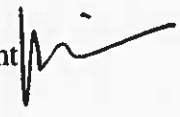


**CITY OF MANHATTAN BEACH  
DEPARTMENT OF COMMUNITY DEVELOPMENT**

**TO:** Parking and Public Improvements Commission

**FROM:** Richard Thompson, Director of Community Development  
Nhung Madrid, Senior Management Analyst  
Erik Zandvliet, Traffic Engineer



**DATE:** February 27, 2014

**SUBJECT:** Consider a Request for Stop Signs and Marked Crosswalk at Ardmore Avenue and Flournoy Road

**RECOMMENDATION:**

Staff recommends that the Parking and Public Improvements Commission pass a motion to deny stop signs on Ardmore Avenue at Flournoy Road, and recommend the location be evaluated pursuant to the Mobility Plan Update for consideration of future crossing treatments.

**BACKGROUND:**

On December 19, 2013, the City received a traffic request from Ms. Amy Brantly, a local resident, to install a crosswalk and stop signs in all directions at the intersection of Ardmore Avenue and Flournoy Road. The Traffic Engineer evaluated Ms. Brantly's request and recommended no change to the intersection at this time, based on low side street volumes, sufficient sight distance, and absence of an accessible path at the intersection.

Following the Traffic Engineer's evaluation, on January 31, 2014, Ms. Brantly submitted an Administrative Appeal Application and petition (Exhibit 1). The petition states that a crosswalk is needed for pedestrians to cross Ardmore Avenue and a stop sign is needed to control traffic speed and for cars to stop for pedestrians.

In 2005, the City installed high visibility pedestrian warning signs at the intersection to raise driver awareness of possible pedestrians along this portion of Ardmore Avenue.

**DISCUSSION:**

The intersection of Ardmore Avenue at Flournoy Road is located in a residential area along Veterans Parkway east of Sepulveda Boulevard (Exhibit 2). Flournoy Road is a 30-foot wide local residential street that forms the south leg of the intersection and terminates at Ardmore Avenue. Flournoy Road is stopped at Ardmore Avenue. Ardmore Avenue is a 32-foot wide residential collector street that carries approximately 4,300 vehicles per day and has a speed limit of 35 mph. Ardmore Avenue is stopped at 19<sup>th</sup> Street to the west and Pacific Avenue to the east. Ardmore Avenue is improved with curbs on both sides and sidewalks on the south side only. Flournoy Road is improved with curbs, gutters and narrow sidewalks on both sides. Curb parking is allowed on the south side of Ardmore Avenue and both sides of Flournoy Road. Curb parking demand is generally light during the day to moderate at night. Ardmore Avenue is

relatively straight in this segment with sufficient sight distance from the stop sign on Flournoy Road. There is a walkway and stairs on the north side of Ardmore Avenue for access to Veterans Parkway, however, it is not ADA compliant. Ardmore Avenue is posted with pedestrian warning signs in both directions at the intersection for greater driver awareness of possible pedestrians.

### **Field Observations**

Field observations were made on typical days during peak and non-peak periods. Field observations confirm low traffic volumes on Flournoy Road and other physical characteristics at the intersection as noted above. Proper right-of-way is assigned by stop signs on the northbound (terminating) approach. There is adequate sight distance for motorists stopped on Flournoy Road looking east and west (Exhibit 3). However, a bush overhanging the sidewalk on the southwest corner should be removed for greater sight distance (Exhibit 2). The adjacent resident will be informed to trim the bush behind the sidewalk. Speeds on Ardmore Avenue are higher than local residential streets, but are appropriate for its functional classification as a residential collector street. Pedestrians have good sight distance at the corner of approaching traffic.

The traffic collision history between January 1, 2005 and December 31, 2011 was analyzed for both intersections. According to City records, there have been no collisions reported near the intersection during this seven (7) year period.

### **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 NOT warranted at this intersection (Exhibit 4). This intersection has sufficient right-of-way controls, does not meet minimum traffic volumes and has no collision history. Moreover, the sight distance is sufficient for both drivers and pedestrians to determine when to enter or cross the street. A stop sign at an intersection with low side street traffic volumes often causes unnecessary delay and noise, increased rear-end collision potential and disregard for stop signs on other streets at locations where there is no apparent reason to stop. An unwarranted stop sign would likely be ignored by many drivers, which would actually decrease pedestrian safety. Corner sight visibility is sufficient, so stop signs would not be necessary for visibility reasons.

A stop sign would not be expected to reduce vehicle speeds on Ardmore Avenue. In fact, additional stop signs would significantly increase delay to motorists along Ardmore Avenue, causing some drivers to accelerate faster between stops to make up for lost time. A stop sign on Ardmore Avenue would also be expected to slightly increase traffic volume on Flournoy Road because the stops would make turning movements easier.

### **Marked Crosswalks**

The California Vehicle Code Section 275 defines a crosswalk as:

1. That portion of a roadway included within the prolongation or connection of the boundary lines of sidewalks at (an) intersection where the intersecting roadways meet at approximately right angles, except the prolongation of such lines from an alley across a street.
2. Any portion of a roadway distinctly indicated for pedestrian crossing by lines or other markings on the surface.

Notwithstanding the foregoing provisions of this section, there shall not be a crosswalk where local authorities have placed signs indicating no crossing.

The primary purpose of a painted crosswalk is to encourage pedestrians to cross at the optimum location by providing positive guidance and control and/or where a recommended crossing may not be obvious to the pedestrian.

Pedestrians are generally encouraged to enter and exit Veterans Parkway at designated street crossings wherever possible since drivers are more aware of pedestrians at those locations, and there are connecting sidewalks. While it is legal to cross Ardmore Avenue near Flournoy Road pursuant to the Vehicle Code, the optimum crossing is at Pacific Avenue to the east or 19<sup>th</sup> Street to the west. As a general rule, the number of crosswalks along Ardmore Avenue should be limited in order to direct pedestrians to key crossing points where drivers have a higher expectation of pedestrians. It is also important to place crosswalks along the safest pedestrian paths. For example, there are no uncontrolled marked crosswalks on Valley Drive or Ardmore Avenue between Sepulveda Boulevard and 15<sup>th</sup> Street except at 17<sup>th</sup> Street across from Joslyn Center, where sight distance is constrained due to the road curvature and pedestrian volumes are much higher.

Numerous crosswalk studies have found that painted crosswalks are less safe than unmarked crosswalks at uncontrolled locations. This is because pedestrians tend to be bolder and less cautious when crossing between two crosswalk lines, while the driver's perspective of those same lines is very faint. Pedestrians use more caution and are more alert when entering a street at an unmarked crosswalk. Therefore, painted crosswalks across Ardmore Avenue at Flournoy Road would not be safer than allowing pedestrians to cross the street without markings.

Notwithstanding this request for marked crosswalks, flashing beacons or other crossing treatments could be considered at this location in the future, subject to a standardized evaluation criteria to be incorporated into the City's Mobility Plan update. Pedestrian projects that help implement the City's active transportation goals will be prioritized to maximize the benefit of limited funding.

### **Public Notice**

Residents within 500 feet of the intersection and the petitioners were notified by mail of the proposed stop sign and crosswalk request, and were invited to give input to the Commission (Exhibits 5 & 6).

### **CONCLUSION:**

Based on minimum State guidelines and engineering judgment, multi-way stop signs are not justified in all directions at the intersection of Ardmore Avenue and Flournoy Road at this time.

However, it is recommended that the Commission pass a motion to recommend that the intersection be evaluated pursuant to the Mobility Plan Update for consideration of future crossing treatments.

- Exhibits:
1. Administrative Appeal Application with Attachments
  2. Site Photos
  3. Aerial Photo and Location Map
  4. Stop Sign Warrant Checklist
  5. Mailed Public Notice
  6. Public Comments

EHZ  
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# PARKING AND PUBLIC IMPROVEMENTS APPEAL APPLICATION

City Hall 1400 Highland Avenue Manhattan Beach, CA 90266-4795  
Telephone (310) 802-5000 FAX (310) 802-5501 TDD (310) 546-3501

## ENTIRE "BLOCKED" AREA MUST BE FILLED OUT

Resident/Applicant: Amy Brantly Date: 1/31/2014  
MAILING Address: 2212 N. Ardmore Ave. Phone No. (310) 621-6962  
City: Manhattan Beach State: CA ZIP Code: 90266

Appeal Request:  Red Curb  Parking  Traffic Signs/Marks  Right of Way  
 Other: \_\_\_\_\_

Address/Intersection: Flournoy / Ardmore

Description: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Petition: \_\_\_\_\_  
\_\_\_\_\_

Signature: Amy Brantly

Cashier \$ 500 Date 1/31/14 Initials \_\_\_\_\_  
TRAN Code #4502 Amount Rec'd. Receipt # \_\_\_\_\_  
Fee Schedule Permit Appeal \$500.00

Legal Description \_\_\_\_\_

Map Book \_\_\_\_\_ Page \_\_\_\_\_ APN \_\_\_\_\_

Comments/Notes \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Approved/Denied \_\_\_\_\_ Date \_\_\_\_\_  
Community Development Department

PAID  
02/07/14  
01-31-2014  
47001-0133402  
PNM



**City of Manhattan Beach  
Parking and Public Improvements Commission  
Petition Form**

We, the undersigned residents, do hereby petition the Parking and Public Improvements Commission

for a crosswalk and stop sign at Flornoy  
and Ardmore Ave. A crosswalk is needed so that  
pedestrians can safely cross Ardmore to the  
Greenbelt. A stop sign is needed to control  
traffic speed and to ensure cars stop for  
pedestrians.

We attest that each undersigned person is 18 years or older and is a responsible owner or resident affected by the petition.

