



Legislation Details (With Text)

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Title: Approve the Valley Drive Neighborhood Traffic Management Plan Initial Measures as Recommended by the Parking and Public Improvements Commission (Community Development Director McIntosh).
APPROVE

Sponsors:

Indexes:

Code sections:

Attachments: 1. PPIC Staff Report - February 23, 2017 with Exhibits, 2. PPIC Minutes - February 23, 2017, 3. Correspondence Received After February 23, 2017 PPIC Meeting Posting, 4. Map of Initial Traffic Calming Measures as Recommended by PPIC

Date	Ver.	Action By	Action	Result
5/16/2017	1	City Council Regular Meeting	approved	Pass

TO:
Honorable Mayor and Members of the City Council

THROUGH:
Mark Danaj, City Manager

FROM:
Anne McIntosh, Community Development Director
Erik Zandvliet, T.E., City Traffic Engineer

SUBJECT:
Approve the Valley Drive Neighborhood Traffic Management Plan Initial Measures as Recommended by the Parking and Public Improvements Commission (Community Development Director McIntosh).
APPROVE

RECOMMENDATION:
Approve the Valley Drive Neighborhood Traffic Management Plan initial measures as recommended by the Parking and Public Improvements Commission (PPIC) on a six-month trial basis.

FISCAL IMPLICATIONS:
No fiscal implications associated with the recommended action.

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. Since 2003, NTMP's have been completed in the northeast, southeast and El Porto sections of the City, as well as eight 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, 1st Street to the south, Crest Drive to the west, and 7th Street to the north.

In January 2015, the City received a petition from residents along 6th Place between Crest Drive and Valley Drive to either reduce traffic volumes and speeds on 6th Place. The residents are concerned that 6th Place carries an undue volume of traffic in comparison to other parallel streets, and vehicle speeds are too high for the alley conditions.

In March and April 2015, the City received two petitions from residents along 4th Street between Ingleside Drive and Valley Drive to convert 4th Street to a one way westbound street or close it and make it a walkstreet. The petitions are signed by 96 percent and 84 percent of the homes respectively. The residents are concerned about the narrow street and blind corners that make it difficult to drive or walk on 4th Street.

On October 27, 2016, the PPIC discussed the existing conditions evaluated by the City Traffic Engineer and heard public testimony from 28 residents in the neighborhood. The speakers and other correspondence identified specific concerns and observations about traffic and parking within the study area. Subsequent to the meeting, staff prepared and sent a survey of possible traffic calming measures to the residents within the study area for their opinion.

On February 23, 2017, the PPIC discussed the results of the survey, reviewed written correspondence, and heard public testimony from 25 residents. Nine speakers who live on 4th Street spoke in favor of making it a walk street, while 12 speakers who do not live on 4th Street spoke against it. None of the speakers were opposed to changing 4th Street to a one-way street. The complete staff report with exhibits and meeting minutes are included in Attachments 1 and 2.

DISCUSSION:

The NTMP area is located in the southwest quadrant of the city, just south of Downtown Manhattan Beach. The boundaries for this study are Valley Drive, 1st Street, Crest Drive and 7th Street. There are 359 residential properties within this neighborhood with 367 residences. Primary access for the neighborhood is via Valley Drive, Ardmore Avenue, and 1st Street/2nd Street. Vehicle access to the east is limited to Veterans Parkway crossings at 1st Street and 6th Place. 5th Street, 6th Street and 7th Street are walkstreets between Crest Drive and Valley Drive. 4th 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. 6th Place is stopped in the eastbound and westbound directions at Ingleside Drive. Ingleside Drive ends at the 7th Street walkstreet. Robinson Elementary School is located just south of the study area on Morningside Drive. There are approximately 251 public street parking spaces located in the study area. The City Traffic Engineer

studied the traffic conditions and summarized them in the PPIC reports. (Attachment 1)

Based on the existing conditions and public comments received at the October 27, 2016 PPIC meeting, staff prepared a survey of eleven possible measures, including the original petition requests, and sent it to the residents within the study area. The survey asked whether residents were in favor of or opposed to these possible 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. Over 230 surveys were returned, representing 62% of the residences in the study area.

Based on the traffic studies, previous findings, citizen comments, survey results, and an evaluation of possible NTMP toolbox measures by the Traffic Engineer, staff recommended the following traffic calming measures:

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

At the February 23, 2017, meeting, the PPIC passed motions to recommend that the City Council approve traffic calming measures 2 through 7 on a six-month trial basis. A map of the PPIC recommended traffic calming measures is included in Attachment 3. Additional correspondence received after the PPIC meeting agenda posting is in Attachment 4.

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 PPIC 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/INTEREST:

By way of mailed notices, the residents and affected parties within and surrounding the study area were invited to both PPIC meetings. Public notices were posted in three public locations and posted online on the City's website, www.citymb.info. Further, a survey was sent out to residents in the study area to solicit their comments and opinions on a variety of possible traffic calming measures. Residents in the study area were sent mailed notices to the City Council meeting.

ENVIRONMENTAL REVIEW

The City has reviewed the proposed activity for compliance with the California Environmental Quality Act (CEQA) and has determined that the activity is not a "Project" as defined under Section 15378 of the State CEQA Guidelines; therefore, pursuant to Section 15060(c)(3) of the State CEQA Guidelines the activity is not subject to CEQA.

LEGAL REVIEW

The City Attorney has reviewed this report and determined that no additional legal analysis is necessary.

Attachments:

1. PPIC Staff Report - February 23, 2017 with Exhibits
2. PPIC Minutes - February 23, 2017
3. Correspondence received after February 23, 2017 PPIC Meeting Posting
4. Map of Initial Traffic Calming Measures as Recommended by PPIC

**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, 1st Street to the south, Crest Drive to the west, and 7th 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 6th Place between Crest Drive and Valley Drive to reduce traffic volumes and speeds on 6th Place. The petition is signed by 41 residents, representing 35 of the 46 properties along 6th Place. This represents 76 percent of the homes with a frontage on 6th Place. Six of the signers do not live directly adjacent to 6th Place. The residents are concerned that 6th 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 4th Street between Ingleside Drive and Valley Drive to convert 4th Street to a one way eastbound street. The petition is signed by 26 residents, representing 25 of the 26 properties along 6th Place. This represents 96

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

In April 2016, the City received a second petition from residents along 4th Street between Ingleside Drive and Valley Drive to convert 4th Street to a walkstreet. The petition is signed by 22 residents, representing 22 of the 26 properties along 4th Street. This represents 84 percent of the homes with a frontage on 4th Street. The residents have the same concerns about the narrow street and blind corners that make it difficult to drive on 4th 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, 1st Street, Crest Drive and 7th Street. There are 359 residential properties within this neighborhood with 367 residences. Primary access for the neighborhood is via Valley Drive, Ardmore Avenue, and 1st Street/2nd Street. Vehicle access to the east is limited to Veterans Parkway crossings at 1st Street and 6th Place. 5th Street, 6th Street and 7th Street are walkstreets between Crest Drive and Valley Drive. 4th 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. 6th Place is stopped in the eastbound and westbound directions at Ingleside Drive. Ingleside Drive ends at the 7th 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 1st Street;
- 60 spaces on 2nd Streets;
- 79 spaces on 3rd Street; and
- 20 spaces on 4th 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 6th Place to determine the distribution of traffic entering and leaving the neighborhood via 6th Place at this intersection.

A speed survey was conducted on 6th Place between Crest Drive and Ingleside Drive during both study periods. The average overall speed is 14 mph, and the prevailing speed (85th percentile) is 21 mph. These are typical and expected speeds in an alley such as 6th 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, 6th 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 6th Street travels to/from Ardmore Avenue. 2nd Street and Morningside Drive have higher volumes to serve the block of homes bounded by Crest Drive, 3rd Street, Ingleside Drive, and 1st 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 4th Street to walkstreet) while 100% of the 4th Street respondents were in favor.
- B. 42% of all survey respondents were opposed to Item 2 (one-way westbound on 4th Street/parking on north side) while 65% of the 4th Street respondents were in favor.
- C. 79% of all survey respondents were opposed to Item 3 (one-way eastbound on 4th Street/parking on south side), and 88% of the 4th Street respondents were opposed.
- D. 72% of all survey respondents were opposed to Item 4 (sidewalks on 4th Street), and 88% of the 4th 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 6th Place at Valley Drive), and 57% of the 6th Place respondents were in favor
- G. 74% of the survey respondents were in favor of Item 7 (Stop sign on Ingleside Drive at 6th 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 6th 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 6th 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 5th Street and 6th Street walkstreets.
- E. Pedestrian Crossing Sign – See measure would be beneficial on Ingleside Drive at the 5th Street and 6th Street walkstreets.
- F. Electronic or Larger Speed Limit Signs - Additional speed limit signs would be appropriate along Ingleside Drive and on 6th 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 6th Place at Valley Drive. 6th 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 6th Place in the westbound direction originates east of Valley Drive, and continues through the neighborhood. If westbound through traffic was prohibited on 6th

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 6th 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 6th 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 6th Place.

Level Three Tools

- R. Raised Crosswalk – Walkstreet intersections along Ingleside Drive and school crosswalks on 2nd 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 – 4th 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 4th 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 4th Street between Ingleside Drive and Valley Drive would be consistent with similar walkstreets on 5th through 10th 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 4th Street to a walkstreet.
- Z. Sidewalks – There are existing sidewalks on 2nd Street and 3rd Street within the study area that have the same right-of-way width (50 feet) as 4th Street. Sidewalks could be constructed on one or both sides of 4th 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.

