

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

**TO:** Parking and Public Improvements Commission

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

**DATE:** February 23, 2017

**SUBJECT: Valley Drive Neighborhood Traffic Management Study Report**

**BACKGROUND:**

On November 19, 2002, the City Council approved the City-Wide Neighborhood Traffic Management Program (NTMP). This Program established a set of procedures to evaluate neighborhoods in an effort to improve livability of neighborhood streets. The NTMP created a consistent way for the City to evaluate traffic requests, so that a comprehensive plan can be implemented that will minimize adverse impacts both before and after implementation of traffic calming measures. Since 2003, NTMP's have been completed in the northeast, southeast and El Porto sections of the City, as well as all school area neighborhoods.

The NTMP 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 NTMP Program has been followed in developing a comprehensive traffic calming plan and conducting public outreach in the neighborhood bounded by Valley Drive to the east, 1<sup>st</sup> Street to the south, Crest Drive to the west, and 7<sup>th</sup> Street to the north. (Exhibit 1) The Valley Drive NTMP is presently at Step 4.

In January 2015, the City received a petition from residents along 6<sup>th</sup> Place between Crest Drive and Valley Drive to reduce traffic volumes and speeds on 6<sup>th</sup> Place. The petition is signed by 41 residents, representing 35 of the 46 properties along 6<sup>th</sup> Place. This represents 76 percent of the homes with a frontage on 6<sup>th</sup> Place. Six of the signers do not live directly adjacent to 6<sup>th</sup> Place. The residents are concerned that 6<sup>th</sup> Place carries an undue volume of traffic in comparison to other parallel streets, and vehicle speeds are too high for the alley conditions. (Exhibit 2)

In March 2015, the City received a petition from residents along 4<sup>th</sup> Street between Ingleside Drive and Valley Drive to convert 4<sup>th</sup> Street to a one way eastbound street. The petition is signed by 26 residents, representing 25 of the 26 properties along 6<sup>th</sup> Place. This represents 96

percent of the homes with a frontage on 6<sup>th</sup> Place. Those residents are concerned about the narrow street and blind corners that make it difficult to drive on 4<sup>th</sup> Street. (Exhibit 3)

In April 2016, the City received a second petition from residents along 4<sup>th</sup> Street between Ingleside Drive and Valley Drive to convert 4<sup>th</sup> Street to a walkstreet. The petition is signed by 22 residents, representing 22 of the 26 properties along 4<sup>th</sup> Street. This represents 84 percent of the homes with a frontage on 4<sup>th</sup> Street. The residents have the same concerns about the narrow street and blind corners that make it difficult to drive on 4<sup>th</sup> Street, and feel that a walkstreet would be an appropriate solution to improve vehicle and pedestrian safety, similar to nearby walkstreets. (Exhibit 4)

On October 27, 2016, the Parking and Public Improvements Commission (PPIC) discussed the initial findings made by the City Traffic Engineer and heard public testimony from 28 residents in the neighborhood who identified their concerns and observations about traffic and parking within the study area. A summary is provided in the draft minutes. (Exhibit 5) This staff report evaluates the results of a citizen survey and analyzes potential traffic calming measures that could be implemented to address the citizen comments and concerns.

## **DISCUSSION:**

The NTMP area is located in the northwest quadrant of the city, just south of Downtown Manhattan Beach. The boundaries for this study are Valley Drive, 1<sup>st</sup> Street, Crest Drive and 7<sup>th</sup> Street. There are 359 residential properties within this neighborhood with 367 residences. Primary access for the neighborhood is via Valley Drive, Ardmore Avenue, and 1<sup>st</sup> Street/2<sup>nd</sup> Street. Vehicle access to the east is limited to Veterans Parkway crossings at 1<sup>st</sup> Street and 6<sup>th</sup> Place. 5<sup>th</sup> Street, 6<sup>th</sup> Street and 7<sup>th</sup> Street are walkstreets between Crest Drive and Valley Drive. 4<sup>th</sup> Street is a walkstreet between Crest Drive and Ingleside Drive. The “Place” streets are constructed as 20-foot wide alleys. Ingleside Drive is a one-way northbound street. 6<sup>th</sup> Place is stopped in the eastbound and westbound directions at Ingleside Drive. Ingleside Drive ends at the 7<sup>th</sup> Street walkstreet. Robinson Elementary School is located south of the study area on Morningside Drive.

There are approximately 251 public street parking spaces located in the study area, as follows:

- 26 spaces on Valley Drive;
- 45 spaces on Ingleside Drive;
- 21 spaces on the north half of 1<sup>st</sup> Street;
- 60 spaces on 2<sup>nd</sup> Streets;
- 79 spaces on 3<sup>rd</sup> Street; and
- 20 spaces on 4<sup>th</sup> Street.

A review of the collision history within the neighborhood was conducted for the period between January 1, 2008 and December 31, 2014. The review reveals that there are no locations with elevated collision rates or pedestrian collisions within the study area during this time period.

Traffic volume and speed counts were conducted during two separate periods: February 16-17, 20-21, 2016 and September 2016. Traffic counts were taken on typical weekdays. It should be noted that the February 2016 counts were taken when public schools were not in session, which generally represents the lowest volume period of the year. Conversely, the September counts

were taken during a late summer week when school was in session, which represents one of the highest peak volumes of the year. The daily traffic counts and average speed samples are summarized in Exhibits 5 and 6. In addition, turning movement counts were conducted during both periods at the intersection of Valley Drive and 6<sup>th</sup> Place to determine the distribution of traffic entering and leaving the neighborhood via 6<sup>th</sup> Place at this intersection.

A speed survey was conducted on 6<sup>th</sup> Place between Crest Drive and Ingleside Drive during both study periods. The average overall speed is 14 mph, and the prevailing speed (85<sup>th</sup> percentile) is 21 mph. These are typical and expected speeds in an alley such as 6<sup>th</sup> Place. It was found that approximately four (4) percent of traffic traveled in excess of 25 mph, which is too fast for this segment.

The residences in the study area generate approximately 3,670 daily trips (10 trips per residence) pursuant to the Trip Generation Manual, published by the Institute of Transportation Engineers. These trips are not distributed evenly because of the existing street network. Due to the one-way traffic restrictions on Ingleside Drive and Valley Drive as well as existing walkstreets, traffic volumes on certain streets are higher than surrounding streets. In particular, 6<sup>th</sup> Place has a higher than expected volume because it is one of the few streets that cross Veterans Parkway to Ardmore Avenue. Approximately half of the traffic on 6<sup>th</sup> Street travels to/from Ardmore Avenue. 2<sup>nd</sup> Street and Morningside Drive have higher volumes to serve the block of homes bounded by Crest Drive, 3<sup>rd</sup> Street, Ingleside Drive, and 1<sup>st</sup> Street. School and summer related traffic increases the overall daily volume in the study area by about three (3) percent.

### **Neighborhood Survey**

Based on the existing conditions and public comments received at the October 27, 2016 PPIC meeting, staff prepared a list of possible measures, including the original petition requests. This list was sent to the residents within the study area in the form of a neighborhood survey (Exhibit 7). The survey asked whether residents were in favor of or opposed to the following list of possible traffic calming measures:

1. Convert 4th Street between Ingleside Drive and Valley Drive into a walkstreet.
2. Restrict traffic on 4th Street between Ingleside Drive and Valley Drive to one-way in the westbound direction with parking on the north side of the street.
3. Restrict traffic on 4th Street between Ingleside Drive and Valley Drive to one-way in the eastbound direction with parking on the south side of the street.
4. Construct a sidewalk on 4th Street between Ingleside Drive and Valley Drive. (requires removal of some private encroachments)
5. Construct a sidewalk on the west side of Ingleside Drive between 1st Street and 7th Street. (requires removal of private encroachments and 3 parking pads)
6. Prohibit westbound traffic on 6th Place across Valley Drive into the neighborhood to reduce volume. (Allow westbound to southbound left turns only.)

7. Install a stop sign on Ingleside Drive at 6th Place in the northbound direction.
8. Prohibit parking on both sides of 1st, 2nd, 3rd, 4th, 5th and 6th Place alleys at all times.
9. Provide targeted speed enforcement in the neighborhood.
10. Post 15 MPH speed limit signs on Ingleside Drive.
11. Post 15 MPH speed limit signs on 6th Place at Ingleside Drive (both directions).

The survey was not a vote on particular measures, but was intended to aid staff and the Commission in developing a comprehensive traffic calming plan. The survey was mailed out to about 1,050 addresses on February 7, 2017, with a deadline of February 14, 2017. Over 230 surveys were returned, for a 22% return rate, which is outstanding for this type of survey, and is a statistically significant representation of the residents' opinions on the traffic calming measures.

### **Survey Findings**

The results of the neighborhood survey responses were tabulated and are detailed on Exhibit 7. The survey findings, based on the residents' responses to the survey of possible traffic calming measures, are summarized below:

- A. 68% of all survey respondents were opposed to Item 1 (convert 4<sup>th</sup> Street to walkstreet) while 100% of the 4<sup>th</sup> Street respondents were in favor.
- B. 42% of all survey respondents were opposed to Item 2 (one-way westbound on 4<sup>th</sup> Street/parking on north side) while 65% of the 4<sup>th</sup> Street respondents were in favor.
- C. 79% of all survey respondents were opposed to Item 3 (one-way eastbound on 4<sup>th</sup> Street/parking on south side), and 88% of the 4<sup>th</sup> Street respondents were opposed.
- D. 72% of all survey respondents were opposed to Item 4 (sidewalks on 4<sup>th</sup> Street), and 88% of the 4<sup>th</sup> Street respondents were opposed.
- E. 67% of all survey respondents were opposed to Item 5 (sidewalks on Ingleside Drive).
- F. 70% of all survey respondents were opposed to Item 6 (no westbound thru traffic on 6<sup>th</sup> Place at Valley Drive), and 57% of the 6<sup>th</sup> Place respondents were in favor
- G. 74% of the survey respondents were in favor of Item 7 (Stop sign on Ingleside Drive at 6<sup>th</sup> Place)
- H. 85% of the survey respondents were opposed to Item 8 (Prohibit parking on alleys)
- I. 65% of the survey respondents were in favor of Item 9 (Targeted speed enforcement)

- J. 84% of the survey respondents were in favor of Item 10 (Post 15 MPH signs on Ingleside Drive)
- K. 84% of the survey respondents were in favor of Item 11 (Post 15 MPH signs on 6<sup>th</sup> Place)

Many residents included comments with their returned surveys (see Exhibit 8). Their comments included safer pedestrian access needed to Veterans Parkway, restricted driver visibility along Valley Drive, suggested one-way streets, required parking in garages, stop sign violations, need for additional stop signs, removal of parking on 6<sup>th</sup> Place east of Ingleside Drive, painted parking tees, speed humps and electronic speed feedback signs.

### NTMP TOOLBOX

Each of the NTMP toolbox measures was evaluated for appropriateness and its ability to address the identified concerns and findings. Those possible measures and an evaluation of their appropriateness are listed below:

#### Level One Tools

- A. Enhanced Police Enforcement – This measure would be effective for localized speeding in the neighborhood as well as for stop sign violations.
- B. Speed Monitoring Trailer – This measure would be effective on Valley Drive, however, the narrow streets within the neighborhood would make it difficult to find a place to park it.
- C. Neighborhood Watch Program – This measure would not be very effective since the program is better for enforcing other types of neighborhood violations.
- D. High Visibility Crosswalk – This measure would be beneficial on Ingleside Drive at the 5<sup>th</sup> Street and 6<sup>th</sup> Street walkstreets.
- E. Pedestrian Crossing Sign – See measure would be beneficial on Ingleside Drive at the 5<sup>th</sup> Street and 6<sup>th</sup> Street walkstreets.
- F. Electronic or Larger Speed Limit Signs - Additional speed limit signs would be appropriate along Ingleside Drive and on 6<sup>th</sup> Place east and west of Ingleside Drive. All other streets within this neighborhood are clearly residential in nature and have low volumes, therefore, drivers are generally aware of the prima facie 25 mph (streets) or 15 mph (alleys) speed limits.

#### Level Two Tools

- G. Traffic Signal Timing – This measure does not apply in this neighborhood.
- H. Turn Restrictions via Signage – This measure could be implemented on 6<sup>th</sup> Place at Valley Drive. 6<sup>th</sup> Place carries three times as much traffic as parallel streets to the south. This additional traffic is due to residential eastbound traffic exiting the neighborhood generated from northbound Ingleside Drive, as well as cut through traffic between Valley Drive and Highland Avenue. Approximately two-thirds of the daily traffic on 6<sup>th</sup> Place in the westbound direction originates east of Valley Drive, and continues through the neighborhood. If westbound through traffic was prohibited on 6<sup>th</sup>

Place across Valley Drive, it is estimated that overall daily volume would decrease by about one-third. Southbound right turn traffic would still be permitted into the neighborhood. Impact to local resident traffic would be minimal, due to existing restricted access to the neighborhood caused by one-way northbound traffic on Ingleside Drive. Exhibit 9.

Turn restrictions were also considered for other streets along Valley Drive, but cut through traffic does not appear to be prevalent based on existing traffic volumes.

- I. Rumble Strips / Dots – These measures are not recommended due to an increase in road noise when vehicles travel over such devices within close proximity to homes at any possible location.
- J. Crosswalk Warning System – No intersections were identified with high traffic volumes to justify crosswalk warning systems.
- K. Raised Median Island – There are no locations identified within the neighborhood that would be a candidate for this measure due to the relative narrowness of most streets.
- L. Neighborhood Entry Island – Due to the narrow rights-of-way on the major entry points to the neighborhood, no locations would be appropriate for this measure.
- M. Mid-block Narrowing – Due to the narrow rights-of-way on the major entry points to the neighborhood, no locations would be appropriate for this measure.
- N. Chokers at Intersections – Corner bulb-outs could be considered at intersections along Valley Drive as a calming measure, but curb parking would be lost. No specific neighborhood locations were identified with a collision history or resident concern for implementation of this measure.
- O. Lane Reduction/Narrowing/Restriping - This measure often reduces speeding and discourages some cut-through traffic by limiting the lane width available for drivers. The streets within the neighborhood are already quite narrow and would not benefit from this measure.
- P. Stop Sign as Neighborhood Traffic Control Measure – While stop signs should be installed in accordance with established guidelines, special conditions in a neighborhood may justify stop signs in certain directions to address a visibility issue, or to discourage speeding by virtue of its location. Ingleside Drive at 6<sup>th</sup> Place is a candidate for all-way stop signs due to limited sight distance. The intersection meet the guidelines for stop signs in all directions due to physical sight obstructions and constrained turning radius.
- Q. Parking Restrictions – Non-resident parking in the neighborhood did not appear to be prevalent, however, parking demand is high most of the day due to limited street parking supply. There are two parking spaces on the north side of 6<sup>th</sup> Place just east of Ingleside Drive that reduce the usable roadway width to one-lane. These parked cars require westbound drivers to go onto the south side, which conflicts with vehicles making turns from Ingleside Drive onto 6<sup>th</sup> Place.

#### Level Three Tools

- R. Raised Crosswalk – Walkstreet intersections along Ingleside Drive and school crosswalks on 2<sup>nd</sup> Street could be potential locations for this measure, however, major construction would be needed to modify street drainage facilities.

- S. Raised Intersection – This tool is not being considered at this time since Level Two tools are currently being evaluated to address speeding concerns.
- T. Traffic Circle – There are no locations identified within the neighborhood that would be a candidate for this measure due to the narrowness of the streets.
- U. Restricted Movement Barrier-Half Closure – There are no locations identified within the neighborhood that would be a candidate for this measure due to the narrowness of the streets and potential adverse impact that would be caused by diverted traffic.
- V. Diagonal Diverter – There are no locations identified within the neighborhood that would be a candidate for this measure due to the narrowness of the streets and potential adverse impact that would be caused by diverted traffic.
- W. Speed Humps – Since there are no streets with prevailing speeds over 30 mph within the study area, this measure would not be effective or appropriate.