The designated contact person(s) are:

CONTACT PERSON: Amy Brantly DAYTIME PHONE NO: 310-621-10962

ALTERNATE CONTACT: Emmee Sarmiento DAYTIME PHONE NO: 310-701-3566

NOTE: Only one responsible signature per residence is required.

| SIGNATURE          | PRINT NAME        | PRINT STREET ADDRESS | PRINT DATE |
|--------------------|-------------------|----------------------|------------|
| <u>[Signature]</u> | Michael O'Connell | 2104 FLOUROY RD.     | 1/25/14    |
| <u>[Signature]</u> | Kelley Meidroth   | 2000 FLOUROY RD      | 1/25/14    |
| <u>[Signature]</u> | Jonathan Langley  | 1906 Flornoy         | 1/25/14    |
| <u>[Signature]</u> | Anthony Taverelli | 1907 Agnes Rd        | 1/25/14    |
| <u>[Signature]</u> | Laura Byran       | 2001 Agnes Rd        | 1/25/14    |
| <u>[Signature]</u> | DUNCAN Kimball    | 2205 AGNES           | 1/25/14    |
| <u>[Signature]</u> | Amy Brantly       | 2212 N. Ardmore      | 1/25/14    |
| <u>[Signature]</u> | Don Wenzel        | 2326 N Ardmore       | 1/25/14    |
| <u>[Signature]</u> | Tim Burke         | 2136 N Ardmore       | 1/25/14    |
| <u>[Signature]</u> | Daniel Brantly    | 2212 N. Ardmore      | 1/26/14    |

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

Amy Brantly  
Signed by Contact

Executed on 1/31/14 in Manhattan Beach, California.  
Date

NOTE: Only one responsible signature per residence is required.

| SIGNATURE | PRINT NAME           | PRINT STREET ADDRESS | PRINT DATE |
|-----------|----------------------|----------------------|------------|
|           | Emmee Armijo         | 2216 N. Ardmore Ave  | 1/27/14    |
|           | Lisa Kunes           | 1825 Flounoy Rd.     | 1/27/14    |
|           | DAVE N. EVANS        | 1817 Flounoy rd      | 1/27/14    |
|           | Robert Nicholson     | 685 18th Street      | 1/27/14    |
|           | Shannon Nicholson    | 685 18th Street      | 1/27/14    |
|           | Jane Stavropoulos    | 680 18th Street      | 1/27/14    |
|           | William Stavropoulos | 680 18th Street      | 1/27/14    |
|           | Whitney Sargent      | 645 18th Street      | 1/27/14    |
|           | Monica Lucif         | 2107 Flounoy Rd.     | 1/27/14    |
|           | Tracey Dale          | 2418 W. Ardmore Ave. | 1/27/14    |
|           | Kay Dale             | 2418 N. Ardmore      | 1/27/14    |
|           | Finlay Taylor        | 2207 N. Ardmore      | 1/28/14    |
|           | Leah Nichols         | 1817 Flounoy Rd.     | 1/28/14    |
|           | Kim Petri            | 1814 Flounoy Rd.     | 1/28/14    |
|           | Debra Frank          | 1817 Agnes pd.       | 1/28/14    |
|           | Michelle Gilman      | 2216 N. Ardmore      | 1/28/14    |
|           | BEN FERGUSON         | 2216 N. Ardmore      | 1/28/14    |
|           | SYMPHANIE ROSARIO    | 2216 N. ARDMORE      | 1/31/14    |
|           |                      |                      |            |
|           |                      |                      |            |
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|           |                      |                      |            |
|           |                      |                      |            |

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

1/31/14

Date

in Manhattan Beach, California.



February 19, 2014

**APPEAL OF CLOSED REQUEST FOR STOP SIGNS AND CROSSWALK AT  
FLOURNOY RD/ARDMORE AVE.**

The residents surrounding the intersection of Flournoy Road and North Ardmore Avenue overwhelmingly support installing stop signs in that intersection as well as a crosswalk leading to the staircase to the Greenbelt. Installation of stop signs and a crosswalk are necessary as safety measures to protect pedestrians using the staircase access to the Greenbelt. This section of Ardmore Avenue has become a speedway. Cars speed down this stretch at 40 – 45 mph. We believe that installing stop signs will serve as an important safety measure and ensure that our children, elderly and adults can cross the street safely on their way to American Martyrs School, Live Oak Park, the Dog Park, the baseball fields and Downtown.

As I am sure most of the Council knows, Ardmore is a two lane residential street across from the Greenbelt. Stop signs currently exist at 19<sup>th</sup> Street/North Ardmore and at Pacific Avenue/North Ardmore. *See Exhibit A* (Map showing location of current stop signs). In between those two stop signs is a stretch of Ardmore that is .40 miles long. *See Exhibit B* (Engineering and Traffic Survey for the City of Manhattan Beach, dated April 2013 at Appendix A). In the middle of that stretch of North Ardmore is Flournoy Road and the staircase giving access to the Greenbelt (referred to herein as “the crossing”). *See Exhibit C* (Map showing proposed location of new stop signs). This is a quiet residential neighborhood in the tree section. Whether vehicles are coming from the west or east toward the crossing, they travel at a downhill grade allowing the vehicles to pick up speed. *See Exhibits E & F* (Pictures of street from East and West). While the City Traffic Engineer focused on visibility in denying the application for stop signs, he did not address the speeding that occurs on this road. *See Exhibit D* (Denial of Request #37254).

February 19, 2014

## SPEED AND SAFETY

The speed limit on Ardmore was recently raised from 30 mph to 35 mph.<sup>1</sup> This was a shock to the residents as speeding is a rampant problem. This is apparently a result of the City Traffic Engineer's report showing that 85% of vehicles travel down this stretch of Ardmore at speeds of 40 mph. Exhibit B at p. 8 & Appendix A. The report also shows that approximately 4,318 cars travel down this stretch of Ardmore on a daily basis. Exhibit B at Appendix A. The City's report unambiguously proves that speeding is a real problem on this stretch of road and that a great number of vehicles speed down this road on a daily basis.

Ardmore is a wide street measuring 32 feet wide. Exhibit B at Appendix A & Exhibit E (Picture of street width). In order to cross the street, pedestrians must use extreme caution and often have to sprint across the road. Indeed, one resident who signed the petition said that she cannot use the crossing, which is close to her residence, because she worries that her small dog, cannot get across the street fast enough to avoid them being hit by a vehicle. So, she walks up to the Pacific intersection where there is a stop sign and a crosswalk. It is also unnerving for parents with small children, who often trip in the street or walk slowly, to make sure that their children have enough time to safely cross the road without being hit.

This is not a new concern for residents. Indeed, in 2005, similar concerns were brought to the attention of the City Council resulting in the posting of warning signs to pedestrians to "yield to traffic." See Exhibits H (Prior request for crosswalk and complaints re speeding and safety) and Exhibit G (Picture of sign). In 2005, Ms. Fran Lauson brought a petition to City

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<sup>1</sup> It is worth noting that 35 mph is the speed limit on several 4-lane streets, including Sepulveda, stretches of Marine Avenue and Rosecrans. Those areas of Manhattan Beach are much busier and are very different from Ardmore.

February 19, 2014

Council for a crosswalk at this intersection because she “walks her children to school daily and uses the stairway as it affords a direct route; however, the lack of a crosswalk at this location makes for a frightening and dangerous situation. Vehicles speed along this stretch of road and pedestrians have to wave at drivers to make their presence known.” Exhibit H at p. 2. Mr. Warren Mori also commented that “more people would use the stairway if a crosswalk was marked.” *Id.* Ms. Pogreda “shared that she was almost hit many times.” *Id.*

The downhill grade of the road increases the speed with which the vehicles drive. *See* Exhibits E & F (Pictures of street from both East and West). While the City Council and City Traffic Engineer voiced concerns over installing a crosswalk alone, installing a crosswalk **and** stop signs would control the speed of vehicles and restrict vehicles from reaching 40-45 mph. Installing stop signs would assist in enforcing the speed limit, something that is sorely lacking (as evidenced by the report showing that 80% of the drivers break the law when driving down this stretch). Exhibit B at p. 8 & Appendix A.

Additionally, there is room for a stop sign between the existing stop signs. Exhibit A. (Picture of Map). The crossing is the only access to the Greenbelt between the existing stop signs and crosswalks. Most other access points already have stop signs and or crosswalks.

