CITY OF MANHATTAN BEACH
DEPARTMENT OF COMMUNITY DEVELOPMENT
TRAFFIC ENGINEERING DIVISION
MEMORANDUM

DATE: December 5, 2024

TO: Parking and Public Improvements Commission

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

SUBJECT: Consider Traffic Calming Measures on Valley Drive between 1st Street and 10th Place

RECOMMENDATION

Based on the Traffic Engineer's analysis, it is recommended that the Commission pass a motion to recommend that the City Council approve the following traffic calming measures to supplement continued enforcement of speeding and stop sign violations on Valley Drive between 1st Street and 10th Place (Attachment A):

1. Install speed limit sign on Valley Drive south of 10th Place;
2. Install a solar-powered flashing stop sign on Valley Drive at 6th Place;
3. Initiate a capital project to construct sidewalks and crosswalks on the north side of 6th Street between Valley Drive and Ardmore Avenue;
4. Initiate a capital project to construct crosswalks and accessible ramps on Valley Drive and Ardmore Avenue at 10th Street to connect the neighborhoods to Veterans Parkway;
5. Install a solar-powered speed awareness sign on Valley Drive between 6th Place and 1st Street; and
6. Paint a white parking edgeline along the west side of Valley Drive between 2nd Street and 10th Place.

BACKGROUND

On November 19, 2002, the City Council approved the City-Wide Neighborhood Traffic Management Program (NTMP). (Attachment E) The NTMP established a set of procedures to evaluate neighborhoods in an effort to improve livability of neighborhood streets. The NTMP Program has been followed in conducting this study and related public outreach efforts. This report summarizes the current traffic conditions and the Traffic Engineer's analysis of potential traffic calming measures to address resident concerns along Valley Drive.

On May 16, 2017, the City Council approved a number of traffic calming measures pursuant to the Valley Drive Neighborhood Traffic Management Plan initiated by resident petitions and as recommended by the Parking and Public Improvements Commission, including:

1. Restrict traffic to one-way westbound on 4th Street between Valley Drive and Ingleside Drive;
2. Install three 15 mph speed limit signs on Ingleside Drive between 1st Street and 6th Place;
3. Install two 15 mph speed limit signs on 6th Place east and west of Ingleside Drive;
4. Install high-visibility crosswalk signs and markings on Ingleside Drive at 5th Street and 6th Street walkstreet crossings;
5. Install a stop sign for northbound Ingleside Drive at 6th Place; and
6. Increase enforcement of speeding and other moving violations on a regular basis.

These measures were implemented in 2017, and City Council voted to continue the measures on February 20, 2018.

Beginning in 2022, City staff has been in correspondence with several residents, including Tom Williams, Barbara David, and David and Tanya Rodriguez, all residents of Valley Drive, who have requested additional traffic safety measures on Valley Drive between 1st Street and 10th Place. They are concerned about speeding and drivers failing to stop at the 6th Place intersection. Mr. Williams has kept a video record of recurring violations that support their request. The City has taken a "Three E's" approach – Engineering, Enforcement and Education - to address the recurrent stop sign violations, as described below:

1. Painted new STOP legends and enlarged the stop bar on Valley Drive for greater stop sign awareness. (Engineering Measure)
2. Installed a larger stop sign in the southbound direction. (Engineering Measure)
3. Conducted ongoing enforcement efforts and issued citations during a variety of hours. (Enforcement Measure)
4. Deployed a changeable message board at the intersection with warnings such as "STOP STOP" and "STOP SIGN AHEAD" to educate drivers. (Education Measure)

DISCUSSION

Valley Drive is a 32-foot wide, two-lane Residential Collector Street that connects with Manhattan Beach Boulevard to the north and 1st Street to the south. Valley Avenue is a southbound only roadway that parallels northbound only Ardmore Avenue to the east. Valley Drive is controlled by a traffic signal at Manhattan Beach Boulevard, and has stop controls at 6th Street/6th Place and 1st Street to the south. The speed limit on Valley drive is 30 miles per hour (MPH). Valley Drive has curbs and gutters on both sides, and sidewalks on the west side only.

Pursuant to the City's Mobility Plan, "Residential Collector Streets intended are intended to serve an area or neighborhood by collecting or distributing traffic from the Local and Major Local streets to the Collector, Minor Arterial, Major Arterial, or Regional Arterial system. Curbside parking is generally allowed, and adjacent land uses often have direct driveway access."

6th Place is a 20-foot wide, two-way alley between Valley Drive and Ingleside Drive with a speed limit of 15 MPH. 6th Street is a 30 feet wide, two-way local street between Valley Drive and Poinsettia Avenue with a speed limit of 25 MPH. 6th Street has all-way stop controls at Ardmore Avenue. 6th Place is constructed as an alley, while 6th Street has curbs and gutters only. (Exhibit A)

The intersection of Valley Drive and 6th Place is located in a single family residential area. It is controlled with stop signs on all approaches. Stop signs are posted on both sides of Valley Drive approaching 6th Street/6th Place. There is a slight downhill slope on 6th Street in the westerly direction approaching Valley Drive. Parking is allowed on the west side of Valley Drive. The intersection is painted with stop legends and stop bars on all approaches. Veterans Parkway is located between Valley Drive and Ardmore Avenue.

Volumes and Speeds

A traffic volume count was conducted in June 2022 on typical school days. (Attachment B) A summary of the peak hour and daily traffic volume is provided below:

DIRECTION	AM PEAK HOUR	PM PEAK HOUR	DAILY
Southbound	474	603	5,940

Between 2013 and 2022, daily traffic volume on Valley Drive decreased by about 4 percent, from 6,220 to 5,940 vehicles per day.

Several speed surveys were conducted in June 2022 and November 2024 using a calibrated RADAR speed measuring device during free-flow traffic conditions. A statistical summary of the recorded speeds shown below confirms that prevailing speeds on Valley Drive are higher than expected for this street classification in a residential area.

VALLEY DRIVE SPEED SURVEYS (SOUTHBOUND)

DATE	LOCATION	AVERAGE SPEED (MPH)	85TH PERCENTILE	PACE SPEED (MPH)
6/29/2022	4th Street	31	36	29-38
11/25/2024	5th Street	34	39	30-39
11/25/2024	10th Street	33	38	30-39

Collision History

The traffic collision history between January 1, 2018 and December 31, 2023 was analyzed for Valley Drive between 1st Street and Manhattan Beach Boulevard. (Attachment C) According to City records, there were four reported collisions on this street segment during the eight-year period. A collision at Valley Drive and 1st Street in 2021 involved a southbound driver hitting an object on the side of the road. A collision at Valley Drive and 3rd Street in 2023 involved an eastbound right turning driver failing to yield to a southbound vehicle. The remaining two collisions occurred north of 10th Place outside of the study area. It should be noted that most minor collisions are not reported to the Police Department, but are known to occur through anecdotal reports and physical evidence.

Field observations were made at the intersection during various days and times on typical school weekdays. Staff confirmed the empirical traffic count data and speed data. Valley Drive carries moderate traffic volumes appropriate for its designation as a Local Collector street. 6th Street/6th Place carries local traffic to/from the neighborhood west of Valley Drive. No significant delays were observed at any intersections. Existing red curbs on Valley Drive provide adequate driver sight distance from the side streets, but curb parking may somewhat impede the view of vehicles approaching at very high speeds. Also, it was observed some drivers on Valley Drive purposely slow down, but do not come to a complete stop if there are no other vehicles at the stop-controlled intersections.

Existing traffic safety and calming measures on Valley Drive include the following:

- "Speed Limit" sign at 6th Street
- "Stop Ahead" signs and legends in advance of 6th Place and 1st Street
- Double wide stop limit line at 6th Street/6th Place
- Double stop signs at 6th Street/6th Place
- Pedestrian warning signs at 4th Street
- Bicycle "Sharrow" markings

Potential Traffic Calming Measures

The NTMP includes a toolbox of traffic calming measures that can be deployed to address specific neighborhood traffic issues. Each toolbox measure has different advantages, disadvantages, costs and limitations. Level One and Two tools are intended to be implemented as initial trial measures, with Level Three tools considered only if initial measures fail to meet the intended outcome. Level One and Two tools are listed below and described more fully in the NTMP Handbook attached to this report:

Level One Tools

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

Level Two Tools

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

- Parking Restrictions

In addition to the NTMP toolbox, the City Traffic Engineer referred to the City's Pedestrian Crossing Enhancement Policy and Mobility Plan for guidance and appropriateness of certain measures. After fully evaluating the advantages, disadvantages, physical conditions, and potential for various toolbox measures, the City Traffic Engineer recommends the following specific traffic calming measures to address speeding, stop violation, and pedestrian crossing concerns:

Enhanced Police Enforcement

Targeted police enforcement has been employed since 2023 and is recommended to continue on Valley Drive between 1st Street and Manhattan Beach Boulevard. In addition, stop sign violations at 6th Street/6th Place should be targeted for enhanced enforcement on a recurring basis.

Electronic Speed Awareness Sign

A solar-powered electronic speed awareness sign or speed activated flashing speed limit sign could be installed on Valley Drive south of 10th Place and/or south of 6th Place to remind drivers of the speed limit. These types of signs are effective because they start flashing only if drivers exceed the posted speed limit. This measure could be implemented separately or in combination with other measures.

Speed Limit Sign

Speed limit signs should generally be posted on all streets entering residential neighborhood from arterial streets to remind drivers of the change in speed limit. Therefore, a 30 MPH speed limit sign should be posted on Valley Drive south of 10th Place.

