. Also, having to park so close or on the curb is annoying. I have noticed the use of the bike lane is minimal. I agree that we should have been notified of the change.

From Chris Bouman <chris@truckee1.com> :

We actually had a hit and run when I was loading Jack into the child seat. Someone drove by and their mirror hit my rear car door that was open. The people stopped but when they saw I was carrying a kid and couldn't run they drove off. I called the police and filed a report.

From Afsaneh <afsanehmatin@yahoo.com> :

I am totally in favor of taking it to the city authorities and demanding some actions. It has become too frequent. I had my side mirror knocked out last summer on another side street but what happened to Chris's car with Jack inside is totally unacceptable. Something needs to be done!

From Michael Schiraldi <user138322@aol.com> :

I spoke to Sergeant Vargas many times and he doesn't seem too think our corner is a problem (27th & Valley). Something bad is going to happen before they take notice. Encourage everyone to call Sergeant Vargas and talk to him. He is in Charge of Traffic.