

Attachment

CITY COUNCIL MEETING

MAY 21, 2024

**Discussion of Potential Traffic Calming
Measures for the Oak Avenue /
Manhattan Village Shopping Center
Neighborhood Traffic Management
Study**

Correspondence Received
After Posting of PPIC Meeting
on March 28, 2024

Phone Correspondence:

None

Email Correspondence: See Attached.

From: [Erik Zandvliet](#)
To: [Bryce Ross](#)
Cc: [Carianne Chavez](#)
Subject: RE: [EXTERNAL] Stop Sign at 19th and Elm
Date: Monday, March 25, 2024 8:57:43 AM

Thank you Bryce,
We will be forwarding your comments to the PPIC for their consideration at the meeting this Thursday.

Feel free to contact me if you have any questions.
Erik

Erik Zandvliet
Traffic Engineer
(310) 802-5522
ezandvliet@manhattanbeach.gov

City of Manhattan Beach, CA

Office Hours: M - Th 8:00 AM - 5:00 PM | Fridays 8:00 AM - 4:00 PM | Not Applicable to Public Safety

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

From: Bryce Ross <brycecross@gmail.com>
Sent: Monday, March 25, 2024 8:22 AM
To: Erik Zandvliet <ezandvliet@manhattanbeach.gov>
Subject: [EXTERNAL] Stop Sign at 19th and Elm

EXTERNAL EMAIL: Do not click links or open attachments unless you trust the sender and know the content is safe.

Good morning Erik,

I hope that you have been well. Our home is on the corner of 19th and Elm. I understand that there is a public hearing by the Parking and Traffic Commission this Thursday to consider adding Stop signs throughout our community in the Tree Section. We began contacting you out of our concerns of speeders on 19th since early 2020. The problem has only continued to get worse. We have two young children and I worry every time they go in the front yard to play that a reckless speeder rushing up or down 19th is a danger. I strongly request that the City finally take action and install a stop sign at 19th and Elm and other locations throughout our neighborhood. It's become a cut through and the fastest alternative to the intended east west commuter route of Marine, MB Boulevard, etc.

Please help us get this fixed by adding the stop sign at 19th and Elm immediately. Please don't wait until it's too late.

Please sleep send my email to the Parking and Traffic Commission and City Council.

Best,

Bryce Ross

1901 Elm Avenue, Manhattan Beach, CA

310-422-9787

From: [Erik Zandvliet](#)
To: [Carianne Chavez](#)
Subject: FW: [EXTERNAL] Re: Stop Sign at 19th and Elm
Date: Monday, March 25, 2024 2:26:46 PM

For inclusion in the correspondence after agenda posting.

Feel free to contact me if you have any questions.
Erik

Erik Zandvliet
Traffic Engineer
(310) 802-5522
ezandvliet@manhattanbeach.gov

City of Manhattan Beach, CA

Office Hours: M - Th 8:00 AM - 5:00 PM | Fridays 8:00 AM - 4:00 PM | Not Applicable to Public Safety

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

From: Liz Jaeger <lizjaeger@gmail.com>
Sent: Monday, March 25, 2024 12:36 PM
To: Erik Zandvliet <ezandvliet@manhattanbeach.gov>
Subject: [EXTERNAL] Re: Stop Sign at 19th and Elm

EXTERNAL EMAIL: Do not click links or open attachments unless you trust the sender and know the content is safe.

Good morning Erik,

I hope that you have been well. Our home is on the corner of 19th and Elm. I understand that there is a public hearing by the Parking and Traffic Commission this Thursday to consider adding Stop signs throughout our community in the Tree Section. We began contacting you out of our concerns of speeders on 19th since early 2020. The problem has only continued to get worse. We have two young children and I worry every time they go in the front yard to play that a reckless speeder rushing up or down 19th is a danger. I strongly request that the City finally take action and install a stop sign at 19th and Elm and other locations throughout our neighborhood. It's become a cut through and the fastest alternative to the intended east west commuter route of Marine, MB Boulevard, etc.

Please help us get this fixed by adding the stop sign at 19th and Elm immediately. Please don't wait until it's too late.

Please sleep send my email to the Parking and Traffic Commission and City Council.