Lane Narrowing

A painted parking edgeline could be painted to reduce the lane width and provide a buffer between the travel lane and parked cars along the west side of Valley Drive. This measure has been implemented successfully along other sections of Valley Drive, and has been shown to reduce speeding and collisions in those areas.

Sidewalks and Crosswalks

The City has included two future sidewalks in its Capital Improvements Program (CIP). First, a sidewalk is proposed on the north side of 6th Street between Valley Drive and Ardmore Avenue. At 10th Street, the Traffic Engineer has proposed a sidewalk and crosswalks to access the exercise station and cross over between Valley Drive and Ardmore Avenue. At both locations, it should be noted that an accessible sidewalk is required before a crosswalk can be painted at the intersection by law. Similarly, a painted crosswalk at the staircase to the Veterans Parkway at 4th Place is not permitted until an accessible path is provided on the Veterans Parkway side of the street.

LED Enhanced Flashing Stop Signs

The US Department of Transportation (USDOT) and Federal Highway Administration (FHWA) have published a variety of studies that show significant reductions in both speeding and stop

violations through the use of LED enhanced stop signs, also known as flashing stop signs. (See attachment) Flashing stop signs are regular stop signs outfitted with red LED lights at the corners that are powered by a small solar panel and battery and operate continuously. The LEDs are designed to be seen only by the approaching driver, and the brightness is automatically dimmed at night with a light sensor to minimize light spillover to adjacent properties.

The FHWA study results indicate a 41 percent reduction in right-angle collisions and a 2.7 percent reduction in approach speeds. The number of drivers coming to a full stop improved by almost 29 percent. These devices are approved by the California Manual on Uniform Traffic Devices (CA-MUTCD) for locations with limited visibility, pedestrian crossing concerns or low driver compliance. The Traffic Engineer has evaluated the intersection at Valley Drive and 6th Place, and determined that this safety measure would be the most effective device to address the citizens' concerns at this intersection.

Besides the recommended initial measures above, the City Traffic Engineer also considered other Level Two traffic calming measures, such as multi-way stop signs, road narrowing and raised center medians, but there are no candidate locations that would be appropriate or would not adversely impact street parking.

CONCLUSION

Based on his analysis of the existing conditions and evaluation of potential NTMP measures, the Traffic Engineer recommends that the Commission pass a motion to recommend that the City Council approve the following traffic calming measures to supplement continued enforcement of speeding and stop sign violations on Valley Drive between 1st Street and 10th Place:

1. Install speed limit sign on Valley Drive south of 10th Place;
2. Install a solar-powered flashing stop sign on Valley Drive at 6th Place;
3. Initiate a capital project to construct sidewalks and crosswalks on the north side of 6th Street between Valley Drive and Ardmore Avenue;
4. Initiate a capital project to construct crosswalks and accessible ramps on Valley Drive and Ardmore Avenue at 10th Street to connect the neighborhoods to Veterans Parkway;
5. Install a solar-powered speed awareness sign on Valley Drive between 6th Place and 1st Street; and
6. Paint a white parking edgeline along the west side of Valley Drive between 2nd Street and 10th Place.

The Commission's recommendation will be presented to the City Council for approval on a trial basis. A follow-up study will be conducted and presented to the Commission approximately six months to one year after implementation to evaluate its effectiveness. The evaluation would include before-after traffic counts, speed study, collision data and public feedback.

PUBLIC NOTIFICATION, OUTREACH, AND COMMENT

Residents within two hundred feet of Valley Drive between 1st Street and Manhattan Beach Boulevard, and all interested parties were notified by mail of this agenda item and were invited

to give input to the Commission. The public has been informed of this agenda item as part of the City's standard meeting notice practices via public bulletin boards, website calendar, and social media.

ATTACHMENTS:

A. Valley Drive NTMP Initial Measures Map
B. Volume and Speed Studies
C. Collision History
D. Correspondence Received Before Posting of Agenda
E. Neighborhood Traffic Management Program (NTMP) Handbook

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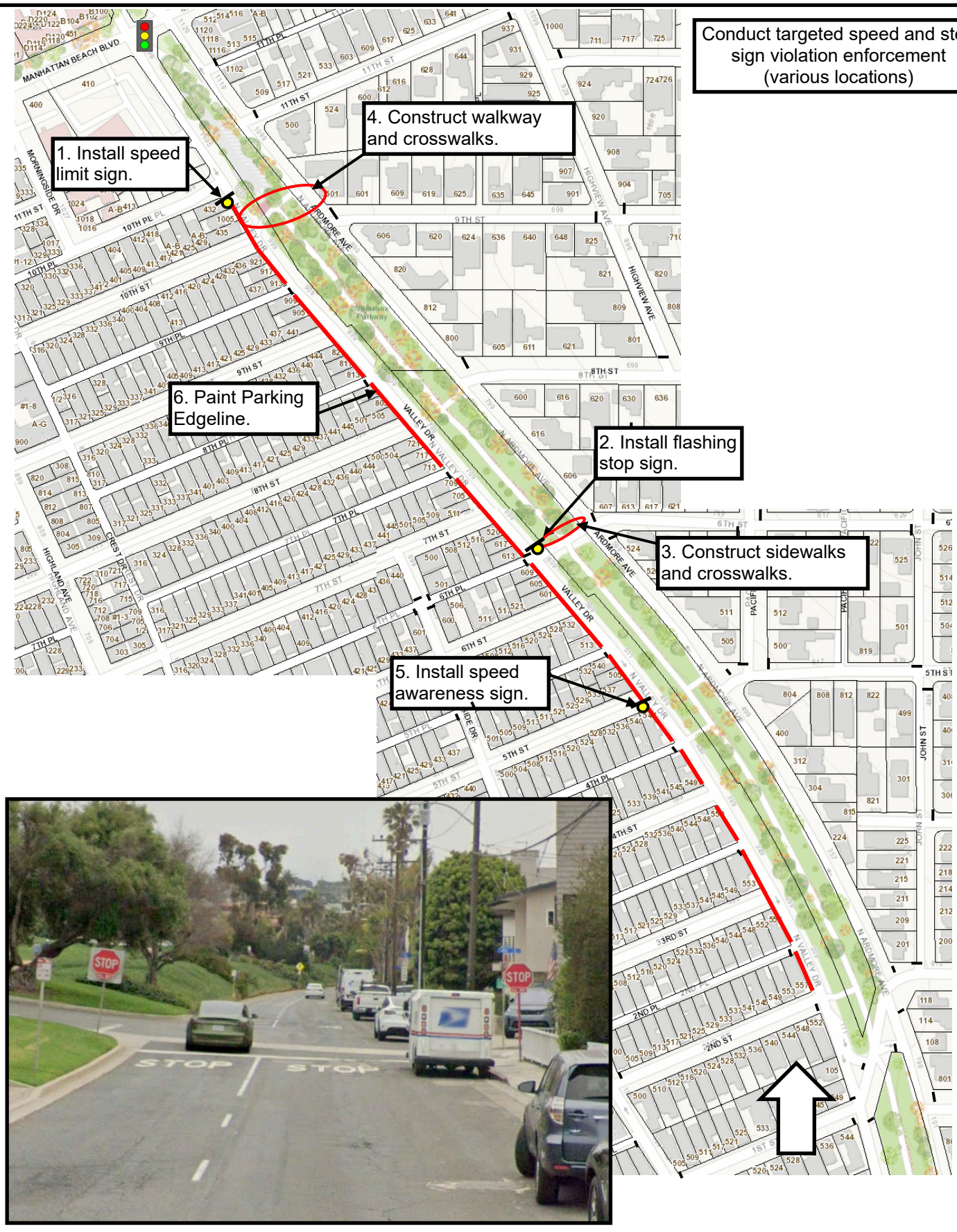

City of Manhattan Beach
Community Development
Traffic Engineering Division

VALLEY DRIVE – 1ST STREET TO 10TH PLACE
RECOMMENDED
INITIAL TRAFFIC CALMING MEASURES

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Attachment B

CITY OF MANHATTAN BEACH

2013 ENGINEERING AND TRAFFIC SURVEY

STREET	VALLEY DRIVE	**SEGMENT NO.**	54
FROM	BOUNDARY PLACE	**TO**	10TH STREET

1 - ROADWAY CONDITIONS

Roadway Factors		
Segment Length	**0.58**	miles
Roadway Width	**32**	feet
Number of Lanes	**2**	(NB/SB Longfellow to Homer; SB/SB Homer to 10th)
Center Median Type	Painted (skip-type striping between 1-way lanes)	
Traffic Control	Stop Signs at Homer Pl, 1st St. and 6th St.	
Horizontal Alignment	Curved	
Vertical Alignment	Flat	
Visibility	Side street/driveway traffic visibility constraints due to on-street parking	
Lighting	At intersections and spaced along west side of segment	
Crosswalks?	Francisco St. (N); 1st St. (N,S)	
Shoulder/Roadside Factors		
Adjacent Land Use	RS	
On-Street Parking	Heavy to moderate (west side only)	
Bike Lanes?	No	
Driveways?	Lowrise residential (west side only)	
Sidewalks?	West side only	

2 - TRAFFIC VOLUMES

Average Daily Traffic	**5,940**	Vehicles per Day
Traffic Volume Count Date	06/14/2022	
Pedestrian/Bicycle Traffic	Peds/bicyclists present	
Truck Traffic	Very light	