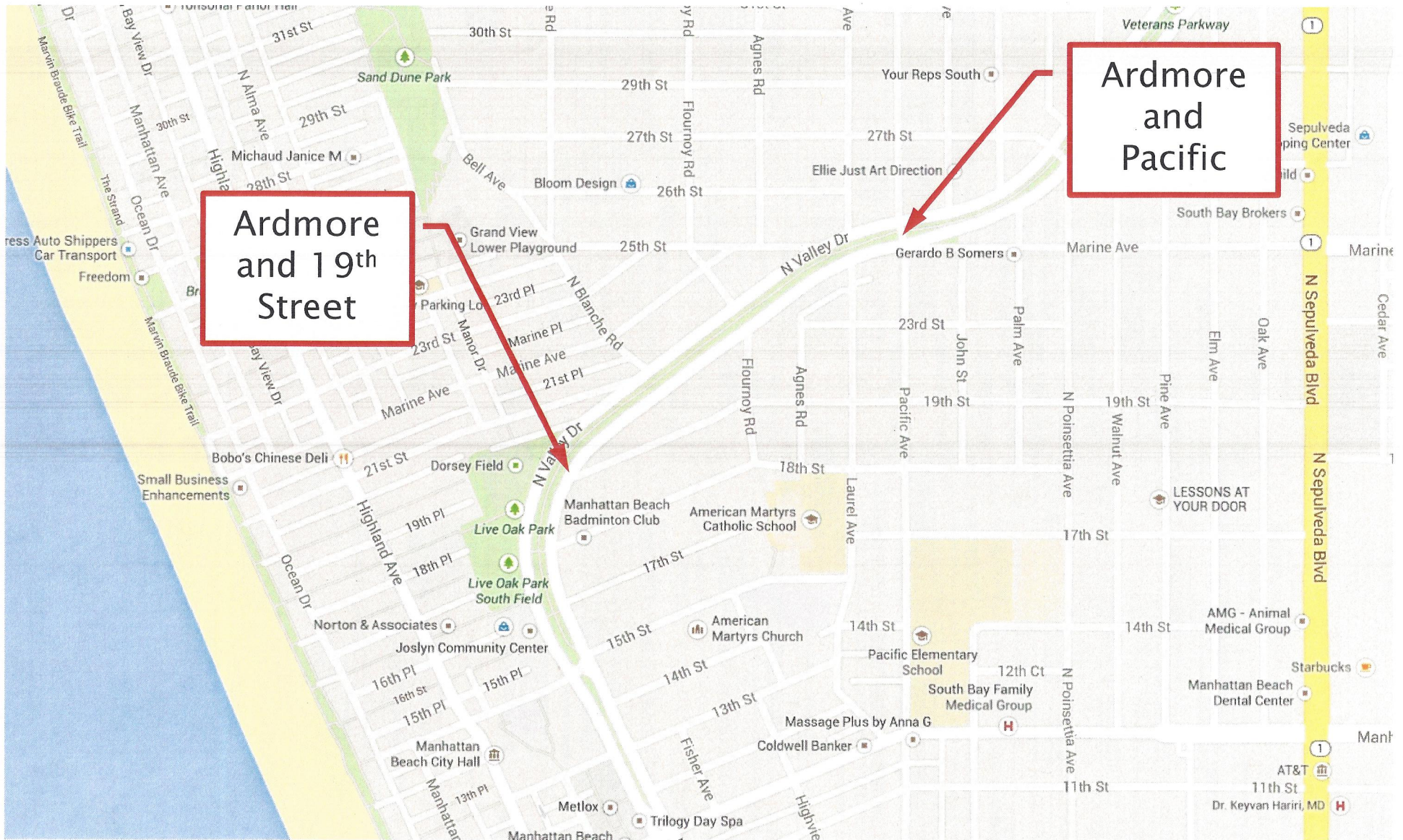
## **CONCLUSION**

Appellants respectfully request that the City Council approve installation of stop signs at North Ardmore Avenue and Flournoy Road and a crosswalk to the Greenbelt. We are all very fortunate that nobody has been killed or severely injured at this intersection, but it is only a matter of time before a tragic accident occurs. City Council has the power to prevent a tragedy, protect its citizens and stop cars from reaching speeds of 40 – 45 mph in a residential area.

# EXHIBIT A



# Image 2: Nearest Stop Signs





# EXHIBIT B

**ENGINEERING AND TRAFFIC SURVEY  
FOR THE  
CITY OF MANHATTAN BEACH**

**APRIL 2013**

April 1, 2013

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

Subject: 2012 Engineering and Traffic Survey

Dear Mr. Thompson:

As requested, Willdan has completed an Engineering and Traffic Survey to justify and update the posted speed limits along 7 street segments in the City of Manhattan Beach. These segments were last surveyed in 2006, and require an update to comply with the 7-year limitation set forth in the California Vehicle Code (CVC).

We are pleased to submit the enclosed Report that describes the E&T survey procedures and contains recommendations for posted speed limits on the City's arterial and collector street system. A summary of these recommendations is included in the Analysis. Supporting documentation for each speed zone recommendation is provided in the Appendices.

The Report was conducted in accordance with applicable provisions of the CVC, following procedures outlined in the California Manual on Uniform Traffic Control Devices (California MUTCD) dated January 2012, and as required by Section 627 of the California Vehicle Code. The Report is intended to satisfy the requirements of Section 40802 of the CVC to enable the continued use of radar for traffic speed enforcement.

We appreciate the opportunity to serve the City of Manhattan Beach and the assistance and cooperation afforded to us during the course of this study.

Very truly yours,

WILLDAN



Erik Zandvliet, T.E.  
City Traffic Engineer

Enclosure



**Table 2**  
**Summary of Recommendations**

| No | Street                 | From                    | To                     | Posted<br>Speed<br>Limit | Critical<br>Speed | Recommended<br>Speed Limit | Comments  |
|----|------------------------|-------------------------|------------------------|--------------------------|-------------------|----------------------------|---|
| 1  | Ardmore Ave.           | 19 <sup>th</sup> Street | Pacific Ave.           | 30                       | 40                | 35                         | Option 2 - 5 mph Below  |
| 2  | Highland Ave.          | Homer St.               | 9 <sup>th</sup> Street | 25                       | 30                | 25                         | Option 2 - 5 mph Below  |
| 3  | Marine Ave.            | Ardmore Ave.            | Sepulveda Blvd.        | 25                       | 30                | 25                         | Option 2 - 5 mph Below  |
| 4  | Marine Ave.            | Sepulveda Blvd.         | Magnolia Ave.          | 25                       | 40                | 35                         | Option 2 - 5 mph Below  |
| 5  | Pacific Ave.           | Manhattan Beach Bl.     | 17 <sup>th</sup> St.   | 25                       | 29                | 25                         | Option 2 - 5 mph Below  |
| 6  | Pacific Ave.           | 17 <sup>th</sup> St.    | Marine Ave.            | 25                       | 32                | 25                         | *School Peds, Heavy Parking,<br>Bike Route, Adjacent Speed      |
| 7  | 2 <sup>nd</sup> Street | Sepulveda Blvd.         | Peck Ave.              | 25                       | 33                | 25                         | *School Peds, Heavy Parking,<br>Blind Driveways, Adjacent Speed |

\* See "Segments with Special Conditions" Section for Comments

\*\* = 25 mph when children are present

# **APPENDIX A**

## **Street Segment Data**





**CITY OF MANHATTAN BEACH  
2013 ENGINEERING AND TRAFFIC SURVEY**

|               |                       |                    |                       |
|---------------|-----------------------|--------------------|-----------------------|
| <b>STREET</b> | <b>ARDMORE AVENUE</b> | <b>SEGMENT NO.</b> | <b>1</b>              |
| <b>FROM</b>   | <b>19TH STREET</b>    | <b>TO</b>          | <b>PACIFIC AVENUE</b> |

**1 - ROADWAY CONDITIONS**

|                                  |   |
|----------------------------------|---|
| <b>Roadway Factors</b>           |   |
| Segment Length                   | 0.40 miles  |
| Roadway Width                    | 32 feet   |
| Number of Lanes                  | 2   |
| Center Median Type               | Centerline stripe   |
| Traffic Control                  | Stop at Pacific Ave., 19th St., signal at 15th                        |
| Horizontal Alignment             | Curve between 17th St. and 19th St. straight-19th St. to Pacific Ave. |
| Vertical Alignment               | Mostly flat   |
| Visibility                       | Good, except at intersections in curve at 18 and 19th                 |
| Lighting                         | Yes, South Side   |
| Crosswalks?                      | 15th St., 7th St., 18th St., 19th St., Pacific Ave.                   |
| <b>Shoulder/Roadside Factors</b> |   |
| Adjacent Land Use                | Residential   |
| On-Street Parking                | South side only   |
| Bike Lanes?                      | Bike Route, edgeline marking along SB side                            |
| Driveways?                       | South side only   |
| Sidewalks?                       | South side only   |

**2 - TRAFFIC VOLUMES**

|                           |                        |
|---------------------------|------------------------|
| Average Daily Traffic     | 4,318 vehicles per day |
| Traffic Volume Count Date | 2/12/2013              |
| Pedestrian Traffic        | Moderate               |
| Truck Traffic             | None                   |

**3 - COLLISION HISTORY**

|                                  |   |
|----------------------------------|---|
| Number of Years Considered       | 4.00 years                                |
| Expected Annual Collision Rate   | 2.80 Collisions per Million Vehicle Miles |
| Total Collisions (4-year period) | 0 Collisions                              |
| Average Annual Collisions        | 0.00 Collisions per year                  |
| Calculated Annual Collision Rate | 0.00 Collisions per Million Vehicle Miles |

**4 - SPEED ZONING ANALYSIS**

|                                |  |
|--------------------------------|--|
| Speed Survey Day / Date / Time | Thurs 1/31/2013 11:42 AM                       |
| Number of Survey Samples       | 109 vehicles                                   |
| 50th Percentile Speed          | 35 mph   |
| 85th Percentile Speed          | 40 mph   |
| 10-mph Pace                    | 31-40 mph                                      |
| % of Vehicles In Pace          | 82%  |
| % of Vehicles Over/Under Pace  | 18%  |
| Posted Speed Limit             | 30 mph   |
| Speed Limit Justification      | 5 mph rounded down per CVC 21400(b) - Option 2 |
| Recommended Speed Limit        | 35 mph   |

**CERTIFICATION:**

I, Erik Zandvliet, do hereby certify that this Engineering and Traffic Survey for the City of Manhattan Beach was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (MUTCD). Data contained in this report represents a true and accurate description of traffic conditions existing on Manhattan Beach streets.

Erik Zandvliet

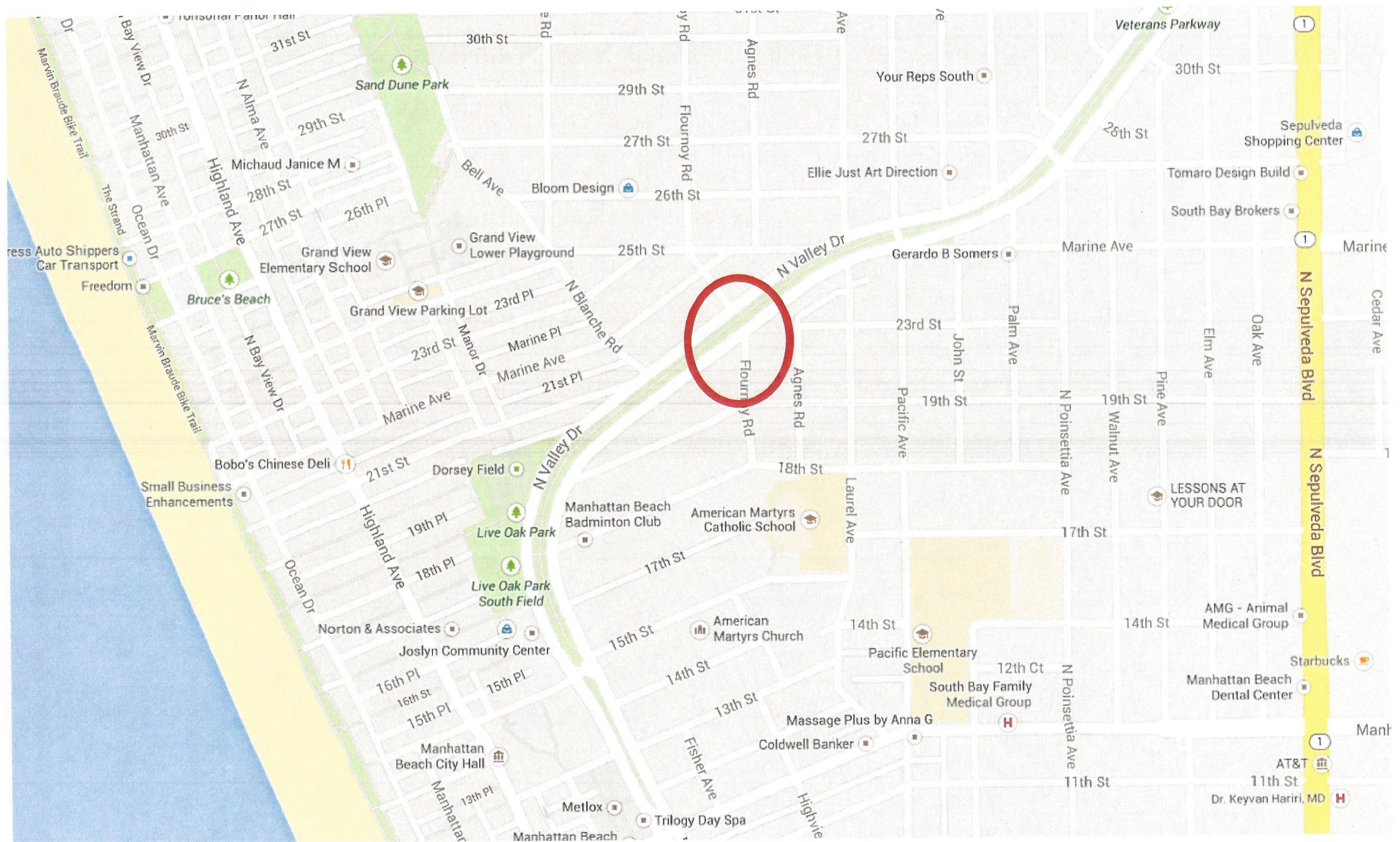
TE #1775  
State Registration No.