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 6th Street at Valley Drive.
2. Restrict traffic to one-way westbound on 4th Street between Valley Drive and Ingleside Drive.
3. Install three 15 mph speed limit signs on Ingleside Drive between 1st Street and 6th Place.
4. Install two 15 mph speed limit signs on 6th Place east and west of Ingleside Drive.
5. Install high-visibility crosswalk signs and markings on Ingleside Drive at 5th Street and 6th Street walkstreet crossings.
6. Install a stop sign for northbound Ingleside Drive at 6th 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. 6th Place Traffic Petition
 3. 4th Street One-Way Petition
 4. 4th 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 6th Street Restriction
 10. Estimated Traffic Counts with 4th Street Walkstreet
 11. Initial Recommendations Map



City of Manhattan Beach
Community Development
Traffic Engineering Division

Exhibit 1
Valley Drive – 1st Street to 7th Street
Neighborhood Study Area

Exhibit 2

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

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

The traffic counter which was placed on 6th 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 6TH PLACE
(300-400 BLOCKS)
500

Residents adjoining 6th 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 6th & 7th Streets

Signature	Print Name	Address
1. <i>Jack Williams</i>	Jack Williams	400 7 th St, M.B.
2. <i>Melanie Williams</i>	Melanie Williams	400 7 th 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 Kall's</i>	Luke Kall's	404 7 th St M.B.
6. <i>Brent Morgan</i>	Brent Morgan	336 7 th St. M.B.
7. <i>Kristen Zukley-Morgan</i>	Kristen Zukley-Morgan	336 7 th St. M.B.
8. <i>Andrew Judson</i>	Andrew Judson	416 7 th St, MB
9. <i>JEFF DRANDALL</i>	JEFF DRANDALL	416 7 th ST MB
10. <i>Kathleen Klineiman</i>	Kathleen Klineiman	412 7 th St MB
11. <i>MICHAEL KLINEMAN</i>	MICHAEL KLINEMAN	412 7 th St MB
12. <i>Sylvia Dominguez</i>	Sylvia Dominguez	420 7 th 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 th St
19. <i>MARTIN DEUR</i>	MARTIN DEUR	617 N. Valley Drive
20. <i>PAN YUGA</i>	PAN YUGA	436 7 th St
21. <i>FRANK HILLEBRAND</i>	FRANK HILLEBRAND	516 7 th St
22. <i>Wendy Pitts</i>	Wendy Pitts	516 7 th St.
23. <i>JOHN CONWAY</i>	JOHN CONWAY	512 7 th St
24. <i>Sherah Rusk</i>	Sherah Rusk	512 7 th St
25. <i>Sherah Rusk</i>	Sherah Rusk	512 7 th St

TO: CITY OF MANHATTAN BEACH, TRAFFIC ENGINEER

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

Residents adjoining 6th 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 6th & 7th Streets

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

TO: CITY OF MANHATTAN BEACH, TRAFFIC ENGINEER

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

Residents adjoining 6th 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 6th & 7th 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 Mellon	Sara Mellon	429 6TH ST MB
25.	Melvin Mellon	Melvin Mellon	429 6TH ST MB

TO: CITY OF MANHATTAN BEACH, TRAFFIC ENGINEER

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

Residents adjoining 6th 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 6th & 7th Streets

Signature	Print Name	Address
1. - <i>Carol A. Grimes</i>	Carol A. Grimes	421 6 th St. M.B
2. - <i>Dorothy Michel</i>	DOROTHY MICHEL	401 6 th St. M.B
3. - <i>R. H. Michel</i>	ROBERT H MICHEL	401 6 th 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~~ ^{east} 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:

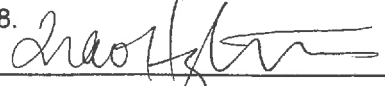



CONTACT PERSON: GayLa Rabin - gaylar7@verizon.net DAYTIME PHONE NO: 310-379-9665

ALTERNATE CONTACT: Helene Bono DAYTIME PHONE NO: 310-318-9641

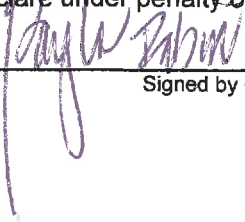
NOTE: Only one responsible signature per residence is required.

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.

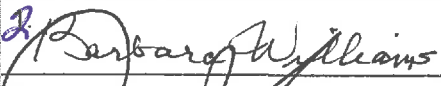

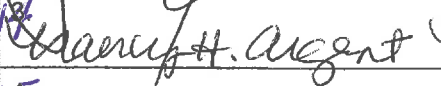
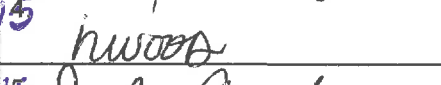
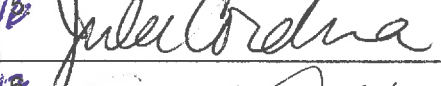
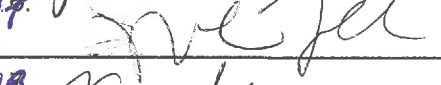




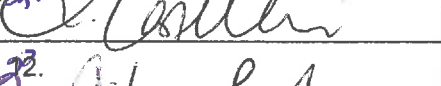



 Executed on 9/1/2015 in Manhattan Beach, California.

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 Sten	512 4th street	3/1/15
15.			
16.			
17.			
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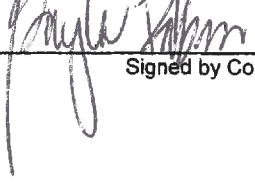
Total: 25 signatures

1 not available

Exhibit 3

20.			
21.			
22.			
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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
	Gayle Pabst	520 4th St MB CA	4/11/16
	BARBARA WILLIAMS	525 4th 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


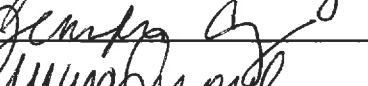
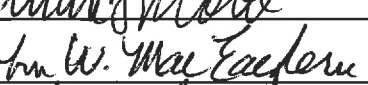


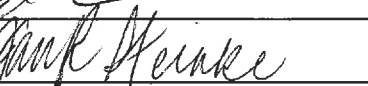
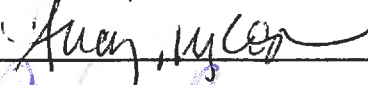

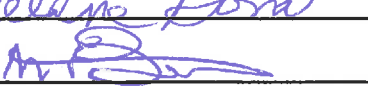
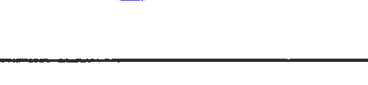
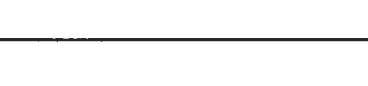

Date

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.			
14.			
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16.			
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22.			
23.			