Best,

Liz Jaeger

1901 Elm Avenue,
Manhattan Beach, CA

From: [Stephane Wandel](#)
To: [Traffic](#); [Erik Zandvliet](#); [Wysh Weinstein](#); [Denise Wandel](#)
Subject: [EXTERNAL] Traffic Calming Measures - Oak & Elm Corridors
Date: Wednesday, March 27, 2024 10:41:15 PM
Attachments: [Re Traffic Calming.eml.msg](#)
[4-Way Stop Sign at 19th and Elm.eml.msg](#)
[4-Way Stop.eml.msg](#)
[19th Oak.eml.msg](#)
[Re 4 way stop.eml.msg](#)
[New 4-Way Stop Signs.eml.msg](#)
[Fwd EXTERNAL Oak AvenueSepulveda Corridor Neighborhood Traffic Management Study.eml.msg](#)
[MB Traffic Letter 10.3.2023 r1.pdf](#)
[City MB Stop Sign Letter 3.27.24.pdf](#)

EXTERNAL EMAIL: Do not click links or open attachments unless you trust the sender and know the content is safe.

Good evening Erik and Carianne,

Thanks again for your efforts the past few months.
Please find a new support letter from 12 Oak Avenue families as well as emails we have received from 7 additional families.

I look forward to the hearing tomorrow afternoon. I will plan on being at the meeting in person.

I'd appreciate it if you'd let us know in advance if anyone is opposed to the proposed plan.

Thanks.

Stephane Wandel
310.418.6588

From: [Stephane Wandel](#)
To: [Stephane Wandel](#)
Subject: Re: Traffic Calming

4-way stop

On Wed, Feb 28, 2024 at 12:03 PM Tom Kaminski <tskaminski@hotmail.com> wrote:

You're welcome, Carianne.
Let us look forward to the good that is yet to be.
Best,
Tom

Sent from my iPhone

On Feb 28, 2024, at 11:58 AM, Traffic <traffic@manhattanbeach.gov> wrote:

Hello Tom,

Thank you for your comments on the agenda item for the Oak Avenue Neighborhood Traffic Management Plan. Your comments have been forwarded to the Commission for their consideration at the meeting.

Thank you,

Carianne

MB Logo



TRAFFIC

310-802-5500
traffic@manhattanbeach.gov

The [Citizen Self Service \(CSS\) Online Portal](#) is available for City permit and planning applications and inspections. Most Community Development services are available [online](#) and various divisions can be reached at (310) 802-5500 or [Email](#) during normal City business hours. View the in-person [Community Development services schedule](#). Please note that the last sign-in for morning walk-in services is at 11:15 A.M. The last sign in for all other available services is 15 minutes prior to close of business.

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From: Tom Kaminski <tskaminski@hotmail.com>

Sent: Wednesday, February 28, 2024 9:17 AM

To: Traffic <traffic@manhattanbeach.gov>

Cc: StephaneWandel@gmail.com; Wysh Weinstein <Kristenwysh@gmail.com>

Subject: [EXTERNAL] Traffic Calming

EXTERNAL EMAIL: Do not click links or open attachments unless you trust the sender and know the content is safe.

Per your request.

From: [Kevin Samuels](#)
To: [Traffic](#)
Cc: stephanewandel@gmail.com
Subject: 19th & Oak
Date: Thursday, February 22, 2024 5:41:35 PM

To whom it may concern,

I'd like to voice my full support of a 4-way stop at 19th & Oak. I've resided near the intersection for the last 16 years and have witnessed near collisions almost every day – from kids on bikes, to pedestrians and of course, autos. I hope you'll approve this simple solution to making our neighborhood safe for everyone. Thank you for your consideration!

Sincerely,

Kevin Samuels
1809 Oak Ave.

From: [Leilani Kowal](mailto:Leilani.Kowal@gmail.com)
To: StephaneWandel@gmail.com; Kristenwysh@gmail.com
Cc: [Eric Kowal](mailto:Eric.Kowal@gmail.com)
Subject: Fwd: [EXTERNAL] Oak Avenue/Sepulveda Corridor Neighborhood Traffic Management Study
Date: Sunday, February 18, 2024 8:28:52 PM

Hi neighbors,

This is LeiLani and Eric at 1708 Oak. We received your flyer on our porch tonight. We are happy to hear about the recommendation to add 4-way stops. Please see our email to the City's Traffic Engineer, Erik Zandvliet, sent last September. The City is finally moving in the right direction. We will make sure to send in an email in support of this installation.

Thanks for the good news,
LeiLani and Eric Kowal

----- Forwarded message -----

From: Erik Zandvliet <ezandvliet@manhattanbeach.gov>
Date: Mon, Sep 11, 2023 at 4:44 PM
Subject: RE: [EXTERNAL] Oak Avenue/Sepulveda Corridor Neighborhood Traffic Management Study
To: LeiLani Kowal <leilani.kowal@gmail.com>
Cc: Eric Kowal <eric.kowal@gmail.com>

Good afternoon LeiLani,

Thank you for your insightful comments and suggestions.