#### Other Possible Measures

- X. One-Way Traffic – 4<sup>th</sup> Street between Ingleside Drive and Valley Drive is a candidate for a one-way street. It is too narrow for two-way traffic and parked cars along the north side limit the ability for drivers to maneuver around opposing traffic. One-way traffic would also reduce the overall traffic volume, thereby reducing exposure to pedestrian conflicts as well. One-way westbound traffic would be more appropriate because street parking is already located on the north side of 4<sup>th</sup> Street, and circulation within the neighborhood would be less constrained due to the one-way couplet created by Valley Drive (southbound) and Ingleside Drive (northbound). Other east-west streets have low volumes and would not benefit significantly by restricting traffic to one direction. Impact to adjacent streets would be minimal due to low existing eastbound traffic volume that would be diverted.
- Y. Walkstreet – While a walkstreet on 4<sup>th</sup> Street between Ingleside Drive and Valley Drive would be consistent with similar walkstreets on 5<sup>th</sup> through 10<sup>th</sup> Streets, it would result in the loss of 20 parking spaces and divert traffic to adjacent streets. (Exhibit 10) The Traffic Engineer was unable to find viable opportunities to replace the public parking spaces in the surrounding neighborhood. For example, street parking could be constructed along the east side of Valley Drive, but it would significantly reduce the park area within Veterans Parkway. Other streets in the neighborhood would need to be widened in order to provide street parking, which would eliminate significant portions of parkway landscaping and other private encroachments. The Fire and Police Departments have both indicated their concerns about the potential reduction in emergency access choices that a walkstreet would cause, and recommend against the conversion of 4<sup>th</sup> Street to a walkstreet.
- Z. Sidewalks – There are existing sidewalks on 2<sup>nd</sup> Street and 3<sup>rd</sup> Street within the study area that have the same right-of-way width (50 feet) as 4<sup>th</sup> Street. Sidewalks could be constructed on one or both sides of 4<sup>th</sup> Street, but it would require the removal of significant parkway landscaping and other private encroachments. Ingleside Drive is also a candidate for sidewalks on one or both sides because of its designation as a school route, but it would also require major changes to the parkway and probable elimination of large trees and parking pads.

Both the Fire and Police Departments have been involved in the preparation of the North Manhattan Beach NTMP and have no preliminary objections to the recommended actions.

### **Next Steps:**

Upon the PPIC's recommendation of the refined list of toolbox measures, the results of the survey and recommended initial measures will be forwarded to the City Council for approval on a trial basis. Upon approval, the NTMP will then follow the remaining steps as identified in the city-wide NTMP procedures. During the trial period, a before-and-after study will be conducted to evaluate the effectiveness of the initial measures. This follow-up evaluation will be then forwarded to the Commission at a future public hearing for further discussion to determine if the initial measures should be modified or made permanent and if additional measures should be considered.

### **PUBLIC OUTREACH**

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

### **RECOMMENDATION:**

Based on the traffic studies, previous findings, citizen comments, survey results, and evaluation of NTMP toolbox measures, staff recommends that the Parking and Public Improvements Commission (PPIC) recommend the following traffic calming measures and forward them, with the survey results, to the City Council for their approval on a trial basis:

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



A map of these initial measures is shown in Exhibit 11.

- Exhibits:
1. Study Area Map
  2. 6<sup>th</sup> Place Traffic Petition
  3. 4<sup>th</sup> Street One-Way Petition
  4. 4<sup>th</sup> Street Walkstreet Petition
  5. February Traffic Counts and Speeds
  6. September Traffic Counts and Speeds
  7. Resident Survey Results
  8. Survey Comments
  9. Estimated Traffic Counts with 6<sup>th</sup> Street Restriction
  10. Estimated Traffic Counts with 4<sup>th</sup> Street Walkstreet
  11. Initial Recommendations Map



City of Manhattan Beach  
Community Development  
Traffic Engineering Division

Exhibit 1  
Valley Drive – 1<sup>st</sup> Street to 7<sup>th</sup> Street  
Neighborhood Study Area

Exhibit 2

TO: CITY OF MANHATTAN BEACH, ERIK ZANDVLIET T.E.  
FROM: MANHATTAN BEACH RESIDENTS ADJOINING 6<sup>TH</sup> PLACE  
SUBJECT: TRAFFIC VOLUMES AND SPEEDS  
DATE: JANUARY 12, 2015

This is a request to reduce traffic volumes and speeds on 6<sup>th</sup> Place.  
Request is signed by residents of 6<sup>th</sup> and 7<sup>th</sup> Street which share 6<sup>th</sup> Place.

The traffic counter which was placed on 6<sup>th</sup> Place showed 1,305 (24hrs) vehicles, the majority of which were in the daylight hours. Of that number, 373 vehicles were speeding. That number will only increase as summer nears.

Thank You.

TO: CITY OF MANHATTAN BEACH, TRAFFIC ENGINEER

SUBJECT: EXCESSIVE TRAFFIC/SPEEDING ON 6<sup>TH</sup> PLACE  
(300-400 BLOCKS)  
500

Residents adjoining 6<sup>th</sup> Place would like a solution to excessive speeding and high traffic volume. We have addressed this issue before to the city and would like a resolution to this problem.

Thank you,  
The Residents of 6<sup>th</sup> & 7<sup>th</sup> Streets

Signature	Print Name	Address
1. <i>Jack Williams</i>	Jack Williams	400 7 <sup>th</sup> St, M.B.
2. <i>Melanie Williams</i>	Melanie Williams	400 7 <sup>th</sup> St. M.B.
3. <i>JAN SCHULTZ</i>	JAN SCHULTZ	409-6TH PL MB
4. <i>Karen Schulte</i>	Karen Schulte	409-6TH PL. M.B.
5. <i>Luke Kallis</i>	Luke Kallis	404 7 <sup>th</sup> St M.B.
6. <i>Brent Morgan</i>	Brent Morgan	336 7 <sup>th</sup> St. M.B.
7. <i>Kristen Zukley-Morgan</i>	Kristen Zukley-Morgan	336 7 <sup>th</sup> St. M.B.
8. <i>Andrew Judson</i>	Andrew Judson	416 7 <sup>th</sup> St, MB
9. <i>JEFF DRANDALL</i>	JEFF DRANDALL	416 7 <sup>th</sup> ST MB
10. <i>Kathleen Klineiman</i>	Kathleen Klineiman	412 7 <sup>th</sup> St MB
11. <i>MICHAEL KLINEIMAN</i>	MICHAEL KLINEIMAN	412 7 <sup>th</sup> St MB
12. <i>Sylvia Dominguez</i>	Sylvia Dominguez	420 7 <sup>th</sup> St MB
13. <i>Bill Richards</i>	Bill Richards	214-212-4140
14. <i>Gena Richards</i>	Gena Richards	214 538-5318
15. <i>Deanna Loshner</i>	Deanna Loshner	786 295, 9494
16. <i>Kristy Kallis</i>	Kristy Kallis	310.422.8003
17. <i>DAVID LEHMAN</i>	DAVID LEHMAN	305.342-9527
18. <i>David Schroeder</i>	David Schroeder	520 7 <sup>th</sup> St
19. <i>MARTIN DEUR</i>	MARTIN DEUR	617 N. Valley Drive
20. <i>PAN YUGA</i>	PAN YUGA	436 7 <sup>th</sup> St
21. <i>FRANK HILLEBRAND</i>	FRANK HILLEBRAND	516 7 <sup>th</sup> St
22. <i>Wendy Pitts</i>	Wendy Pitts	516 7 <sup>th</sup> St.
23. <i>JOHN CONWAY</i>	JOHN CONWAY	516 7 <sup>th</sup> St.
24. <i>Sherah Rusk</i>	Sherah Rusk	516 7 <sup>th</sup> St.
25. <i>Sherah Rusk</i>	Sherah Rusk	516 7 <sup>th</sup> St.

TO: CITY OF MANHATTAN BEACH, TRAFFIC ENGINEER

SUBJECT: EXCESSIVE TRAFFIC/SPEEDING ON 6<sup>TH</sup> PLACE  
(300-400 BLOCKS)  
300

Residents adjoining 6<sup>th</sup> Place would like a solution to excessive speeding and high traffic volume. We have addressed this issue before to the city and would like a resolution to this problem.

Thank you,  
The Residents of 6<sup>th</sup> & 7<sup>th</sup> Streets

Signature	Print Name	Address
1.	Tristy Patterson	340 7 <sup>th</sup> St.
2.	Kathryn Rowland	332 7 <sup>th</sup> St.
3.	Duncan Rowland	332 7 <sup>th</sup> St.
4.	MERLE GROSSMAN	328 7 <sup>th</sup> St.
5.	STEVEN GLASS	324 7 <sup>th</sup> St.
6.	Deborah Berger	324 7 <sup>th</sup> St.
7.	Chris Wagner	316 7 <sup>th</sup> St.
8.	Colleen Weigert	316 7 <sup>th</sup> St.
9.	Jim Kelly	304 7 <sup>th</sup> St.
10.	Nathan Hardcastle	613 Crest Drive
11.	KAY	617 Crest Drive
12.	BRAD DAVID	500 7 <sup>th</sup> St.
13.	Jessica Tarrango	501 7 <sup>th</sup> St.
14.	Stephanie Schroeder	520 7 <sup>th</sup> St.
15.	HENRY N. SWEENEY	428 7 <sup>th</sup> St.
16.	Amy Evans	432 7 <sup>th</sup> St.
17.	SHEILA BECKER	613-N. VALLEY
18.		
19.		
20.		
21.		
22.		
23.		
24.		
25.		

TO: CITY OF MANHATTAN BEACH, TRAFFIC ENGINEER

SUBJECT: EXCESSIVE TRAFFIC/SPEEDING ON 6<sup>TH</sup> PLACE  
(300-400 BLOCK)

Residents adjoining 6<sup>th</sup> Place would like a solution to excessive speeding and high traffic volume. We have addressed this issue before to the city and would like a resolution to this problem.

Thank you,  
The Residents of 6<sup>th</sup> & 7<sup>th</sup> Streets

	Signature	Print Name	Address
1.		GARY D. GRIMES	421 6TH ST. M.B. CA 90266
2.		JOAN PECTZ	433 6TH ST MB CA 90266
3.		JUDY PECTZ	433 6TH ST MB 90266
4.		Randall Putnam	413 6TH ST, MB 90266
5.		Teri Putnam	"
6.		YOLANDA P. LANDIS	"
7.			333 6TH ST MB 90266
8.	Debbie Brown	Debbie Brown	321 6th St. M.B. 90266
9.		PAUL BROWN	321 6TH ST. MB 90266
10.	Allie Brown	Allie Brown	321 6th St. MB 90266
11.		ROBERT CARTER	437 6TH ST MB 90266
12.	Margie Campbell	Margie Campbell	417 6th St. MB 90266
13.		DOUG CAMPBELL	417 6TH ST. MB 90266
14.	Nick Casper	NICK CASPER	601 INGLESDALE
15.	Connie Carter	CONNIE CARTER	"
16.	Linden McPherson	Linden McPherson	329 6TH ST. MB 90266
17.		Sherri Sussman	317 6TH ST MB 90266
18.		Craig Sussman	317 6TH ST MB 90266
19.	Jared Felt	Lisa Joy, Jared Felt	600 Inglewood Dr MB
20.	STEVE VOORHEES	St. Voorhees	511 6TH ST. MB
21.	STEVENIKKI VOORHEES	Nugla Voorhees	"
22.	DAVID LINGMAN	David Lingman	425 6TH ST MB
23.	Andrea Lingman	ANDREA LINGMAN	425 6TH ST MB
24.	Sara Mello	Sara Mello	429 6TH ST MB
25.	Melvin Mello	Melvin Mello	429 6TH ST MB

TO: CITY OF MANHATTAN BEACH, TRAFFIC ENGINEER

SUBJECT: EXCESSIVE TRAFFIC/SPEEDING ON 6<sup>TH</sup> PLACE  
(300-400 BLOCK)

Residents adjoining 6<sup>th</sup> Place would like a solution to excessive speeding and high traffic volume. We have addressed this issue before to the city and would like a resolution to this problem.

Thank you,  
The Residents of 6<sup>th</sup> & 7<sup>th</sup> Streets

Signature	Print Name	Address
1. - <i>Carol A. Grimes</i>	Carol A. Grimes	421 6 <sup>th</sup> St. M.B.
2. - <i>Dorothy Michel</i>	DOROTHY MICHEL	401 6 <sup>th</sup> St. M.B.
3. - <i>R. H. Michel</i>	ROBERT H. MICHEL	401 6 <sup>th</sup> St. M.B.
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Received  
3/3/2015

# City of Manhattan Beach General Petition Form

We, the undersigned residents, do hereby petition the City of Manhattan Beach to  
designate 4th St. as a one-way street with traffic flow from Valley west to Ingleside.

on the 500 block of 4th St., Manhattan Beach, CA  
(Street)

between Valley - west and Ingleside  
(Street) (Street)

**Reason:** 4th St. is a very narrow street with parking on the north side only which makes it impossible for two cars to pass. This causes a danger to the neighborhood since one car must back up or down the street to allow the other to pass. Backing ~~west~~ <sup>east</sup> causes cars to end up on Valley which is a busy street with blind spots. A one way street would alleviate this issue. Honoring this request would not change the current parking configuration.

We attest that each undersigned person is 18 years or older and is a responsible owner or resident in the proposed block. The designated contact person(s) are:

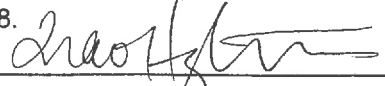



CONTACT PERSON: GayLa Rabin - gaylar7@verizon.net DAYTIME PHONE NO: 310-379-9665  
ALTERNATE CONTACT: Helene Bono DAYTIME PHONE NO: 310-318-9641

NOTE: Only one responsible signature per residence is required.

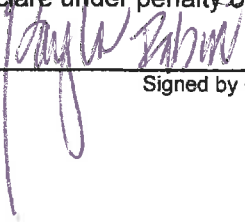
SIGNATURE Or "Opposed" or "No Contact"	PRINT NAME	PRINT STREET ADDRESS	PRINT DATE
1. <i>[Signature]</i>	Gayla Rabin	520 - 4th St MB	2/18/2015
2. <i>[Signature]</i>	HELENE BONO	539 4th St M.B.	2/18/2015
3. <i>[Signature]</i>	Holly McLaughlin	532 4th St MB	2/18/2015
4. <i>[Signature]</i>	Ann MacEachern	540 4th St MB	2/18/2015
5. <i>[Signature]</i>	Kay Yanev	541 4th St. M.B.	2/18/2015
6. <i>[Signature]</i>	Monica Conner	548 4th St, M.B.	2/18/2015
7. <i>[Signature]</i>	Marc Smoot	528 4th St	2/18/2015



Exhibit 3

8.		Traci Harrington	524 4th Street Manhattan Beach	(310) 372-4384
9.		STEVE SPEAR	500 4th STREET MB	(310) 372-4152
10.		Jennifer Casky	511 4th St, MB	310- 200-5900
11.		Dave Casky	513 4th St	310-200-1960

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

 Executed on 9/1/2015 in Manhattan Beach, California.

Signed by Contact Date

## Exhibit 3

General Petition for 4th ST - ONE WAY street request on 500 block of 4th St.  
 MANHATTAN BEACH  
 CALIFORNIA

NOTE: Only one responsible signature per residence is required.

SIGNATURE Or "Opposed" or "No Contact"	PRINT NAME	PRINT STREET ADDRESS	PRINT DATE
2.	BARBARA WILLIAMS	FOURTH STREET	2/18/15
13.	Patrick Lemm	508 4th St	2/19/15
14.	Nancy Argent	504 4th Street	2/19/15
15.	Nicole Wood	516 4th St	2/19/15
16.	Julie Cordua	544 4th St	2/19/15
17.	Linda McLaughlin	533 4th	2/19/15
18.	Jan Steinke	545 4th Street	2/19/15
19.	Darryl Myrose	501 4th St	2/19/15
20.	Jill Farring	507 4th St.	2-21-15
21.	Austin Bates	549 4th St.	2/21/15
22.	Shannon Castellan	521 4th St	2/22/15
23.	Aileen Peper	517 4th street	3/1/15
24.	Claire Warch	536 4th St.	3/1/15
25.	Chantel Stettin	512 4th street	3/1/15
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19.			

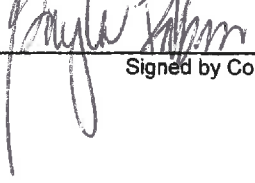
Total: 25 signatures

1 not available

Exhibit 3

20.			
21.			
22.			
23.			
24.			

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

 Executed on 3/1/2015 in Manhattan Beach, California.  
Signed by Contact Date



## City of Manhattan Beach 4th St. Walk Street Petition Form

We, the undersigned residents, do hereby petition the City of Manhattan Beach to establish a walk street on the 500 block of 4th Street between Valley Dr. and Ingleside Drive in Manhattan Beach.

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

The designated contact person(s) are:

CONTACT PERSON: Shannon Castellani DAYTIME PHONE NO: 310 849 4687

ALTERNATE CONTACT: Marc Castellani DAYTIME PHONE NO: 917 697 0783

NOTE: Only one responsible signature per residence is required.