3 - COLLISION HISTORY

Number of Years Considered	**4.00**	Years
Expected Annual Collision Rate	**1.29**	Collisions per Million Vehicle Miles
Total Collisions (4-year period)	**2**	Collisions
Average Annual Collisions	**0.50**	Collisions per Year
Calculated Annual Collision Rate	**0.40**	Collisions per Million Vehicle Miles

4 - SPEED ZONING ANALYSIS

Speed Survey Day / Date / Time	06/29/2022	
Number of Survey Samples	**100**	Vehicles
50th Percentile Speed	**31**	mph
85th Percentile Speed	**36**	mph
10-mph Pace	**29-38**	mph
% of Vehicles In Pace	**70%**	
% of Vehicles Over/Under Pace	**30%**	
Posted Speed Limit	**30**	mph
Speed Limit Justification	Residential zone, on-street parking, limited driveway visibility, peds.	
Recommended Speed Limit	**30**	mph

CERTIFICATION:

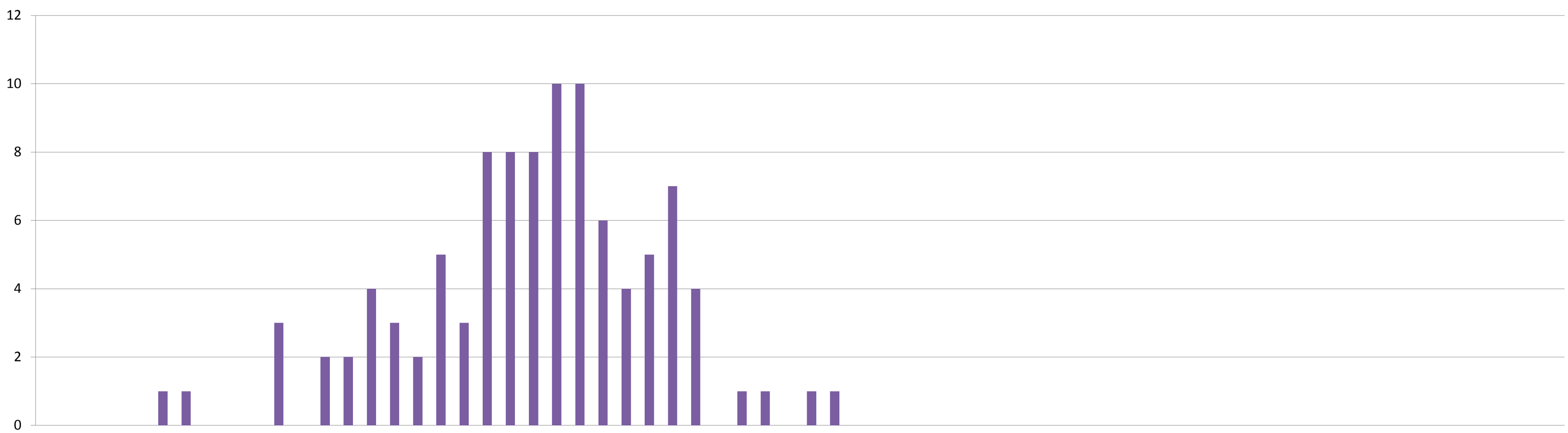
I, Erik Zandvliet, do hereby certify that this Engineering and Traffic Survey for the City of Manhattan Beach was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey 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	TR #1775	12/23/2022
	State Registration No.	Date

RADAR SPEED STUDY

Valley Dr. (Boundary Pl. to 10th St.) - SOUTHBOUND

LOCATION	Valley Dr. (Boundary Pl. to 10th St.)	PROJECT #	2022132
VICINITY	Manhattan Beach	LOCATION #	054
TIME RANGE	14:30	DATE OF STUDY	Wednesday, June 29, 2022



COUNT	0	0	0	0	0	1	1	0	0	0	3	0	2	2	4	3	2	5	3	8	8	8	10
MPH	0-10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
% OF TOTAL	0%	0%	0%	0%	0%	1%	1%	0%	0%	0%	3%	0%	2%	2%	4%	3%	2%	5%	3%	8%	8%	8%	10%
CUMILATIVE %	0%	0%	0%	0%	0%	1%	2%	2%	2%	2%	5%	5%	7%	9%	13%	16%	18%	23%	26%	34%	42%	50%	60%

COUNT	10	6	4	5	7	4	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0
MPH	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55
% OF TOTAL	10%	6%	4%	5%	7%	4%	0%	1%	1%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
CUMILATIVE %	70%	76%	80%	85%	92%	96%	96%	97%	98%	98%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

COUNT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MPH	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75+
% OF TOTAL	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
CUMILATIVE %	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

NOTES / STATISTICS

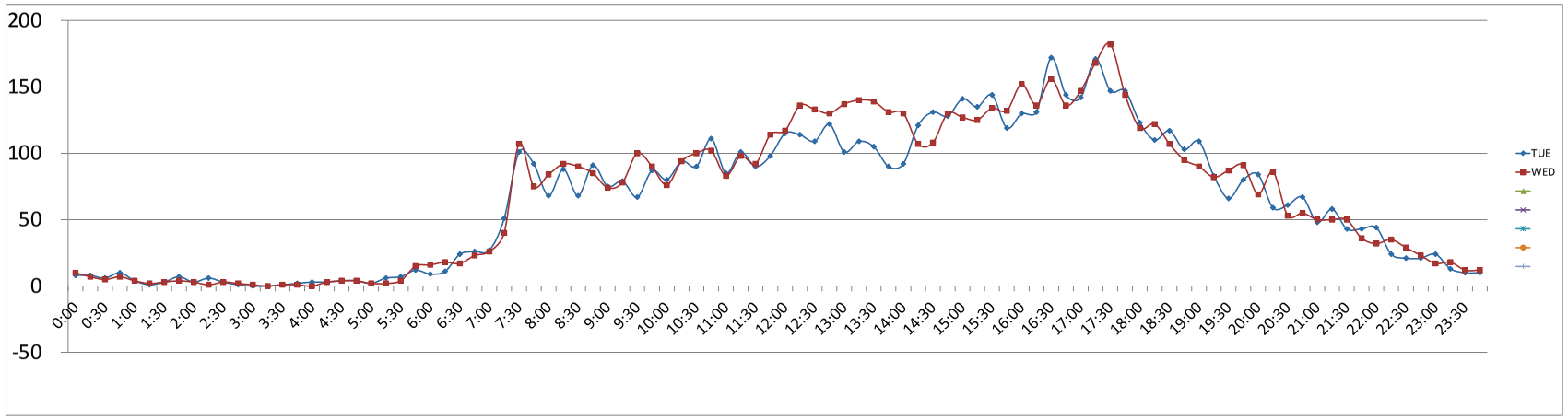
SAMPLE SIZE	100	15th PERCENTILE	25 MPH	10 MPH PACE	29 - 38
AVERAGE SPEED (MPH)	30.96	50th PERCENTILE	31 MPH	NUMBER IN PACE	70
SPEED RANGE (MPH)	15 - 44	85th PERCENTILE	36 MPH	PERCENT IN PACE	70%

TRAFFIC CONDITIONS:	Normal	**WEATHER CONDITIONS:**	Sunny	**ROAD CONDITIONS:**	Normal	**POSTED SPEED LIMIT:**	30 MPH

QUALITY TRAFFIC DATA, LLC
Phone:877-852-4355 Fax:877-877-3698 Info@QualityTrafficData.com

Average Daily Traffic Volumes
Quality Traffic Data, LLC

QTD PROJ/LOC #:	2022132 - 055	GPS COORDINATES:	N/A
ON STREET:	Valley Dr.	START DATE:	Tuesday, June 14, 2022
CROSS STREETS:	10th St. to 13th St.	VICINITY:	Manhattan Beach



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QTD PROJ/LOC #:	2022132 - 055	GPS COORDINATES:	N/A
ON STREET:	Valley Dr.	START DATE:	Tuesday, June 14, 2022
CROSS STREETS:	10th St. to 13th St.	VICINITY:	Manhattan Beach

AM COUNTS					PM COUNTS				
	NB	SB	EB	WB		NB	SB	EB	WB
00:00		8			12:00		115		
00:15		8			12:15		114		
00:30		6			12:30		109		
00:45		10	*32*	***32***	12:45		122	*460*	***460***
01:00		4			13:00		101		
01:15		1			13:15		109		
01:30		3			13:30		105		
01:45		7	*15*	***15***	13:45		90	*405*	***405***
02:00		3			14:00		92		
02:15		6			14:15		121		
02:30		3			14:30		131		
02:45		1	*13*	***13***	14:45		128	*472*	***472***
03:00		0			15:00		141		
03:15		0			15:15		135		
03:30		1			15:30		144		
03:45		2	*3*	***3***	15:45		119	*539*	***539***
04:00		3			16:00		130		
04:15		3			16:15		131		
04:30		4			16:30		172		
04:45		4	*14*	***14***	16:45		144	*577*	***577***
05:00		2			17:00		142		
05:15		6			17:15		171		
05:30		7			17:30		147		
05:45		12	*27*	***27***	17:45		147	*607*	***607***
06:00		9			18:00		123		
06:15		11			18:15		110		
06:30		24			18:30		117		
06:45		26	*70*	***70***	18:45		103	*453*	***453***
07:00		27			19:00		109		
07:15		51			19:15		83		
07:30		101			19:30		66		
07:45		92	*271*	***271***	19:45		80	*338*	***338***
08:00		68			20:00		84		
08:15		88			20:15		59		
08:30		68			20:30		61		
08:45		91	*315*	***315***	20:45		67	*271*	***271***
09:00		75			21:00		48		
09:15		79			21:15		58		
09:30		67			21:30		43		
09:45		87	*308*	***308***	21:45		43	*192*	***192***
10:00		80			22:00		44		
10:15		94			22:15		24		
10:30		90			22:30		21		
10:45		111	*375*	***375***	22:45		21	*110*	***110***
11:00		85			23:00		24		
11:15		101			23:15		13		
11:30		90			23:30		10		
11:45		98	*374*	***374***	23:45		10	*57*	***57***
TOTALS:			**1817**	**1817**	**TOTALS:**			**4481**	**4481**