These will be included in the next report to the PPIC when some initial traffic calming measures are being considered.

Feel free to contact me if you have any questions.

Erik

From: LeiLani Kowal [mailto:leilani.kowal@gmail.com]
Sent: Friday, September 8, 2023 2:47 PM
To: Erik Zandvliet <ezandvliet@manhattanbeach.gov>
Cc: Eric Kowal <eric.kowal@gmail.com>
Subject: Re: [EXTERNAL] Oak Avenue/Sepulveda Corridor Neighborhood Traffic Management Study

Mr. Zandvliet,

Thank you for the opportunity to comment on this matter. We have lived on Oak Avenue since 2009 and our observations are that it is used as a daily alternative route to Sepulveda in both

directions. As residents, our primary concern for Oak Avenue is safety for both pedestrians and bicyclists.

Observations as a resident on Oak Avenue:

1) Unsafe vehicle speeds - At particular times of day (morning school drop off and afternoon pick up for Pacific School and American Martyrs School, evening commuter traffic), it is easy to observe cars driving on either 17th St or 19th St onto Oak Ave at unsafe speeds higher than posted speeds. In particular, there are no 4-way stops at Oak & 17th or Oak & 19th, which makes east/west traffic on 17th and 19th a hazard. It's hard to see cross traffic at those intersections from Oak in either direction. This results in cars typically inching out a little further to see cross traffic, which creates a hazard for pedestrians and kids on bikes. Although the staff report indicates there is a decline in the number of vehicles traveling, it also notes continued elevated speeds. Lower vehicle counts does not equate to safer conditions, it just means there were fewer cars in 2022, most likely because of post-pandemic changes in driving routines. Regardless, the report is consistent with our observations of elevated speeds on Oak. It's common to hear quick vehicle acceleration northbound on Oak from 17th and heavy deceleration southbound on Oak to 17th.

2) Increased pedestrian and bicycle traffic on Oak Ave. - Separately, we have seen a significant increase in young families with small children moving to Oak Ave. This street is also a common street for pedestrian walkers with kids/dogs since it borders the neighborhood edge without having to walk along Sepulveda. The synagogue at 19th between Oak and Sepulveda has daycare services facing Oak, and that creates additional drop off and pick up traffic. I am aware of one child killed on Oak between 17th and 19th St prior to us moving onto this street. I understand that that child was hit by a car while riding a bike down a residential driveway into the street. With the number of pedestrians, kids riding on e-bikes, and elevated vehicle speeds on Oak, we welcome efforts to slow down the vehicle traffic.

Recommendations:

There are three options that warrant further consideration for Oak Avenue between 17th and Marine. These include:

- Speed Humps - Restrict speed with the use of speed humps as done on Ocean Ave in El Porto. This would probably be the most effective at reducing vehicle speeds with 1 or 2 installed on each block between 17th and 19th and again between 19th and Marine.
- 4-Way Stops - Change the 2-way stops at 17th & Oak and 19th & Oak to 4-way stops. This would not only force cars to slow down, but also give the right-of-way to cross traffic to prevent vehicles from inching out into the intersection, creating a hazard.
- Limit access from Sepulveda westbound - Restrict westbound access from Sepulveda

southbound to 19th westbound, and again Sepulveda southbound to 17th westbound. Both 19th and 17th at Sepulveda are very tight right hand turns by themselves, but even narrower if there is an eastbound vehicle trying to enter onto Sepulveda at the same time. It is challenging to make that turn on both intersections from Sepulveda where the southbound speed is often much higher.

Thank you for your consideration of these comments.

Sincerely,

LeiLani and Eric Kowal

On Fri, Sep 1, 2023 at 12:58 PM LeiLani Kowal <leilani.kowal@gmail.com> wrote:

Thank you very much for your quick response. I look forward to reviewing this, and if I have any questions I'll let you know.

Have a great Labor Day weekend.

Thanks again,

LeiLani Kowal

On Fri, Sep 1, 2023 at 9:11 AM Erik Zandvliet <ezandvliet@manhattanbeach.gov> wrote:

Good morning, Leilani,

Yes, I have attached the staff report to this email.

The meeting agenda on the PPIC webpage does not have the link, but the website calendar item does.

We will be going through all of the comments we received, and will prepare a follow-up staff report with some recommendations for the neighborhoods to review in the next few months.