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



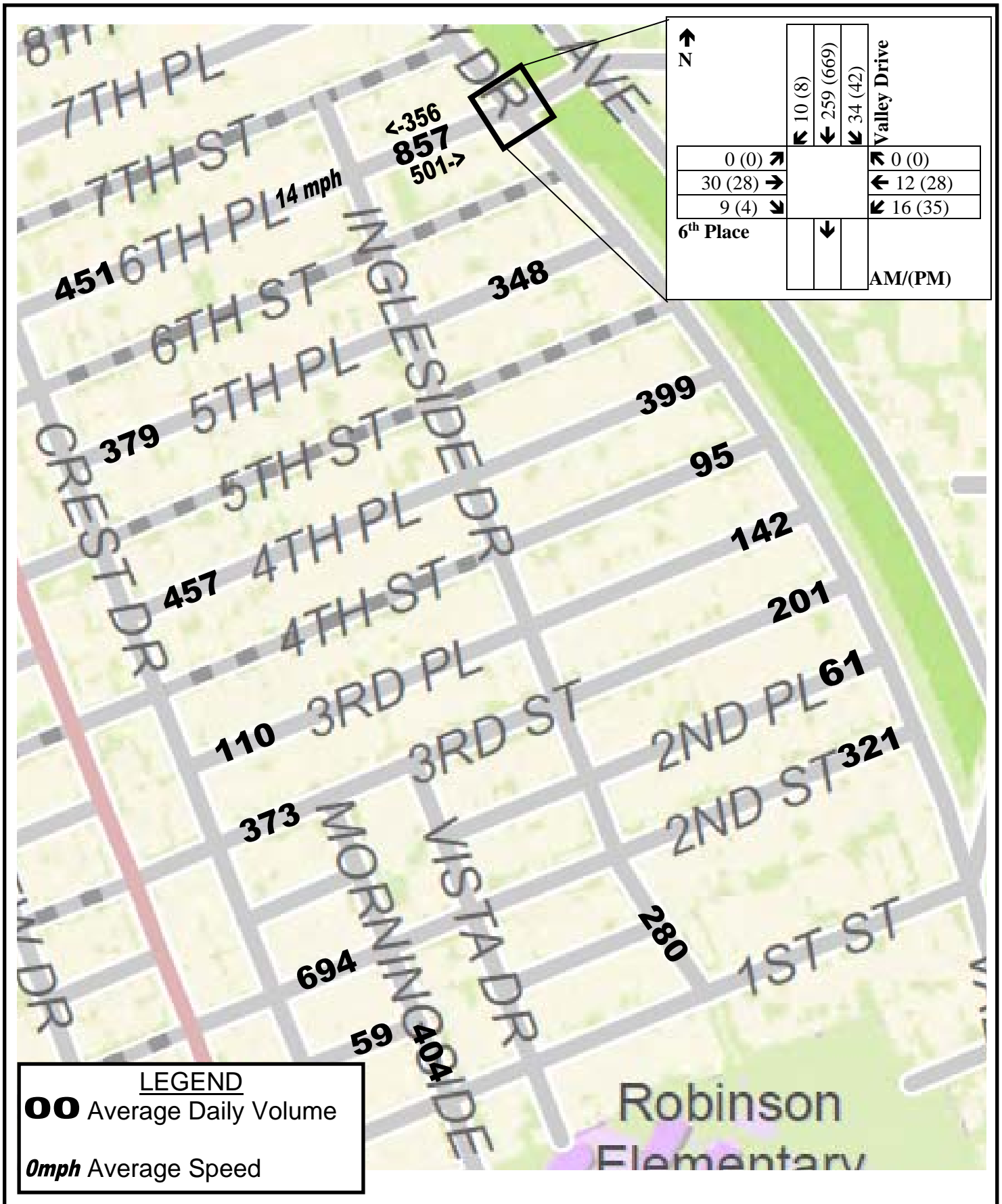
Signed by Contact

Executed on

4/18/16

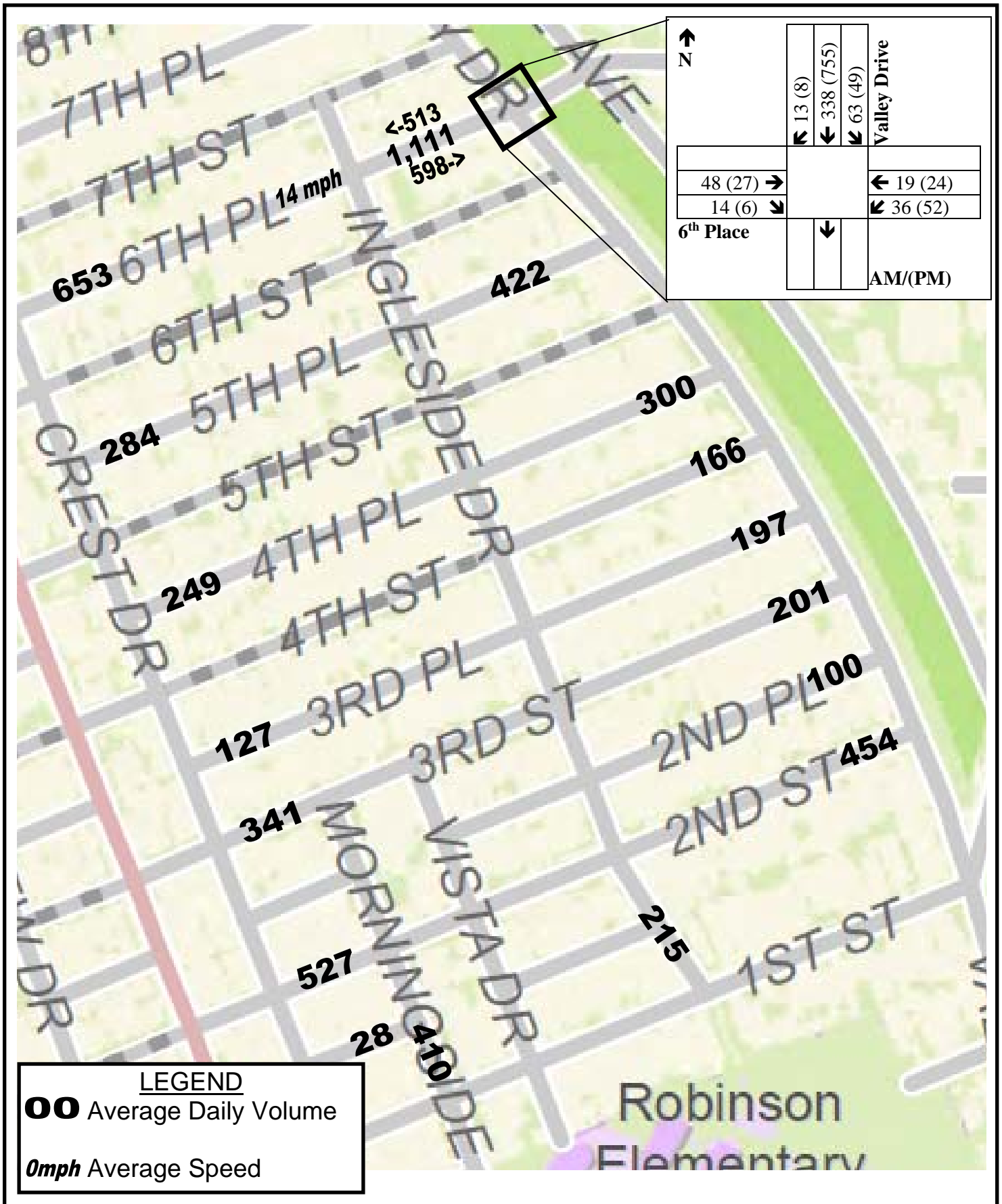
Date

in Manhattan Beach, California.



City of Manhattan Beach
 Community Development
 Traffic Engineering Division

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



City of Manhattan Beach
 Community Development
 Traffic Engineering Division

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



City of Manhattan Beach
VALLEY DRIVE- 1ST TO 7TH 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 th Street between Ingleside Drive and Valley Drive into a walkstreet.
42 <i>65</i>	58 <i>35</i>	2. Restrict traffic on 4 th 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 th 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 th 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 st Street and 7 th Street. (requires removal of private encroachments and 3 parking pads)
30 <i>57</i>	70 <i>43</i>	6. Prohibit westbound traffic on 6 th 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 th Place in the northbound direction.
15	85	8. Prohibit parking on both sides of 1 st , 2 nd , 3 rd , 4 th , 5 th and 6 th 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 th 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 1st to 7th Street Neighborhood Survey

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

When walking across Valley Drive from west to east at 4th 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 4th 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 6th 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

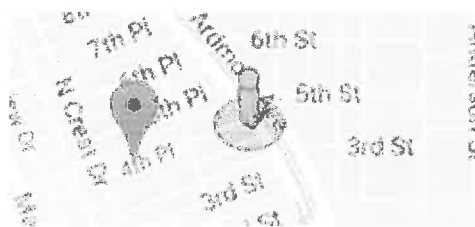
516 5th St



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 4th Street, this only moves the traffic issues to neighboring streets. Constructing a sidewalk on 4th 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 ^{the restrictions} 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 (1st - 4th) 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 6th Place Stop Sign on Valley

→ Drivers regularly blow through this stop sign (poor sign visibility) and regularly use excessive speed between 6th and 1st. 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 10th and 1st 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 5th 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, 1st Street to 7th Street
Manhattan Beach Private and Public Parking

Neighborhood City Survey, Valley Dr, 1st Street to 7th 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.

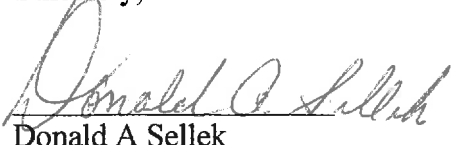
Street parking of Hermosa Beach Vehicles is an ongoing issue the closer one gets to the Hermosa Beach, Manhattan Beach city limits.

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 – 1st to 7th 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 1st 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 1st 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 1st Place

Manhattan Beach, CA 90266

**Abby Hacoheh
436 3rd 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 4th 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 3rd Street, Ingleside and 2nd 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 4th Street resident has rather disingenuously included a photo of the 400 block of 3rd 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 3rd Street and Ingleside between 3rd & 4th Streets shown on both weekdays and Saturdays:



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

3rd 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 3rd 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 Hachon
432/436 3rd 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 4th 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 5th Street

The 4th 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 4th 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 1st St - 7th 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

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 6th 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 4th Street traffic will only increase the burden on 6th place which already experiences an unfair load due to the cut between Valley and Ardmere. We are not in favor of a 4th 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 6th 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

--

Adam Goldston
AdamGoldston1@gmail.com

Erik Zandvliet

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 4th 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

LinkedIn: 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 1st — 10th ST

6th 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 4th St. into a walk St. The first 3 ideas all deal with a small section of 4th 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 1st – 4th 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 4th 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 – 1st to 7th Street Survey

Attachment to 320 3rd 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 (1st – 7th Street Valley)

I am not supportive of any changes that eliminate parking, change traffic flow or add signage. If the vast majority of 4th 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 6th 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 6th 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 3rd 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 6th 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 6th Place or 4th 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 3rd and 1st 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 6th St.

Comments

- ① If owners on 4th 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

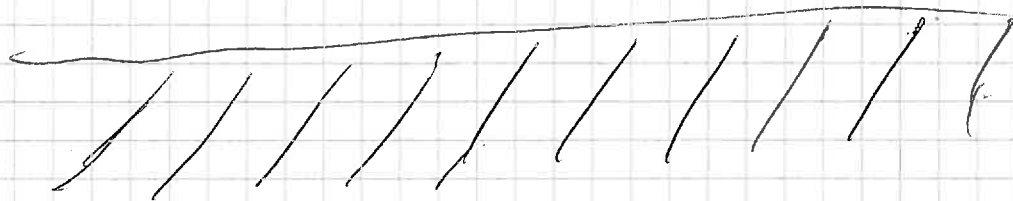
JOAN SKELTON

550 4th ST. N.E.

- 1) I would like to see 4th 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 4th 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

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 4th Street residents, but we live on 6th 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 4th Street, because it is narrow, visibility of possible pedestrians is poor, and it cannot remotely support two-way traffic. A casual inspection of 3rd, 4th and 5th streets (500 block) reveals that 4th street is unlike 3rd street (which is much wider) and very similar to 5th street – except that it is open to traffic. It is clear that 4th street was designed to be a walk street. The only purpose to allowing traffic on 4th 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 4th street entirely, and trust that the 4th 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 3rd 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 6th Place, you would expect me to support this measure. I do not. 6th 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 6th 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), 6th 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 3rd 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 2nd 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 6th 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 6th Place and Ingleside was expanded/remodeled several years ago. It sits on a small lot with approximately 60' of frontage on 6th Place where fencing and landscaping were installed at the lot line. The intersection is extremely dangerous as cars heading west on 6th 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 6th Street
310-372-4949

512 3rd Street

Please note that there is room for a sidewalk on the south side of 4th 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 3rd 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 4th St. a walk street. The 500 block of 4th St. is like all the other walk streets in the sand section. It is time to restore 4th 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 4th 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 4th near Valley, and a post on Ingle side and Fourth. Thanks for your consideration.