SIGNATURE Or "Opposed" or "No Contact"	PRINT NAME	PRINT STREET ADDRESS	PRINT DATE
	Shannon Castellani	521 4th St. MB CA	4/11/16
	Nancy Argent	504 4th St. MB CA	4/11/16
	Shannon Argent	512 4th St. MB CA	4/11/16
	Linda McLay	533 4th St. MB	4/11/16
	Traci Harrington	524 4th Street MB, CA	4/11/16
	Gayla Pabon	520 4th St MB CA	4/11/16
	BARBARA WILLIAMS	525 4th St. MB.	4/12/16
	Jill Farring	507 4th St MB	4/12/16
	Nancy Lemm	508 4th St MB	4/12/16
	DIKO KASSABIAN	516 4th St MB	4/12/16

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

Signed by Contact

Executed on

4/18/16


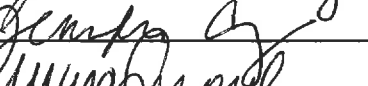
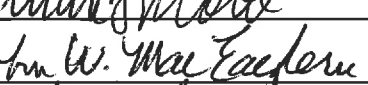


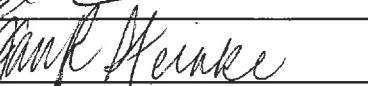
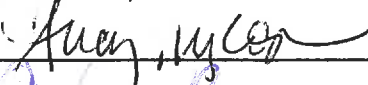

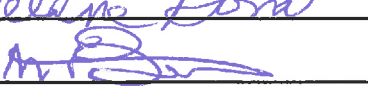
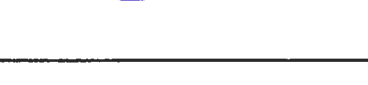
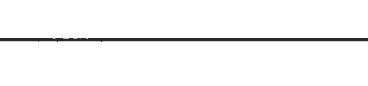

Date

in Manhattan Beach, California.

Parking Petition on

4th St. Walk Petition

NOTE: Only one responsible signature per residence is required.

SIGNATURE Or "Opposed" or "No Contact"	PRINT NAME	PRINT STREET ADDRESS	PRINT DATE
1. 	Jennifer Caskey	571 4th St.	4/12/16
2. 	Jennifer Caskey	573 4th St.	4/12/16
3. 	MARC SUROOF	528 4th St.	4/12/2016
4. 	JOHN W. MAC EACHERN	540 4th St.	4/12/2016
5. 	MARK LINNECKE	544 4th St	4/12/2016
6. 	Daniel Munillo	541 4th St	4-17-2016
7. 	PATRICK CONNER	548 4th St	4/17/2016
8. 	JAN STEINKE	545 4th St.	4/17/2016
9. 	Stacy Myrcse	501 4th St.	4/17/2016
10. 	Aileen Piper	517 4th St.	4/17/2016
11. 	HELENE BOND	534 4th St.	4/17/2016
12. 	HIRTA BATES	549 4th ST	4/17/2016
13.			
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23.			

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



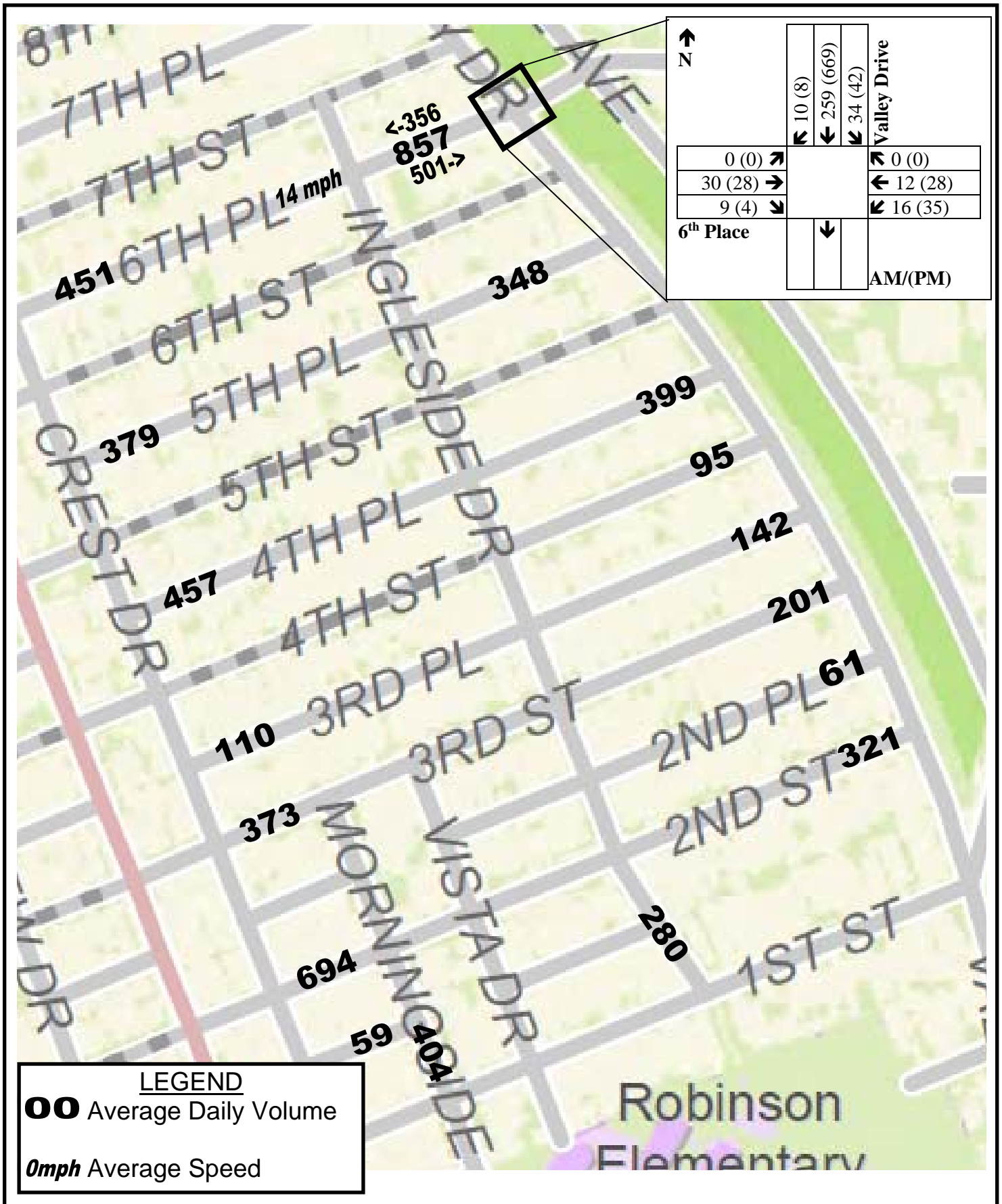
Signed by Contact

Executed on

4/18/16

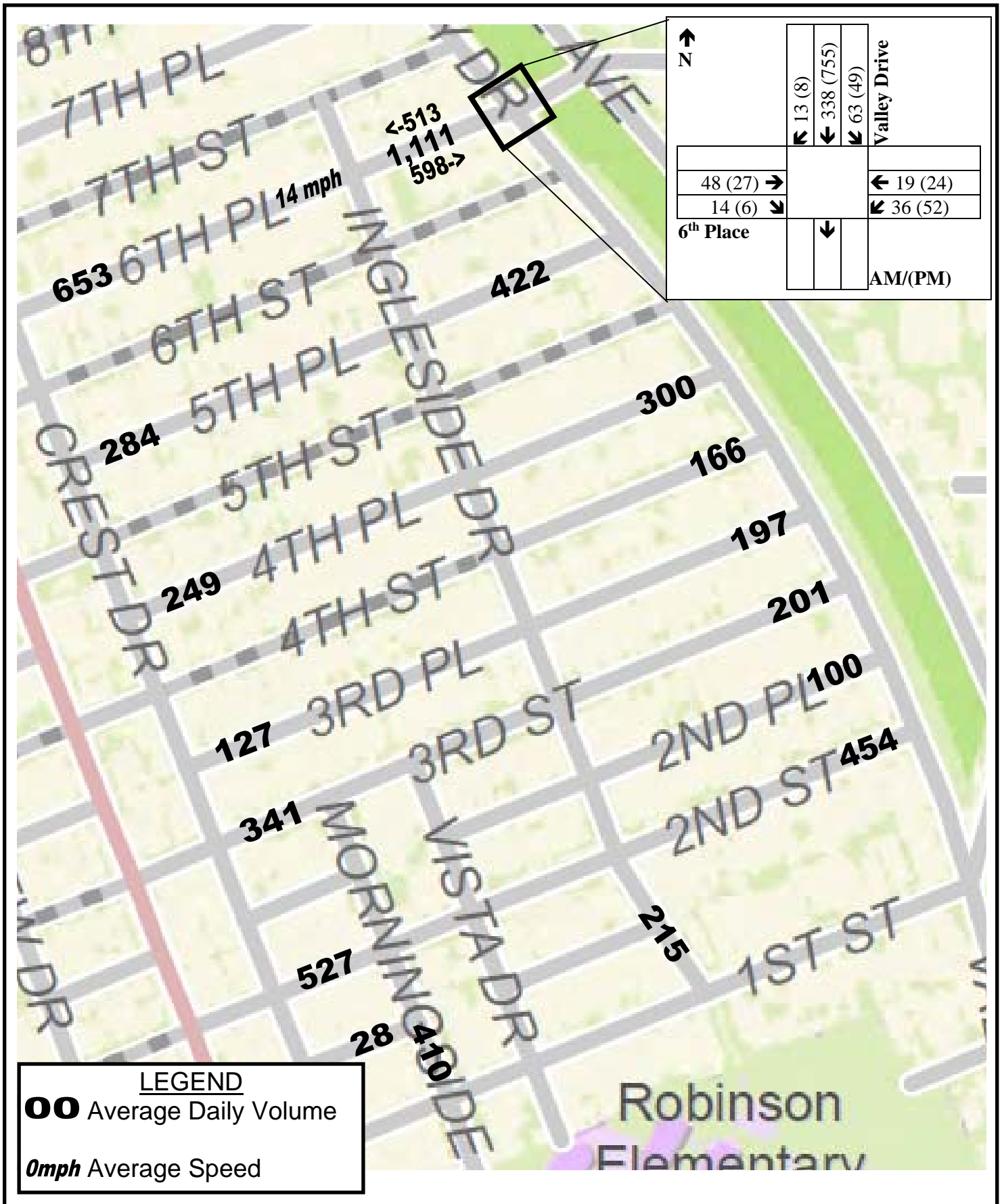
Date

in Manhattan Beach, California.



City of Manhattan Beach  
Community Development  
Traffic Engineering Division

Exhibit 5  
Valley Drive – 1<sup>st</sup> Street to 7<sup>th</sup> Street Neighborhood  
February 2016 Traffic Counts



City of Manhattan Beach  
Community Development  
Traffic Engineering Division

Exhibit 6  
Valley Drive – 1<sup>st</sup> Street to 7<sup>th</sup> Street Neighborhood  
September 2016 Traffic Counts





**City of Manhattan Beach**  
**VALLEY DRIVE- 1<sup>ST</sup> TO 7<sup>TH</sup> STREET**  
**NEIGHBORHOOD SURVEY**  
**PLEASE RETURN BY:**  
**FEBRUARY 14, 2017**

**% In Favor**

**% Not in Favor**

## POSSIBLE TRAFFIC CALMING MEASURES

*Please check one box for each measure or option:*

32 <i>100</i>	68 <i>0</i>	1. Convert 4 <sup>th</sup> Street between Ingleside Drive and Valley Drive into a walkstreet.
42 <i>65</i>	58 <i>35</i>	2. Restrict traffic on 4 <sup>th</sup> Street between Ingleside Drive and Valley Drive to one-way in the westbound direction with parking on the north side of the street.
21 <i>13</i>	79 <i>88</i>	3. Restrict traffic on 4 <sup>th</sup> Street between Ingleside Drive and Valley Drive to one-way in the eastbound direction with parking on the south side of the street.
28 <i>13</i>	72 <i>88</i>	4. Construct a sidewalk on 4 <sup>th</sup> Street between Ingleside Drive and Valley Drive. (requires removal of some private encroachments)
33	67	5. Construct a sidewalk on the west side of Ingleside Drive between 1 <sup>st</sup> Street and 7 <sup>th</sup> Street. (requires removal of private encroachments and 3 parking pads)
30 <i>57</i>	70 <i>43</i>	6. Prohibit westbound traffic on 6 <sup>th</sup> Place across Valley Drive into the neighborhood to reduce volume. (Allow westbound to southbound left turns.)
74 <i>92</i>	26 <i>8</i>	7. Install a stop sign on Ingleside Drive at 6 <sup>th</sup> Place in the northbound direction.
15	85	8. Prohibit parking on both sides of 1 <sup>st</sup> , 2 <sup>nd</sup> , 3 <sup>rd</sup> , 4 <sup>th</sup> , 5 <sup>th</sup> and 6 <sup>th</sup> Place alleys at all times.
65	35	9. Provide targeted speed enforcement in the neighborhood.
84	16	10. Post 15 MPH speed limit signs on Ingleside Drive.
84 <i>83</i>	16 <i>17</i>	11. Post 15 MPH speed limit signs on 6 <sup>th</sup> Place at Ingleside Drive (both directions).

Summary Notes:    *Italics* = Respondent percentage on street only



Exhibit 8

PARKING  
AND PUBLIC IMPROVEMENTS  
COMMISSION

**Valley Drive  
Neighborhood Traffic Management  
Study  
Initial Recommendations**

Survey Comments

2/8/17

TO MB Valley Dr - 1st to 7th St survey team,

Thank you for running this survey to improve traffic! The largest consideration for me (on 1st St) is Parking. It can be so crazy to find a spot! Is there any way we can limit Street Sweeping to one side per week? Other than that, I look forward to the community coming up with logical resolutions!

Thanks,

Parker Albo

**To: City of Manhattan Beach PPIC**

**Subject: Valley Drive 1<sup>st</sup> to 7<sup>th</sup> Street Neighborhood Survey**

**Please also consider providing safe pedestrian access to the greenbelt stairs located at the east end of 4<sup>th</sup> Place.**

**When walking across Valley Drive from west to east at 4<sup>th</sup> place, toward the stairs, it is very difficult to see the traffic coming from the north due to an arc in the road. Also, the cars that are parked on Valley Dr. block visibility.**

**Also at the same location, when driving a car, turning right onto Valley Dr. from 4<sup>th</sup> place is dangerous for the same reasons. It requires inching the nose of your car into the traffic blindly onto Valley to see the oncoming traffic. Many of the residents of the block prefer to travel through the survey area just to make the right turn at 6<sup>th</sup> place where there is a stop sign and the turn can be made safely which further increases traffic on Ingleside.**

**The situation is exacerbated during the evening rush hour when speeds are high and it is dark out.**

**A stop sign would be ideal, a crosswalk would help somewhat.**

**Please see the attached picture.**

**Thank you,**

**Alan Nitzberg**

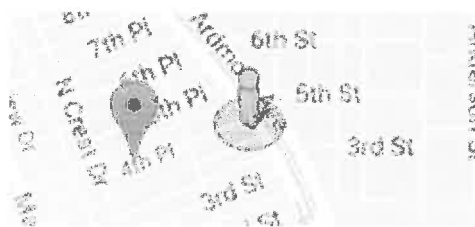
**516 5<sup>th</sup> St**



Image capture: Nov 2014 © 2017 Google

Manhattan Beach, California

Street View - Nov 2014



City Traffic Engineer,

Feb. 10, 2017

By limiting or restricting traffic on 4<sup>th</sup> Street, this only moves the traffic issues to neighboring streets. Constructing a sidewalk on 4<sup>th</sup> Street would mitigate any safety issues by providing residents, especially children, with a safe way to walk throughout the neighborhood. Similarly, ~~the~~ Ingleside Drive is a highly traveled road, especially by children to and from school each day. I believe sidewalks would be a sensible solution to many on-going concerns with the traffic.

If we restrict traffic on any street or alley (place) it would make sense to carry forward <sup>the restrictions</sup> on all neighboring streets and alleys alike. For instance, all alleys prohibit west bound traffic, to reduce volume, and provide a safe alternative play spot for children. Kids already play in the alleys so this would reduce risk for all neighbors equally. All streets (1<sup>st</sup> - 4<sup>th</sup>) could also be designated as ONE WAY (with parking on one side only ~~for~~ or parking on both) to limit traffic flow throughout the entire neighborhood and not just designated streets.

Thank You!

Schuyler Chang  
521 2nd Street  
(646) 872-2020

① Enforcement of speed limit and 6<sup>th</sup> Place Stop Sign on Valley

→ Drivers regularly blow through this stop sign (poor sign visibility) and regularly use excessive speed between 6<sup>th</sup> and 1<sup>st</sup>. I have seen speeds of 60 mph+.