Feel free to contact me if you have any questions.

Erik

From: LeiLani Kowal [mailto:leilani.kowal@gmail.com]

Sent: Thursday, August 31, 2023 12:23 PM

To: Erik Zandvliet <ezandvliet@manhattanbeach.gov>

Cc: Eric Kowal <eric.kowal@gmail.com>

Subject: [EXTERNAL] Oak Avenue/Sepulveda Corridor Neighborhood Traffic Management Study

EXTERNAL EMAIL: Do not click links or open attachments unless you trust the sender and know the content is safe.

Hi Erik,

We received the green postcard announcement for the public meeting on 8/24/2023. I intended to participate, but my schedule had conflicts. The postcard mentions that there is a staff report posted on the commission website, but I didn't see it. Would you please forward a link to me? I'd like to get more information on this.

Thanks,

LeiLani Kowal

1708 Oak Avenue

--

LeiLani

LeiLani Kowal / Email: leilani.kowal@gmail.com / Cell: 310-714-5373

MB Logo



ERIK ZANDVLIET

TRAFFIC ENGINEER

(310) 802-5522

ezandvliet@manhattanbeach.gov

The [Citizen Self Service \(CSS\) Online Portal](#) is available for City permit and planning applications and inspections. Most Community Development services are available [online](#) and various divisions can be reached at (310) 802-5500 or [Email](#) during normal City business hours. View the in-person [Community Development services schedule](#). Please note that the last sign-in for morning walk-in services is at 11:15 A.M. The last sign in for all other available services is 15 minutes prior to close of business.

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LeiLani

LeiLani Kowal / Email: leilani.kowal@gmail.com / Cell: 310-714-5373

--

LeiLani

LeiLani Kowal / Email: leilani.kowal@gmail.com / Cell: 310-714-5373



ERIK ZANDVLIET

TRAFFIC ENGINEER

(310) 802-5522
ezandvliet@manhattanbeach.gov

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--

LeiLani

LeiLani Kowal / Email: leilani.kowal@gmail.com / Cell: 310-714-5373

From: [Stephane Wandel](mailto:Stephane.Wandel)
To: stephanewandel@gmail.com
Subject: 4-Way Stop Sign at 19th and Elm
Date: Wednesday, March 27, 2024 9:58:10 PM

Stephane Wandel
Executive Director, Acquisitions & Development
13116 Imperial Highway
Santa Fe Springs, CA 90670
C: 310.418.6588

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

From: Bryce Ross <brycecross@gmail.com>
Sent: Monday, March 25, 2024 8:22 AM
To: ezandvliet@citymb.info
Subject: Stop Sign at 19th and Elm

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning Erik,

I hope that you have been well. Our home is on the corner of 19th and Elm. I understand that there is a public hearing by the Parking and Traffic Commission this Thursday to consider adding Stop signs throughout our community in the Tree Section. We began contacting you out of our concerns of speeders on 19th since early 2020. The problem has only continued to get worse. We have two young children and I worry every time they go in the front yard to play that a reckless speeder rushing up or down 19th is a danger. I strongly request that the City finally take action and install a stop sign at 19th and Elm and other locations throughout our neighborhood. It's become a cut through and the fastest alternative to the intended east west commuter route of Marine, MB Boulevard, etc.

Please help us get this fixed by adding the stop sign at 19th and Elm immediately. Please don't wait until it's too late.

Please sleep send my email to the Parking and Traffic Commission and City Council.

Best,

Bryce Ross

1901 Elm Avenue, Manhattan Beach, CA
310-422-9787

From: [Kathryn Master](#)
To: [Stephane Wandel](#)
Subject: Re: 4 way stop
Date: Wednesday, February 21, 2024 7:31:15 PM

Yes! Please keep me updated! I went to them years ago and they shoo'ed me away, saying it would be noisy for us. I responded with we would be the ones affected and we would rather have noise than injuries. People fly by our house and by the time they get to pine the roll through, and transversely, the stop at pine and then zoom up to Sepulveda! I am so happy they're listening to you because I had given up hope, as the man who used to live across the street had given up hope for even farther back. Our neighbors directly across the street were happy too, and we're planning on the zoom call. I hope everyone gets flyers again because I had no idea until I saw it!

Thank you so much for keeping up the fight!