John & Anna Mae Eacker
540 4th 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 6th Street

ADDITIONAL SUGGESTIONS FOR TRAFFIC CALMING MEASURES

12. Designate 6th 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 6th Place and allow more options for exit from the area, along Ingleside Drive.

I live on 6th 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 6th St.

310-376-6629

yplandis@aol.com

City of Manhattan Beach

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

Unfortunately in your survey (or prior public discussion on this matter), there is no reference to any adverse affects that closing 4th Street to traffic or prohibiting west bound traffic on 6th Place will have on 5th Place. We are one of the few homes (540 along with 532 5th 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 5th Place as commuters will find the unrestricted path.

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

One additional comment; the condition of the alley streets, particularly on 5th 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 5th Place

COMMENTS ON CONVERTING THE 500 BLOCK OF 4TH 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 4th Street and were never intended to be walk streets. The 500 blocks of 5th and 6th Streets are configured very similar to the 500 block of 4th Street except they are walk streets.

If you look at the way it is configured, it is very similar to upper 4th 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 4th 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.

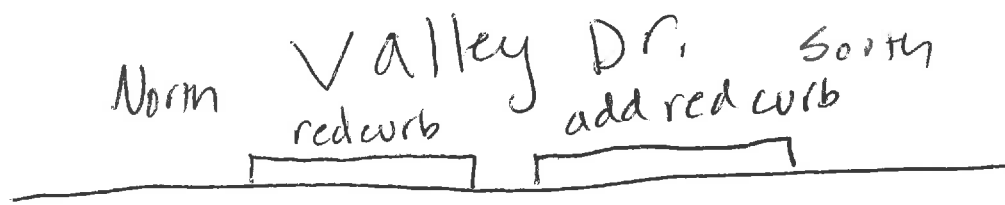
A handwritten signature in cursive script that reads "Russ Lesser". The signature is written in dark ink on a white background.

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~~ ^{demand} 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.

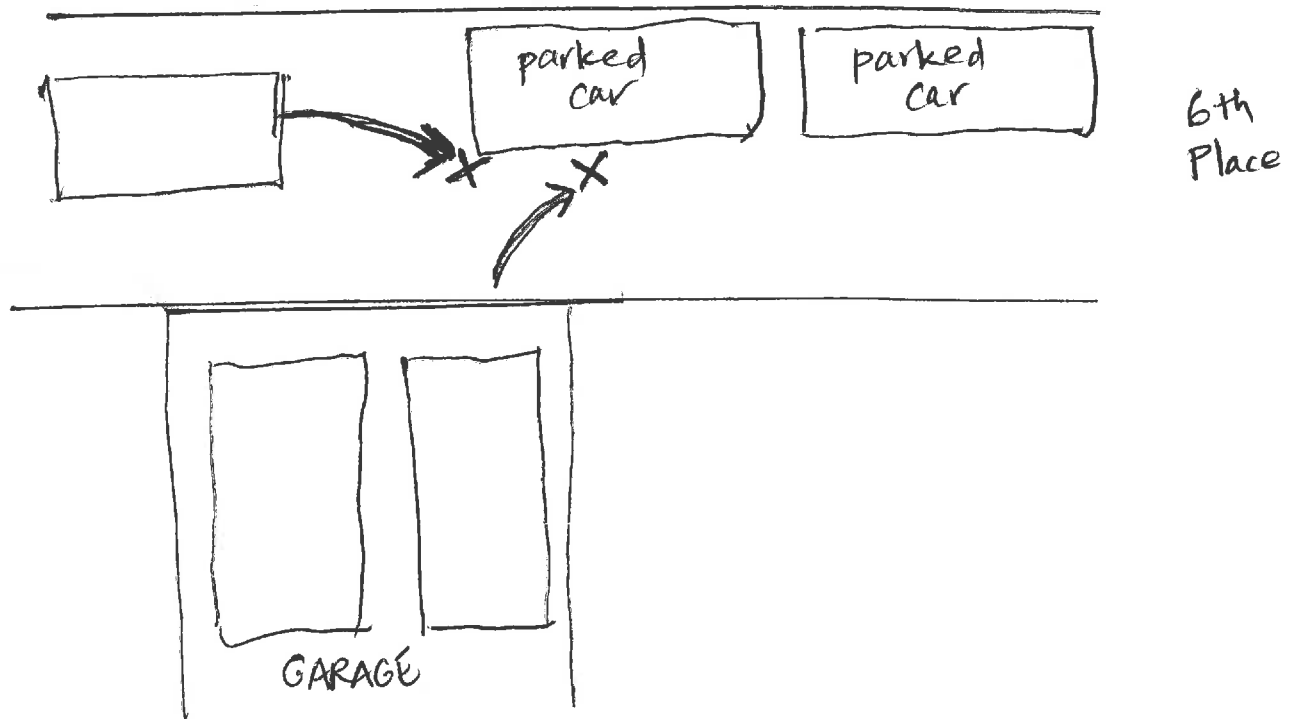
also - please add red curb to south side of ~~the~~ 4th place and valley to allow a safer right turn from vehicles exiting 4th place to valley.

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 – 1st to 7th Street Neighborhood Survey

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

Due to the **narrowness of 6th 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 6th 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 6th 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 4th 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 8th Street for 8 years.

Thank you for your consideration!

Channy & Jason Argent
504 4th Street

I highly suggest installing a sidewalk on Ingleside between 7th + 1st.

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 1st St. between ~~morning~~ morning side + ingleside needs to be addressed. No one uses the crosswalks at morning side + at ingleside to cross 1st 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 6th Pl
and
would like to suggest using the stop signs
that Hermosa is using at Gould? And more with
the flashing lights, especially at Ingle side
and 6th Pl. and Valley & 6th 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, ^(of the survey area) 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 ^(okay, not much of a) 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 3rd 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 4th 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 from 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 6th 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 – 1st to 7th 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 6th 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 6th 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 6th 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 6th 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 6th Place should be struck from the list of calming measures. We who own homes abutting 6th 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 6th 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 6th 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 6th Place) shouldn't hold equal weight to those residents' In Favor votes. The same can be said about the conversion of 4th 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 4th 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 6th 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 6th 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 4th 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 4th and Ingleside. My front door is on Ingleside, and I have no access to 4th 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 4th Place to get to my garage, and have only driven down 4th 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 3rd Place, avoiding 4th Street entirely. 4th 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 3rd and 5th.

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 3rd and 5th 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 4th 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 4th 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 4th 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 4th Street

Manhattan Beach, CA 90266

(310) 379-3579

10/18/16



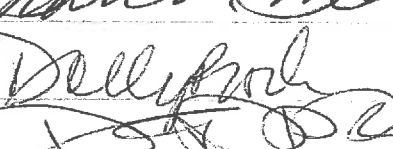

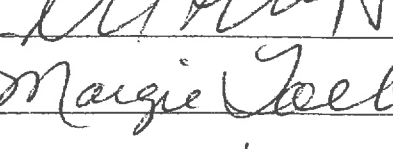
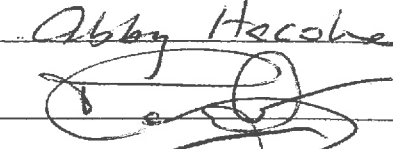
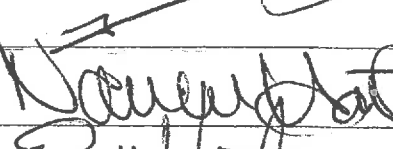
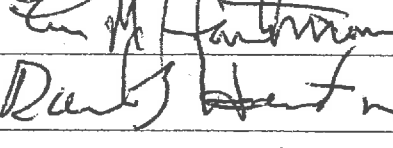
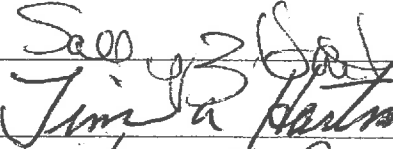
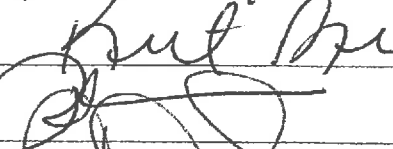


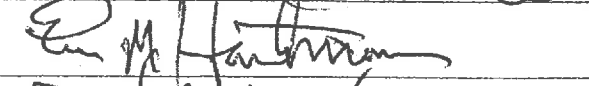
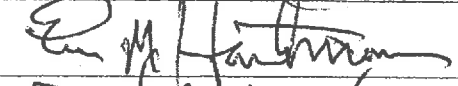
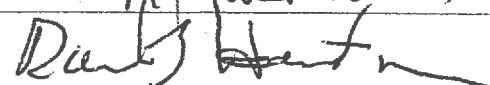
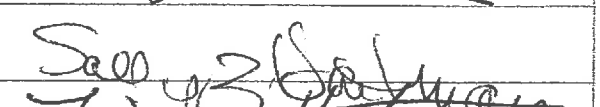
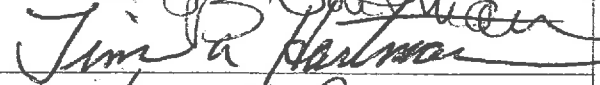
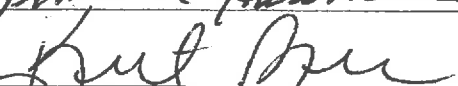
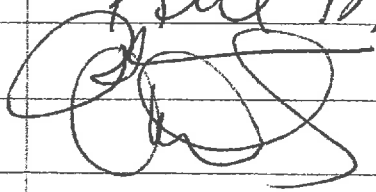
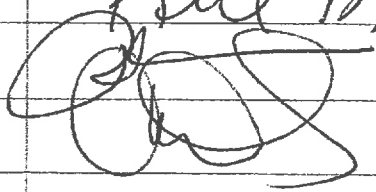
Petition To: Prohibit 500 Block of 4th Street Conversion to a Walk Street