SPLIT		100.0%	**28.9%**	**SPLIT**	100.0%	**71.1%**
PEAK HOUR		11:45	**11:45**	PEAK HOUR	16:30	**16:30**
PH VOLUME		436	**436**	PH VOLUME	629	**629**
PHF		0.95	**0.95**	PHF	0.91	**0.91**

DAY'S TOTAL

NB	SB	EB	WB	TOTAL
	6298			**6298**

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Average Daily Traffic Volumes
Quality Traffic Data, LLC

QTD PROJ/LOC #:	2022132 - 055	GPS COORDINATES:	N/A
ON STREET:	Valley Dr.	START DATE:	Wednesday, June 15, 2022
CROSS STREETS:	10th St. to 13th St.	VICINITY:	Manhattan Beach

AM COUNTS					PM COUNTS				
	NB	SB	EB	WB		NB	SB	EB	WB	
00:00		10				12:00	117			
00:15		7				12:15	136			
00:30		5				12:30	133			
00:45		7	*29*		***29***	12:45	130	*516*		***516***
01:00		4				13:00	137			
01:15		2				13:15	140			
01:30		3				13:30	139			
01:45		4	*13*		***13***	13:45	131	*547*		***547***
02:00		3				14:00	130			
02:15		1				14:15	107			
02:30		3				14:30	108			
02:45		2	*9*		***9***	14:45	130	*475*		***475***
03:00		1				15:00	127			
03:15		0				15:15	125			
03:30		1				15:30	134			
03:45		1	*3*		***3***	15:45	132	*518*		***518***
04:00		0				16:00	152			
04:15		3				16:15	136			
04:30		4				16:30	156			
04:45		4	*11*		***11***	16:45	136	*580*		***580***
05:00		2				17:00	147			
05:15		2				17:15	168			
05:30		4				17:30	182			
05:45		15	*23*		***23***	17:45	144	*641*		***641***
06:00		16				18:00	119			
06:15		18				18:15	122			
06:30		17				18:30	107			
06:45		23	*74*		***74***	18:45	95	*443*		***443***
07:00		26				19:00	90			
07:15		40				19:15	82			
07:30		107				19:30	87			
07:45		75	*248*		***248***	19:45	91	*350*		***350***
08:00		84				20:00	69			
08:15		92				20:15	86			
08:30		90				20:30	53			
08:45		85	*351*		***351***	20:45	55	*263*		***263***
09:00		74				21:00	50			
09:15		78				21:15	50			
09:30		100				21:30	50			
09:45		90	*342*		***342***	21:45	36	*186*		***186***
10:00		76				22:00	32			
10:15		94				22:15	35			
10:30		100				22:30	29			
10:45		102	*372*		***372***	22:45	23	*119*		***119***
11:00		83				23:00	17			
11:15		98				23:15	18			
11:30		92				23:30	12			
11:45		114	*387*		***387***	23:45	12	*59*		***59***
TOTALS:			**1862**		**1862**	**TOTALS:**		**4697**		**4697**

SPLIT	100.0%	**28.4%**	**SPLIT**	100.0%	**71.6%**
PEAK HOUR	11:45	**11:45**	PEAK HOUR	17:00	**17:00**
PH VOLUME	500	**500**	PH VOLUME	641	**641**
PHF	0.92	**0.92**	PHF	0.88	**0.88**

DAY'S TOTAL

NB	SB	EB	WB	TOTAL
	6559			**6559**

QUALITY TRAFFIC DATA, LLC
Phone: 887-852-4355 Fax: 877-877-3698 Info@QualityTrafficData.com

CITY OF MANHATTAN BEACH

SPOT SPEED SURVEY

Street	***VALLEY DRIVE***	Date	11/25/2024	50th %	34	MPH
Limits	1st St to 6th Pl	Begin	8:30	End	9:10	85th %	39	MPH
Surveyed at	10th St	Weather	Cloudy	Average	35	MPH
Direction	Southbound	Recorded by	EZ	10MPH	30	39
				% in Pace	86%	

MPH	NUMBER OF VEHICLES (5 / 10 / 15 / 20 / 25 / 30)	Number of Vehicles	Percent of Total	Cumulative Percentage
65		0	0%	100.0%
		0	0%	100.0%
		0	0%	100.0%
		0	0%	100.0%
		0	0%	100.0%
60		0	0%	100.0%
		0	0%	100.0%
		0	0%	100.0%
		0	0%	100.0%
		0	0%	100.0%
55		0	0%	100.0%
		0	0%	100.0%
		0	0%	100.0%
		0	0%	100.0%
		0	0%	100.0%
50		0	0%	100.0%
		0	0%	100.0%
		0	0%	100.0%
		0	0%	100.0%
		0	0%	100.0%
45		0	0%	100.0%
		0	0%	100.0%
	OO	2	2%	100.0%
	O	1	1%	98.2%
	OO	2	2%	97.3%
40	OOOOOOOOO	9	8%	95.5%
	OOOO	4	4%	87.4%
	OOOOOOOOOOO	11	10%	83.8%
	OOOO	4	4%	73.9%
	O	1	1%	70.3%
35	OOOOOOOOOOOOO	13	12%	69.4%
	OOOOOOOOOOOOOOOOOOO	19	17%	57.7%
	OOOOOOOOOOOO	12	11%	40.5%
	OOOOOOO	7	6%	29.7%
	OOOOOOOOOOOOOOO	15	14%	23.4%
30	OOOOOOOOOO	10	9%	9.9%
	O	1	1%	0.9%
		0	0%	0.0%
		0	0%	0.0%
		0	0%	0.0%
25		0	0%	0.0%
		0	0%	0.0%
		0	0%	0.0%
		0	0%	0.0%
20		0	0%	0.0%
		0	0%	0.0%
		0	0%	0.0%
		0	0%	0.0%
15		0	0%	0.0%
	X - East/North bound 0 - West/South Bound Total Observed	111	100	

CITY OF MANHATTAN BEACH

SPOT SPEED SURVEY

Street	***VALLEY DRIVE***	Date	11/25/2024	50th %	33 MPH
Limits	6th Pl to 10th St	Begin	7:50 End 8:30	85th %	38 MPH
Surveyed at	10th St	Weather	Cloudy	Average	34 MPH
Direction	Southbound	Recorded by	EZ	10MPH	30 39
				% in Pace	91%

MPH	NUMBER OF VEHICLES (5 10 15 20 25 30)	Number of Vehicles	Percent of Total	Cumulative Percentage
65		0	0%	100.0%
		0	0%	100.0%
		0	0%	100.0%
		0	0%	100.0%
		0	0%	100.0%
60		0	0%	100.0%
		0	0%	100.0%
		0	0%	100.0%
		0	0%	100.0%
		0	0%	100.0%
55		0	0%	100.0%
		0	0%	100.0%
		0	0%	100.0%
		0	0%	100.0%
		0	0%	100.0%
50		0	0%	100.0%
		0	0%	100.0%
		0	0%	100.0%
	O	1	1%	100.0%
		0	0%	98.9%
45		0	0%	98.9%
		0	0%	98.9%
	O O	2	2%	98.9%
	O	1	1%	96.6%
		0	0%	95.5%
40	O O	2	2%	95.5%
	O O	2	2%	93.3%
	O O O O O O	6	7%	91.0%
	O O O O O O O O O	9	10%	84.3%
	O O O O O	5	6%	74.2%
35	O O O O O O O	7	8%	68.5%
	O O O O O O O	7	8%	60.7%
	O O O O O	5	6%	52.8%
	O O O O O O O O O	9	10%	47.2%
	O O O O O O O O O O O O O O O O O O	18	20%	37.1%
30	O O O O O O O O O O O O O	13	15%	16.9%
	O O	2	2%	2.2%
		0	0%	0.0%
		0	0%	0.0%
		0	0%	0.0%
25		0	0%	0.0%
		0	0%	0.0%
		0	0%	0.0%
		0	0%	0.0%
		0	0%	0.0%
20		0	0%	0.0%
		0	0%	0.0%
		0	0%	0.0%
		0	0%	0.0%
		0	0%	0.0%
15		0	0%	0.0%
	X - East/North bound 0 - West/South Bound Total Observed	89	100	

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Attachment C

COLLISION SUMMARY

Valley Drive – 1st Street to Manhattan Beach Boulevard
January 1, 2018 to December 31, 2023

DATE	TIME	STREET	LOCATION	DIRECTION	TYPE	REASON
2018			NONE REPORTED			
2019			NONE REPORTED			
2020			NONE REPORTED			
09/14/2021	03:58 AM	VALLEY DR	AT 1ST STREET	SB THRU VS OBJECT	HIT OBJECT	INATTENTION-FOGGY
02/15/2022	06:55 AM	VALLEY DR	130' SOUTH OF MANHATTAN BCH BL	SB THRU VS SB LEFT	REAR END	FOLLOWING TO CLOSE
04/16/2023	03:16 PM	VALLEY DR	AT 3RD STREET	EB RIGHT VS. SB THRU	BROADSIDE	FAILURE TO YIELD
06/30/2023	08:17 PM	VALLEY DR	99' SOUTH OF MANHATTAN BCH BL	SB PED VS. SB THRU	VEH VS. PED	PED FAILURE TO YIELD

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Attachment D

PARKING
AND PUBLIC IMPROVEMENTS
COMMISSION

Consider Traffic Calming Measures on Valley Drive between 1st Street and 10th Place

Correspondence Received

Before Posting of Agenda

From: Richard A. Ward
To: Traffic
Cc: Kira Drorbaugh
Subject: [EXTERNAL] in support of lighted stop sight - 6th and Valley
Date: Sunday, November 17, 2024 7:43:45 AM

I am a homeowner at 605 N Valley Drive in Manhattan Beach

I have lived here for 11 years and have seen the danger from people constantly blowing the stop sign headed south on Valley at 6th street.