Kat

Sent from my iPhone

> On Feb 21, 2024, at 7:09 PM, Stephane Wandel <stephanewandel@gmail.com> wrote:
>
> Hi Kathryn,
>
> Thank you so much for the email. This is exactly what the city needs to hear.
>
> One of my first emails to the city months ago read pretty much like yours. We live in 19th & oak.
>
> In a follow up conversation, the traffic engineer mentioned to me that no one was reporting accidents at any of these intersections - which I find hard to believe.
>
> Unfortunately tomorrow's Traffic Commission has been cancelled as 2 commissioners had last minute conflicts. It will be rescheduled, new date hasn't been established. I'll keep you posted.
>
> Thanks again.
>
> Stephane Wandel
> 310-418-6588
> Sent from my iPhone
>
>> On Feb 21, 2024, at 4:24 PM, Kathryn Master <kathrynmaster@yahoo.com> wrote:
>> To whom it may concern,
>>
>> I am more than ecstatic that there is finally movement on this. As a home owner on the corner of 19th and Elm, I have witnessed so many accidents, have seen vehicles come off of Sepulveda at speeds grossly exceeding the speed limit, I've personally had several close encounters with speeding vehicles both in my car and as a pedestrian. When I first moved into my home in 2016, I promptly went to the city to voice my concern, I clearly told them it's not an "if" but "when" someone will be badly hurt. With the number of kids on e-bikes and vehicles driving recklessly, something needs to be done now. I am 100% in support of these stop signs.
>>
>> Kathryn Master
>> 1829 Elm Ave.
>> resident
>> Local business owner, katwalk
>>

>> Sent from my iPhone

P. Denise Wandel
Stephane Wandel

1812 Oak Avenue
Manhattan Beach, CA 90266
Tel: (310) 418-6588

Mr. Eric Zandvliet
City of Manhattan Beach
ezandvliet@manhattanbeach.gov
Traffic@manhattanbeach.gov

October 3, 2023

Subject: Traffic Safety at 19th St & Oak Avenue

Dear Mr Zandvliet, Members of the Parking and Public Improvements Commission

We are in receipt of the August 24, 2024 report to the Commission.

This report was very informative and provides a wealth of good data. Unfortunately some of which is incorrect or incomplete.

As the residents of the 1800 block of Oak Avenue we can confirm that the report's conclusion that there have been no accidents at the intersection of 19th street and Oak avenue from 2016 and 2022 is entirely incorrect. That intersection is the scene of regular accidents, with 2 known accidents in the past month alone. Accidents and near misses occur at that intersection on a very regular basis, the result of above average speeds on both streets and severely impaired visibility.

The report confirms that Oak Avenue on our block is one of the most heavily travelled section in the city with 1,367/1,026 daily trips. From the report the proximate comparable street sections generate less than half of the traffic, likely as Oak is used by many as a cut-through, paralleling Sepulveda. At the same time, the report concludes that our block is travelled at above average speeds, likely due to lengthy downhill street condition.

For some reason the report does not identify the traffic volumes nor the traffic speeds on 19th. As neighbors who cross that intersection daily, we see a large number of vehicles, likely a larger than average number as it parallels Marine and serves as a cut-through, most of them driving downhill (westbound) at above average speeds.

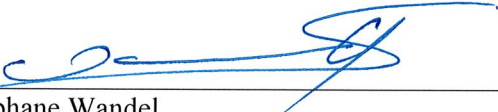
In addition to the above average number of daily cars travelling at above average speed on both streets, visibility at that intersection is also severely impaired (see attached pictures). Any car driving northbound or southbound on Oak has approximately 20-30 feet of visibility which is obviously insufficient for cars driving down 19th to stop in time. Vehicles traveling at 30 mph take much longer to come to a complete stop.

The simplest solution to the existing safety conditions at 19th and Oak is a 4-way stop. This solution has been implemented at 14th and Oak, and has resulted in safe and manageable traffic conditions.

We urge you to take our request into account and implement this promptly to avoid more accidents and possibly unnecessary injuries. A number of us are available to meet with you at the intersection so you may see first hand to safety conditions.

Please contact Stephane Wandel with any questions and to discuss next steps at (310) 418-6588 or stephanewandel@gmail.com.

Thank you.