Valley (westbound lane)  
and Crest

② HALLOWEEN → Halloween in our neighborhood requires special traffic control. the westbound lane of Valley between 10<sup>th</sup> and 1<sup>st</sup> should be closed to traffic (ie limit Valley to one lane). Parents and kids regularly step into that lane outside of parked cars due to congestion on sidewalk and this year alone, I personally witnessed two incidents where kids were inches from getting hit by cars. Someone is going to get killed. ~~It's~~ Thousands of people show up for this fun event and the City needs to dedicate resources and controls similar to the December fireworks, Pumpkin races, etc. Please - save a needless accident and the City a needless law suit.

Darren Tansen  
417 5<sup>th</sup> Street

Donald A Sellek  
320 1st Place  
Manhattan beach, CA 90266  
1-310-376-1236

February 14, 2017

Manhattan Beach City Hall  
1400 Highland Avenue  
Manhattan Beach, CA 90266

Re: Neighborhood City Survey, Valley Dr, 1<sup>st</sup> Street to 7<sup>th</sup> Street  
Manhattan Beach Private and Public Parking

Neighborhood City Survey, Valley Dr, 1<sup>st</sup> Street to 7<sup>th</sup> Street:

The questionnaire is answered and enclosed.

Manhattan Beach Private and Public Parking:

Vehicle density, thus parking availability is an ever increasing challenge. Parking code should favor Manhattan Beach residents in much the same way that the "Possible Traffic Calming Measures" questionnaire is directed at.

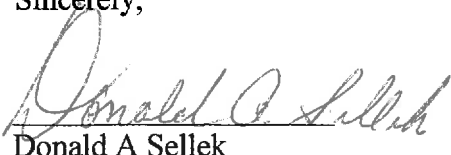
Street parking of Hermosa Beach Vehicles is an ongoing issue the closer one gets to the Hermosa Beach, Manhattan Beach city limits.

One of the most under discussed issues is the use of garages in Manhattan Beach for all things other than parking of the resident owners/renters vehicles. Simply put, making space for cars, motor bikes et al in garages, the intended use of garages, will go a long way in alleviating the current parking congestion.

The width of the allies and streets in the questionnaires purview, demonstrates how progress can overwhelm.

As once upon a time streets, became walk streets, became lamp section, progress has allocated walk streets city land for personal use front yards, putting limitations of the remaining options for traffic considerations. There is a point of no return or redress.

Sincerely,



Donald A Sellek

February 15, 2017

City of Manhattan Beach  
Valley Drive – 1<sup>st</sup> to 7<sup>th</sup> Street Neighborhood Survey  
1400 Highland Avenue  
Manhattan Beach, CA 90026-4795

ATTN: Mr. Erik Zandvliet, T.E., City Traffic Engineer

In response to your letter dated February 6, 2017, I would first like to mention that the amount of time given to respond is unreasonably short. I went out of town on the morning of February 9, 2017 and returned yesterday, February 14. I had not received the letter by the time I left. Other people I know are still out of town. Based on the traffic monitoring equipment we've seen taped to the street off and on for at least 6 months, it is clear that this study has taken quite a bit of time to complete. It is only reasonable that residents be given more than 5 days to respond to a study that has taken months to complete.

I don't know the reason for the study but I assume it was triggered by complaints. I cannot speak for anyone else but I live on 1<sup>st</sup> Place and the most dangerous traffic situations in my area are caused by:

- 1) parents dropping off or picking up their children at Robinson Elementary School
- 2) motorists traveling southbound on Valley routinely ignoring the 4 way stop at Valley and 1<sup>st</sup> St.

None of your recommendations even touch upon those situations.

Parking is already at a premium so any recommendations that reduce the amount of available parking (recommendations 1, 4, 5, 8) will create an unnecessary burden on everyone. Parking on the "Places" is already limited to those homes having aprons in front of their home and, at least in my area, people who park otherwise are just loading/unloading.

Finally, posting and expecting a 15 mph speed limit seems overkill but I do not live in the area where this is being recommended so perhaps residents in that area are amenable to it. It seems extremely slow, even for a residential area.

I hope you will allow residents more time to respond to this study.

Sincerely,



Cecilia Ball

324 1<sup>st</sup> Place

Manhattan Beach, CA 90266



**Abby Hacoheh  
436 3<sup>rd</sup> Street  
Manhattan Beach, CA 90266**

February 10, 2017

Parking & Public Improvements Commission  
City of Manhattan Beach  
1400 Highland Avenue  
Manhattan Beach, CA 90266

Dear PPIC Commissioners,

I continue to respectfully urge you to reject the 4<sup>th</sup> Street petition to convert to a walk street. While I appreciate our neighbors' desire for a vehicle-free front yard, not to mention the promise of increased property values, the displacement of 20+ cars to adjacent 3<sup>rd</sup> Street, Ingleside and 2<sup>nd</sup> Street is grossly burdensome and untenable, not to mention downright unneighborly.

I see from the public record that in addition to sweet letters from children meant to pull at your heartstrings, a 4<sup>th</sup> Street resident has rather disingenuously included a photo of the 400 block of 3<sup>rd</sup> Street devoid of a single parked car, hoping to prove that the surrounding streets can easily absorb the extra parking. That photo was taken on a Wednesday during street sweeping restrictions. Below please find that same block photographed on a Saturday in October. Imagine what our block begins to look like in the summer when the demand for beach parking swells.



Here is the 500 block of 3<sup>rd</sup> Street and Ingleside between 3<sup>rd</sup> & 4<sup>th</sup> Streets shown on both weekdays and Saturdays:



Yes, 4<sup>th</sup> Street is narrow, but so are many other streets in Manhattan Beach: consider Alma or the 400 blocks of 23<sup>rd</sup> through 35<sup>th</sup> Streets in North Manhattan Beach. If you convert 4<sup>th</sup> Street to a walk street, beware the dangerous precedent you set, and brace for similar requests from many other Manhattan Beach blocks.

3<sup>rd</sup> street is already groaning under the weight of insufficient parking, heightened by endless construction, beachgoers, and cars pushed to the street by overstuffed garages. This petition was rightly rejected nearly 15 years ago. Why are we forced to take time and resources to fight it again?

I speak for many residents in the 400 & 500 blocks of 3<sup>rd</sup> Street, all of whom are both anxious and angered by this threat.

Many thanks for your consideration of the needs of all your neighborhood constituents, and not just the 21 petitioners of a singular block.

Sincerely,

Abby Hacohen  
432/436 3<sup>rd</sup> Street

Dear PPIC Commission,

Upon reviewing the proposed "traffic calming measures" it is apparent that these options would reducing parking and limit neighborhood access for residents, with little improvement in "traffic". The proposed "traffic abatement" measures do not seem to take into consideration the limited parking spots available in the sand section of Manhattan Beach. Converting 4<sup>th</sup> to a walk street would significantly reduce parking, shifting congestion to the already limited Ingleside & Valley roads. Constructing a sidewalk on Ingleside would also remove parking spots. Of course, removing private alley parking is the most concerning of all. It would only serve to exacerbate an already challenging parking situation and add additional congestion to our surrounding neighborhood streets. Keeping the current number of parking spaces, as well as maintaining the ability to park in the alley, would prevent any additional frustrations for residents.

Also of concern is the prohibition of traffic across Valley Drive into the neighborhood. Why would you want to make entering the neighborhood even more challenging for residents? Wouldn't this just worsen any "traffic" situation for by causing more congestion through fewer access points?

I am very concerned that these measures are even being considered! They make me wonder why I am paying such a premium to live in a location that potentially could have such limited parking options and access. I believe these measures would reduce property values for the entire neighborhood!

We are in opposition of any measure that would result in reduced parking options for residents, as well as any measure that would make access to the neighborhood more difficult.

Thank you for your consideration.

A handwritten signature in black ink, appearing to read "Maggie & Greg Masuda". The signature is fluid and cursive, with the first name "Maggie" being more prominent and the last name "Masuda" following in a similar style.

Maggie & Greg Masuda  
505 5<sup>th</sup> Street

The 4<sup>th</sup> Street Walk Street Proposal is widely supported by residents on the street. Opponents in neighboring streets fear a loss of parking due to the street closure. Only 16 (net) or so parking spots would be eliminated and many of these cars could be parked in garages, carparks and behind garages and have been, heretofore, parked on the street for convenience. The experience of the recent street closure for the water pipe repair suggests the parking impact is limited. In any case, the Proposal is calling for a trial assessment. If parking is indeed severely impacted, then the trial period will show such a result. If the impact is limited or non-existent, then that result will be apparent during the trial. The cost to conduct the trial – putting up temporary barriers on Valley and Ingleside seems rather modest. I do not see any downside to conducting a trial and letting data and facts inform decisions versus conjecture and hysteria.

I have also heard a reason for not supporting the Proposal is that it sets a precedent for others to petition the City to convert their street to a walk street. I am surprised each time I hear this argument. Fourth Street is a narrow street with no sidewalks on either side of the street, a short street (1000 feet), does not connect any main thoroughfares, is separated by an alley to an existing walk street, and was formerly a walk street many years ago. While some may argue that Fourth Street at this location was never a walk street, but nevertheless, the other points make this an extremely unique set of circumstances. Are there any other streets in Manhattan Beach with similar conditions? I suspect not.

521 4<sup>th</sup> street

2-13-17

TO PPIC -

WE LIVE IN A (WHAT WAS) QUIET CITY THAT HAS BEEN GROWING RAPIDLY. MANY OF US WOULD LIKE TO SLOW THIS GROWTH. WE ARE NOT BEVERLY HILLS AND WOULD LIKE TO CHANGE THIS NEWEST FOCUS AND GO BACK TO THE SMALL, QUIET CITY LIFESTYLE. I WOULD LIKE TO CHANGE LEADERSHIP FOCUS TO DOING LESS TO ENCOURAGE GROWTH AND DEVELOPMENT.

SINCERELY -

WIM EDMISSON

FEB. 13, 2017

TO: PPIC

REF: Valley Drive 1<sup>st</sup> St - 7<sup>th</sup> St Neighborhood Area Survey

YOUR TRAFFIC SURVEYS WERE PERHAPS  
NEEDED IN AN EFFORT TO ASSIST WITH OUR CITY'S  
PARKING AND TRAFFIC FLOW SITUATIONS.

HOWEVER, WE HAVE LIVED IN MANHATTAN BEACH  
FOR OVER 40 YEARS AND FEEL OUR CITY HAS  
APPROPRIATE TRAFFIC FLOWS AND PARKING.

BEACH CITIES WILL ALWAYS HAVE PARKING  
AS AN AREA TO BARGAIN WITH. IT COMES  
WITH THE ENJOYMENT OF LIVING "AT THE BEACH".

I WOULD RATHER OUR CITY SPEND TAX DOLLARS  
ON MORE IMPORTANT MATTERS. DRIVERS SHOULD USE  
COMMON COURTESY WHEN APPROACHING CARS ON  
NARROW BEACH STREETS, USE PARKING ON THE  
STREET APPROPRIATELY AND BE AWARE OF  
THE NEED TO SLOW DOWN IN ALLEYS AND  
NEIGHBORHOOD STREETS.

CHANGING AN EXISTING OPEN STREET TO A  
WALKWAY WILL ONLY INCREASE THE CITY'S PARKING  
LIMITS FOR SPACE.

PLEASE LEAVE THE STREETS IN THIS  
AREA AS THEY ARE.

THANK YOU  
RESIDENT CATHERINE EDMISSON

## Erik Zandvliet

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**From:** Adam Goldston <adamgoldston1@gmail.com>  
**Sent:** Tuesday, February 14, 2017 4:29 PM  
**To:** Erik Zandvliet  
**Subject:** Valley - 1st to 7th Response  
**Attachments:** MB Parking Survey.pdf

Mr. Zandvliet and Staff:

Thank you for addressing this pressing problem. Our bedroom is on the 6<sup>th</sup> street alley and traffic is constant and can be disruptive and dangerous. Multiple times overnight, particularly Friday and Saturday, cars will race down the alley. I have attached the survey.

Thoughts:

1. Restricting 4<sup>th</sup> Street traffic will only increase the burden on 6<sup>th</sup> place which already experiences an unfair load due to the cut between Valley and Ardmore. We are not in favor of a 4<sup>th</sup> Street walk street or restrictions thereon.
2. Regarding number 6: This is a good alternative if 6th Place residents are exempted. I come home west on 6<sup>th</sup> Place and I and others will create additional traffic if forced to go around and enter from the east.
3. Regarding number 8: Does this include parking across from garages and driveways? It is clearly marked this is not allowed although common practice is to do so. I have called to complain (a long time ago) and parking enforcement won't ticket the car across from my garage because they say they will have to ticket everyone on the alley.

Thank you, again.

Adam Goldston  
310 880 5691  
337 6th

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Adam Goldston  
[AdamGoldston1@gmail.com](mailto:AdamGoldston1@gmail.com)

## Erik Zandvliet

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**From:** David Rodriguez <davidprodriguez@hotmail.com>  
**Sent:** Tuesday, February 14, 2017 2:34 PM  
**To:** Erik Zandvliet  
**Subject:** Survey on 4th Street and Manhattan Beach: New Request # 92681 [3164646362313931]

Mr Zandvliet

I recent received and I replied to a survey on 'traffic calming'. While I agree that traffic and traffic safety in our neighborhood are goals we should work to improve, and much of what makes our area special is born from 'walk streets', I think presenting making 4<sup>th</sup> street a walk street as part of a general traffic and safety survey and using public funds to create a walk street are inconsistent with traffic safety and the proper use of public funds.

Making a new walk street benefits a select few at a cost of the majority – it will increase traffic on other streets and the alleys, will increase parking pressure and, presumably, and if funded by the city indirectly costing us all in terms of taxes or other public projects that would benefit us. If the neighborhood approves, the residents of 4th street should fund it themselves – they benefit directly on their investment and the neighborhood gets a little more 'walk street' magic albeit at a cost in terms of traffic and parking.

I do agree with many other ideas presented on the survey. Based on cost and impact to 'traffic calming', here are what I believe most would agree would be the best bang for the buck and a good place to start:

1. Post and enforce speed signs on Ingleside. This is a pathway to Robinson with quite a bit of people driving comparatively quickly on. I believe this would not only increase safety, but also help manage city liability as it is currently not posted. Given that less than 10 signs would be required and many of the poles already exist, this would be the biggest 'bang for the buck'.
2. Post and enforce speed signs on the alleys south of MB Blvd. Again, I believe this would not only increase safety, but also help manage city liability as it is currently not posted.
3. Review and assess the Ingleside sidewalk based on impact to existing construction with options for each side of the street and present this to the neighbors as an option for either side of the street or not at all.

Since item #1 is inexpensive, has great impact and is a pending liability, I have separately created a request ( Manhattan Beach: New Request # 92681 [3164646362313931]. I hope this can be implemented regardless of the outcome of 4th street. Please advise on next steps on this matter. Thank you for your attention to this.

Regards,

**Dave**

[DavidPRodriguez@Hotmail.com](mailto:DavidPRodriguez@Hotmail.com)

LinkedIn: [www.linkedin.com/in/davidprodriguez](http://www.linkedin.com/in/davidprodriguez)

I think the biggest traffic issue in the neighborhood that needs to be addressed is traffic safety on Ingleside and in the alleys followed by parking. I also believe that creating a walk street on 4th greatly benefits a few to



the detriment of the rest of the neighborhood; thus I find the proposal to create a walk street on 4th to be counter to the interests of the majority of the neighborhood.

Here is what I would do, ranking by cost to implement and impact:

1. Post and enforce speed signs on Ingleside. This is a pathway to Robinson with quite a bit of people driving comparatively quickly on. I believe this would not only increase safety, but also help manage city liability as it is currently not posted. Given that less than 10 signs would be required and many of the poles already exist, this would be a good 'bang for the buck'.
2. Post and enforce speed signs on the alleys south of MB Blvd. Again, I believe this would not only increase safety, but also help manage city liability as it is currently not posted.
4. Consider a side walk on the east side of Ingleside. Given current sidewalk status and current construction, this would seem like an approach to balance safety with impact on current neighbors.

Here is the rationale for my survey response:

1. Not in Favor. This makes traffic and parking worse for the majority.
2. No Opinion. Not sure how this helps.
3. No Opinion. Not sure how this helps.
4. No Opinion. Not sure how this helps.
5. Not in favor, would support a side walk on the east side of Ingleside as given current sidewalk status and current/encumbent construction, this would seem like an approach to balance safety with impact on current neighbors.
6. In Favor. This would be a great idea to increase safety on the 6th street alley.
7. In Favor. This would increase safety on the 6th street alley, though implementation maybe tricky given the space limitations.
8. In Favor. This would be a great idea to increase safety for the neighborhood. ( I see too many over caffeinated soccer moms late for drop off an rushing to pilates on the mobile phones not paying attention..ok, I had to say it...)
10. In Favor. This would be a great idea to increase safety for the neighborhood.
11. In Favor. This would be a great idea to increase safety for the neighborhood.