I may not be able to attend the public hearing, so I wanted to send an email in STRONG SUPPORT of the lighted flashing stop sign at this intersection.

All the evidence you need is from the hours of footage that my neighbor Tom Williams has posted to 'next door' for years. Funny/witty signs and intermittent police enforcement have not been sufficient to fix the problem.

I have a young son and dog and I fear for their safety in front of my house on a DAILY BASIS.

Please approve and install this sign ASAP.

Thank you,
Richard Ward

--

Richard A. Ward
310.968.6500

From: Erik Zandvliet
To: julieerich@gmail.com
Cc: Traffic
Subject: RE: [EXTERNAL] 6th and Valley Public Meeting 12/5
Date: Monday, November 18, 2024 5:34:05 PM

Thank you, Julie and Steve, for forwarding your concerns and observations.
We will forward them to the Commissioners for consideration when they discuss this item on Thursday, 12/5.

Regarding crosswalks, the reason why crosswalks have not been painted is that there are no sidewalks on the Veterans Parkway side of the intersection. Every crosswalk must connect an accessible walk way on either end. Our Public Works Department is reviewing what it will take to construct sidewalks on 6th Street between Valley Drive and Ardmore Avenue to connect these two streets, which would include related crosswalks.

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: Julie Erich <julieerich@gmail.com>
Sent: Monday, November 18, 2024 1:05 PM
To: Traffic <traffic@manhattanbeach.gov>
Subject: [EXTERNAL] 6th and Valley Public Meeting

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

Erik,

We received the public meeting notice for 12/4 regarding the intersection of 6th and Valley and we plan to attend. We have lived at 613 N Valley Drive for 2 years and we are very aware of the lack of stopping at this intersection as we are right at the stop sign.

I was wondering if cross walks have have been considered for this intersection? It is a highly trafficked area for pedestrians walking west from East MB and the Hill section. It feels like the only major intersection on Valley/Ardmore that doesn't have cross walks? While flashing stoplights might help those who actually stop at Stop Signs, we continue to watch many locals not stop and we know they know there is a stop sign there. Sure it might be reminder, but the non-stopping residents might need more paint on the ground to help solidify the Stop? Right not the stop sign lines are very faint and broken.

My husband and I will be at the meeting, let me know if you have any questions.
Best,
-Julie and Steve Erich

303.949.6262 julie cell

Erik Zandvliet

From: Tom Williams <tom@frigginyeah.com>
Sent: Sunday, November 24, 2024 7:06 AM
To: Allen Kirschenbaum; Joe Marcy; Rosemarie Balla; Bob DaGiau; Erik Zandvliet
Cc: Amy Thomas Howorth; David Lesser; Richard Montgomery; Joe Franklin; ninatarnay4MB@gmail.com; VoteSteve4mb@gmail.com; Rachel Johnson; City Manager; Hasmig Derderian
Subject: [EXTERNAL] Feedback: 6th and Valley Flashing Stop Sign Initiative

Hi -

My name is Tom Williams, and I live at 609 N Valley Dr in Manhattan Beach.

I'd first like to express my appreciation for your consideration in improving the local traffic conditions at 6th and Valley. I watch the daily near misses, sometimes hits, and the complete lack of disregard by drivers from my office on what I contemptuously call the PCH bypass.

I'd also like to state that I do not support putting in a flashing stop sign at this time. There are many reasons why, but the first is that before a vote to consider what traffic calming measures should be undertaken, a traffic study needs to be conducted to determine current traffic patterns, and then once again, after any calming measures have been implemented, to test their effectiveness.

Furthermore, I'd argue that a flashing stop sign does not solve the type of traffic problems we face. The current stop sign is well declared on both sides of the road, it's been stripped (even a wider stripe), it's written on the road, and it's announced 150 feet or so before with signage. I'd also argue that the majority of violations that occur are not from people unaware that a stop sign exists but instead from willful disregard of it. Valley Dr, between MB Blvd and 1st, is currently designed in a way that promotes bad behavior, and that needs to change.

I've spoken to over 20 families in the 42 homes that front Valley between MB Blvd and 1st, and one message has resonated very loud and clear: people are fed up with the speed and reckless driving.

They are fed up with being unable to cross the street to the greenbelt safely. They are fed up with their cars getting hit. They are fed up with cars traveling more than 40 miles per hour down the street. They are fed up with drag racing between 6th and 1st. They are fed up with the lack of accountability.

I will present a physically signed petition currently, 24 homes out of 42 on this stretch of road. There has yet to be a single family who has declined to sign. The petition formally requests the city to perform a traffic calming study before taking any action and present all options available.

I believe that radical engineering concepts need to be considered to improve the conditions on Valley:

- Reducing Valley/Ardmore to a single lane in both directions between MB Blbd and 1st. Dedicating the right traffic lane for pedestrians, bike traffic, and emergency vehicles.
- Making Valley/Ardmore bi-directional between MB Blvd and 1st. To match the traffic flow in both the Tree Section and HB to Herondo.
- Add a crosswalk along 6th on both Valley and Ardmore (And potentially other locations of known foot traffic). There are currently no crosswalks from MB Blvd to 1st (0.5 miles). Fun fact:
    - Ardmore - MB Blvd to Rosecran has eight crosswalks (1.3 miles)

    - Valley - MB Blvd to Rosecrans has eight crosswalks. (1.4 Miles)
- Emergency services friendly speed humps and other traffic calming infrastructure like chicanes. There are knee-jerk emotions to speed humps, especially when it comes to emergency services, but this has now been well studied and can be engineered to both calm traffic and have minimal to no impact on response times.

I have collected thousands of hours of video footage. I have also created hand-curated clips of some of the worst violators that I'd see with my own eyes. Now, as of last week, I've invested over a hundred hours of my time and built a computer vision model that accurately picks out some of the worst offenders.

To that end, I'd like to offer my footage and my time to work with the city's traffic engineer to profile the vehicle data I am cataloging in lieu of (or in addition to) a traditional traffic study.

I think that together, we'd come to a similar conclusion that most of these violations come from local traffic/commuter traffic that know very well there is a stop sign but also know that it is merely a suggestion 99.98% of the time.

I cannot begin to overstate just how bad the conditions are. It's something that one has to consume in its totality to really appreciate the perverseness of the situation. For example, here are data points from my review the traffic patterns for only one day - 11/19/2024.

If you are curious about what a video of over 400 cars running the stop signing looks like on a given day, and you have a large pot of coffee. Here are all 54 minutes of it: https://youtu.be/qTpc89B0PSM

Here are some additional clips I put together in the past.
https://youtu.be/xXoyWrndTf4
https://youtu.be/CHnuCzsbjaU
https://youtu.be/MEo95BZ5sEY
https://youtu.be/xFenIWdmYc8
https://youtu.be/2YxD6tVWdTc
https://youtu.be/5gIIEMhn0Zg
https://youtu.be/Tt3pcImv4j0
https://youtu.be/fITiepKdjbI
https://youtu.be/9gwAXtGDxPA

Best,

Tom

Neighborhood Traffic Management Program

HANDBOOK

City of Manhattan Beach
Community Development Department
1400 Highland Avenue
Manhattan Beach, CA
90266
Tel (310) 802-5000
www.citymb.info

September 2005

TABLE OF CONTENTS

MESSAGE FROM THE DIRECTOR

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

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

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

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

Sincerely,

Richard Thompson
Community Development Director

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM PROCEDURES SUMMARY

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

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

The process includes the following seven steps.

Step 1- Identify Candidate Streets/Neighborhoods
First residents must identify candidate streets or areas for traffic improvement and submit a written request(s) to the Community Development Department (CDD). Appendix C provides a sample petition and request letter.

Step 2- Preliminary Screening and Evaluation
The CDD Director and City Traffic Engineer will review requests to determine whether or not they should be handled as part of the normal traffic engineering or police enforcement functions of the City, or if they qualify for consideration under the Neighborhood Traffic Management Program (NTMP).

Step 3- Engineering Analysis/Preliminary Recommendations
If it is determined that the request falls under the NTMP the City Traffic Engineer will undertake an engineering study of the street(s) or neighborhood and hold a neighborhood meeting. Based on this study and input from other departments, the CDD will make a preliminary determination and recommendation of the need for traffic management measures, as detailed in the toolbox measures.

Step 4- Neighborhood Meetings and Survey/Petitions
A neighborhood meeting(s) will be held to present findings and preliminary recommendations. In addition a survey/petition may be circulated to affected persons to establish the level of support for the proposed toolbox measures.