Stephane Wandel

On behalf of the following families:

Name:	Address:
Joe & Anna Dabney	1732 Oak Avenue
Jon & Shawnee Spelke	1800 Oak Avenue
Scott and Kathie Papera	1805 Oak Avenue
Mary Yollin	1808 Oak Avenue
Stephane & Denise Wandel	1812 Oak Avenue
John & Stacey Fundingsland	1813 Oak Avenue
Dan & Kristen (Wysh) Weinstein	1819 Oak Avenue
Bill & Stacey Corvalan	Oak Avenue
The Weitz Family	Oak Avenue
Vu & Helen Nguyen	1816 Oak Avenue
Marty & Maggie Dehler	2009 Oak Avenue



From: [Joe Melville](#)
To: KRISTENWYSH@gmail.com
Cc: StephaneWandel@gmail.com
Subject: 4-Way Stop
Date: Tuesday, March 5, 2024 10:33:01 AM

Good morning Mr. & Mrs. Weinstein,

My name is Joe Melville; I live on Elm and 19th with my wife Kat and 6-year old Sullivan.

I'm grateful for the work being done on this initiative.

You have our support. If I can be of any service please call anytime.

All the best,

Joe Melville

818.207.8095
melvillejoe@rocketmail.com
JANM Holdings, LLC

From: [Christopher Hong](#)
To: traffic@manhattatanbeach.gov
Cc: StephaneWandel@gmail.com; kristenwysh@gmail.com
Subject: New 4-Way Stop Signs
Date: Thursday, February 22, 2024 8:13:40 AM

Thank you for taking up this matter for review & consideration -

I live at the corner of 19th & Oak and on far too many occasions do I hear tires screeching and horns blasting to avoid collisions:

- Cars traveling north/south on Oak assume it is a 4-way stop for opposing traffic
- Cars traveling west on 19th from Sepulveda are traveling too fast due to the slight decline in grade knowing there is no upcoming mandatory stop

Without a 4-way stop, accidents will continue to occur BUT CARS ARE REPAIRABLE.

Manhattan Beach is a wonderful neighborhood to raise a family. Many families have young children who ride their (e)biles on the streets. Like adults, they do not abide by traffic laws but a 4-way stop at this intersection will provide added safety. A CHILD'S LIFE IS NOT REPLACEABLE.

With thanks,
Chris Hong

P. Denise Wandel
Stephane Wandel

1812 Oak Avenue
Manhattan Beach, CA 90266
Tel: (310) 418-6588

Mr. Eric Zandvliet
City of Manhattan Beach
ezandvliet@manhattanbeach.gov
Traffic@manhattanbeach.gov

March 27, 2024

Subject: Traffic Safety at 19th St & Oak Avenue

Dear Mr Zandvliet, Members of the Parking and Public Improvements Commission

In October 2023, I sent a letter to the City and Traffic Commission identifying a safety concern at one of our intersection.

Since then, after speaking with many of our neighbors, my feeling appears to be shared by every single neighbor I have spoken with. What I didn't realize then was the strong sentiment shared by all I spoke with of the danger at nearby intersections.

With that in mind, I want to wholeheartedly support the proposed plan to install 4-way stop signs at the intersections of Oak & 19th, Elm & 19th and Oak & 17th.

We also support City staff's plan bring this matter in front of the City Council for approval in April, and install the signs shortly thereafter.

Please contact Stephane Wandel with any questions and to discuss next steps at (310) 418-6588 or stephanewandel@gmail.com.

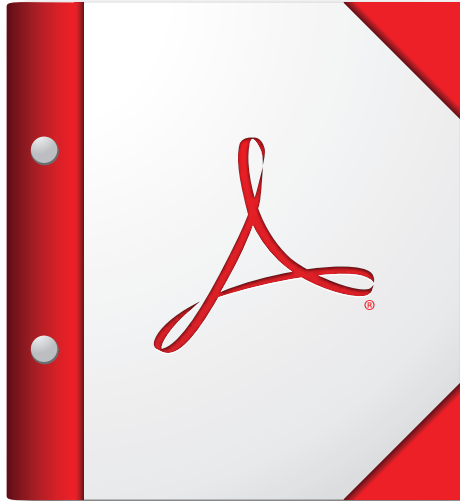
Thank you.



Stephane Wandel

On behalf of the following families:

Name:	Address:
Joe & Anna Dabney	1732 Oak Avenue
Jon & Shawnee Spelke	1800 Oak Avenue
Scott and Kathie Papera	1805 Oak Avenue
Mary Yollin	1808 Oak Avenue
Stephane & Denise Wandel	1812 Oak Avenue
John & Stacey Fundingsland	1813 Oak Avenue
Dan & Kristen (Wysh) Weinstein	1819 Oak Avenue
Bill & Stacey Corvalan	Oak Avenue
The Weitz Family	Oak Avenue
Vu & Helen Nguyen	1816 Oak Avenue
Gene & Victoria Kohn	1729 Oak Avenue
Marty & Maggie Dehler	2009 Oak Avenue