One final thought: For making 4th street a walk street, where is the funding coming from? If this does pass, I have a problem with funding this for the betterment of a few and the detriment of the whole. Why would I foot the bill to increase their property values 10-20%?

would really like to consider  
limiting traffic on Crest  
between 1<sup>st</sup> — 10<sup>th</sup> ST

6<sup>th</sup> ST & Crest has stop signs  
but very few stop & blow  
right through. Trees are sometimes  
blocking the signs. Pls cut  
back trees or put reflective  
material on stop sign.

Thank you

Pam Powell

City of Manhattan Beach  
Valley Drive - 1st to 7th Street  
Neighborhood Survey

February 13, 2017

City of MB,

First, thank you very much for doing this study and getting neighborhood input.

I live on Sixth Street and my garage is on Sixth Place. So I'll admit I'm biased. But I really do think that you should consider separate rules/laws for 6th Place. It obviously gets much more traffic than any of the other alleys.

My garage is the first one west of Valley on the south side of 6th Place, and it can be very dangerous pulling out into the alley. I always back in, and have installed a large convex mirror on the pole next to my garage, but still, cars heading west come flying down the hill from Ardmore, often failing to stop at the sign. And no matter what their speed, they're generally in the middle of the alley because of the trees that overhang the alley from the house on the northwest corner of Valley and 6th Place. In addition, this house regularly leaves their trash cans out in the alley for weeks at a time, again forcing traffic toward the center of the alley. And because their driveway pad is so narrow and sloped, when they park a car there it makes it impossible for two cars to pass in the alley. And, of course, it makes it difficult for me to get in and out of my garage. At least there is now a No Parking zone in the alley between Valley and this garage. But now I really do think you should require that those trees be cut way back, if not removed altogether, as they now reach almost all the way across the alley. That's unsafe, especially for trucks or taller vehicles.

I also think that you should prohibit parking on the north side of 6th Place at Ingleside. A stop sign on Ingleside would help, but it will still be impossible for two cars to pass on 6th Place when there are cars parked there.

And at the west end of 6th Place ... I know that parking is impossible to find and that it should be everyone's right to park behind their own garage, but ... when there is a car parked behind the garage of the house on the northeast corner of 6th Place and Crest, it is really difficult and very dangerous to try to pull out on to Crest. Especially when that car is an SUV, as it usually is, it is impossible to see around it. You simply have to inch out, hoping no one is coming, until you can see the traffic on Crest. In addition, a car parked there actually sticks out into 6th Place.

Thank you for your consideration. I'd be happy to discuss this with you.

Richard O'Reilly  
521 6th Street  
310.376.0201



February 13, 2017

To Whom it May Conren:

I feel this entire process is insincere. I look at the list of suggestions and it seems to me that there is no real effort to look at the neighborhood and try to improve the traffic situation. It looks much more like a way to appease the suggestion of turning 4<sup>th</sup> St. into a walk St. The first 3 ideas all deal with a small section of 4<sup>th</sup> street that rarely even has any traffic.

If there was a real desire to evaluate the neighborhood, then it wouldn't involve a bunch of minor changes. Maybe we should look at making 1<sup>st</sup> – 4<sup>th</sup> streets into walk streets. Maybe we should look at making all streets one way so that no street bears a bigger burden. Maybe we should look at parking on only 1 side of all streets. In my opinion there are lots of better ideas.

If the city is trying to demonstrate an effort to gather information so as not to not turn 4<sup>th</sup> St. into a walk street then so be it. That is the most likely scenario as I see it. If the city is looking at what would really make the neighborhood traffic better and more fair to all the residents, then I would expect much more progressive ideas.

Sincerely,

David Boden  
417 3rd St.

## **Valley Drive – 1<sup>st</sup> to 7<sup>th</sup> Street Survey**

### **Attachment to 320 3<sup>rd</sup> Street Survey**

Enclosed are our responses to the questionnaire. I am in favor of posting speed limit signs and sidewalk construction on 4th if helpful, but against loss of parking spaces and restricting traffic flow.

February 13, 2017

Dear Planning, Parking and Other City Officials/Employees:

RE: Traffic Survey (1<sup>st</sup> – 7<sup>th</sup> Street Valley)

I am not supportive of any changes that eliminate parking, change traffic flow or add signage. If the vast majority of 4<sup>th</sup> Street owners in the 500 block (at least 75%) want a sidewalk, that is reasonable. It is completely unacceptable to me to turn the block into a walkstreet given the elimination of parking and how it impacts the already sparse parking in the area (I honestly don't know where in the entire South Bay that this would be a reasonable request; parking is an issue and it's too precious.)

I'm not sure what complaints have caused the studies/survey but I have lived in the neighborhood for over 15 years and find **no issues** of ingress or egress no matter the time of day. Other than having to be a bit patient and more aware to take alternate routes during trash days when the big trucks completely obstruct the allies, or times there a short delays due to home construction, I see zero issues. I have never seen traffic backed up or delayed in a manner that would cause me to think a change in flow is necessary. Nor have I ever seen such a large volume of cars to be concerned over. I am very concerned that any changes would have unexpected consequences and negatively impact the quality of life in our highly desirable south end.

The owners on 6<sup>th</sup> Place bought on an obvious main thoroughfare and paid a reduced price accordingly. Re-directing elsewhere is an unfair burden on owners who were more conscientious in their home buying/investment decisions. There is no changing that there are limited cross streets to Valley/Ardmore and the neighborhood needs to have direct crossing ability at 6<sup>th</sup> Place as an ingress/egress option. The short alley between Ingleside and Valley has experienced a lot of construction in the last year or so. Construction trucks are parked behind the lots undergoing building and overlap well into the drive path. Any cars overlapping the drive path can be remedied by enforcing parking rules which I am in favor of. Otherwise, please do not make any changes to our well-functioning streets/neighborhood and limited parking in the area.

Also, we get along just fine without sidewalks and the only way I would be in support of installing them is if it didn't take away parking spaces.

Your consideration is appreciated.

A handwritten signature in black ink, appearing to read 'Rachel Judson', with a long, sweeping horizontal line extending to the right.

Rachel Judson - 429 3<sup>rd</sup> Street, Manhattan Beach since 1999

Additional Comments to Neighborhood Survey.

I would like to see better traffic enforcement on the alleys. People constantly double park and block the traffic trying to drive through on the alleys. This is done by not only the residents but by UPS and Federal Express. However, my biggest complaint is the construction workers. Why does the City allow them to construct building fences to the very edge of the building site (right next to the actual alley) and then allow them to park their oversize vehicles next to the end of the building site. Everyone else parks on the small driveway on their property by their garage but they are allowed to extend into the alley and preclude two cars from passing at one time. When the neighbor on the opposite side of the street parks behind their house you sometimes cannot even get through on the alleys with one car.

Also, with the large houses built up to 30 feet you cannot see if another car is coming on the alley as you try to turn off of Crest. Then when you try to turn there may well be someone double parked on Crest or a construction job going on at 6<sup>th</sup> Place and you cannot get past the upcoming car and the vehicle parked out into the alley at the construction site. Why not at least put some mirrors on the Crest at the Alleys so you can see if another car is coming on the alley?

Please do NOT reduce any parking currently available on any city streets in our neighborhood. Something to consider is to paint designated parking spots on all streets. This would eliminate people parked on bumpers of vehicles effectively locking a vehicle in place until a car on either side moves. It would also eliminate "lost" spaces when cars park just far enough apart to eliminate others from utilizing available parking.

Making 6<sup>th</sup> Place or 4<sup>th</sup> Street one way just forces more vehicles into the neighborhood to the south causing additional impact to those neighbors which is not fair. The sand section is impacted enough, it does not need to be made worse by additional city action. When the overlay to keep cars out of the hill section was done several years ago, it moved the employees parking in the now overlay area to the south end of town between 3<sup>rd</sup> and 1<sup>st</sup> Streets. Please think about the unintended impact of the decisions/actions you are making and make fair decisions that allow the safety of for all of our citizens, visitors and personal property.

My family is in favor of adding a side walk along Ingleside. There should have always been one. Too many children traverse this street to and from Robinson School and walking in the street is not safe for anyone.

Thank you,

A handwritten signature in dark ink, appearing to read 'Nancie Hartman', written in a cursive style.

Nancie Hartman  
216 Morningside Drive



From: **Nancy Hickman** nancyihickman@gmail.com  
Subject: Traffic on alley streets  
Date: February 14, 2017 at 2:12 PM  
To: Nancy Hickman nancyihickman@gmail.com

610 Highland Ave

We are particularly interested in limiting the traffic on 6th Place. It has become such a busy point of entry for those who want to avoid the traffic on Manhattan Beach Blvd. to get to the beach or the downtown area. In addition, oversize delivery trucks are routed through 6th Place to gain access to Highland Ave.. We've seen a number of trucks, unable to navigate the turn onto Crest, end up backing up to Ingleside and then exiting back onto Valley Drive. We are very against prohibiting parking in the alleys because that will make the alleys essentially thruways & encourage more traffic. It would be helpful to have more targeted speed enforcement in the neighborhood. Motorists on Crest Drive typically exceed the speed limit and narrowly avoid crashing into the west bound traffic on 6th Place.

We believe measures, which directly impact our neighbors on 4th Street between Ingleside Drive and Valley Drive, should be decided by them.

Barbara Barr  
500 6<sup>th</sup> St.

## Comments

- ① If owners on 4<sup>th</sup> St. want a walk street I would be in favor — seems safer for everyone, especially children. Otherwise, at least a sidewalk would help.
- ⑤ I strongly believe a sidewalk on Ingleside would be a huge safety improvement. I worry about kids walking down the middle of the street on the way to school.
- ⑦ Along with a stop sign, increased monitoring of vehicles parked in red zones (especially at this corner) would be helpful.
- ⑧ I assume this wouldn't include any properties where vehicles can be parked completely out of the alley. I often wonder how emergency vehicles navigate some of these congested alleys.

I'm happy to see that the city is looking at traffic improvements — people go too fast and many accidents occur in the area.

2/14/17

COMMENTS:

RESIDENTS SHOULD  
BE PARKING IN THEIR  
GARAGES AND PARKING  
SPOTS INSTEAD OF  
FILLING THEM UP  
WITH CRAP.

HR7

PAGE 2

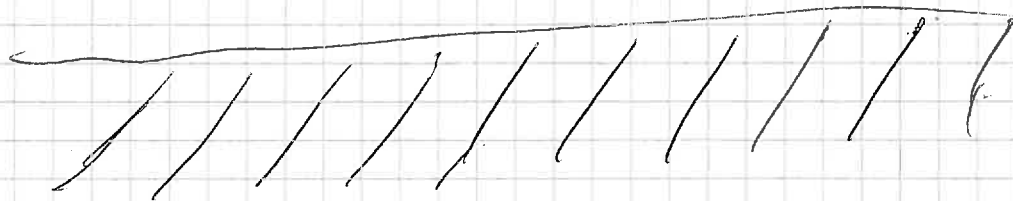
JOAN SKELTON

550 4<sup>th</sup> ST. N.E.,

- 1) I would like to see 4<sup>th</sup> street receive equal treatment as the rest of the area, we are the exception to the rest of the area or neighborhood. Most of the people who park on 4<sup>th</sup> st have garages that are full of junk & could be used for parking.
- 2) Valley Drive should not be considered for a speed reduction. You have limited vision when entering from any address, and vehicles are moving at a very fast rate.
- 3) Additional parking for the neighborhood  
It could be created by excavating spaces on the east side of valley. Spaces could be rented to people to pay for the project.

Path.

New  
Spaces.



Valley Dr

→ South

## Erik Zandvliet

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**From:** Andrea Miller <ampinkquark@gmail.com>  
**Sent:** Monday, February 13, 2017 11:16 AM  
**To:** Erik Zandvliet  
**Subject:** Fwd: Please Read: City Form due Tomorrow 2/14  
**Attachments:** Survey.MBwalkstreets.pdf

Erik - I am unable to get the form to you by the deadline. Here are my comments:

1. Definitely convert the last block of 4th Street to a walkstreet. It can only increase their property values.
2. Neutral.
3. Neutral.
4. Neutral
5. In favor of a sidewalk along Ingleside. Kids use this route to school, and it is a route I often walk while looking behind me for traffic.
6. DO NOT prohibit westbound traffic onto 6th Place across Valley. This is often the only way to get to 7th Place when the contractors have blocked the alley from both ends with no advance warning. Happens with alarming frequency in spite of rules to the contrary.
7. Yes on a stop sign at 6th Place and Ingleside - often confusing and sometimes a car comes around the corner expecting to proceed west when there is oncoming traffic.
8. I think the decision on parking in the alleys should be made on an alley by alley basis by the residents. Not sure if we're talking about residents or workers from downtown. But if it is the latter, you are only pushing the problem to the alleys further south (the way the parking restrictions on the hill pushed their problems to us. I do think there should be strict enforcement of how far out in the alley residents are allowed to be when parked behind their garages - the City is much too lenient on that issue, and it creates real problems at times.
9. Yes to speed enforcement.
10. Yes to 15 MPH on Ingleside.
11. Yes to 15 MPH on 6th Place.

Thanks for putting this out. Not sure how I missed the original message.

Andrea Miller  
7th Street

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

**From:** Kelly Campbell Kotzman <kellylcampbell@gmail.com>  
**Date:** Mon, Feb 13, 2017 at 11:33 AM  
**Subject:** Please Read: City Form due Tomorrow 2/14  
**To:** Samantha Alvarez <samanthaphipps@mac.com>, mbmitzi@verizon.net, Kathy Clark <kathymb2005@mac.com>, Terry Sweeney <tscobar@aol.com>, Chris Conway <chrisconway@aol.com>, Amy Coordt <acoordt@gmail.com>, Todd Coordt <tcoordt@baycap.net>, Martin Deur <contactdeur@gmail.com>, Stephanie Deur <slovegu@yahoo.com>, Laurie Eddleston <laurieeddston@me.com>, Audrey <audreyjudson@verizon.net>, Erin And Rodney Faragalla <efaragalla@gmail.com>, "Gale, Brandon" <bgale@hl.com>, Jody Gale <jodygale@gmail.com>, Frank Hillebrand <fhillebrand@la-commercial.com>, Lisa Jadon <lisajadon@sbcglobal.net>, Mike Jadon <mike.jadon@gmail.com>, Theresa Johnson <theresawjohnson@gmail.com>, Luke Kallis <lukekallis@gmail.com>, Kathie And Mike Klineman <mkline@aol.com>, Michael Klineman <mkline50@aol.com>, Bill Kotzman <bill@kotzman.com>, Kelly Campbell <kellylcampbell@gmail.com>, Kristen Morgan <creativechops@yahoo.com>, Amy Pham <amygpham@gmail.com>, Peter Pham <peterpham1@gmail.com>, "Elizabeth Rufenacht (440 Neighbor)" <erufenacht@yahoo.com>, Laurie Rice

**John Peetz  
433 Sixth Street  
Manhattan Beach, CA 90266**

Possible Traffic Calming Measures  
Additional Comments  
12 February 2017

1. My wife and I are not 4<sup>th</sup> Street residents, but we live on 6<sup>th</sup> Street – a walk street. (We have lived at our current address for 42 years.) No local who knows the area would dream of driving either direction down 4<sup>th</sup> Street, because it is narrow, visibility of possible pedestrians is poor, and it cannot remotely support two-way traffic. A casual inspection of 3<sup>rd</sup>, 4<sup>th</sup> and 5<sup>th</sup> streets (500 block) reveals that 4<sup>th</sup> street is unlike 3<sup>rd</sup> street (which is much wider) and very similar to 5<sup>th</sup> street – except that it is open to traffic. It is clear that 4<sup>th</sup> street was designed to be a walk street. The only purpose to allowing traffic on 4<sup>th</sup> street is to provide an entrance to what is in essence a parking lot. It is sad that so many of our residents use their garages for purposes other than parking cars. I strongly support the request to block off 4<sup>th</sup> street entirely, and trust that the 4<sup>th</sup> street residents will fulfill their promises to better utilize their garages. Residents not from this block who enjoy wider streets or walk streets will have to park elsewhere, if the parking impact is mildly negative. I think this situation is unique enough that it should not set a precedent requiring approval of other superficially similar requests.

2-4. Restricting traffic to one-way does not solve the stated problems; this street it simply too narrow to support traffic safely.