NEIGHBORHOOD TRAFFIC MANAGMENT PROGRAM PROCEDURES SUMMARY (Continued)

Step 5- Develop, Install, and Evaluate Test projects
Proposed measures will then be reviewed by staff, Parking and Public Improvements Commission (PPIC), and/or City Council to determine their appropriateness. If measures are approved, and once funding becomes available for its development, temporary test projects will be installed and an evaluation of the test projects will be conducted for a period of 3 to 6 months. Installation of proposed test projects can be appealed by anyone.

Step 6- Determination of Permanent Project
Based on tests results, it will be determined whether or not a project will be made permanent.

Step 7- Monitoring
Once a project is made permanent, the City will conduct periodic monitoring of the site.

Administrative/Miscellaneous

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

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

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

LEVEL ONE TOOLS
Generally Administrative/Staff Level Approval

GENERAL CHARACTERISTICS:

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

LIST OF LEVEL ONE TOOLS:

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

LEVEL ONE TOOLS:
Enhanced Police Enforcement

Description:

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

Advantages:

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

Disadvantages:

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

Cost:

- High cost primarily due to the staffing requirements

Problems Targeted:

- Moving vehicle violations
- Running stop signs
- Illegal parking

Street Type:

- All

Other Criteria:

- Often helpful in school zones

LEVEL ONE TOOLS:
Speed Monitoring Trailer

Description:

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

Advantages:

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

Disadvantages:

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

Cost:

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

Problems Targeted:

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

Street Type:

- All

Other Criteria:

- None

LEVEL ONE TOOLS:
Neighborhood Traffic Watch Program

Description:

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

Advantages:

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

Disadvantages:

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

Cost:

- Low to Moderate

Problems Targeted:

- Residential streets with speeding concerns and willing, active neighbors

Street Type:

- All except arterials

Other Criteria:

- Requires willing participants/ volunteers

LEVEL ONE TOOLS:
Higher Visibility Crosswalk

Description:

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

Advantages:

- More visible to drivers than traditional crosswalks

Disadvantages:

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

Cost:

- Low, some additional maintenance costs

Problems Targeted:

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

Street Type:

- All

Other Criteria:

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

LEVEL ONE TOOLS:
Pedestrian Crossing Signs

Description:

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

Advantages:

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

Disadvantages:

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

Cost:

- Low, some additional maintenance costs

Problems Targeted:

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

Street Type:

- All

Other Criteria:

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

LEVEL ONE TOOLS:
Electronic Speed Limit Signs/ Larger Static Speed Limit Signs

Description:

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

Advantages:

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

Disadvantages:

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

Cost:

- Between $4,500-$9,000

LEVEL ONE TOOLS:
Electronic Speed Limit Signs/ Larger Static Speed Limit Signs (Continued)

Problems Targeted:

- High Speeds
- School zones

Street Type:

- All

Other Criteria:

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

LEVEL TWO TOOLS

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

GENERAL CHARACTERISTICS:

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

LIST OF LEVEL TWO TOOLS:

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

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

Description:

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

Advantages:

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

Disadvantages:

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

Cost:

- Low

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

Problems Targeted:

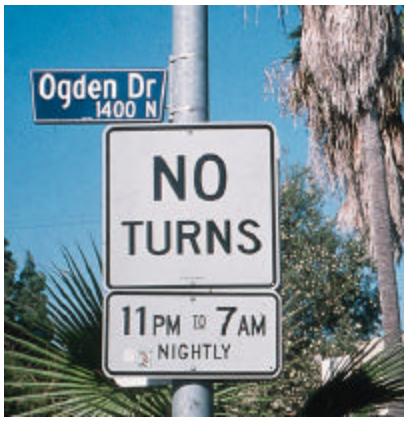
- Non-resident intrusion
- High local street volumes
- Reduce collision rate
- Access restrictions to residential areas
- Directional control
- High speeds

Street Type:

- All

Other Criteria:

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



LEVEL TWO TOOLS:
Turn Restrictions Via Signage

Description:

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

Advantages:

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

Disadvantages:

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

Cost:

- Low

LEVEL TWO TOOLS:
Turn Restrictions Via Signage (Continued)

Problems Targeted:

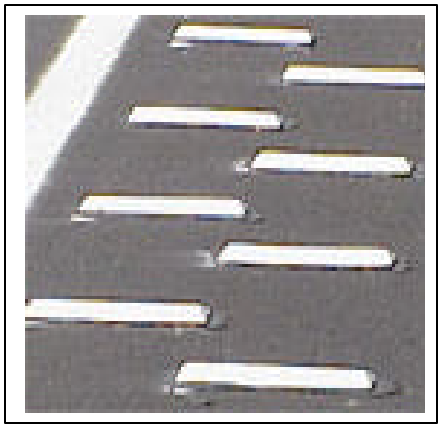
- High local street volumes
- Non resident intrusion
- High collision rates
- Access restrictions to residential areas
- Directional Control

Street Type:

- All

Other Criteria:

- Must have identified cut-through traffic



LEVEL TWO TOOLS:
Rumble Strips/Dots

Description:

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

Advantages:

- May reduce speed in localized area
- Raises driver awareness

Disadvantages:

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

Cost:

- Low initial cost
- Moderate to high maintenance requirements

Problems Targeted:

- Speed reduction
- Driver alertness of potential hazards

Street Type:

- All

Other Criteria:

- None

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

LEVEL TWO TOOLS: Crosswalk Warning System

Description:

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

Advantages:

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

Disadvantages:

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

Special Considerations:

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

Cost:

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

Problems Targeted:

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

LEVEL TWO TOOLS: Raised Median Island

Other Criteria:

- Not to be used at controlled intersections

Description:

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

Advantages:

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

Disadvantages:

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

Cost:

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

Problems Targeted:

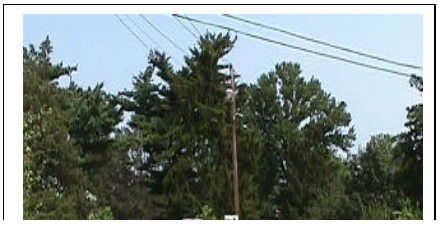
- High Speeds
- Cut-through Traffic

Street Type:

- All

Other Criteria:

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



LEVEL TWO TOOLS: Entry Island (Neighborhood Identification Island)

Description:

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

Advantages:

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

Disadvantages:

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

Cost:

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

Problems Targeted:

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

Street Type:

- All

Other Criteria:

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

LEVEL TWO TOOLS:
Mid-Block Narrowing

Description:

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

Advantages:

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

Disadvantages:

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

Cost:

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

Problems Targeted:

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

Street Type:

- All

Other Criteria:

- Must not significantly impede emergency vehicle access.

LEVEL TWO TOOLS:
Chokers at Intersections

Description:

- Raised islands built to narrow the roadway at intersections.

Advantages:

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

Disadvantages:

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

Cost:

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

Problems Targeted:

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

Street Type:

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

Other Criteria:

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

LEVEL TWO TOOLS: Lane Reduction/Lane Narrowing/Restriping

Description:

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

Advantages:

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

Disadvantages:

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

Cost:

- Moderate initial cost and ongoing maintenance

Problems Targeted:

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

Street Type:

- All

Other Criteria:

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

LEVEL TWO TOOLS: Stop Sign as Traffic Control Measure

Description:

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

Advantages:

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

Disadvantages:

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

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

Disadvantages (continued):

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

Cost:

- Low initial cost
- Low on-going maintenance cost

Problems Targeted:

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

Street Type:

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

Other Criteria:

- Requires review by City Traffic Engineer and City Council approval

LEVEL TWO TOOLS:
Parking Restrictions

Description (One or more of the following):

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

Advantages:

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

Disadvantages:

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

Cost:

- Low

LEVEL TWO TOOLS:
Parking Restrictions (Continued)

Problems Targeted:

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

Street Type:

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

Other Criteria:

- Parking study required to determine extent of parking demand

LEVEL THREE TOOLS

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

GENERAL CHARACTERISTICS:

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

LIST OF LEVEL THREE TOOLS:

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

LEVEL THREE TOOLS:
Raised Crosswalk

Description:

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

Advantages:

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

Disadvantages:

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

Cost:

- Moderate

Problems Targeted:

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

Street Type:

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

LEVEL THREE TOOLS:
Raised Crosswalk (Continued)

Other Criteria:

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

LEVEL THREE TOOLS:
Raised Intersection

Description:

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

Advantages:

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

Disadvantages:

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

Cost:

- High construction cost where there are storm drainage issues

Problems Targeted:

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

Street Type:

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

LEVEL THREE TOOLS:
Raised Intersection (Continued)

Other Criteria:

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

LEVEL THREE TOOLS:
Traffic Circle

Description:

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

Advantages:

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

Disadvantages:

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

Cost:

- Moderate

Problems Targeted:

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

Street Type:

- All

LEVEL THREE TOOLS:
Traffic Circle (Continued)

Other Criteria:

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

LEVEL THREE TOOLS:
Restricted Movement Barrier

Description:

- Barrier island that prevents certain movements at an intersection

Advantages:

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

Disadvantages:

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

Cost:

- Moderate

Problems Targeted:

- Streets where cut-through traffic is evident

Street Type:

- Local, Major Local

Other Criteria:

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

LEVEL THREE TOOLS:
Entrance Barrier – Half Closure

Description:

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

Advantages:

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

Disadvantages:

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

Cost:

- Moderate to high

Problems Targeted:

- Local streets where cut-through traffic is evident

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

Street Type:

- Local, Major Local

Other Criteria:

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

LEVEL THREE TOOLS:
Diagonal Diverter

Description:

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

Advantages:

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

Disadvantages:

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

Cost:

- Moderate to high

Problems Targeted:

- Local streets where cut-through traffic is evident

LEVEL THREE TOOLS:
Diagonal Diverter (Continued)

Street Type:

- Local, Major Local

Other Criteria:

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

APPENDIX

A-Neighborhood Traffic Management Program Process Flow Chart

B-Neighborhood Traffic Management Program Procedures (Detailed Description)

C-Neighborhood Traffic Management Program Request and Petition Forms

D-Toolbox Application Criteria

E-Roadway Classifications Map

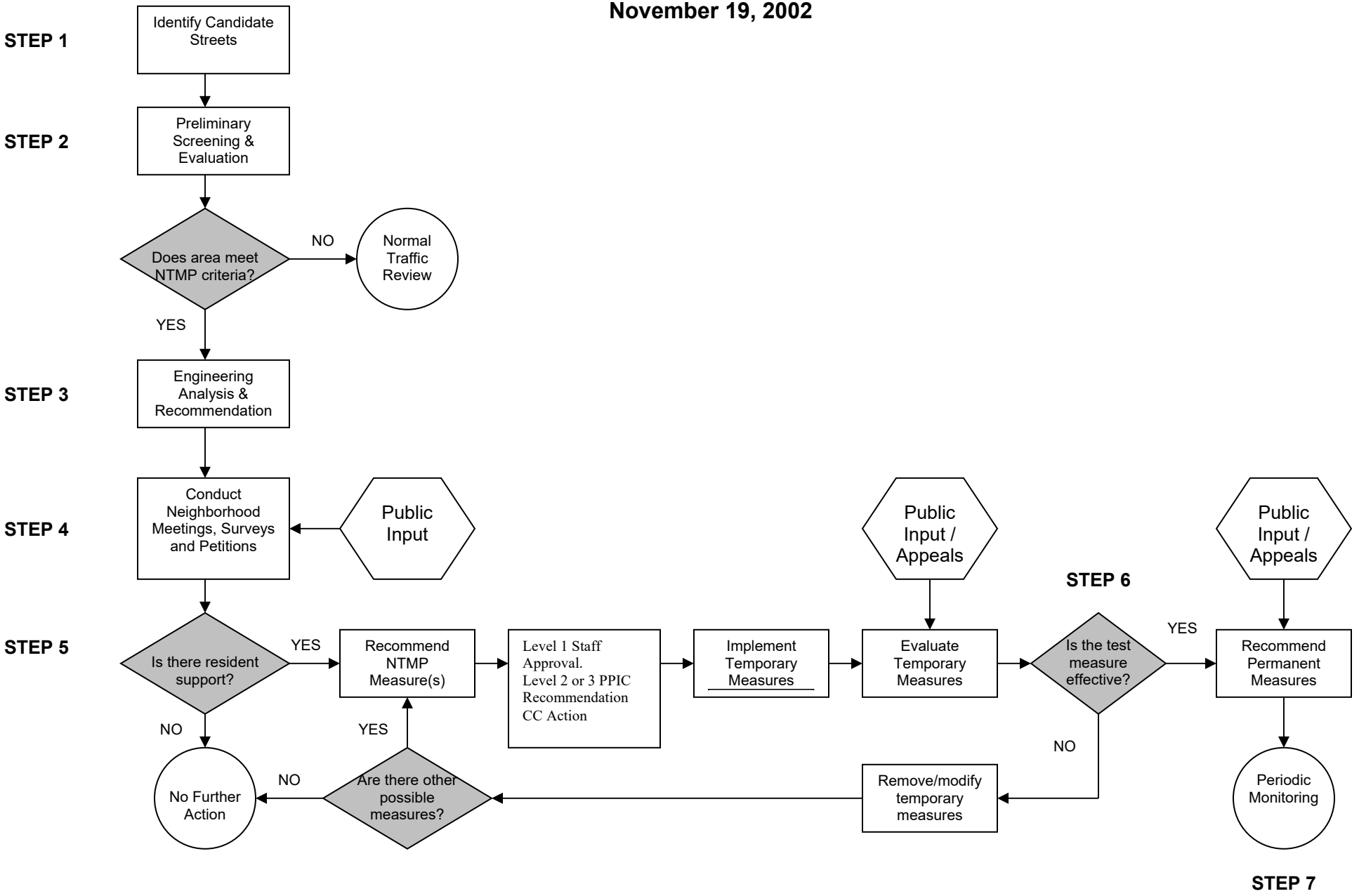
F-Emergency Vehicle Route Map

G-Residential Streets/Neighborhoods with Traffic Concerns

H-Diversion Criteria Chart

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

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



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

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

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

Overall Objective

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

Process Overview

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

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

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

Goals/Policies of Neighborhood Traffic Management Program

Goals/Policies of the Program include the following:

- Reduce demonstrated accident patterns on local streets where feasible.

- Eliminate or discourage non-local cut-through traffic on local residential streets and collector streets. Focus such traffic on the arterial roadway system.

- Reduce traffic speeds on residential streets with demonstrated problems to levels consistent with the ranges of speeds on other non-impacted residential streets in the City.

- Minimize the shifting of traffic intrusion or speeding problems from one residential street to another.

- Ensure citizen participation throughout the Neighborhood Traffic Management Program process, obtaining the input of affected residents, affected business owners and non-resident property owners.

- Minimize impacts on emergency vehicle response times due to implementation of neighborhood traffic management measures. Include police and fire departments in all plan preparation and avoid creating excessive vehicle delay on critical emergency vehicle routes. (See attached Emergency Response Routes Map).

- Review surrounding land uses and functionality/connectivity of street to the rest of the system.

Program steps are detailed below.

Step 1 - Identify Candidate Streets/Neighborhoods

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

- After receipt of written request(s),

- After direction of the City Council.

- Traffic problems identified by City staff.

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

Step 2 - Preliminary Screening and Evaluation

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

- The street in question must be classified as a Local, Major Local, or Collector street. If not, the adjacent neighborhood must be predominantly residential in character.

- The requests must be related to speeding, high traffic volumes, accidents, cut-through traffic, truck traffic or other related impacts on a residential or collector street or district.

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

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

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

- Public meeting in the neighborhood to understand issues. Affected parties must be notified of the meeting.

- Review by Police and Fire Departments. This review will determine if the specific streets in question are critical police or fire response routes. If so, CDD will work with Police and Fire to ensure that measures are not installed which significantly impact response times.

- Traffic data collection to include (as appropriate based on identified problem) one or more of the following:

    - determine the area affected and then conduct field investigation to note traffic operating conditions, geometric conditions (roadway width, pavement condition, parking availability, type and location of existing traffic management devices, etc);

    - traffic volume counts (24 hour broken down into 15-minute increments and aggregated hour-by-hour);

    - radar or machine-based speed surveys;

    - truck volume counts;

    - cut-through traffic estimates via license plate surveys;

    - pedestrian counts;

    - accident investigation (review of accidents over a minimum of the prior two year period);

    - other investigations deemed appropriate by the CDD.

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

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

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

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

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

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

- Other notification, as determined necessary by City staff, including:
    - Newspaper notice, display ad, announcement, or article
    - Posting of notice or signage on street(s) in affected areas
    - Posting of notice at City Hall
    - Posting of notice on City website

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

Step 5 - Develop, Install, and Evaluate Test Projects

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

Step 6 - Determination of Permanent Project

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

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

Step 7 - Monitoring

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

Administration/Miscellaneous

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

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

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

Neighborhood Traffic Management Program Request Form

Community Development Department

City Hall 1400 Highland Avenue Manhattan Beach, CA 90266-4795
Telephone (310) 802-5000 FAX (310) 802-5001 TDD (310) 546-3501

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

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

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

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

Contact Person: Please provide the following contact information.

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

APPENDIX D

TABLE 1 (continued)

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

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

APPENDIX D

TABLE 1 (continued)

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

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

APPENDIX D

TABLE 1 (continued)

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

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

APPENDIX D

TABLE 1 (continued)