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How Slow Lanes Can Speed Up New Mobility (And Save Lives)

Gabe Klein

Contributor

I am a social entrepreneur and mobility enthusiast

Dec 4, 2018, 12:03pm EST

Mobility is the word on everyone's lips these days. I was in a number of large cities in the last month and have noticed that my conversations with local business leaders keep shifting towards discussions about the quality of and need for bike and pedestrian infrastructure. 10 years ago, I wouldn't have expected CEOs to address these topics - they were strictly the purview of smallish, urban bike advocacy groups and of progressive leaders in cities like Portland and San Francisco. But now, even the corporate world can't ignore the serious returns on investment that these upgrades can generate - both in terms of human health and in terms of capital.

But the topic of bike and pedestrian infrastructure didn't enter the zeitgeist by accident. This past spring, cities across the country - Atlanta included - woke up to a new reality as hundreds of shared electric scooters seemingly blinked into existence on sidewalks, medians, and empty lots. The urban mobility landscape was transformed overnight.

As someone who's been heavily engaged in this space for over two decades, it's gratifying to finally see both companies and cities working to set the bar higher for alternative modes of urban transportation. But the newfound excitement around electric scooters and the infrastructure to accommodate them has also engendered a fair share of tension and friction. Cities are resistant to the "[chaos](#)" that seems to be accompanying the launch of shared scooter and bike systems. Some see the scooters in particular as a new danger to pedestrians, or as another unwanted intervention in our lives by Big Tech. But the truth is that these scooters are one piece of the puzzle in putting our society on a new, more sustainable trajectory.

Climate change is [real](#), and it's [happening](#). This recognition must be accompanied by a sense of urgency in getting people out of cars and onto bikes, trains, buses, and everything in between. But cities have a legitimate mandate to reduce chaos and keep citizens safe as well.

What To Do?

The threat of climate change means that anything below a sense of urgency in getting people out of cars is insufficient. We must take a radical, all-of-the-above approach to restructuring our lives and how we move - and this requires us to engage with any new form of mobility that could bring us closer to the goal of sustainability. However, some find this difficult to square with the fact that city governments have been designed to reduce danger and unpredictability in our urban environments. But the choice we face here is not an exclusive one - we do not need to slow down the adoption of new technologies. We need to speed up our ability to integrate them.

When I was running the Department of Transportation in Washington D.C., and then in Chicago, my constant obsession was safety. We made huge strides in separated, or “protected” bike infrastructure to match the growth of our large, cutting-edge bikeshare systems, [Divvy](#) and [Capital Bikeshare](#) which launched during my tenure. Near the end of my time in government, I started noticing something unexpected – people were jogging, doing Segway tours, and riding electric skateboards, all in the protected bike lanes. It had, in effect, been democratized - and everyone benefitted. The creation of these safe, slower lanes, where everyone from a rollerblader to a mom and child on a tandem bike felt safe moving, was one of the most important changes I achieved in both cities.

Now, with the exponential growth of electric and shared mobility options, it is becoming clear that there is yet another contender for space in the geography between the street and the sidewalk. And things are, perhaps, starting to get a little crowded.

On a quantitative level, it is a difficult question to answer: between people-filled sidewalks that rightly prioritize humans moving at about 3 or 4 mph and the 2-ton vehicles that barrel down the urban roadway at 25-40 mph, where does the 30 lb vehicle that moves at 10-15 mph fit?

Field of vision and fatality rates for varying vehicle speed.

Safe Streets

Enter: the “slow” lane

Don’t get me wrong - no one likes a good bike lane better than me, and I ride in one - often with my kids - for safety every chance I get (plus, there is the added benefit of whizzing past cars sitting in traffic). But here in America, our bike lanes are not usually the fully grade-separated, expansive ones found in places like Amsterdam or Copenhagen. While we have spent the last decade retrofitting our cities to be safer for cyclists, we only occasionally implement protected bike lanes. More often, we are left with standard bike lanes that offer physical space

but minimal protection, or the “sharrow” that sends a message but offers no real safety at all.

This raises the question: what is the biggest factor in unsafe road conditions? Is it the varied speeds at which different vehicles move? Or is it the differences in size and weight? Knowing this is important in designing the solution to the safety problem.

On local roads, in our neighborhoods and smaller towns, I believe the focus needs to be on promoting shared use by all vehicle types at very reduced speeds. Bike lanes only really become a necessity on larger, arterial-type streets, where separation is needed because of the huge differences in speed. In fact, this recognition has led many cities to lower local speed limits because the findings are so simple: speed kills.