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	Marthy
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 MCKINLEY	545 2ND ST	Reed McKinley
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	

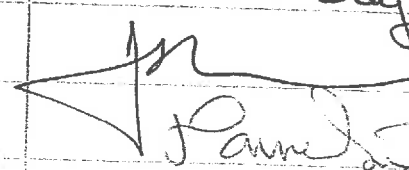
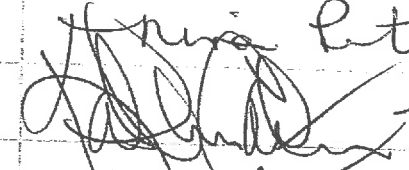
10/18/16

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 Corbett	528 3rd St	Conrad Corbett
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 rd Street	GRIFFIN
Travis Phillips	424 2nd St.	Travis Phillips
TERV TAUGNER	431 2 ND ST M.B.	Taugner
Velda Ishizaki	513 2nd St. M.B.	Velda Ishizaki
Wendy Cozen	556 3 rd ST MB	Wendy Cozen (WENDY COZEN)
Dimetrius Hajimihaliz	540 3 rd 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	Weir
Anders Eklor	200 Ingleside Dr MB	Anders Eklor
Stephen Johnson	500 2nd St. MB	Stephen Johnson

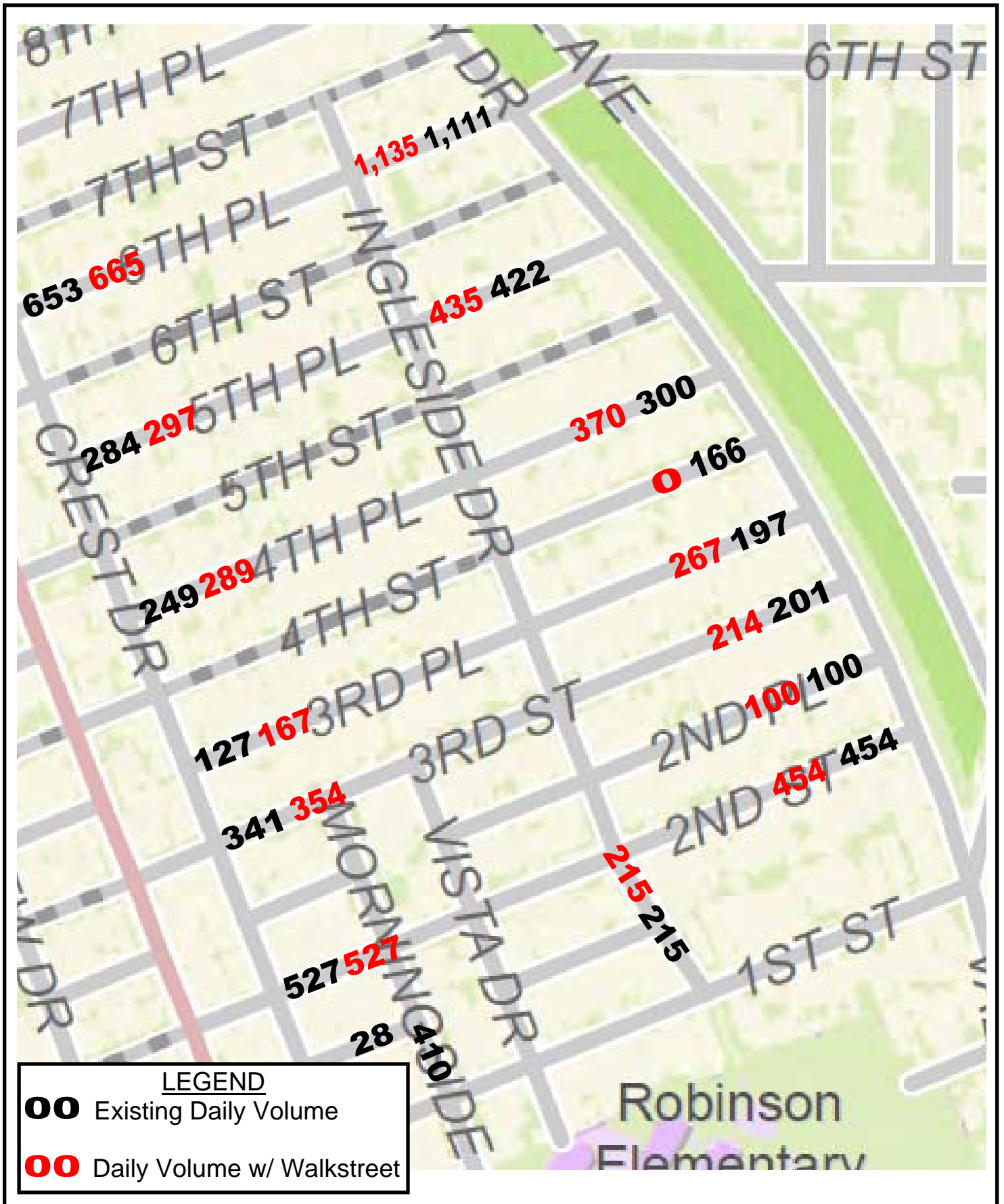
10/18/14

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

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

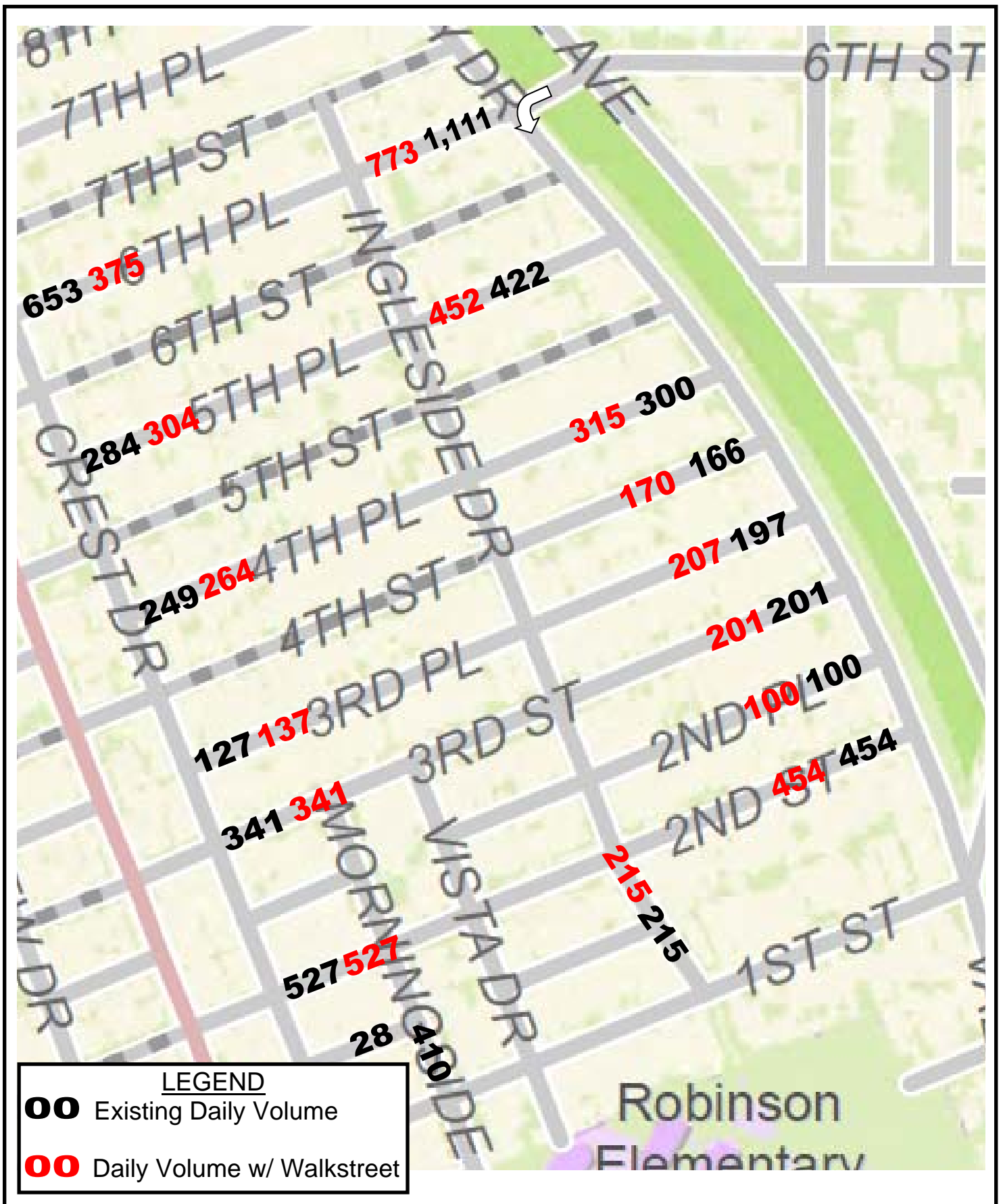
Mary Ann Lisch 433 3rd St. Manhattan Bch CA 90266
William Lisch 433 3rd ST MANHATTAN BCH 90266