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

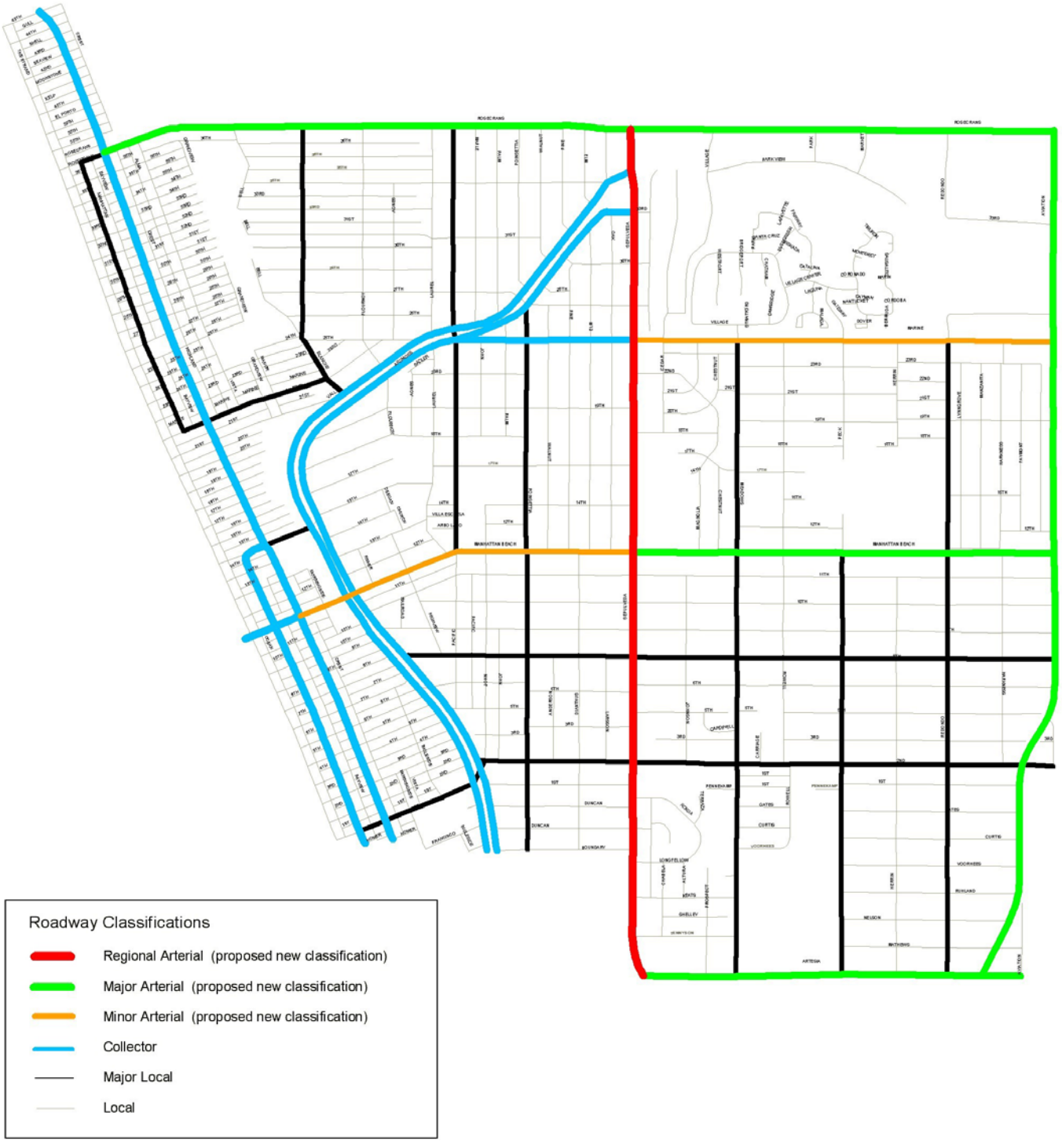
TRAFFIC MANAGEMENT MEASURE	PROBLEMS TARGETED	STREET TYPE (1)	MINIMUM CRITERIA				
			VOLUME	SPEED	DIVERSION TO ADJACENT STREETS	GRADE	OTHER CRITERIA
	Vehicle Conflicts	NO RC)		posted speed	criteria		-Loss of parking must be assessed
Restricted Movement Barrier	Cut-trough traffic, Vehicle conflicts	L,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

Notes:
1) Street Type key: L – Local, ML – Major Local, RC – Residential Collector, C- Collector, All – All Residential Streets, excludes arterials
2) Specific volume (ADT) criteria may not be appropriate for this tool, it may be applied over a range of volume
3) Specific speed criteria may not be appropriate for this tool, it may be applied over a range of observed speeds at the discretion of the City Traffic Engineer or the Police Department

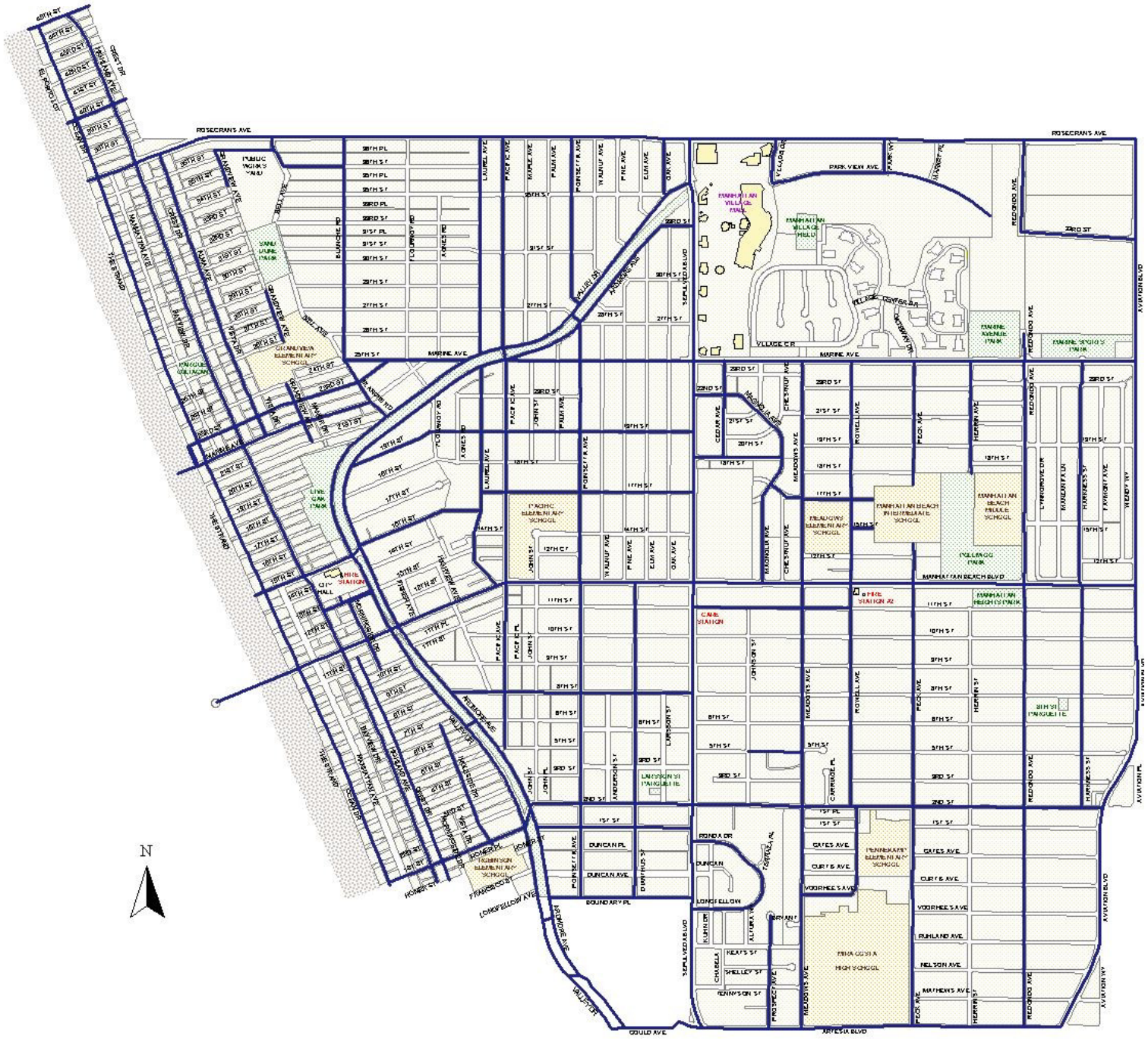
General Notes:
- final determination of certain control application based on review by City staff
- subject to modification by City Council on a case-by-case basis

G:\Traffic Engineering\Projects-Studies\NTMP\NTMP Handbook-rev1 9-6-05\Appendix D- Toolbox Criteria Table-rev1 9-6-05.doc

APPENDIX E
NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM HANDBOOK
ROADWAY CLASSIFICATION MAP



APPENDIX F
NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM HANDBOOK
EMERGENCY VEHICLE ROUTE MAP



AUGUST 8, 2002

Rev 9/6/05

APPENDIX H

Allowable Local and Collector Street Traffic Diversion

(due to Neighborhood Traffic Management Toolbox measure applications)

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

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Rev 9/6/05

RESOLUTION NO. 5791

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

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

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

A. In September 2001 the City Council initiated a comprehensive update of the City's General Plan.

B. As part of the General Plan Update the City initiated a Neighborhood Traffic Management Program (NTMP). The overall objective of the Program is to improve the livability of neighborhood streets by mitigating the impacts of vehicular traffic on residential neighborhoods. Specific impacts to be addressed by the Program include high non-local cut-through traffic volumes, high speeds, truck traffic intrusion, demonstrated accident history, and other related problems.

C. In December 2001 the City Council appointed a Neighborhood Traffic Committee to help develop, review and make recommendations on traffic issues related to the General Pan update, including the Program. The Council appointed resident representatives from different areas throughout the City as well as business representatives to serve on the Committee to provide a wide variety of opinions from a cross section of the community. Additionally, two Parking and Public Improvements Commission members served on the Committee.

D. The Neighborhood Traffic Committee met on January 29, February 26, March 26, April 23, May 28, and June 12, 2002, and discussed and developed a draft Neighborhood Traffic Management Program.

E. On August 22, 2002 the Parking and Public Improvement Commission reviewed the recommendations of the Committee, and recommended adoption of the program with minor revisions.

F. The City Council of the City of Manhattan Beach reviewed the recommendation of the Parking and Public Improvement Commission at noticed public meetings on October 1, and November 19, 2002, and recommended approval of the Neighborhood Traffic Management Program, attached as Exhibit "A".

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

SECTION 3. This resolution shall take effect immediately.

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

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

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

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

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

Mayor, City of Manhattan Beach, California

ATTEST:

City Clerk

STATE OF CALIFORNIA)
)
COUNTY OF LOS ANGELES) SS.
)
CITY OF MANHATTAN BEACH)

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

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

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

City Clerk of the City of
Manhattan Beach, California

(SEAL)