4/16/2013  
Date

# EXHIBIT C



# Image 1: Proposed location





# EXHIBIT D

## Amy Brantly

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**From:** City of Manhattan Beach <manhattan@user.govoutreach.com>  
**Sent:** Wednesday, January 15, 2014 10:07 AM  
**To:** brantly@glwllp.com  
**Subject:** Manhattan Beach: Closed Request # 37254 [3133336237386634]

---If replying by email, enter your reply above this line--- (Please allow up to 15 minutes to update your request record when replying by email)

Dear Amy,

Request # 37254 has been resolved with the resolution:  
Good Morning Ms. Brantly,

Thank you for contacting the City with your traffic concerns. The Traffic Engineer has completed his review of your request for a Stop sign and/or crosswalks on Ardmore Avenue at Flourney Road and this is in response to requests #37254 and #37255. The Traffic Engineer found that the intersection does not meet the minimum warrants for stop signs in all directions. Proper right-of-way control is provided by the existing stop sign on Flourney Road in the northbound directions. There is no collision history and volume is too low on Flourney Road to justify stopping both streets. Drivers on Ardmore Avenue would soon realize there are not enough cars on Flourney Road to stop and will begin to run through the stop sign. There is adequate sight distance for drivers waiting at the stops to see approaching traffic and pedestrians and find sufficient gaps to enter Ardmore Avenue.

With regard to a crosswalk at the same location crossing Ardmore Avenue, studies have also shown that painting an uncontrolled crosswalk will NOT reduce the potential for collisions. It is better for pedestrians to be extra cautious in crossing the street without a crosswalk than to assume drivers will stop, when compliance at marked crosswalks is very low. There are existing pedestrian warning signs on Ardmore Avenue in both directions to help raise driver's awareness of possible pedestrians. The Traffic Engineer does not recommend any changes at this time.

This location and other crossing points along the Veteran's Parkway will be reviewed pursuant to the Mobility Plan and related Pedestrian Enhancements Policy for appropriate crossing treatments.

Thank you,  
Nhung Madrid

This is in reference to the Service on Traffic Control Measures submitted on 12/19/2013 10:38 AM  
Location: 2212 N Ardmore Ave

Description: I'm writing to request that a stop sign be installed at around Flourney and Ardmore Avenues (leading to the stairs to the greenbelt). A crosswalk is needed because at that intersection there are stairs leading to the greenbelt but there is no crosswalk or stop sign. Cars travel down this road going 40 - 45 mph and it is extremely dangerous to cross there. Many children live on Ardmore, including my three children, and they should have safe access to the Greenbelt to walk the dog or walk to Live Oak Park. Also, at the base of the stairs leading to the Greenbelt, there is virtually no shoulder and the cars come flying down the street with little visibility (if you are walking down the stairs to cross Ardmore). You have to lean over the curb to look for cars and if you take one or two feet off the curb and a car speeds by, someone could get killed. This is a residential area and the trail is widely used by the neighborhood. Many children

live in the area as well as many elderly people. Compounding the danger, the city just raised the speed limit in this stretch to 35 mph. People already speed down this thoroughfare with no regard for the residents who live on the street. Indeed, I have been flipped off and honked at for having the nerve to slow down to pull into my driveway. I implore the city to investigate this problem and protect its citizens.

We are committed to providing you the best service possible. Please take a moment to fill out an online survey on how this request was handled. Fill out the online survey by going to:

<<http://user.GovOutreach.com/manhattan/survey.php?cid=1568342&access=3133336237386634>>

Reply to this email to send a response or you can view this request online at:

<<http://user.GovOutreach.com/manhattan/case.php?id=1568342&access=3133336237386634>>

Thank you,

Webmaster

P: (310)802-5000

E: [webmaster@citymb.info](mailto:webmaster@citymb.info)

City of Manhattan Beach, CA

# EXHIBIT E



# Image 4: Crossing (Facing West)





# EXHIBIT F



# Image 5: Crossing (Facing East)





# EXHIBIT G



# Image 7: Crossing (From Trail)





# EXHIBIT H



Agenda Item #: \_\_\_\_\_

# Staff Report

## City of Manhattan Beach

**TO:** Honorable Mayor Fahey and Members of the City Council

**THROUGH:** Geoff Dolan, City Manager

**FROM:** Richard Thompson, Director of Community Development  
Rob Osborne, Management Analyst

**DATE:** October 18, 2005

**SUBJECT:** Uphold the Parking and Public Improvements Commission Recommendation to Implement Various Pedestrian Safety Measures at the Flournoy Road/Ardmore Avenue and Flournoy Road/Valley Drive Intersections

---

### **RECOMMENDATION:**

It is recommended that the Council pass a motion to approve the Parking and Public Improvements Commission recommendation to:

- Install pedestrian warning signs on the Parkway side of Ardmore Avenue and Valley Drive at Flournoy Road
- Remove or trim back all view-impacting landscaping
- Modify the stairway access landings to increase safety as necessary
- Install pedestrian caution signs at the stairway access points

### **FISCAL IMPLICATION:**

Installation of the recommended measures would cost approximately \$1,000 and could be accomplished through existing Public Works programs and budgets.

### **BACKGROUND:**

The City recently received a petition requesting installation of pedestrian warning signs and/or painted crosswalks at the Flournoy Road/Ardmore Avenue/Valley Drive intersection. The petitioners expressed concern about safety for pedestrians crossing the Veterans Parkway at this location. The request was reviewed by the Parking and Public Improvements Commission at a public meeting on September 22, 2005.

### **DISCUSSION:**

As described in the attached staff report, the Traffic Engineer does not support installing crosswalks at this location. He feels the presence of painted crosswalks might tend to give pedestrians a false sense of security in crossing Valley and Ardmore. He recommended the following to enhance

pedestrian safety in the area:

- Installation of pedestrian warning signs on the Parkway side of Valley and Ardmore in both directions
- Removal of an existing oleander bush and yucca plant east of the Parkway access point on Ardmore to improve visibility of pedestrians

At the Commission meeting public testimony was provided by four residents, three of which felt crosswalks should be installed. The fourth stated a general concern for safety in the area.

The Commission agreed with the Traffic Engineer's findings. They feel painted crosswalks would not necessarily enhance pedestrian safety. They voted (4-1, Osterhout against) to recommend the following:

- Pedestrian warning signs be installed on Valley and Ardmore
- All view-impacting landscaping in the area be trimmed back or removed
- Both stairway access landings be modified to increase safety
- Caution signs be installed at the access points to alert pedestrians

The Traffic Engineer subsequently inspected the entrance landings and does not feel that any significant modifications are necessary.

Meeting notices were sent to the petitioners and to all properties within 300 feet of the subject intersection.

**ALTERNATIVES:**

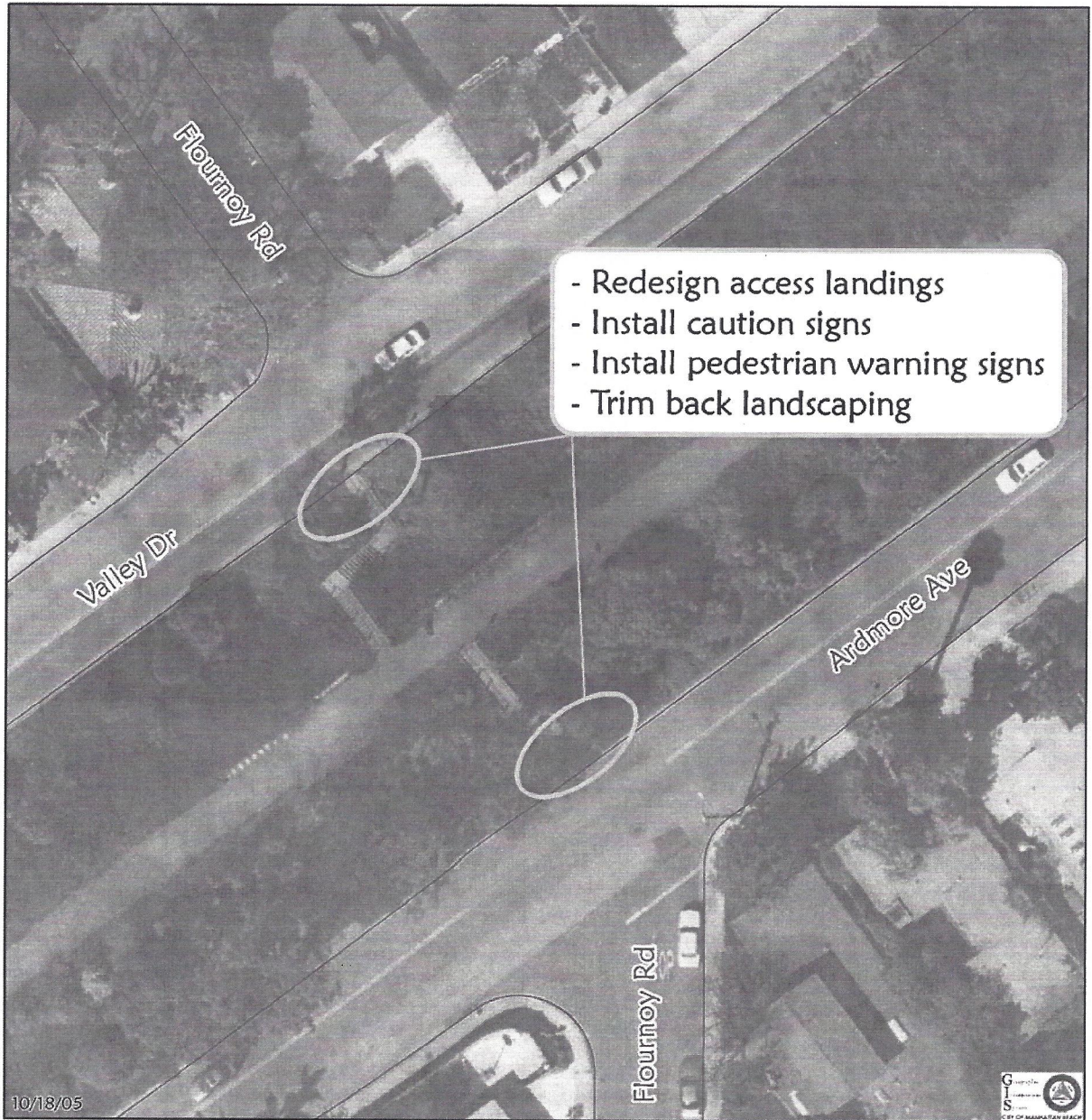
1. **APPROVE** the recommendation of the Parking and Public Improvements Commission.
2. **REMOVE** this item from the Consent Calendar and provide staff with direction.