5. What an interesting, and to me, new idea! One of our good friends lives on an Ingleside corner, and nonetheless supports this idea for safety reasons. I walk down this street frequently (not a good idea for safety reasons, but it's a long walk to either Crest or Valley – not particularly pedestrian-friendly streets, either, for different reasons.) As you know, Ingleside is a main pedestrian approach to and from Robinson School. When I walk north on this street, I sometimes do not hear approaching traffic either because my hearing is not improving with age, or more likely because newer electric or hybrid cars can make very little noise. Walking on this street has therefore become more hazardous – I have become adept at jumping into the bushes to either avoid (not common) or allow to pass (common) cars approaching from the south. If the whole of Ingleside were to be like the small segment at about 3<sup>rd</sup> street, that would be a huge upgrade in pedestrian-friendliness. Having said that, I recognize this approach would be extremely expensive, and perhaps it would be unfair to implement this measure and expect the residents who reside adjacent to Ingleside to bear the majority of the cost for this. So I don't know how you would finance this. A possible lower cost measure would be to prohibit residents on the west side of Ingleside from maintaining vegetation, walls or other

obstacles that would deny pedestrians a landing point when stepping or jumping to avoid oncoming vehicles.

6. Since we back onto 6<sup>th</sup> Place, you would expect me to support this measure. I do not. 6<sup>th</sup> Place was a “minor” thoroughfare when we bought our house in 1974, so we were well aware of the traffic challenges on this alley. Implementation of this measure would result in longer drives for all, confusion and diverting traffic onto other alleys in the area. That does not sound like a net improvement. **What I do favor, and strongly, is eliminating the two striped parking places near the northeast corner of Ingleside and 6<sup>th</sup> Place.** These parking places abut zero lot line properties, and are therefore completely in the alley. Therefore, when even one of them is occupied (which is almost always), 6<sup>th</sup> Place is essentially a one-way alley with two-way traffic, which makes little sense.

Parenthetically, I oppose most traffic measures that divert traffic from one location to another for no material purpose. As examples near us, I would cite the prohibition of a right turn from the Taco Bell parking lot onto 3<sup>rd</sup> Street (necessitating a death-defying re-entry onto Sepulveda Blvd., often with low visibility) and the advisory (does this sign have any real meaning?) that suggests that westbound motorists on 2<sup>nd</sup> street entering the Sepulveda Blvd. intersection turn either right or left (necessitating for some a later ever-dreaded left turn off of Sepulveda). In my observation, these directives are often ignored.

7, 9, 10, 11. All no-brainers where costs permit.

8. Speaking for the 300-400 block of 6th Place only (our garage backs onto this alley), current parking signs effectively prohibit parking on the alley anyway. They prohibit parking anywhere “in front of or opposite carports or garages”. Effectively, this means parking is prohibited. But in practice, what does this mean? Most residents are careful to park close to their garages, either entirely off the alley, or with the outside front and rear tires on the alley, but only barely, encroaching about one foot into the alley at most. This seems to provide enough space, although not always easily, to one to back out of one’s garage without too much gearshifting. Most but not all residents do this. For a wider vehicle, this requires parking with the driver’s door toward the center of the alley to get close enough to the garage door to be able to avoid impeding cars backing out of the opposite garage, while still being able to get out of the car. This gets a little complicated, but it mostly seems to work. For our property specifically, we can accommodate four vehicles fully on our property, but most are not so fortunate. We do, however, live across the alley from a resident who lives in his house part-time, but rents it long-term seasonally when he is not home. This requires us to educate each new renter (at most twice a year), to say nothing of visitors, in how to park without making our backing out of our garage overly difficult. Possibly clarity at low cost could be brought to this situation by striping the alley one foot or even less inward from each side, and not allowing parking between the two resulting lines.

## COMMENTS ON TRAFFIC CALMING MEASURES

1. Several homes in this area are used as vacation rentals. Unfortunately, the garages are usually filled with either the renter's or owner's boxes/personal belongings in order to avoid paying for off site storage. The owner invariably tells the renter that it is "ok" to park behind the garage in the alley despite the signs that state "no parking in front of or opposite garages". I have one such property directly opposite me in the 6<sup>th</sup> Place alley. Renters, usually with 2 cars, make it very difficult to enter and exit my garage when they park opposite. I do not like to be a "bad" neighbor by calling parking control.

I suggest that the city amend residential property rental rules to include that all garages must be empty for use by renters. Owners must instruct renters that they are to use the garage for parking and provide an opener for each garage space.

2. Many resident homeowners in this area also have their garages filled with personal belongings so that there is no space for car(s) in the garage. It would be ideal if the city could mandate that all residents use their garages for parking. If this is not possible, perhaps the city/fire dept could sponsor a couple of "clean out your garage" weekends where large disposal trucks could be in each alley for several hours. Perhaps a local teen service group could be present to help lift bulky items. This could be billed as a way to alleviate parking in the area and to avoid a fire hazard.
3. The house at the northeast corner of 6<sup>th</sup> Place and Ingleside was expanded/remodeled several years ago. It sits on a small lot with approximately 60' of frontage on 6<sup>th</sup> Place where fencing and landscaping were installed at the lot line. The intersection is extremely dangerous as cars heading west on 6<sup>th</sup> place are forced into the oncoming lane to swerve around cars parked along the property. The sign that states "no parking within 25'" of this sign" is completely inadequate and should be replaced with a red curb the entire length of the property. The improved safety and increased visibility would be well worth eliminating 2 marked parking spots.

Judy Peetz  
433 6<sup>th</sup> Street  
310-372-4949



512 3<sup>rd</sup> Street

Please note that there is room for a sidewalk on the south side of 4<sup>th</sup> street. This will allow room for children to walk to school safely, still allowing for parking cars. It is unfair to the entire neighborhood to have one street converted to a walk street. Already too many cars on 3<sup>rd</sup> Street!!!

This proposal is a shameless LAND GRAB at our expense.

Comments for Neighborhood Study 2-12-17

my wife Anna and I are strongly in favor of making the 500 block of 4<sup>th</sup> St. a walk street. The 500 block of 4<sup>th</sup> St. is like all the other walk streets in the sand section. It is time to restore 4<sup>th</sup> St. to a walk street!!!

If you were in a helicopter flying above the walk street neighborhoods you would see absolutely no difference between the 500 block of 4<sup>th</sup> St and all the other walk streets. We are asking for a 6 month trial basis. Give it a try. It won't cost any money to see if this idea is going to work. A post on 4<sup>th</sup> near Valley, and a post on Ingle side and Fourth. Thanks for your consideration.

John & Anna Mae Eacker  
540 4<sup>th</sup> St.

I would like to see solar powered  
signs showing speed limit -  
15 mph - in alley and speed  
person is actually going  
I volunteer for you to put it  
by the power pole on my  
property

L Bucher  
405 6<sup>th</sup> Street

## ADDITIONAL SUGGESTIONS FOR TRAFFIC CALMING MEASURES

12. Designate 6<sup>th</sup> Place as a dead end at Crest Drive. Allow entry from Valley Drive  
And north Ingleside Drive.
13. Redirect traffic on Ingleside Drive to flow south, rather than north.

These suggestions would slow down traffic flow on 6<sup>th</sup> Place and allow more options for exit from the area, along Ingleside Drive.

I live on 6<sup>th</sup> Place. Most of the traffic is through traffic, headed west toward Highland. Some days, I have trouble entering or exiting my garage. My house has parking for guests. Quite often, when trying to enter or exit, someone has parked behind my garage, inhibiting my ability to enter or leave.

From:

Yolanda P. Landis



333 6<sup>th</sup> St.

310-376-6629

yplandis@aol.com

City of Manhattan Beach

Additional comments regarding possible traffic calming measures. Valley Drive-1<sup>st</sup> to 7<sup>th</sup> Street.

Unfortunately in your survey (or prior public discussion on this matter), there is no reference to any adverse affects that closing 4<sup>th</sup> Street to traffic or prohibiting west bound traffic on 6<sup>th</sup> Place will have on 5<sup>th</sup> Place. We are one of the few homes (540 along with 532 5<sup>th</sup> Place) whose address and front door faces an alley. There is already a large volume of construction traffic during the day and evening commuters that we see, hear and feel first hand. Any restrictions on the adjacent alley ways will exacerbate the traffic issues on 5<sup>th</sup> Place as commuters will find the unrestricted path.

We would also like to suggest removing the two parking spaces on the north side of 6<sup>th</sup> Place near Ingleside Drive as this impedes traffic flow.

One additional comment; the condition of the alley streets, particularly on 5<sup>th</sup> Place between Valley Drive and Ingleside Drive is in deplorable condition. The concrete (near Valley Drive) has large cracks that have caused portions of the street to separate and rock when the multitude of cars and trucks drive on this street that can be felt inside our home. This is in addition to a section of the street further down that has sunken down.

Art and Sara Grasso  
540 5<sup>th</sup> Place

## COMMENTS ON CONVERTING THE 500 BLOCK OF 4<sup>TH</sup> STREET TO A WALK STREET

There are many reasons why this area should have been converted to a walk street years ago.

It is a unique area and will not set a precedent for other areas. Third and Second streets were built entirely differently than 4<sup>th</sup> Street and were never intended to be walk streets. The 500 blocks of 5<sup>th</sup> and 6<sup>th</sup> Streets are configured very similar to the 500 block of 4<sup>th</sup> Street except they are walk streets.

If you look at the way it is configured, it is very similar to upper 4<sup>th</sup> Street which is a walk street

Many studies and photos have shown that it will not have a major negative effect on parking on adjacent streets

It is sometimes very difficult to enter a home in this area due to the parked cars.

Turning onto the street can be dangerous and there have been accidents there.

There is no safe way for children to play in the street or even walk to another house.

There is overwhelming support among the residents who live in the 500 block of 4<sup>th</sup> Street

**My recommendation would be to block it off from traffic for a six months to one year test period. If during that time, the facts show that it in fact has had a negative effect on the surrounding neighborhoods, then convert it back to a through street for cars. Make sure that the residents of the 500 block sign on to the temporary status and make sure accurate surveys are taken on a regular basis to be able to prove that it does or does not cause problems to other neighborhoods.**

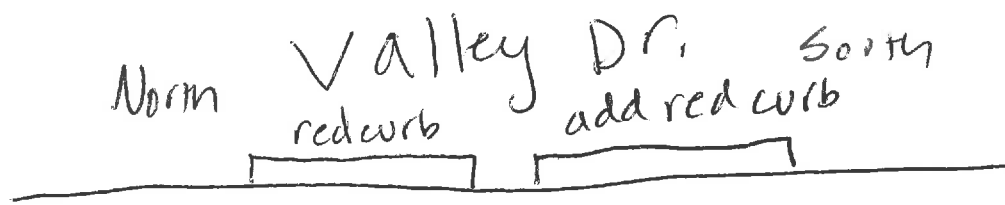
A handwritten signature in cursive script that reads "Russ Lesser". The signature is written in dark ink on a white background.

I strongly support a sidewalk along Ingleside (#5) to protect children on their way to Robinson School.

In general, I do not agree that there is a traffic problem in our neighborhood.

I believe there is a parking shortage in our neighborhood, which is being exacerbated by

- ① new construction (which removes parking)
- ~~new~~ ② over-zealous painting of new steel curbs and
- ③ pressure from downtown parking ~~pressure~~ <sup>demand</sup> and ~~the~~ ~~to~~ parking rule changes in the neighborhood to our north (8th St.



extend red curb on North side of valley to increase visibility while pulling out of 4th St Alley.

When high profile

4th place alley

vehicles or trucks are parked there it is impossible to see oncoming traffic speeding down valley. The mail truck frequently uses the red curb for parking as do other high profile vehicles. I would like to see more enforcement (ticketing) of parking in the red zone and more enforcement of the "more than 18" inches from the curb" rule.

also - please add red curb to south side of ~~the~~ 4th place and valley to allow a safer right turn from vehicles exiting 4th place to valley.

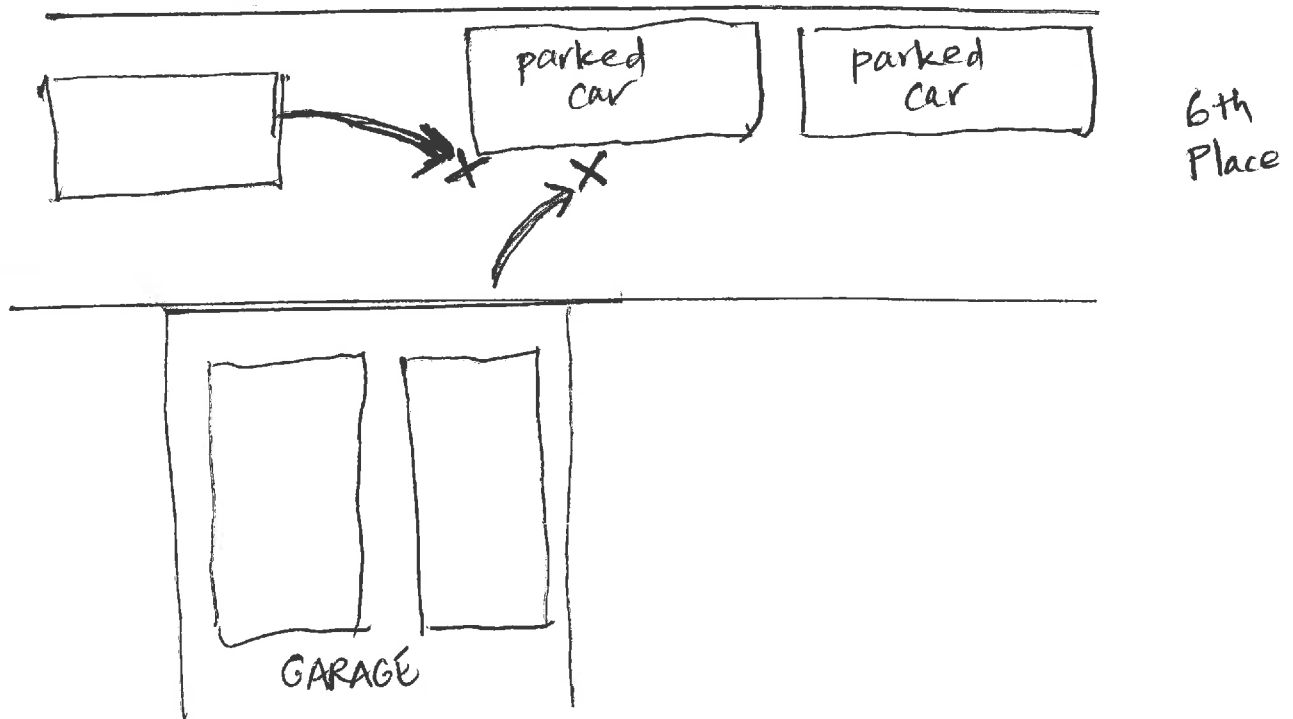
net loss of only 2 parking spaces = greater safety  
alternatively, place a "no high profile vehicles sign" before red curb on valley



City of Manhattan Beach  
Valley Drive – 1<sup>st</sup> to 7<sup>th</sup> Street Neighborhood Survey

We live at 600 Ingleside Drive. Our garage is at the corner of Ingleside and 6<sup>th</sup> Place.

Due to the **narrowness of 6<sup>th</sup> Place** behind our house and the **presence of legal parking spaces** across and to the right of our garage, we **MUST** enter (always by backing in) and exit from our garage with the front of our cars pointing due west. There is simply **not enough turning radius** for our cars to enter our garage from an eastbound direction or exit in an eastbound direction. Our cars must always approach the house in a westbound direction or exit the garage in a westbound direction.



Because of this, we are **NOT** in favor of restricting westbound traffic on 6<sup>th</sup> Place across Valley Drive. **We need to be able to be westbound in order to access our garage.** We prefer that legal parking spaces on 6<sup>th</sup> Place continue to exist because there is not enough parking in our neighborhood.

Thank you very much.

City of Manhattan Beach -

Our number one priority is to convert 4<sup>th</sup> Street between Ingleside and Valley into a walk Street. Our proposal is to try the walk Street approach for six months. Our rationale is the sense of community we all felt living at 413 8<sup>th</sup> Street for 8 years.

Thank you for your consideration!

Channy & Jason Argent  
504 4<sup>th</sup> Street

I highly suggest installing a sidewalk on Ingleside between 7<sup>th</sup> + 1<sup>st</sup>.

Kids are walking in the street in the AM on their way to school + home as there is no other place to walk.