Led by millennials moving to city centers and their baby boomer parents choosing city life as a convenient way to age-in-place, cities are reurbanizing at a rapid clip. As millennials have families and start to raise children, they should not be forced to make the choice of moving to the suburbs for want of a safe street.

Mobility lane pop-up in Kansas City.

Better Block KC

The Slow Lane?

So what is a “slow lane” – and why should we embrace a new option? Because if you are an urban resident, your life will be safer with them, and you just don’t know it yet! Modes are changing faster than at any time since the introduction of the Model T (remember OFO?). This means we need streets that are flexible and can support micro and electric mobility, no matter what new device launches next week or the week after.

Imagine your typical four-lane, city-controlled street. Two travel lanes in each direction, a lane of parking on each side, and no bike lane in sight. Planners often look at these streets as being prime for a “[road diet](#)” with a reversible lane inserted in the middle and two travel lanes removed. In a slow lane, or mobility lane, or whatever name we come up with, we take the travel lane adjacent to the parking lane and slim it down to 8-9 feet (vs. its current 10-14 feet). The middle lanes, on either side of the double yellow stripe, remain at standard width. In addition to slimming the outside travel lane, the addition of thermoplastic markings communicates that this is a “slow lane” with a 15 mph speed limit that prioritizes non-cars.

This does not obviate the need for protected, and ideally, grade separated infrastructure for bikes and micromobility; instead, this is a more immediate

bridge, a retrofit now, and when we rebuild the street (every 15-30 years...) we should build the gold standard in infrastructure as they do in the [Netherlands](#).

Check out this before-and-after example of 14th Street NW, in my hometown of Washington D.C., with a slow lane modeled:

Thanks to [Tiffany Chu](#) and [Remix](#) for the help with this mock-up:

Before a slow lane.

Courtesy of Remix

Road including a slow lane.

Courtesy of Remix

Reprioritizing cars on our streets is another big part of the rethink we need. I believe that cars should be allowed in these slow lanes as this is key to fast adoption - but they should be given the lowest priority. This is a model that works - just check out the "[Fietstraat](#)" in the Netherlands. It keeps everyone safe, as the most dangerous thing on a sidewalk is now a pedestrian staring at their phone. Too often, we prioritize speed, when the real metric we should be focusing on is the safe throughput of people in a city. Getting this right will mean a more viable business for bike and scooter companies, and a boost in our fight against climate change.

While this is the beginning of a conversation, there is no reason cities can't start installing slow lanes now on locally controlled streets - and quickly. The simple requirements of paint and thermoplastic markings are already in use in every city. It's time to accelerate how we rethink our streets, because climate change doesn't have a speed limit.

From: [Erik Zandvliet](#)
To: [julia adema](#)
Cc: [Carianne Chavez](#)
Subject: RE: [EXTERNAL] Inquiry in Marine/Elm intersection
Date: Monday, April 8, 2024 10:27:05 AM

Good morning, Julia,
Thank you for forwarding your comments and suggestion to us.
I will investigate your request and let you know what I find.
Your comments will also be incorporated into the City's neighborhood traffic management plan that will be discussed by the City Council in the near future.
You will be receiving a postcard invitation to the City Council meeting.

Thank you for your concerns about traffic safety in our city.
Feel free to contact me if you have any questions.
Erik

Erik Zandvliet
Traffic Engineer
(310) 802-5522
ezandvliet@manhattanbeach.gov

City of Manhattan Beach, CA

Office Hours: M - Th 8:00 AM - 5:00 PM | Fridays 8:00 AM - 4:00 PM | Not Applicable to Public Safety

Use our click and fix it app 24/7 for non-emergency requests www.manhattanbeach.gov/reachmanhattanbeach

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

From: julia adema <julia_adema@yahoo.com>
Sent: Tuesday, April 2, 2024 1:31 PM
To: Erik Zandvliet <ezandvliet@manhattanbeach.gov>
Subject: [EXTERNAL] Inquiry in Marine/Elm intersection

EXTERNAL EMAIL: Do not click links or open attachments unless you trust the sender and know the content is safe.

Hello Erik,

I hope this finds you well.

I live at 2712 Elm and everyday go thru the intersection of Marine and Elm. People do not always stop at the stop signs, particularly on the east bound direction. Today my car was almost hit, again.

Would it be possible to put a blinking stop sign or something at the intersection? Whatever you may have in the "toolbox" would be appreciated.

Thank you!

Julia Adema
415.235.9075