- Attachments:
- A. Area map
  - B. Excerpt from PPIC minutes of 9/22/05
  - C. PPIC report dated 9/22/05, with attachments
  - D. Additional letters from residents (not available electronically)
  - E. Meeting notice, 10/5/05



# Flournoy Road at Valley/Ardmore

~ PPIC Recommended Measures ~



10/18/05



0 50 100 Feet



**CITY OF MANHATTAN BEACH  
PARKING AND PUBLIC IMPROVEMENTS COMMISSION  
MINUTES OF REGULAR MEETING  
SEPTEMBER 22, 2005**

**1. Ardmore Avenue/Valley Drive at Flournoy Road - Request for Pedestrian Warning Signs and/or Markings**

Traffic Engineer Erik Zandvliet presented the staff report, explaining that the City received a petition requesting new pedestrian warning signs and/or crosswalk markings at the Veteran's Parkway access path on Ardmore Avenue and Valley Drive near Flournoy Road. The petition stated that signs and markings will improve safety.

He reviewed staff's analysis and findings on this request, and stated that based on low pedestrian volumes and potential for pedestrians to use less caution, staff is not recommending painted crosswalks on Valley Drive at Flournoy Road or Ardmore Avenue at Flournoy Road at this time. However, due to reduced sight visibility, staff is recommending removal of the oleander and yucca bushes just east of the access path on Ardmore Avenue near Flournoy Road. A pair of pedestrian warning signs facing opposite directions should also be installed on the Parkway side of Valley Drive and Ardmore Avenue at Flournoy Road near the access stairs.

Traffic Engineer Zandvliet clarified that the pedestrian warning signs will be the yellow diamond shaped signs with the green pedestrian markings and can be installed on the existing pole or near the side of the tree on the east side to alert both west and eastbound traffic.

Commissioner Lang questioned the rationale in placing a crosswalk at 18<sup>th</sup> Street on Ardmore Avenue and not at this location. Traffic Engineer Zandvliet responded that the 18<sup>th</sup> Street location has a high volume of pedestrian traffic generated from Live Oak Park and the Joslyn Center.

Noting that the placement of the stairway encourages pedestrians to cross, Commissioner Seville-Jones questioned if the City has considered its removal. Traffic Engineer Zandvliet explained that the City Council is against removing the stairway.

Talking of the area's high pedestrian volume, Commissioner Seville-Jones shared that other cities have designated similar areas as pedestrian safety zones. The designation is used as a tool to increase driver awareness that the area carries a high amount of pedestrian activity.

Traffic Engineer Zandvliet acknowledged the idea could be pursued, suggesting sign wording that included "high pedestrian crossing ahead".

**Audience Participation**

Noting that her husband brought forth this petition, **Fran Lauson, 600 Block of 23<sup>rd</sup> Street**, voiced her support of crosswalk markings at the Veteran's Parkway access path. She walks her children to school daily and uses the stairway as it affords a direct route; however, the lack of a crosswalk at this location makes for a frightening and dangerous situation. Vehicles speed along this stretch of road and pedestrians have to wave at drivers to make their presence known. Referring to her submitted pictures to the Commission, she also pointed out the small, narrow landing of the stairway which contributes to the dangerous situation, as children run down the steps and are deposited right at the street frontage. Ms. Lauson stated that the City put in the stairway which encourages its use but didn't mark the crosswalk to reach the stairway. She talked of the inconsistencies in crosswalk marking throughout the City, stating that if staff's opposition is based on the potential for pedestrians to use less caution, then all the crosswalks should be removed.

**Bob Lauson, 600 Block of 23<sup>rd</sup> Street**, reiterated his wife's comments on the dangerous situation this stairway poses without a crosswalk and asked that the Commission consider their request.

**Warren Mori, North Valley Drive**, stated that there isn't much pedestrian traffic at this location because there isn't a crosswalk, and that more people would use the stairway if a crosswalk was marked. He questioned staff's position that crosswalks may actually increase pedestrian risk, stating that a recently marked crosswalk on Highland Avenue seems safer, adding that pedestrians have to be cautious regardless.

**Judy Pogreda, 900 block of Manhattan Beach Boulevard**, shared that she used to frequent this area often as a child and can attest to the dangerous situation it poses for pedestrians as she was almost hit many times.

### Discussion

Commissioner Powell spoke of past City Council discussions regarding crosswalks and the false sense of security they may provide to pedestrians. He thought contrary to this belief, but has since seen numerous occasions where drivers disregard a crosswalk and pedestrians enter a crosswalk with the assumption that the driver will automatically stop. Pedestrians tend to be more cautious when there is not a crosswalk. Commissioner Powell stated that he will support the pedestrian warning signs and removal of the bushes and plants, but at this point has mixed feelings on the crosswalk.

Referring to comments made regarding the inconsistencies in crosswalks throughout the City, Commissioner Saunders pointed out that the PPIC can be, and he believes has been, uniform in their decisions regarding crosswalks, and that destination point is a factor in the decision. However, the City Council makes the final decision, which in some cases is not what the Commission recommended. He agrees with the argument that crosswalks can actually make crossing more dangerous, stating he has seen many near misses at the



crosswalk on Highland Avenue at Local York. Commissioner Saunders stated he will support staff's recommendation as they represent a good first step, which can be then be reviewed for effectiveness.

Commissioner Lang relayed that the fundamental issue is speeding and the submitted pictures depict how dangerous this situation is. The City has not been consistent with crosswalks and he would like to see a comprehensive approach and study performed on this issue. He is very concerned that pedestrians will think the crosswalk gives them the right of way and actually make the area more dangerous. Commissioner Lang stated that he is leaning toward moving forward with staff's recommendations, agreeing with Commissioner Saunders that they represent a good first step that can be reviewed.

Commissioner Seville-Jones stated her general agreement with staff's recommendations and asked that the narrow landing of the stairway also be addressed as it deposits pedestrians right at the street. She suggested some type of caution sign at the bottom of the stairway to make the pedestrian more aware. Commissioner Seville-Jones further stated that this area along Valley Drive and Ardmore Avenue has heavy pedestrian traffic and speeding concerns. She would like to discuss the possibility of making this area a designated safety zone whereby traffic fines could be doubled, and education programs promoted to make drivers and pedestrians more aware.

Chairman Osterhout relayed that although he understands the concerns with false sense of security and crosswalks, he believes a crosswalk is warranted at this location. He suggested that some type of cross barrier, post or gate system be installed at the stairway landing to make pedestrians more aware of oncoming traffic. He talked of his trip to the UK where these measures are used as a practical method to direct people. Chairman Osterhout stated his support of cutting back the foliage, but indicated he is not in favor of more signage.

Commissioner Saunders inquired if it would be appropriate to include in the recommendation that all foliage affecting visibilities, including trees, be cut back to maximize visibility.

Management Analyst Osborne responded that any recommendation affecting a tree or trees should be done separately.

Commissioners Lang and Powell noted that they would not support the removal of trees in the recommendation.

Chairman Osterhout stated that he could not support a motion that doesn't include the crosswalk.

Commissioner Seville-Jones talked again on the possibility of a designated safety area, clarifying it is not her intent to have the area's access reconfigured, but to focus on the



speeding and safety issues and how to educate and sensitize the public on being good neighbors.

Commissioner Saunders said that he supports the idea, but questions who would lead such an effort.

Commissioner Lang clarified that his request for a comprehensive study on crosswalks was not to add or take out crosswalks but to gather information on why that are or aren't in certain locations.

Traffic Engineer Zandvliet stated that these more "global" issues should be brought forth for discussion at the City Council's Work Plan and at the Commission's joint meeting with City Council.

#### **Action**

A motion was MADE and SECONDED (Saunders/Lang) to approve staff's recommendations to install pedestrian warning signs at the pedestrian access path on the Parkway side of Ardmore Avenue and Valley Drive near Flournoy Road facing both directions, remove the existing oleander bush and yucca plant just east of the Parkway access point on Ardmore Avenue near Flournoy Road. Staff is further directed to include all foliage that needs cuttings back or removal to improve visibility; redesign the stairway landing to make it more safe and place caution signs for pedestrians at both access points.