Also, morning drop off on 1<sup>st</sup> St. between ~~morning~~ morning side + ingleside needs to be addressed. No one uses the crosswalks at morning side + at ingleside to cross 1<sup>st</sup> Street. Everyone (parents, children, kids on bikes) jay walk and its very dangerous. Kids walk out across street between large SUVs. There should be police, volunteers, school teachers posted to enforce crosswalk use. I spoke to the Principal about this but he didnt seem to care!

501 3rd Street

Manhattan Beach, CA

February 10, 2017

Mr. Erik Zandvliet

City Traffic Engineer

Manhattan Beach, CA

Mr. Zandvliet,

I was present at the last meeting to present this matter for consideration and offer the following comments that I feel might be germane to this decision: 1) I and many others who still live on 3rd Street raised our children in the 1980s and 1990s on a fairly busy street. We had no children hit by cars because we practiced two behaviours that seem to be out of the scope of the parents on 4th Street. We educated our children on traffic safety continuously and exercised that magical component called parental supervision, things that seem to be lacking in the 4th Street parents. 2) When we first came to Manhattan Beach in the late 1970s, walk street properties were the same prices as houses on drive streets, sometimes less. Now it seems that being on a walk street adds an indeterminate, extraordinary amount of money to the value of your property. This, I feel, is the number one issue with 4th Street....to increase the valuation of their property to the detriment of those neighbours who live on drive streets.

In closing, allow me to tell you that the 4th Street residents are not using their garages and STILL parking on 3rd Street as I have taken pictures of them.

Michele L. Colman

We would like speed bumps on 6<sup>th</sup> Pl  
and  
would like to suggest using the stop signs  
that Hermosa is using at Gould? And more with  
the flashing lights, especially at Ingleside  
and 6<sup>th</sup> Pl. and Valley & 6<sup>th</sup> Pl.

2/10/17

Given that the only real objection to converting 4th Street into a walk street is the possibility of creating a parking problem, I suggest that the city conduct another study, <sup>(of the survey area)</sup> a parking study, to identify the number of unused parking spaces there are (on average) currently. Data should be collected on week days and weekends, during the day and at night, to identify the current capacity for the cars that currently park on 4th Street. If there is generally room for the 15-20 cars that currently park on 4th Street on Angleside, 1st, 2nd, 3rd, and Valley Dr., then there is <sup>(okay, not much of a)</sup> no parking problem, and 4th Street could be converted into a walk street without creating a parking problem.

Also, an effort should be made to convince the current ~~residents~~ residents of 4th Street to park their cars in their own garages, rather than contributing to the parking issue. In fact, I think converting 4th Street to a walk street

Brice Timmer

will ~~also~~ convince most residents to do so, as parking in ~~or~~ or behind their own garages will be their easiest choice.

February 10, 2017

Dear Parking & Public Improvement Commissioners,

We would like to again submit our written opposition to the proposal to convert the 500 block of 4th Street into a walkstreet. Their argument of “reverting” the street to what it used to be is absolutely false. My husband and I have been residents on the 500 block of 3rd Street for over 38 years. Prior to that, I lived with a picture window view of 4th Street, directly across the tracks (greenbelt to some of you) in the house my parents built in 1955 at 304 Ardmore. **At no time in the last 62 years has the 500 block of 4th Street been a walkstreet.**

Several years ago prices used to be the same for all little beach houses east of Highland Avenue, whether on a walk street or not. We bought on 3rd because we specifically did **not** want to live on a walkstreet. We wanted to have parking for our growing family and guests. There are many areas in our beach city that are pedestrian only, the 500 block of 4th Street has never been one of them, and the residents who bought there knew that!!

This same proposal was attempted about 15 years ago, and because of the huge response by neighboring residents, it was overwhelmingly denied. As everybody in the Sand Section knows, parking is a major issue on all our beach streets. Making the 500 block of 4th Street a walkstreet, and subsequently eliminating 20-24 parking spaces, would negatively impact hundreds of residents in a huge way, and we ask that you reject this petition.

Thank you for your time,

Peggy & Steve Nisen  
504 3rd Street  
Manhattan Beach

341 3<sup>rd</sup> Street

I am concerned that not much public notice was provided for this survey, Also not much time for a response.

I heard that some renters living on 4<sup>th</sup> Street are championing this effort because they want a walk street for their house. They have known about this a while and have petitioned their neighbors. They did not pay extra for such a walk street nor do they require any compensation for the City or its residents for the taking of a street. The street is a ~~the~~ road used by many - including me - to leave the area. Losing the road not only removes the thoroughfare but also removes parking spaces.



Cindy Kohlmler

541 2nd Street  
Manhattan Beach, CA 90267  
310.374.2541  
cindy@alumni.ucla.edu

February 12, 2017

City of Manhattan Beach  
Valley Drive - 1st to 7th Street Neighborhood Survey  
1400 Highland Avenue  
Manhattan Beach, CA 90266

Dear PPIC Commissioners:

I strongly disagree with converting the 500 block of 4th Street into a walk street. In my opinion, the biggest issue facing our neighborhood is parking and converting 4th Street into a walk street will only exacerbate the problem. In addition, the only "up side" of converting 4th Street into a walk street is to increase in property values of residents living on that block at the expense of the rest of the residents.

As each home is torn down and replaced by new construction we lose parking: One-car garages are converted to two-car garages; homes are built with garages on the street side of a street-to-alley lot; remaining parking places are deemed "too small" and eliminated as public parking (by painting the curb red) to mention a few challenges.

We need a neighborhood, "system" solution that benefits the majority of residents and not a single block. I strongly support installing street sweeping / no parking signs on each street and alley to prohibit people from parking indefinitely. Repeatedly my neighbors on 2nd Street and I have witnessed people parking their vehicles and having a taxi / Uber to pick them up and drop them off on our street - presumably because they live in the neighborhood, do not park at their own home, and cannot find long-duration, "free" parking closer to their homes.

I also strongly support efforts to enforce speed limits on our neighborhood streets and allies. Although it happens less frequently than having cars left in front of my home, I often hear drivers racing down the alley behind my house, especially in the mornings.

Sincerely,

Cindy Kohlmler



February 10, 2017

Randall Putnam  
413 6<sup>th</sup> Street  
Manhattan Beach, CA 90266  
(310) 748-1573

Mr. Erik Zandvliet, T.E.  
City Traffic Engineer  
City of Manhattan Beach  
1400 Highland Avenue  
Manhattan Beach, CA 90266-4795

RE: Valley Drive – 1<sup>st</sup> to 7<sup>th</sup> Street Neighborhood Survey

Dear Erik,

Thank you for giving residents an opportunity to give you feedback on the subject Survey, which is designed with safer streets in mind. My wife and I have lived on 6<sup>th</sup> Street for 40 years so we have plenty of first-hand experience living with the traffic patterns, parking challenges, and risks in our "tight" walk street area.

I have checked the boxes on the Traffic Calming Measures survey form, which is attached, but I'd like to take this opportunity to add several comments to elucidate my check marks.

First, I think it is a bad idea to prohibit westbound traffic on 6<sup>th</sup> Place across Valley Drive. Doing so will add to traffic elsewhere, cause us to consume more fuel meandering through the blocks, and add minutes of annoying drive time to our already busy days. I would much rather see the City use fear to dissuade drivers from speeding up-and-down 6<sup>th</sup> Place, which I view as the most important issue underpinning the survey. I'd love to see "well advertised" cameras installed in a couple of locations along 6<sup>th</sup> Place that capture license plates and automatically ticket drivers who violate the posted speed limit. If "ticketing cameras" aren't an option, then speed bumps would accomplish the same objective, but they are an eye sore and nuisance for law-abiding citizens.

Second, I believe prohibiting parking on both sides of 6<sup>th</sup> Place should be struck from the list of calming measures. We who own homes abutting 6<sup>th</sup> Place often parallel park along the alley and we ask visitors to do the same. To take this option away would be a significant and dangerous inconvenience to us. You would force us, our visitors, and those who provide services to park "on the hill" across Valley-Ardmore, which would aggravate our neighbors there, and be dangerous as we get older and have to walk the steep inclines and avoid getting hit by fast moving traffic on the Valley-Ardmore corridor.

I trust you will accept these comments constructively, and that my answers on the attached form are helpful. Thank you for your service to our community.

Respectfully,



While I appreciate the City seeking residents' input, I think the inclusion of a "**No opinion**" option would have resulted in more accurate feedback since there are at least a few items on the survey about which most residents likely don't care since it doesn't impact them. The survey instructs participants to "check one box for each measure", meaning many may check a "Not in Favor" box even if they don't care about a proposed measure, simply because they're instructed to check a box and so the default will be to preserve the status quo.

An example is #6 regarding the prohibition of traffic on 6<sup>th</sup> Place. I really don't have an opinion on that but since I'm instructed to check a box, I chose Not in Favor. Ultimately, the people who live on the streets with 6<sup>th</sup> Place as their alley have a much better perspective on the safety risks unique to their alley and what's best for their/their kids' safety than I do, and my Not in Favor vote (without having the benefit of everyday experience with 6<sup>th</sup> Place) shouldn't hold equal weight to those residents' In Favor votes. The same can be said about the conversion of 4<sup>th</sup> St to a walkstreet – I suspect many may vote Not in Favor simply as the default, when really many of them may not have an opinion since they're not impacted by it and/or don't have everyday experience with 4<sup>th</sup> St.

In any event, thank you for your efforts on behalf of the residents.

Possible Traffic Calming Measures  
Additional Comments  
15 February 2017

Eric –

I would like to add to my written comments which I delivered to the city on Monday. I have attached 3 pictures of the 500 block of the 6th Place alley. There are two properties on the north side of the alley which are not the traditional "walk street to alley" configuration with a garage on the alley. Rather, they are smaller "half lots" that front on the alley.

The property on the northeast corner of 6th Place and Ingleside Drive has at least 60 feet of frontage on 6th Place with no garage on the alley. Picture 1 shows a car driving down the alley past the cars parked alongside this property. Since there is no lip or ramp fronting a garage, the cars are parked completely in the alley. Cars traveling in opposite directions cannot pass one another, creating a bottleneck resulting in traffic backup on eastbound 6<sup>th</sup> Place (sometimes spilling over to Ingleside Drive) and westbound 6th Place (sometimes spilling over to Valley Drive). Weekday mornings present particular challenges when children are walking to school and parents are driving to work.



Picture 2 shows cars parked in the two striped spots alongside this property. Many neighbors remember when there were no explicitly marked parking spaces in this location. Does the City have any record of discussion about and subsequent striping of parking spots here?



Perhaps the best remedy for this dangerous situation is to paint a large red "NO PARKING" stripe the entire length of this property similar to the one painted in front of the property on the northwest corner of 6th Place and Valley Dr as shown in picture 3



Thank you for all your past and future efforts and patience on behalf of the residents of the South Walk Street Area. If it would be useful, I can collect numerous signatures in favor of this effort.

Sincerely,  
Judy Peetz  
433 6<sup>th</sup> Street

## Erik Zandvliet

---

**From:** Stacy Myrose <msmyrose@gmail.com>  
**Sent:** Sunday, October 30, 2016 9:41 AM  
**To:** Erik Zandvliet  
**Cc:** Kyle King; Steven Delk; Stewart Fournier; Mark Lipps; Steven Nicholson  
**Subject:** Follow up to 10/27 Hearing

Dear Mr. Zandvliet, Mr. King, Mr. Delk, Mr. Fournier, Mr. Lipps and Mr. Nicholson,

I am writing as a follow up to the hearing on 10/27/16 regarding the recent proposal for a six month walkstreet trial for the 500 Block of 4<sup>th</sup> Street. I was present at the hearing, and had a speech all prepared; however, as much of what I wanted to say was said before I had the opportunity, I chose to not waste the time of the Commission or the audience.

I live at the corner of 4<sup>th</sup> and Ingleside. My front door is on Ingleside, and I have no access to 4<sup>th</sup> street from my yard. Additionally, my kids are not babies anymore and the idea of a "playground" (to quote one of the opponents) right outside my house is not appealing. Honestly, allowing this trial will not affect my life in an appreciable way. I use the alley on 4<sup>th</sup> Place to get to my garage, and have only driven down 4<sup>th</sup> Street one time in the almost 8 years I've been at this address. If I need to get to the front of my house for some reason, I will drive down 3<sup>rd</sup> Place, avoiding 4<sup>th</sup> Street entirely. 4<sup>th</sup> Street is a sharp, blind turn off Valley with cars parked all along the north side, and the 2-way traffic on a street such as that caused sufficient concern about the danger that I simply refuse to use it.

I told you all of that because, although I am very unlikely to utilize the street if it were turned into a walkstreet, this has nothing to do with me and everything to do with the safety of the community, a sentiment obviously not shared by our neighbors on 3<sup>rd</sup> and 5<sup>th</sup>.

Before you make a decision against this proposal, please consider both the trial nature of this request, as well as all you heard from the opposition about parking (which was really the only argument they made). Please ask yourselves some questions about those arguments. Why should a resident have to worry about not being able to find parking when they return home, no matter what time? Are they using their garages for storage, which forces them to park on the street? I have a big car, like many of us do, and I never think about parking because I have a garage. All of the homes in town have garages designed to hold vehicles. If the garages of our neighbors on 3<sup>rd</sup> and 5<sup>th</sup> are so filled with storage that they are unable to get their cars into them, they should be clearing them out to get them ready for use rather than fighting a proposal that would help keep our neighborhood safe. I know for a fact that one of the opponents who spoke will not be able to park a car in the garage because the garage has been illegally converted to a bedroom. Frankly, I don't care what they do with their garage, but as they have chosen to eliminate their private parking, it's clear that their opposition is based on pure selfishness.

One opponent suggested sidewalks on both sides of 4<sup>th</sup> Street, in lieu of the walkstreet, as a way to mitigate the danger. Although his comments made it obvious that he's never been on 4<sup>th</sup> Street, that would be a perfectly acceptable solution: there would be no room for parked cars, and the only thing the neighborhood children would have to worry about is moving vehicles.

We heard from many more opponents than proponents. The reason for that is simple: the proponents made a group decision to streamline the proposal, so as not to waste the time of the Commission. The opponents all had identical arguments, and many of them had their facts wrong, but they kept coming up and saying the same things over and over again: "They knew it wasn't a walkstreet when they bought there" was by far my favorite because, seriously, what difference does that make? The only other thing we heard was some variation of "They'll all park on our street and we will have nowhere to park." Again, if they are using their garages as they are supposed to, and as 4<sup>th</sup> Street has committed to do, this would not be an issue.

Please give us a chance. It's not a big thing for which we are asking, and 6 months will be gone in a blink. If it fails, we will admit defeat and only ask that the street become a one-way street heading west because at the end of day, safety is our highest priority.