Lara Tread 421 3rd St, MB, 90266 3108966620



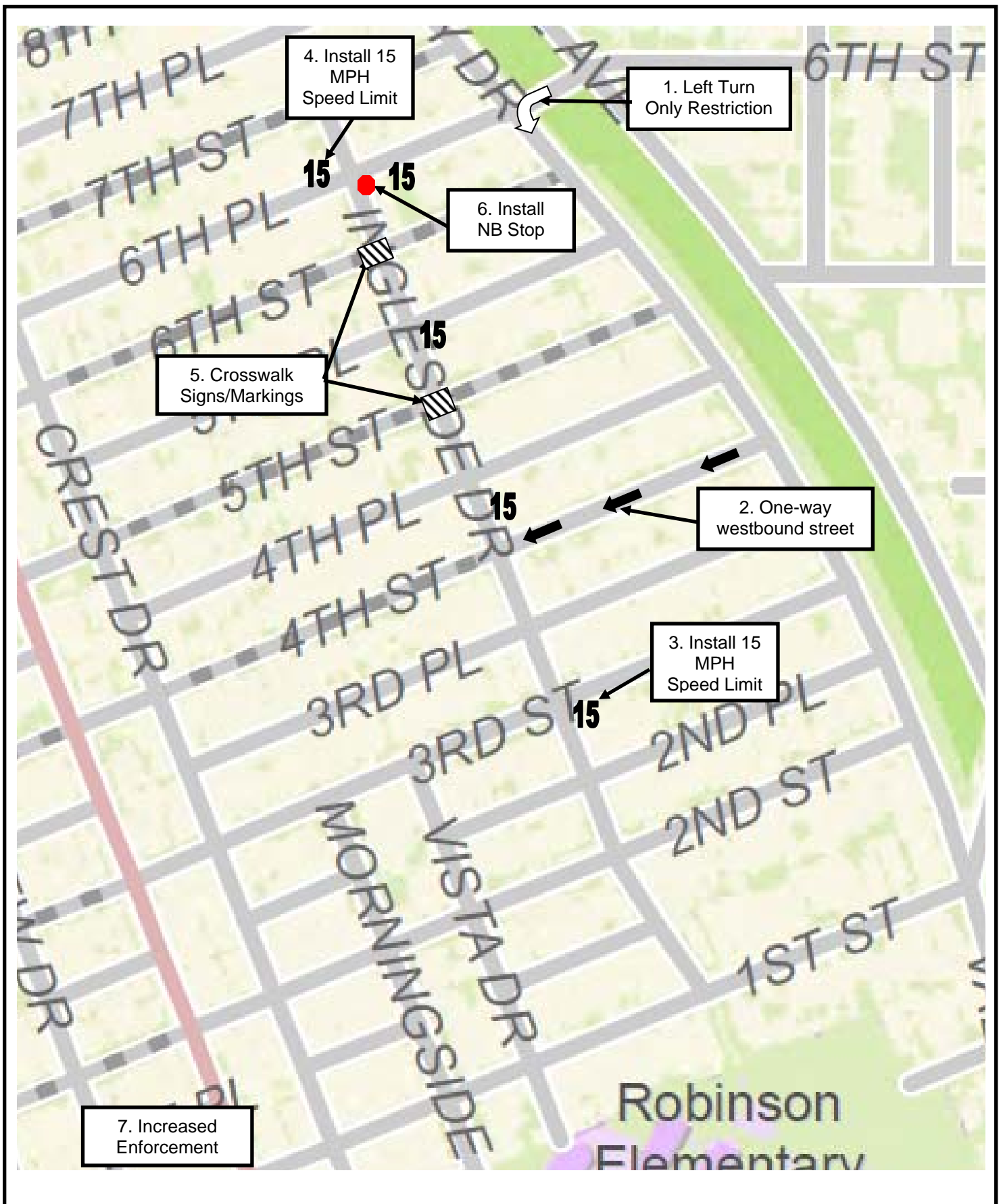
City of Manhattan Beach
Community Development
Traffic Engineering Division

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



City of Manhattan Beach
Community Development
Traffic Engineering Division

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



City of Manhattan Beach
Community Development
Traffic Engineering Division

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

**CITY OF MANHATTAN BEACH
PARKING AND PUBLIC IMPROVEMENTS COMMISSION
MINUTES OF A REGULAR MEETING
February 23, 2017**

A. CALL TO ORDER

The regular meeting of the Parking and Public Improvements Commission of the City of Manhattan Beach, California, was held on the 23rd day of February 2017, at the hour of 6:35 p.m., in the City Council Chambers of City Hall, 1400 Highland Avenue, in said City.

B. ROLL CALL

Present: Chairman King, Fournier, Delk, Nicholson, Lipps.
Absent: None.
Staff Present: Traffic Engineer Erik Zandvliet, Lt. Andrew Harrod, Battalion Chief Scott Hafdell
Clerk: Angela Soo.

C. APPROVAL OF MINUTES

02/23/17-1 October 27, 2016

MOTION: Chair King made a motion to approve the minutes with no corrections. The motion was seconded by Commissioner Delk.

Ayes: Fournier, Delk, Chair King, Nicholson, Lipps.
Noes: None.
Abstain: None.
Absent: None.

D. AUDIENCE PARTICIPATION

Chair King opened Audience Participation (3-Minute Limit).

There was no audience participation.

Chair King closed Audience Participation.

E. GENERAL BUSINESS

02/23/17-2 Valley Drive Neighborhood Traffic Management Study Report

Traffic Engineer Zandvliet summarized the staff report, pointing out a correction on page 1, last paragraph, first sentence, should read "In March 2015, the City received a

petition from residents along 4th Street between Ingleside Drive and Valley Drive to convert 4th Street to a one way ~~eastbound~~ westbound street.” He also noted that 15 additional survey results were submitted after the agenda posted, but the late submissions did not change the overall percentages of the findings.

In response to a question by Commissioner Lipps regarding bulb outs on Ingleside Drive, Traffic Engineer Zandvliet explained how they would be installed but said that is not one of the recommendations at this time. Downtown has examples of curb bulb outs.

Commissioner Fournier referred to an email from a resident who conducted his own parking count and asked if the City conducted one as well.

Traffic Engineer Zandvliet said the City did not conduct a parking count and that the seasons greatly affect parking availability. He further added that the Downtown Specific Plan recommends updating the Downtown Traffic Management Plan to address overflow parking demand. He then invited Manhattan Beach Fire Department Battalion Chief Scott Hafdell to the podium.

Commissioners Delk, Nicholson and Fournier asked Battalion Chief Hafdell about access to walkstreet homes in an emergency, walkstreet bollards and speed humps. .

Battalion Chief Hafdell said responders will typically use the alleys, but sometimes it can be restricted due to parked cars or narrow widths, but they would use the same protocols as other walkstreets. He noted there are other obstructions on a walkstreet, such as gas lamps, basketball hoops and other playground items. Battalion Chief Hafdell said the Fire Department prefers not to have any speedbumps because they create a lot of stress on the engines.

In response to a question by Commissioner Fournier, Traffic Engineer Zandvliet confirmed that two extra parking spaces would be created with a walkstreet conversion because there would be more curb space on Valley Drive.

Chair King, Commissioners Lipps and Fournier asked Lt. Andrew Harrod to share his perspective on 4th Street. Lt. Harrod said there was no accident history on record, but that not all accidents should or need to be reported. He explained the Police Department prefers installing traffic calming measures to encourage driver compliance prior to enforcement action. Lt. Harrod said a walkstreet closure would hinder police officers’ ability to gain access, and construction sites also present a hindrance in the alleys.

In response to a question by Chair King, Traffic Engineer explained the reason for a red curb at Ingleside Drive and 4th Street was to provide adequate turning radius.

Lt. Harrod added that this section of town was developed without a master street plan and evolved to what it is now.

Chair King opened Audience Participation and reminded speakers to limit their comments only to new information that would be helpful for the Commission.

Audience Participation

Ron Hacohen, 436 3rd Street, is against the walkstreet conversion and said the petition has nothing to do with safety, but is a land grab opportunity to increase property values. A trial is not necessary to conclude the negative impact this would have to surrounding neighborhoods.

Peggy Nisen, 504 3rd Street, does not support the walkstreet and said that section of 4th Street was never a walkstreet. She is concerned with the loss in parking and submitted an additional page to be included with the last petition she submitted.

Milan Smith, 509 2nd Street, is against the walkstreet and noted the increased traffic and construction activity in the neighborhood. He pointed out the survey results showed a 2:1 ratio against the conversion and urged the Commission to reject the closure. It is unfair to make their neighborhood better and his worse.

Michele Colman, 501 3rd Street, does not support the walkstreet and advised the parents to exercise more supervision over their children. She believed petitioners want to increase their property values.

John Porter, 341 3rd Street, is not in favor of a walkstreet and said he often witnesses emergency vehicles having difficulty driving down 3rd Place because many cars are parked opposite to a garage. A walkstreet conversion would further exacerbate the problem causing a public safety hazard.

Cindy Kohlmler, 541 2nd Street, does not support closing 4th Street and disagrees with the Traffic Engineer's findings that traffic would not change on 2nd or 1st streets. She is very concerned about losing any parking and remarked that people often use her street for long-term parking because there are no parking restriction signs in place. She also believes petitioners want to increase their property values.

Jan Schulte, 409 6th Place, said he has sent two petitions to the City, one in 2008 and one last year, regarding traffic and speeding problems at 6th Place. He would like a one-way street, partial one-way or speed humps that have been installed elsewhere.

Seven Glass, 324 7th Street, said people should park all the way in their driveway so they are not obstructing the street. This makes it difficult for people to get out of their garages. He usually sees a car is 10% in the driveway and 90% in the street. He would also like to see more enforcement of bicyclists on The Strand.

James McCormick, 545 3rd Street, does not see a compelling reason for the walkstreet except to provide a safer method for children walking to school. In that case, he

said a sidewalk should suffice and anything more extreme would make current conditions worse.

John Peets, 433 6th Street, said he does not favor restricting traffic coming into his alley. He said there are too many signs that are not obeyed. He suggested focusing on measures that work. He stated his desire to remove two alley parking spaces on the north side of 6th Place because they restrict traffic flow. He also supports 4th Street walkstreet conversion because it is the only way to encourage people to park in their garages. He suggested the City conduct a pilot program to clear out garages.

John Maceachern, 540 4th Street, is in favor of making 500 block of 4th Street a walkstreet. He conducted a parking availability study in the neighborhood on different days and times, and submitted his findings to City Hall. He found that an average of 71 parking spaces were available during his study. He stated there are 18 spots on 4th Street if a 22-foot spacing is used. Two new spaces would be created on Valley Drive with the walkstreet conversion, bringing the net lost spaces to 16. He felt the neighborhood can accommodate the remaining cars and supports doing a six-month trial.