AYES: Lang, Powell, Saunders, Seville-Jones  
NOES: Osterhout  
ABSENT: None  
ABSTAIN: None

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

**TO:** Parking and Public Improvements Commission

**FROM:** Richard Thompson, Director of Community Development  
Robert D. Osborne, Management Analyst

**BY:** Erik Zandvliet, Traffic Engineer

**DATE:** September 22, 2005

**SUBJECT:** **Ardmore Avenue/Valley Drive at Flournoy Road  
Request for Pedestrian Warning Signs and Markings**

**RECOMMENDATION:**

That the Commission pass a motion to approve staff's recommendation to:

1. Install pedestrian warning signs at the pedestrian access path on the Parkway side of Ardmore Avenue and Valley Drive near Flournoy Road facing both directions.
2. Remove the existing oleander bush and yucca plant just east of the Parkway access point on Ardmore Avenue near Flournoy Road.

**BACKGROUND:**

In June 2005, Mr. Bob Lauson, 628 23<sup>rd</sup> Street, submitted a petition signed by local residents requesting new pedestrian warning signs and/or crosswalk markings at the Veterans Parkway access path on Ardmore Avenue and Valley Drive near Flournoy Road. The petition states that signs and markings will improve safety.

On May 22, 2003, the Parking and Public Improvements Commission reviewed a similar resident petition to install stop signs or other measures to reduce speeding on Valley Drive near Flournoy Road. The Commission recommended against the stop signs but supported the installation of pedestrian warning signs, red curb on the north side of Valley Drive at Flournoy Road and trimming the existing banana tree leaves on the northwest corner to improve driver visibility. On June 17, 2003, the City Council approved the PPIC's recommendation, with the exception of any pedestrian signs or markings.

On January 4, 2005, the City Council adopted Ordinance No. 2070 to reduce the speed limit on Ardmore Avenue between Manhattan Beach Boulevard and Pacific Avenue from 35 MPH to 30 MPH on the basis of updated speed surveys and roadway conditions that may not be apparent to drivers. The reduced speed limit was posted in February 2005.



## **DISCUSSION:**

Valley Drive is a two-lane collector street that carries approximately 7,500 vehicles per day and is stopped at Blanche Road to the west and Pacific Avenue to the east. Valley Drive is divided with a double yellow centerline that provides a 12 feet wide eastbound lane and a 22 feet wide westbound lane with curb parking. The speed limit on Valley Drive is 30 MPH.

Ardmore Avenue is a two-lane collector street that carries approximately 4,650 vehicles per day and is stopped at 9<sup>th</sup> Street to the west and Pacific Avenue to the east. Ardmore Avenue is divided with a double yellow centerline that provides a 12 feet wide westbound lane and a 22 feet wide eastbound lane with curb parking. The speed limit on Ardmore Avenue was recently lowered from 35 MPH to 30 MPH in February 2005.

Flournoy Road is a local residential street that “tees” into Valley Drive and Ardmore Avenue with stop signs on Flournoy Road only. Flournoy Road is 20 feet wide north of Valley Drive and 30 feet wide south of Ardmore Avenue. The intersections of Valley Drive/Flournoy Road and Ardmore Avenue/Flournoy Road are located in a residential area along Veterans Parkway. Pedestrian access stairs are provided from Valley Drive to the Parkway and from Ardmore Avenue to the Parkway at Flournoy Road. There are sidewalks on the north side of Valley Drive and the south side of Ardmore only. There are no pedestrian signs or markings at the pedestrian access to the walk path. Curb parking is not permitted on the Parkway side of Valley Drive and Ardmore Avenue.

The traffic collision history between January 1, 2001 and September 30, 2004 was analyzed for the intersection. According to City records, there were no traffic collisions reported on Ardmore Avenue near Flournoy Road during this three and three-quarter year period. There was one traffic collision reported on Valley Drive near Flournoy Road during this three and three-quarter year period. On May 31, 2004, a southbound vehicle backed into another parked vehicle.

Field observations were made at the Parkway access points during peak travel and pedestrian periods. Field observations confirmed the traffic count data and moderate pedestrian activity in the morning and early evening. The pedestrian access path is not easily identifiable to passing motorists at either location, but these locations are similar to many other pedestrian access points along the Veterans Parkway. Conversely, approaching vehicles are very visible to pedestrians waiting to cross either street at the two access paths with the exception of a partial sight obstruction on Ardmore Avenue just east of Flournoy Road caused by an oleander plant and yucca plant. (See photos.)

Whenever possible, pedestrians should always cross at controlled crossings, especially on busy streets. Drivers have sufficient time at controlled locations to react to pedestrians and pedestrians can cross with some degree of protection. Numerous crosswalk studies have found that painted crosswalks are less safe than unmarked crosswalks at uncontrolled locations. This is because pedestrians tend to be bolder and less cautious when crossing between two crosswalk lines, while the driver’s perspective of those same lines is very faint. Pedestrians use more caution and are more alert when entering a street at an unmarked crosswalk. Therefore, painted crosswalks across Valley Drive or Ardmore Avenue at Flournoy Road would not be safer than

allowing pedestrians to cross the street without markings. However, since the access path might not be obvious to motorists due to the existing landscaping on the Parkway side of Valley Drive and Ardmore Avenue, high visibility pedestrian warning signs would help alert motorists to the presence of the access path.

**CONCLUSION:**

Based on low pedestrian volumes and potential for pedestrians to use less caution, painted crosswalks are not recommended on Valley Drive at Flournoy Road or Ardmore Avenue at Flournoy Road at this time. However, due to reduced sight visibility, removal of the oleander and yucca bushes just east of the access path on Ardmore Avenue near Flournoy Road is recommended. A pair of pedestrian warning signs facing opposite directions should also be installed on the Parkway side of Valley Drive and Ardmore Avenue at Flournoy Road near the access stairs.

Meeting notices were sent to the petitioners and to all properties within 300 feet of the Valley/Flournoy and Ardmore/Flournoy intersections.

Attachments:

- Area map
- Site Photos
- Resident petition
- Resident Correspondence
- Meeting notice, 9/8/05

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Ardmore Avenue at Flournoy Road Looking Eastbound



Access Path to Veterans Parkway at Ardmore Avenue/Flournoy Road





Ardmore Avenue at Flournoy Road Looking West

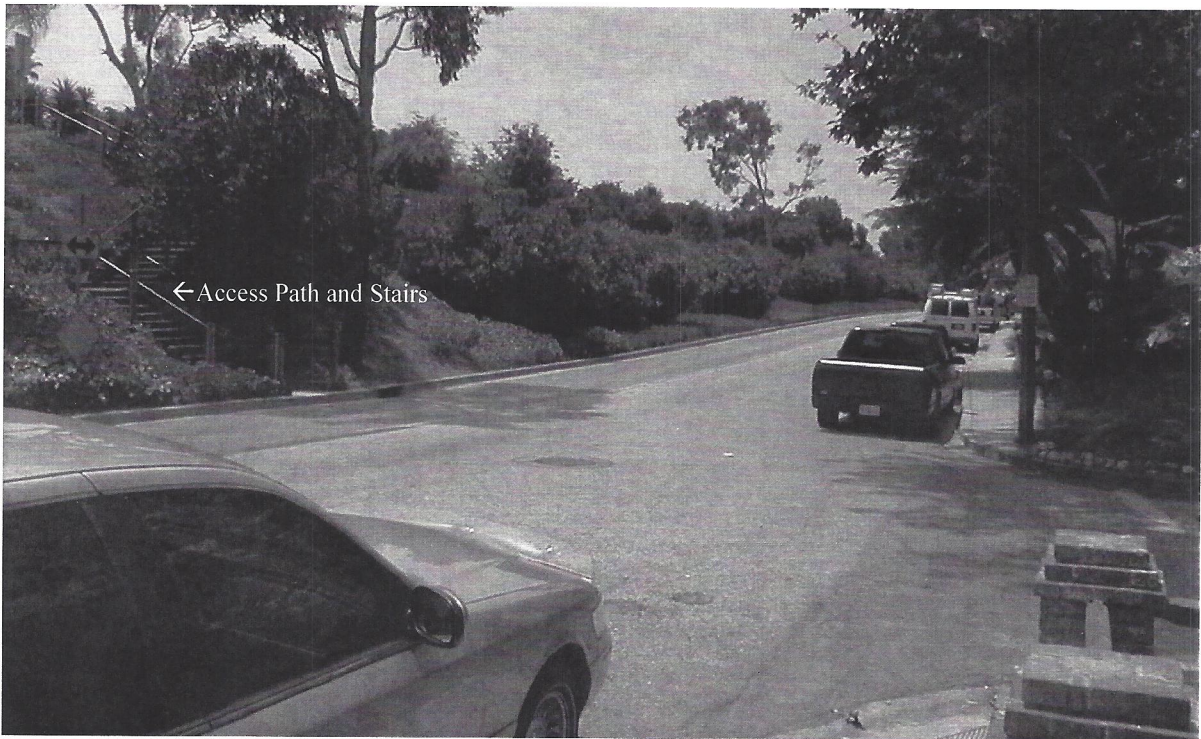


Valley Drive at Flournoy Avenue Looking East





Access Path to Veterans Parkway at Valley Drive/Flournoy Road



Valley Drive at Flournoy Road Looking West



**EXHIBIT 2  
SITE PHOTOS**



Ardmore Avenue at Flournoy Road Looking West



Ardmore Avenue at Flournoy Road Looking East





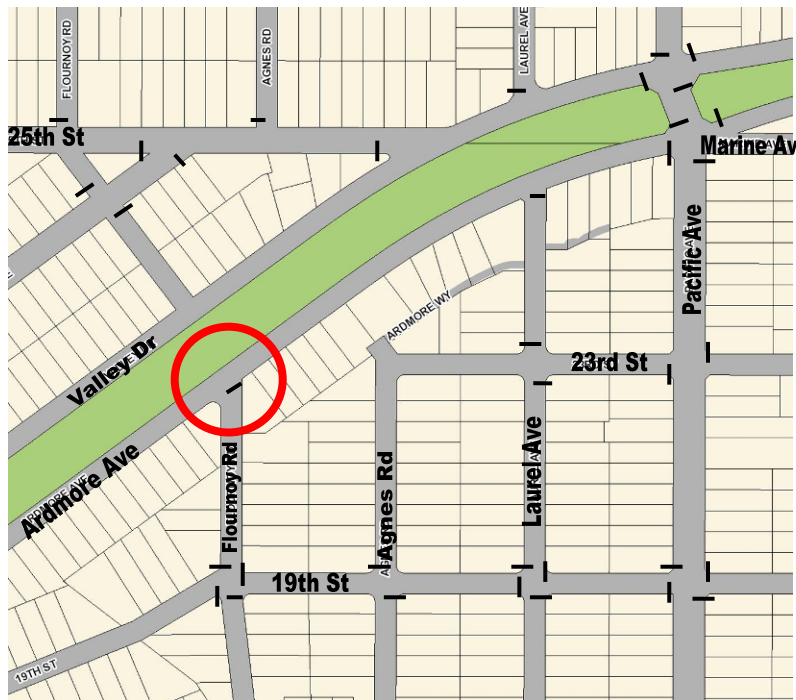
North Side of Ardmore Avenue at Flournoy Road



Southwest Corner of Ardmore Avenue at Flournoy Road (Bushes Overhanging Sidewalk)



**EXHIBIT 3**  
**AERIAL PHOTO AND LOCATION MAP**  
**Ardmore Avenue at Flournoy Road**





## EXHIBIT 4

### STOP SIGN WARRANT CHECKLIST

MAJOR STREET: Ardmore Avenue MINOR STREET: Flourney Rd.