Sincerely,

Stacy Myrose

501 4<sup>th</sup> Street

Manhattan Beach, CA 90266

(310) 379-3579



10/18/16



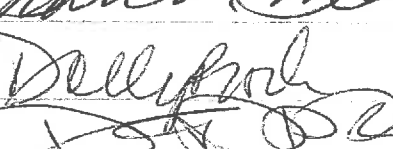

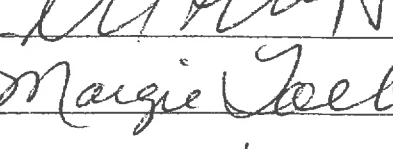
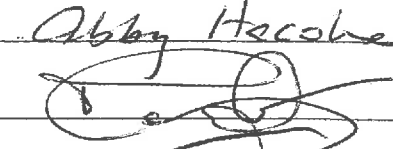
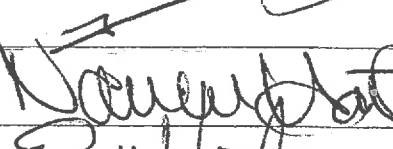
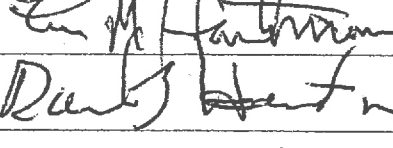
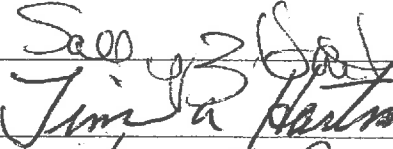
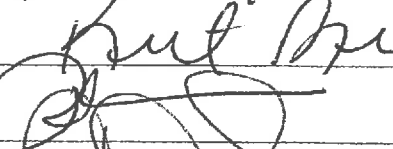


**Petition To:** Prohibit 500 Block of 4th Street Conversion to a Walk Street

Printed Name	Address	Signature
PEGGY NISEN	504 3RD STREET	Peggy Nisen
ANN KEITEL	512 3RD STREET	Ann Keitel
Michelle Colman	501 3rd Street	Michelle Colman
Shannon Boyle	508 3rd St	J M Boyle
Tim's Kate Bergen	520 3rd St	Kate Bergen
Mary Anthony	516 3RD ST	Anthony
JAMES HASKELL	505 2ND ST	James Haskell
Walter Brechtelsbauer	548 3rd St	Walt Brechtel
Nancy Granata	545 3rd St.	Nancy J Granata
DON WALLIN	533 3rd St	Don Wallin
Kyle Brockin	524 3rd St	Kyle Brockin
THOMAS CARP	536 3rd St	Thomas Carp
Anne Marie Leonard	532 3rd St	Anne Marie Leonard
Jim Leonard	532 3rd St	Jim Leonard
CAROLINE DOCKRELL	553 2ND ST	Caroline Dockrell
REED MCILY	545 2ND ST	Reed McIlly
Milton Campbell	517 Second St.	Milton Campbell

Petition To:

10/18/16

Prohibit 500 Block of 4th Street Conversion to a Walk Street

Printed Name	Address	Signature
Jan Gable	437 3rd St.	
Rachel Judson	429 3rd St	
Thomas M. Judson Jr	429 3rd St.	
MARCO BARLA	420 3rd St.	
Dolly Boden	417 3rd St	
DAVID BODEN	417 3rd St	
GARY D. McAULAY	428 3RD ST	
DONALD TAUBOT	416 3RD ST	
MARGIE TALBOT	416 3rd St	
Abby Hecohen	436 3rd Street	
Ron HACOAN	436 3rd St	
Jennifer McAulay	428 3rd St	
Nancie Hartman	216 morningside	
Eric Hartman	216 morningside	
Daniel Hartman	216 morningside Dr.	
SALLY Z HARTMAN	216 Morningside	
TIM A HARTMAN	216 Morningside Dr	
Kristi Buckley	333 3rd St	
Phyllis Arena	400 3rd St	
Cathy & Tim	425 3rd Street	

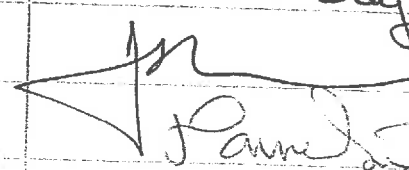
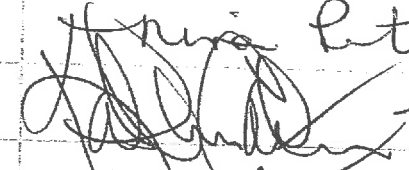
10/18/16

**Petition To:** Prohibit 500 Block of 4th Street Conversion to a Walk Street

Printed Name	Address 90266	Signature
Vera Kahn	505 3rd St. M.B. CA	Vera Kahn
Sandra WEISS-PEAN	544 3rd St	Will -
Conrad Corlett	528 3rd St	Conrad Corlett
Elsa Gerard	529 3rd St	Elsa Gerard
Veronica McMahon	525 Third Street	McMahon
Thomas Roberts	513 3rd St.	thom r
Cindy Carney	536 3rd St.	Judy Carney
Antoinette Crichton	505 Pacific Ave	Antoinette Crichton
Rick Kline	513 3rd Street	WILLIAMS
GERALD GRIFFIN	552 3 <sup>rd</sup> Street	G. Griffin
Travis Phillips	424 2nd St.	Travis Phillips
TERV TAUGNER	431 2 <sup>ND</sup> ST M.B.	Taugner
Velda Ishizaki	513 2nd St. M.B.	Velda Ishizaki
Wendy Cozen	556 3 <sup>rd</sup> ST MB	Wendy Cozen (WENDY COZEN)
Dimetrius Hajimihaliz	540 3 <sup>rd</sup> Street MB	Dimetrius Hajimihaliz
Sally Alder	510 2nd St MB	Sally Alder
Schuyler Chang	521 2nd St., MB	Schuyler Chang
Kewin Weir	549 3rd St MB	Kewin Weir
Anders Eklor	200 Ingleside Dr MB	Anders Eklor
Stephen Johnson	500 2nd St. MB	Stephen Johnson

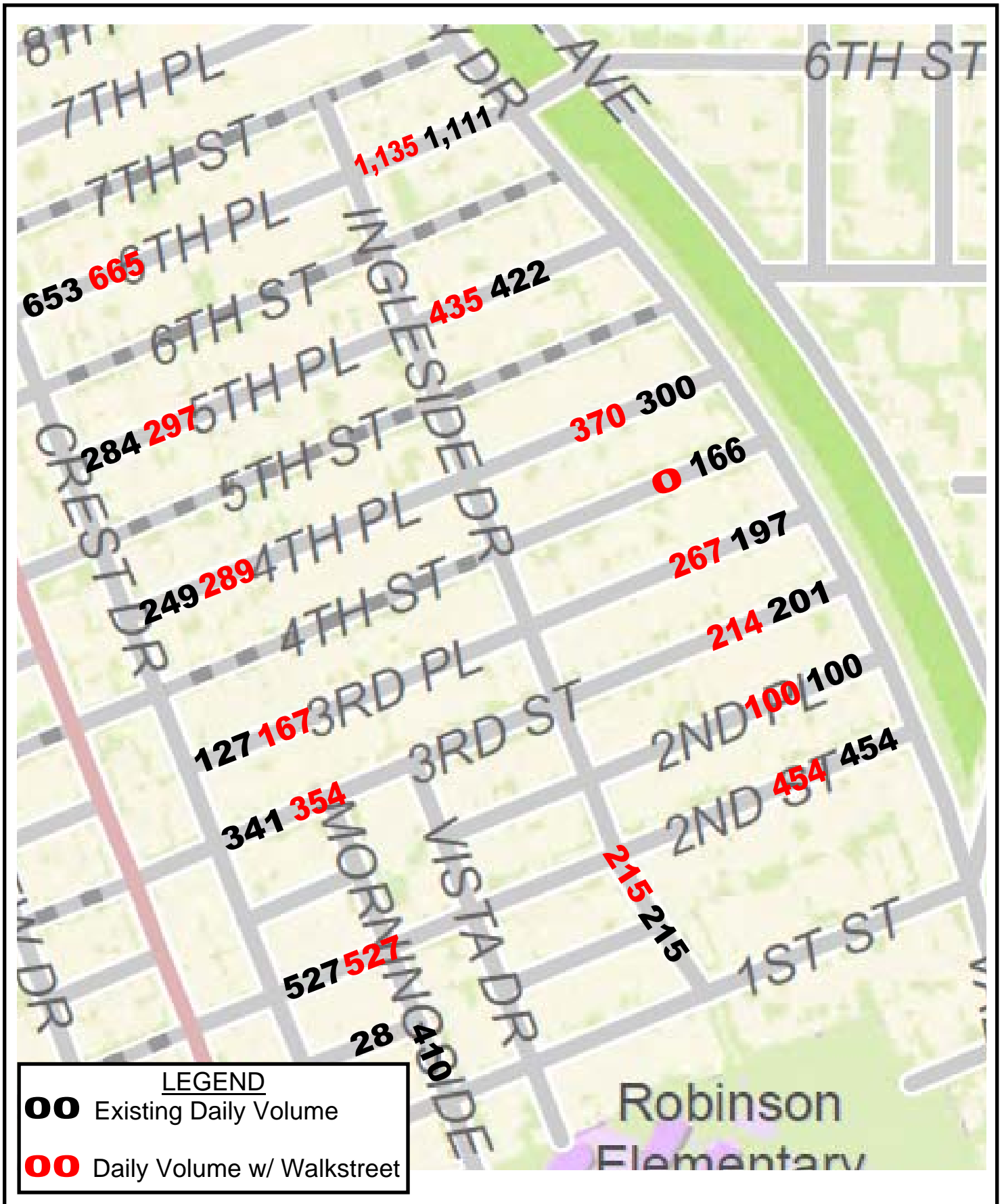
10/18/16

**Petition To:** Prohibit 500 Block of 4th Street Conversion to a Walk Street

Printed Name	Address	Signature
DON MCCARTY	428-4 <sup>th</sup> M.B.	Don McCarty
J MANDABAUM	426 4 <sup>th</sup> MB	
Donna Libbbs	436-4 <sup>th</sup> M.B.	Donna Libbbs
Austin Sanchez	413-4 <sup>th</sup> M.B.	AUSTIN SANCHEZ
Nina Peter	437-4 <sup>th</sup> MB	Nina Peter
John Peter	413 4 <sup>th</sup> M.B.	
Mia Apatow	500 3rd st	Mia Apatow

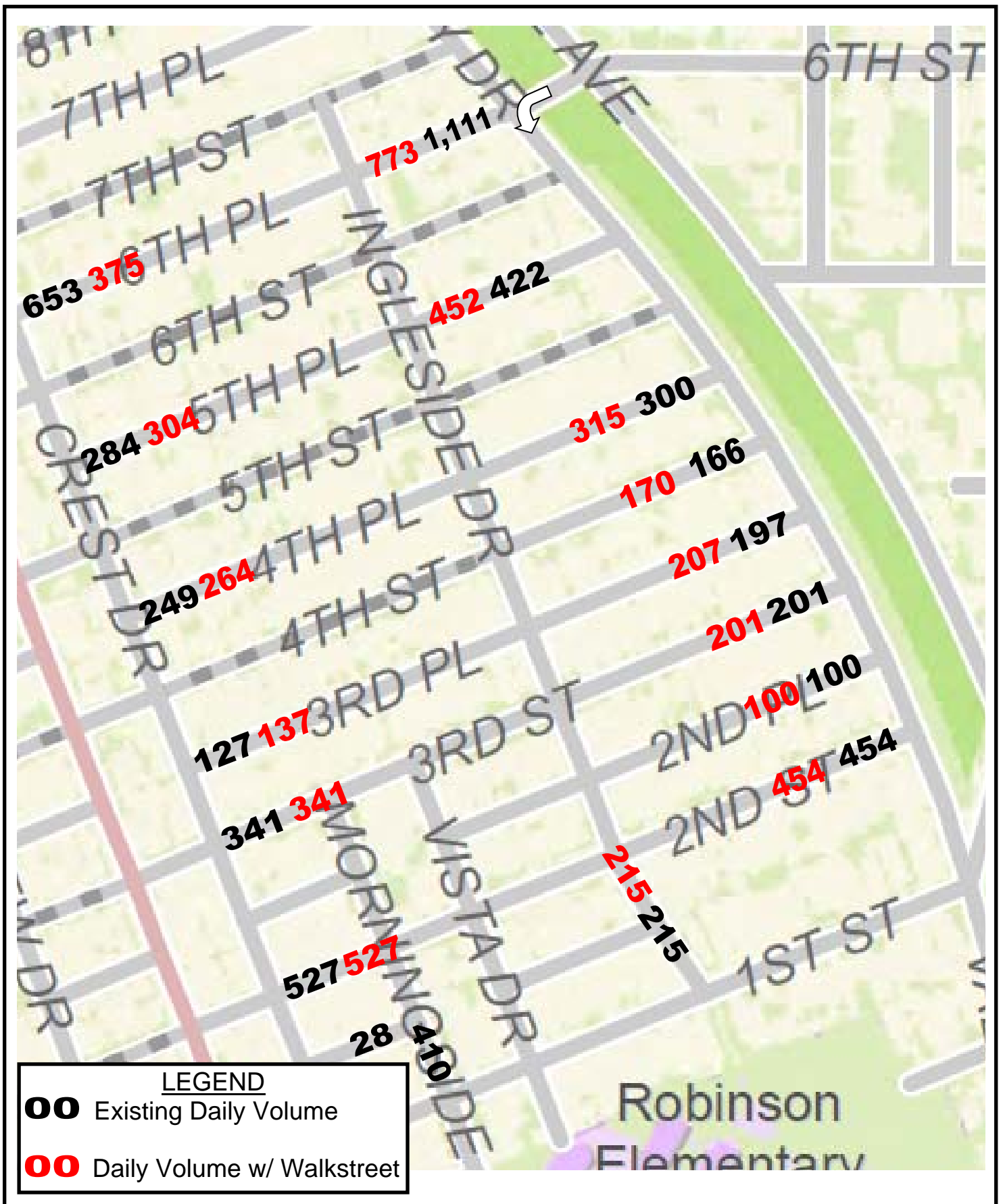
Mary Ann Frisch 433 3<sup>rd</sup> St. Manhattan Bch CA 90266  
William Frisch 433 3<sup>rd</sup> ST MANHATTAN BCH 90266

Lara Tredd 421 3<sup>rd</sup> St, MB, 90266 3108966620



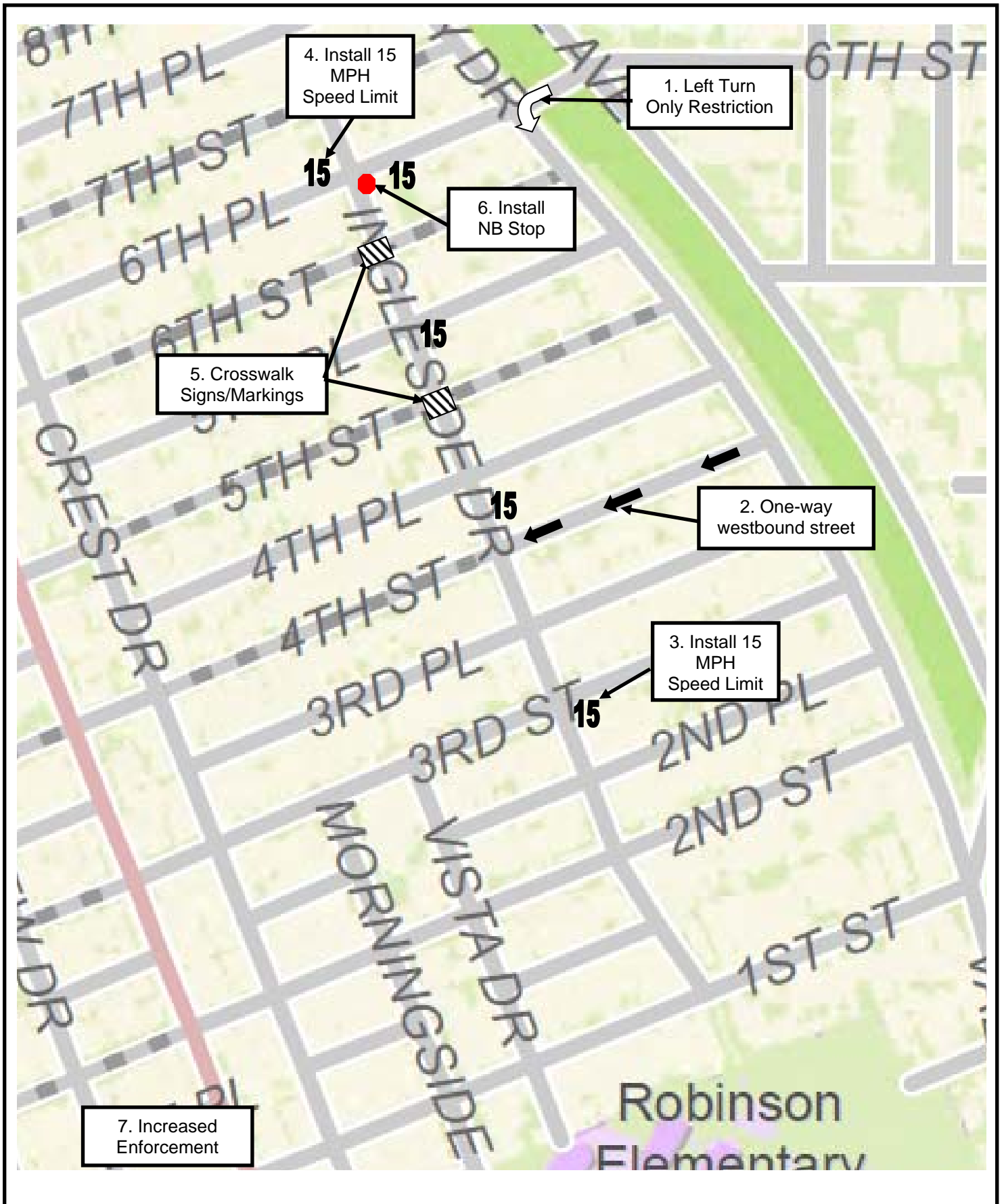
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Exhibit 9  
Valley Drive – 1<sup>st</sup> Street to 7<sup>th</sup> Street Neighborhood  
Estimated Traffic Counts with Walkstreet



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Exhibit 10  
Valley Drive – 1<sup>st</sup> Street to 7<sup>th</sup> Street Neighborhood  
Estimated Traffic Counts with 6<sup>th</sup> St. Restriction



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Traffic Engineering Division

Exhibit 11  
Valley Drive – 1<sup>st</sup> Street to 7<sup>th</sup> Street Neighborhood  
Initial Traffic Calming Recommendations