Gayla Rabin, 520 4th Street, supports the walkstreet and provided some historical background. She and another resident personally measured the width of all the walkstreets from 4th to 11th streets. The measurements ranged from 17 feet 11 inches to 21 feet 9 inches. Her block measures 20 feet 4 inches. She speculated her block was never a walkstreet because the church wanted parking for its parishioners. She supports a six-month to one-year walkstreet trial.

Stacy Myrose, 501 4th Street, supports a walkstreet conversion and said she only used 4th Street twice due to the dangerous conditions it presents. She has had to back up on 4th Street because of an oncoming car. She felt walking on 4th Street also poses a danger due to speeding cars. She pointed out that the street footprint is identical to the 400 block of 4th Street, whether or not it was previously a walkstreet. She said a net loss of 16 parking spaces should not affect residents because the area is zoned for two-car garages. She urged a trial in order to accurately assess the impact based on facts.

Nancy Lemm, 508 4th Street, favors the walkstreet conversion because she is concerned about safety and liability. She noted another collision with a parked car occurred since the October meeting but was not reported. She calculated the actual net parking spaces lost would be at 12 when taking into consideration red curb needed for private walks, and the addition of two parking spots on Valley Drive. She said 4th Street is also used for long term parking, which is a problem that should be addressed separately. She believed a one-way street would not adequately address the safety hazards and urged testing the walkstreet during a trial period.

Linda McLoughlin Figel, 533 4th Street, supports the walkstreet and recommended a trial to allow everyone to properly evaluate the actual impact.

Terry Boyle, 508 3rd Street, does not support the walkstreet conversion and said there are many tools to choose from to address the safety concerns. He believed a trial would be flawed and should only be used as a last resort. He also said parking conditions will change when children will grow up and get their own cars.

Blair Bartlett, resident, supports a walkstreet because lower 4th Street was designed to be a walkstreet and cannot safely accommodate two-way traffic, let alone one-way traffic. She urged the trial proposal.

Marc Castellani, 521 4th Street, supports the conversion and believed it would not set a precedent for other streets because that block is unique. 4th Street is at the end of an existing walkstreet and adjacent to another walkstreet, 5th Street. The street is narrower than other streets to the south. The street is also short at 400 feet long and does not connect to any major thoroughfares. He said the street resembles a walkstreet and has no sidewalks because it was originally designed for that purpose.

Brendan Harrington, 524 4th Street, supports a six-month trial so that emotions do not impede making a decision based on facts. He suggested tagging all the cars to document where they are parking.

Michael Kahn, 505 3rd Street, is opposed to the walkstreet, but in favor of sidewalks and one-way street options. His first concern was setting a precedent by approving the walkstreet, allowing other neighborhoods to request similar modifications. His second concern was safety where the eliminated parking spots would increase congestion in other thoroughfares and also affect emergency vehicle access. His third concern was a potential increase in liability against the City due to emergency responders having more difficulty accessing a home due to congested streets.

Sarah Grasso, 540 5th Place, does not support the walkstreet because it would increase traffic on 5th Place, which already experiences high traffic volumes. She said there has been no mention of the impact to 5th Place. She indicated the alleyway pavement condition is deplorable in front of her house. She did not think the street was designed to handle that amount of traffic. She supports adding sidewalks and also mentioned two parking spots on 6th Place and Ingleside Drive that obstruct traffic flow.

Sally Alder, 510 2nd Street, does not support the walkstreet because parking is already a major problem in the area, especially on street sweeping days. The 500 blocks of 2nd and 3rd streets do not have mandatory street sweeping, which means surrounding neighbors with signs installed on their blocks will use her street to park on enforcement days.

Barbara Williams, 525 4th Street, supports the walkstreet proposal because it was originally designed as such.

Shannon Murphy Castellani, 521 4th Street, lead petitioner for the walkstreet, thanked the Commission and Traffic Engineer Zandvliet, and explained her reasoning for

starting the petition. She has a two and four-year-old, and has seen two car accidents since this petition process began. Her intention is not to take parking away and would just like a trial attempt to gauge actual impact to neighborhood.

Jim Horner, 341 5th Street, is against the walkstreet proposal because parking is sacred in the City, even just one spot. He referenced a previous hearing to remove one parking spot at 217 4th Place because encroaching upon a neighbor. The request was turned down because not enough parking in the area. The issue is not an emotional one, but simply a scarcity in parking.

Chair King closed Audience Participation.

Commission Discussion

Commissioner Delk said he clearly does not believe 4th Street is wide enough to be a two-way street, but is suitable for one-way traffic flow. He appreciates the safety and parking concerns, as well as the potential impact to other streets.

In response to a question by Commissioner Lipps, Traffic Engineer Zandvliet confirmed the net loss in parking spaces would be approximately 18, depending on car size and red curb markings.

In response to a question by Commissioner Lipps, Traffic Engineer Zandvliet confirmed no other street south of Manhattan Beach Boulevard has the same characteristics of the 500 block of 4th Street.

In response to a question by Commissioner Nicholson, Traffic Engineer Zandvliet confirmed that by installing a Left Turn Only restriction at 6th Place would divert some traffic to 5th Place. He further explained the various traffic diversion onto 1st Street or Manhattan Beach Boulevard.

Commissioner Nicholson said it would be wonderful for 4th Street petitioners to have a walkstreet, but questioned at what cost to the community. He struggles with losing 18 parking spaces given all the efforts made toward parking management.

Commissioner Fournier reiterated his top three concerns – safety, parking and traffic flow. He learned more about the safety aspect after hearing from fire and police. He is concerned about backing out onto Valley Drive. He is not in favor of closing off 4th Street because it would mean the loss of 18 parking spaces, though he appreciated the resident's Parking Availability Survey. Should the Commission decide to do a walkstreet trial, he would only support doing a three-month duration in April, May and June.

In response to a question by Chair King, Traffic Engineer Zandvliet explained the three petition requests.

Chair King said he does not believe petitioners are seeking a land grab opportunity but does foresee traffic impacts regardless of what is implemented. Traffic Engineer Zandvliet confirmed no parking would be lost if the block turned into a one-way street going westbound. Chair King figured the one-way option would improve safety by 50% because traffic would only be going in one direction. It would also potentially serve as a traffic calming measure and eliminate the backup problem with two opposing vehicles.

MOTION: Chair King made a motion to recommend Item No. 1 (Post a Left Turn Only restriction for westbound traffic on 6th Street at Valley Drive). The motion was seconded by Commissioner Nicholson.

In response to Commissioner questions, Traffic Engineer Zandvliet further explained survey findings and discussion followed.

Commissioner Lipps said he does not support installing the stop sign because it just shifts the problem elsewhere without really solving the issue. He was surprised the survey results did not show 100% support for the 15 mph speed limit signs.

Ayes: Delk, Chair King.
Noes: Fournier, Nicholson, Lipps.
Abstain: None.
Absent: None.

Discussion followed on how to proceed with the next motion.

MOTION: Commissioner Nicholson made a motion to recommend Item No. 2 (Restrict traffic to one-way westbound on 4th Street between Valley Drive and Ingleside Drive, with parking on the north side). The motion was seconded by Commissioner Lipps.

Discussion followed on implications of approving this motion before other motions. The Commission then agreed it should first address the complete street closure.

Commissioners Nicholson and Lipps subsequently withdrew their motion and second.

Chair King asked the Commission if there is a motion to recommend the conversion of 4th Street to a walkstreet. There was no motion made by the Commission.

MOTION: Commissioner Nicholson restated his motion to recommend Item No. 2 (Restrict traffic to one-way westbound on 4th Street between Valley Drive and Ingleside Drive, with parking on the north side). The motion was seconded by Commissioner Lipps.

Discussion followed.

Ayes: Lipps, Nicholson, Chair King.
Noes: Delk, Fournier.

Abstain: None.
Absent: None.

MOTION: Commissioner Lipps made a motion to approve Item Nos. 3, 4, 5, 6 and 7 in staff's recommendation. The motion was seconded by Commissioner Nicholson.

Traffic Engineer Zandvliet recited recommendations numbers 3 through 7.

Ayes: Fournier, Delk, Chair King, Nicholson, Lipps.
Noes: Delk, Fournier.
Abstain: None.
Absent: None.

F. OTHER ITEMS

02/23/17-3 Monthly Revenue and Expenditure Reports: Receive and File

In response to a question by Chair King, Traffic Engineer Zandvliet explained the items typically purchased under warehouse charges.

Received and Filed.

02/23/17-4 Staff Follow-Up Items

Traffic Engineer Zandvliet gave an update on crosswalk improvement project at Highland Avenue and 38th Street. The project requires coordination with a gas line project and should be completed before peak summer months.

Traffic Engineer Zandvliet provided an update on Gelson's Market, which had its first introduction with Planning Commission with a continued public hearing scheduled for March 22, 2017.

Traffic Engineer Zandvliet introduced the new Interim Community Development Director Anne McIntosh and provided other City staffing updates.

02/23/17-5 Commissioner Items

Commissioner Lipps said a Citywide campaign should be put forth to get people to park in their garages. He suggested giving incentives by helping people organize their clutter and hold a community garage sale day.

Traffic Engineer Zandvliet said the effort would be an appropriate project for Leadership Manhattan Beach.

Commissioner Fournier thanked staff for all the hard work put into the neighborhood traffic study. He apologized for getting ahead of the process, but said the process went well.

Commissioner Fournier said parking meters sometimes have difficulty reading credit cards with chips.

Commissioner Delk said at least 10 people come into his restaurant who cannot get their chip credit cards to work.

Traffic Engineer Zandvliet said he will look into the issue.

Commissioner Fournier requested Traffic Engineer Zandvliet reach out to specific residents in addressing their concerns, such as **Ms. Myrose** with her issue of having to back up on 4th Street onto Valley Drive. He feels the effort would go a long way.