REQUESTED BY: Citizen DATE: 2/19/2014

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 85<sup>th</sup> 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: Ardmore Avenue                      85<sup>TH</sup> SPEED - < 40 MPH

MINOR STREET: Flournoy Road                      DATE: 2/19/2014

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

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

| Street | Min Volume | 70% | 80% | Ave. | Hour / Volume |     |      |      |     |     |     |     |
|--------|------------|-----|-----|------|---------------|-----|------|------|-----|-----|-----|-----|
|        |            |     |     |      | 8am           | 9am | 10am | 11am | 1pm | 2pm | 3pm | 5pm |
| Major  | 300        | 210 | 240 | 361  | 348           | 378 | 338  | 354  | 384 | 338 | 352 | 394 |
| Minor  | 200        | 140 | 160 | <50  |               |     |      |      |     |     |     |     |

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

|                    |           |
|--------------------|-----------|
| Peak Average Delay | < 12 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 |
|------|------|-----------|------|-------|
| 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 |
| B. Need to control vehicle/pedestrian conflicts at high ped locations      | YES | NO |
| C. Visibility obstruction after stopping on minor street approach          | YES | NO |
| D. Two similar neighborhood collector streets that would improve operation | YES | NO |

Exhibit 5  
Public Notice  
Mailed out on February 10, 2014

## **PUBLIC MEETING**

### **ALL WAY STOP SIGNS AT ARDMORE AVENUE & FLOURNOY ROAD**



The Parking and Public Improvements Commission (PPIC) will conduct a public meeting to consider the installation of all-way stop signs at Ardmore Avenue and Flournoy Road.

#### **PARKING AND PUBLIC IMPROVEMENTS COMMISSION MEETING**

**WHEN: February 27, 2014 at 6:30 P.M.**

**WHERE: City Hall Council Chambers**

**1400 Highland Avenue, Manhattan Beach, CA 90266**

All interested parties are encouraged to attend and participate. The Staff Report will be available at [www.citymb.info](http://www.citymb.info) on February 21, 2014 after 5:00 P.M. For additional information, please contact Nhung Madrid at (310) 802-5540 or email at [nmadrid@citymb.info](mailto:nmadrid@citymb.info).



**EXHIBIT 6**  
PAC Mtg 2/27/14

**Nhung Madrid**

**From:** Nhung Madrid  
**Sent:** Tuesday, February 18, 2014 1:05 PM  
**To:** Nhung Madrid  
**Subject:** Ardmore Ave/Flournoy STOP Sign

Phone message from Jean Biondi at 2001 Laurel Ave and she states that she is opposed to the installation of Stop signs at this location. She will be out of town and will not be able to attend the meeting.

**Nhung Madrid**  
**Community Development Senior Management Analyst**  
P: (310) 802-5540  
E: [nmadrid@citymb.info](mailto:nmadrid@citymb.info)



 Please consider the environment before printing this email.

## **Nhung Madrid**

---

**From:** DEBAETS@aol.com  
**Sent:** Thursday, February 27, 2014 8:15 AM  
**To:** List - PPIC  
**Subject:** Parking and Public Improvements Commission

Commissioners,

I ask for a NO vote on 02/27/14-2 Consider a Request for Stop Signs and Marked Crosswalk at Ardmore Avenue and Flournoy Road for the following reasons.

Stop Signs increase;

Traffic Congestion  
Air/Noise Pollution  
Storm Water Pollutants  
Gas Consumption  
Carbon Footprint

**Traffic Congestion.**

Traffic congestion is increase when unwarranted stop signs are installed.

**Air/Noise Pollution.**

Emissions from vehicles are lowest when the vehicle maintains a constant speed. Vehicles accelerating create more tailpipe emissions and increased air pollutants. Vehicles accelerating also create added noise pollution.

**Storm Water Pollutants.**

Storm water pollutants are increased from vehicle brake pads and added tire wear from braking caused by unwarranted stop signs. Copper from automobile brake pads and zinc from tire wear are major pollutants found in storm water.

**Gas Consumption**

Vehicles accelerating use more gas than vehicles maintaining a constant speed. Our goal should be to move vehicles throughout our City in a safe and timely manner.

**Carbon Footprint**

With increases in Storm Water pollutants, gas consumption our carbon footprint is increased.

Respectfully,

Steve De Baets 310-545-0914



## Nhung Madrid

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**From:** Steve Kiser <kisst01@yahoo.com>  
**Sent:** Monday, February 24, 2014 6:01 PM  
**To:** Nhung Madrid  
**Subject:** Re: Looking for Staff report regarding Flournoy/Ardmore stop sign

I reviewed the document and fully support the denial of that stop sign request. I also have another reason to support that denial. The intersection is at the bottom of a hill (up hill all three ways) and as a regular bicyclist on Ardmore, I would really not like to have to stop at the bottom of a hill if there wasn't a compelling reason to do so.

Thanks again,

Steve

---

**From:** Nhung Madrid <nmadrid@citymb.info>  
**To:** 'Steve Kiser' <kisst01@yahoo.com>  
**Sent:** Monday, February 24, 2014 5:38 PM  
**Subject:** RE: Looking for Staff report regarding Flournoy/Ardmore stop sign

Hi Steve,

You caught me just in time, I was getting ready to leave for the day. Here is how you access the report:

In the agenda below, if you hold down control and click your mouse over the "02/27/14-2" it should take you to the staff report on the City website. It is a 16MB file so it may take a bit longer to load.

## **Parking and Public Improvements Commission**

- **Date:** 02/27/2014 06:30
- **Location:** Council Chambers  
1400 Highland Avenue  
Manhattan Beach, California 90266

The Parking and Public Improvements Commission (PPIC) is responsible for public parking issues, capital improvement projects, traffic management, activities within the public right-of-way including encroachment permits, undergrounding of utilities and environmental enhancement.

### A G E N D A

A. CALL TO ORDER

B. ROLL CALL

C. APPROVAL OF MINUTES

02/27/14-1 January 23, 2014

**D. AUDIENCE PARTICIPATION (3-Minute Limit)**

The public may address the Commission regarding City business not on the agenda

**E. GENERAL BUSINESS**

02/27/14-2 Consider a Request for Stop Signs and Marked Crosswalk at Ardmore Avenue and Flournoy Road

**F. COMMISSION ITEMS**

02/27/14-3 Commissioner Items

**G. STAFF ITEMS**

02/27/14-4 Monthly Revenue and Expenditure Report: Receive and file.

02/27/14-5 Staff follow-up items

**H. ADJOURNMENT TO THURSDAY, March 27, 2014**

- Thursday, April 24, 2014 6:30 P.M. Regular Meeting
- Thursday, May 22, 2014 6:30 P.M. Regular Meeting
- Thursday, June 26, 2014 6:30 P.M. Regular Meeting
- Thursday, July 24, 2014 6:30 P.M. Regular Meeting
- Thursday, August 28, 2014 6:30 P.M. Regular Meeting
- Thursday, September 25, 2014 6:30 P.M. Regular Meeting
- Thursday, October 23, 2014 6:30 P.M. Regular Meeting
- Thursday, November 27, 2014 6:30 P.M. Regular Meeting
- Thursday, December 4, 2014 6:30 P.M. Regular Meeting

If that doesn't work, this link below will take you to the City website where the agenda is posted and then you can click on the same hyperlink (2/27/14-2) to get to the staff report.

<http://www.cityymb.info/city-officials/boards-and-commissions/parking-and-public-improvements-commission/-item-28946>

I hope this helps. If it doesn't work, give me a call tomorrow morning and we can try emailing it.

Have a great night!

Nhung

**Nhung Madrid**

**Community Development Senior Management Analyst**

P: (310) 802-5540

E: [nmadrid@cityymb.info](mailto:nmadrid@cityymb.info)



---

**From:** Steve Kiser [<mailto:kisst01@yahoo.com>]

**Sent:** Monday, February 24, 2014 5:34 PM

**To:** Nhung Madrid

**Subject:** Looking for Staff report regarding Flournoy/Ardmore stop sign



Hi Nhung,

I am a MB resident and received a card in the mail saying that a staff report will be available on the citymb.info website after 2/21 regarding the proposal to add a stop sign at Flournoy and Ardmore streets. I visited the site just now, but I couldn't tell where on the website to find that document. I want to learn about the rationale for adding the stop sign so I can voice my agreement or disagreement, as the case may be.

Thanks,

Steve Kiser  
2005 Agnes Road

**CITY OF MANHATTAN BEACH  
PARKING AND PUBLIC IMPROVEMENTS COMMISSION  
MINUTES OF A REGULAR MEETING  
February 27, 2014**

**A. CALL TO ORDER**

The regular meeting of the Parking and Public Improvements Commission of the City of Manhattan Beach, California, was held on the 27th day of February, 2014, at the hour of 6:30 p.m., in the City Council Chambers of City Hall, 1400 Highland Avenue, in said City.

**B. ROLL CALL**

Present: Stabile, Nicholson, Fournier, Adami and Lipps.  
Absent: None  
Staff Present: Traffic Engineer Zandvliet, Management Analyst Madrid.  
Clerk: Kozak.

**C. APPROVAL OF MINUTES**

**02/27/14-1 January 23, 2014**

Commissioner Stabile corrected Page 3, 1st Motion paragraph, fourth line of the January 23, 2014 Parking and Public Improvements Commission minutes to read, "**ways to reduce any potential liability of the City including**" but not limited to a hold harmless indemnity agreement from the applicant.

**MOTION:** Commissioner Stabile moved to approve the Parking and Public Improvements Commission minutes of January 23, 2014 as amended. The motion was seconded by Commissioner Adami and passed by unanimous voice vote, with Commissioner Nicholson abstaining due to his absence from that meeting.

**AUDIENCE PARTICIPATION**

**Kelly Jacobs** requested a crosswalk on Valley Drive at Flournoy Road.

**E. GENERAL BUSINESS**

**02/27/14-2 Consider a Request for Stop Signs and Marked Crosswalk at Ardmore Avenue and Flournoy Road**

Traffic Engineer Zandvliet gave a presentation and recommended to the Commission to deny stops signs at that location. He explained that he would recommend the location be evaluated for future crossing treatments that could be considered in the City's Mobility Plan update.



Commissioner Stabile inquired if any pedestrian counts were performed for this crossing location.

Traffic Engineer Zandvliet responded that no formal counts were performed.

Commissioner Adami stated that safety is number one priority and that the presentation did not have any emphasis on the safety issue.

Traffic Engineer Zandvliet explained that by installing a crosswalk at that location it gives people a false sense of security.

Commissioner Adami questioned the City's liability at that location if there was an accident.

Traffic Engineer Zandvliet answered no because the location is currently under study.

Commissioner Nicholson asked if there was a history of pedestrian or vehicular accidents at that location.

Traffic Engineer Zandvliet answered that staff reviewed six years of collision data and there were none.

Commissioner Lipps questioned if it is legal to cross at that location and stated that the stairs on the parkway side is an invitation to pedestrians to cross at that location. He agreed with the stop signs and asked that if the City did install a crosswalk, would there be obligation to make the crossing ADA compliant.

Traffic Engineer Zandvliet answered that it is a legal crossing and that he did not have an answer regarding the ADA requirement but would follow-up if approved. Traffic Engineer Zandvliet explained that he would like to see this location as a candidate for a ladder style crosswalk with some flashing lights to help drivers see the pedestrians and create a safer crossing, but he wants to make it part of the Mobility Plan, and not preempt it.

Chair Fournier asked about the number of people using this route to walk to American Martyrs School.

Traffic Engineer Zandvliet answered that there are some students who use that route because it is one of the shortest ways but did not have actual counts. He added that there is a walking school bus that goes down Pacific Avenue and they cross at Valley Drive/Ardmore Avenue, where there is a Crossing Guard in the morning and afternoon hours.

Chair Fournier needed clarification on the type of crosswalk that could be used.

Traffic Engineer Zandvliet explained that the ladder style crosswalk is more visible.

Chair Fournier stated that one of his main concerns was the visibility issue because of the overgrown hedges on the parkway and he felt that the most dangerous part of the location was coming out from the parkway where there are overgrown hedges directing the pedestrian to the street. Chair Fournier asked if Staff or the City is aware of the overgrown foliage, what the maintenance schedule is like, and what procedure is used to clear it.

Traffic Engineer Zandvliet answered that this issue came up in 2005 and the area was trimmed but he felt that it needs to be cleared and better maintained. Traffic Engineer Zandvliet explained that if there is good visibility a pedestrian can make a good decision on when it is safe to cross. He stated that as far as the law goes, a pedestrian crossing the roadway is a shared responsibility between the pedestrian and the driver as well.

Chair Fournier then opened the Audience Participation.

### **Audience Participation**

**Amy Brantly, 2212 N. Ardmore Ave., Applicant,** explained that the speed limit on Ardmore Avenue had recently been increased from 30MPH to 35MPH and the cars are already speeding down Ardmore Avenue. She felt that the speeding cars are a safety problem for the neighborhood and the stop signs would help slow down the traffic. She stated that the visibility is not good at that location. She said that safety should be number one and she hoped that they would not have to wait for the Mobility Plan because their crossing may not even be included in it.

**Emmee Sarmiento, 2210 N. Ardmore Ave., Co-Applicant,** said that the cars pick up too much speed and it is very dangerous. She stated that they have the support of the entire neighborhood.

**Kelly Jacobs, 652 26th Street,** said that she and her children walk that route daily and feels it is not safe because of the visibility and the speeding cars. She stated that there are quite a few families that use that crossing to go to American Martyrs School.

**James Fujioka, 2120 Ardmore Ave.,** stated that since the speed limit was increased he noticed more cars speeding. He said he sees quite a few families crossing at that location going to American Martyrs School. He felt that the visibility is not good and drivers have a difficult time seeing pedestrians.

**Jake and Ty Brantly, 2212 N. Ardmore Ave., Brothers, Jake** said that he crosses by the pedestrian sign and feels it is dangerous because he is so small and the cars are so big. Ty said that he walks his dog and he is very scared that he might get hit by a car because the cars go so fast and the drivers cannot see him and other kids.

**David Brantly, 2212 N. Ardmore Ave.,** stated that to have raised the speed limit was ridiculous because the cars go so fast. He said that the drivers act like it is a speedway and feels there needs to be a stop sign at that location.

**Steve Kiser, Manhattan Beach Resident,** sent an e-mail in support of the denial of the stop sign request.

Chair Fournier closed the Audience Participation.

### **Commission Discussion**

Commissioner Lipps felt that it was a compelling argument and feels something needs to be done, whether it's a ladder style crosswalk or to clear away the foliage for better visibility. He said there is an issue that needs to be addressed.

Commissioner Nicholson stated that he visited the location about six times during the week and the traffic was relatively light, but did not visit the site during the morning and the afternoon when the school children would be crossing which is the most important time. He said he is concerned because of the speed along that segment, but he doesn't think a stop sign should be put there, but, safety could be an issue for the children because the line of sight is blocked by a tree. He thought that crosswalks with flashing signs to warn that children are crossing might be a solution.

Commissioner Stabile said he is a strong proponent of making Manhattan Beach a more pedestrian friendly community. He agrees with the other Commissioners that safety is the most important issue but that it can't be the only issue, or there would be four way stop at every intersection in the city. He explained that hard data is needed on the number of pedestrians who are using that crossing. He said when he drove that section he could not see the pedestrian sign because of the foliage. Commissioner Stabile suggested that staff needs to review these locations so they can be maintained and the signs don't become obscured by vegetation. He stated that he was troubled by the recent change in the speed limit. Commissioner Stabile suggested that the applicants perform their own count of how many people cross at that location. He asked staff if they might have a time line in regards to the Mobility Plan because he does not want to see this issue pushed down the road another year or more because there are serious issues that need consideration.



Commissioner Adami stated he agreed with the comments made by the other Commissioners. He said he wanted to solve the problem and not wait. He expressed concerns about the recent increase in the speed limit to 35 MPH on Ardmore Avenue; he wanted data on the number of children and other pedestrians crossing at that location and supported the installation of a crosswalk and a stop sign at this time, and does not want to wait for the Mobility Plan to make that recommendation. Commissioner Adami thanked the citizens for coming and talking about the issue.

Chair Fournier disclosed that he lives on Ardmore Avenue a few blocks from the location and is very familiar with it. He stated that safety is related to decision making processes and the Traffic Engineer is an expert at that, although it is hard to hear sometimes that science trumps passion. He stated what a lot of the audience said was that they used extreme caution when crossing and as a result there have not been any accidents in the last seven years. He said the location is not a typical intersection because it leads to a park and a pathway. He expressed concerns about the speed limit on the street. He explained that installing a crosswalk may give pedestrians a false sense of security. He said there may alternatives to a stop sign such as possibly redesigning at the crossing.

Traffic Engineer Zandvliet said all the Commissioners had good points and that safety is paramount. He agreed with the Commissioners that he didn't want to drag the issue out, but, he does not want to do anything inconsistent with what they have done at other intersections and/or what may be proposed in the upcoming Mobility Plan. He explained that staff could return at a later date with recommendations for traffic calming measures, look into improving visibility for the pedestrians and the drivers at the crossing and the perform pedestrian counts. He explained that some changes would have to go through the Mobility Plan and/or the Capital Improvement Program, if approved, because of the cost.

**MOTION:** Commissioner Nicholson made a motion to move the item to the April meeting, a pedestrian count should be conducted, with the counts indicating the time of day and how many children and how many adults crossed at that location, investigate possible design elements that would make the transition from the path safer, improve visibility for pedestrians and drivers and consider traffic calming measures. The Motion was seconded by Commissioner Adami. The motion passed with the following roll call vote:

Ayes:           Stabile, Nicholson, Adami, Lipps and Chair Fournier.  
Noes:           None.

## **F. COMMISSION ITEMS**

### **02/27/14-3 Commissioner Items**

Commissioner Adami asked who owns the property at the very end of the Strand.

Staff answered that it was County property.

Commissioner Lipps wanted to follow up on the large dome mirror on Artesia Boulevard that seemed to be on public property.

Traffic Engineer Zandvliet stated that the mirror needs to be moved onto the private property.

Management Analyst Madrid said she would have Code Enforcement follow up.

#### **G. STAFF ITEMS**

##### **02/27/14-4 Monthly Revenue and Expenditure Reports: Receive and File.**

Received and Filed.

##### **02/27/14-5 Staff Follow-up Items**

Management Analyst Madrid reported that the stop signs requests at 21st and 22nd Streets at Magnolia Avenue will be going to the City Council on March 4, 2014.

Traffic Engineer Zandvliet explained that the request for the disabled parking space at the Strand had been sent to the City Attorney for review and because it does not meet ADA guidelines Traffic Engineer Zandvliet is looking into some other alternatives.

Management Analyst Madrid said that the Finance Report will be coming to the Commissioners next month.

Management Analyst Madrid reminded the Commissioners about the April deadline for commissioner applications for all commission vacancies.

Traffic Engineer Zandvliet asked if the Commissioners received their Form 700 and reminded them that they are due too.

#### **H. ADJOURNMENT**

The meeting was adjourned at **8:22 p.m.** to the regular Parking and Public Improvements Commission Meeting on Thursday, March 27th, 2014, in the City Council Chambers of City Hall, 1400 Highland Avenue, in said City.