Traffic Engineer Zandvliet said he would follow up with **Ms. Myrose** and anyone else who had side comments, such as requests for red curbs.

Commissioner Fournier asked about the street sweeping sign issue on 2nd Street, as brought up by **Ms. Alder**.

Traffic Engineer Zandvliet explained the resident petition process to install street sweeping signs.

Commissioner Nicholson referred to an email from a female resident who cannot back out of her garage onto 6th Place due to parked cars in two particular spots. He inspected the parking spots and agreed they should not be there.

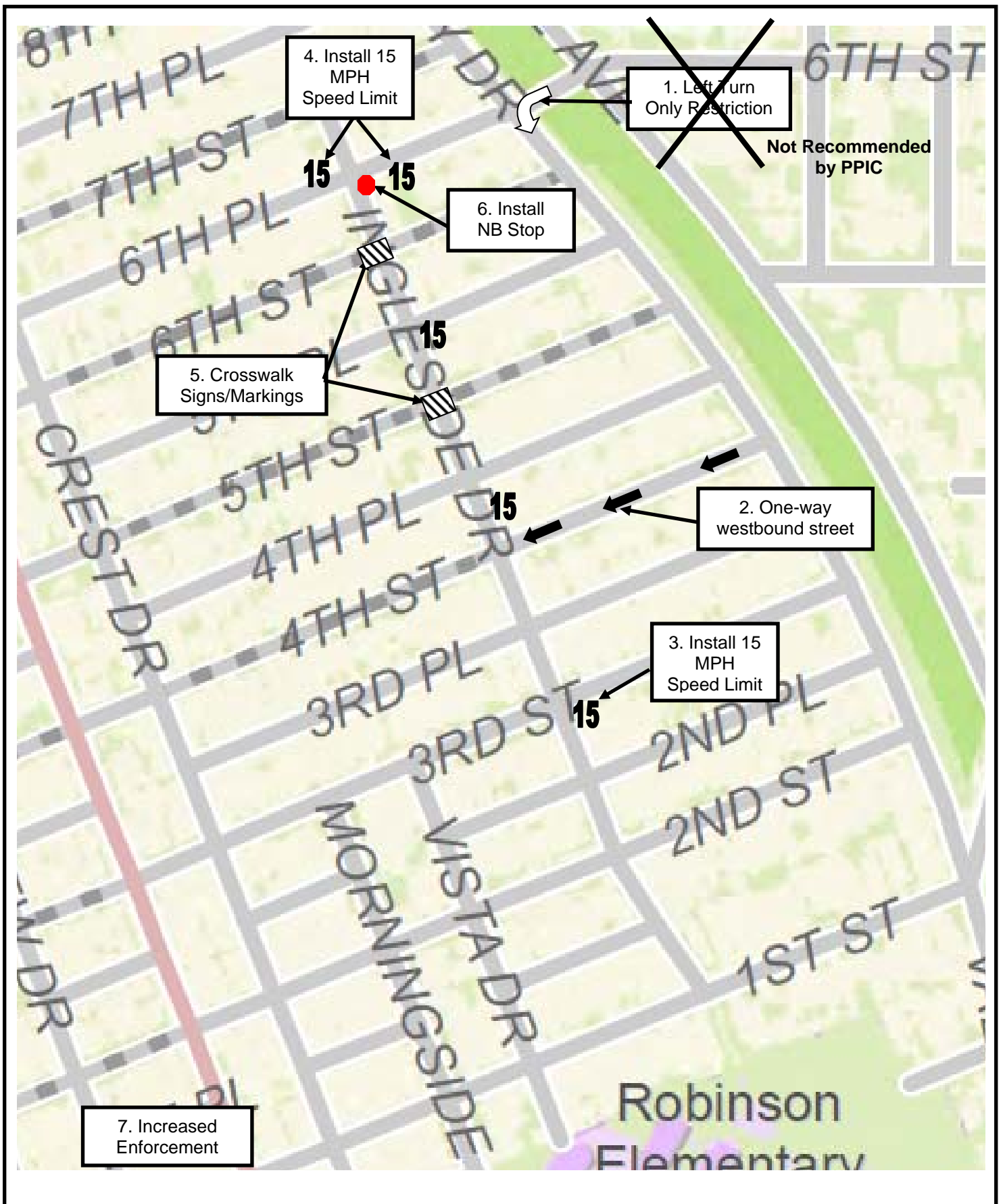
Traffic Engineer Zandvliet said he will reach out to her and noted she can access her garage from one direction, but not the other. He said he will take measurements and consider removing one or both spots if needed. Removing a spot would not require a meeting because considered a safety concern.

Commissioner Nicholson thanked Traffic Engineer Zandvliet for his good work.

Chair King adjourned the meeting.

G. ADJOURNMENT

The meeting was adjourned at **8:51 p.m.** to the regular Parking and Public Improvements Commission Meeting on Thursday, March 23, 2017, in the City Council Chambers of City Hall, 1400 Highland Avenue, in said City.



City of Manhattan Beach
Community Development
Traffic Engineering Division

Attachment 3
Valley Drive – 1st Street to 7th Street Neighborhood
Recommended Initial Traffic Calming Measures

ATTACHMENT 4

Valley Drive
Neighborhood Traffic Management
Study
Initial Recommendations

Correspondence Received

After

February 23, 2017 PPIC Meeting
Agenda Posting

ERIK.

JUST A FEW COMMENTS. I THINK THAT CONVERTING 4TH STREET TO A WALK ST. IS GREAT FOR THOSE RESIDENTS. BUT WILL INCREASE TRAFFIC ON OTHER LOCATIONS, 6TH PLACE FOR EXAMPLE.

WHY WOULD THE CITY TAKE AWAY WHAT LITTLE PARKING THERE IS #8

POSTED SIGNS ARE INEFFECTIVE AS THE PAINTED ONES

TRAFFIC ENFORCEMENT IS HARD, NO PLACE TO HIDE. WHY IS THERE ONLY ONE OPTION FOR 6TH

LASTLY ONLY ONE SUGGESTION FOR 6TH PLACE, I WOULD LIKE TO SEE A ONEWAY FULL OR PART TIME.

QUESTION: WHY WAS THE PARKING PLACE AT THE END OF INGLE SIDE TAKEN AWAY NORTHERN

REGARDS

JAN SCHULTZ

Erik Zandvliet

From: alan waxman <alanwaxman@gmail.com>
Sent: Monday, February 27, 2017 10:52 PM
To: Erik Zandvliet
Subject: Preserve our Parking

I am Opposed to making the 500 block of 4th st a walk street. This would reduce available parking in the area by approximately 20 spaces.

Traffic flow in the area has adjusted over 25 years and is NOT broke. Please don't try to fix it to please a few home owners at the expense of most homes in the area.

Thanks

Alan Waxman 433 3rd st 90266

Erik Zandvliet

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 4th 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

Mobile: 310.600.2289

LinkedIn: 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 a 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 a 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%?



Cindy Kohlmeier

541 2nd Street, Manhattan Beach CA 90266

February 25, 2017

Erik Zandliet, City Traffic Engineer
Parking and Public Improvements Commission
Neighbors on the 500 Block of 4th Street

Dear Neighbors,

At the 23 February 2017 Thursday's Commission meeting, I appreciated hearing the results of the neighborhood survey and the recommendations of the City Traffic Engineer, as well as having the opportunity to speak and hear my neighbors speak during the public comment period. I also appreciated the thoughtful consideration the Commission gave to each of the 3 neighborhood petitions and the City Traffic Engineer's recommendations.

I support the Commission's recommendation to temporarily convert the 500 block of 4th Street into a one-way street and look forward "participating" as a near-by resident and to the results. I think this change will definitely calm the traffic on this block. I personally believe converting to one-way east bound would have an even greater positive effect and realize this change would move the parking to the other side of the block, something not all residents may agree to.

I also support the Commission's action to not support the petition to turn the 500 block of 4th Street into a walk street.

Everyone would like to live on a walk street. Yes, there are inconveniences. And living on a walk street is a net positive. In no particular order, walk streets increase property value, offer a gathering place for neighbors, increase the sense of community, provide a safe playground for children, create an open space free from cars in front of homes, etc. - for the residents who live on the walk street. I would like to emphasize the phrase "for the residents who live on the walk street."

Neighbors on surrounding streets reap some of these benefits, as well. And neighbors on surrounding streets also experience the negative impact of living near and not on a walk street. The 500 block of 4th Street is one striking example. This block is filled with cars at all times largely because it is adjacent to two walk streets. Even if every household on 4th Street parked their cars in their garages, the street would still be full. And if this block were

turned into a walk street, those cars would move to further fill the already crowded 400 & 500 blocks of 3rd Street, 2nd Street, and 1st Street.

I have no doubt that the mother who initiated the 4th Street petition after witnessing two accidents in front of her home began her campaign to address safety concerns. I also have no doubt that other 4th Street residents have their own reasons for wanting to live on a walk street and they are not all about safety.

I appreciate the Commission's recommendation to implement additional safety measures in our neighborhood in the form of stop signs and speed limit signs and traffic enforcement. I encourage the City Traffic Engineer and Commission to more fully consider additional measures such as sidewalks, long-term parking restrictions, increasing site lines at corners, reduced speed limit on Valley, stairs and crosswalks to the green belt, etc.

When our neighborhood was designed families were smaller. Most families / households had one car. The original houses were primarily summer cottages less than 1000 square feet with detached garages and yards. Many homeowners only visited on the weekends or holidays. Photos from the 60's and 70's show that not every lot had a house on it. What is now the green belt was a train track. The composition of our neighborhood has changed dramatically since the times referenced by residents in Jan Dennis' book on Manhattan Beach. I invite us all to come together to identify contemporary solutions to our neighborhood's challenges.

Kind regards,



Cindy Kohimilier


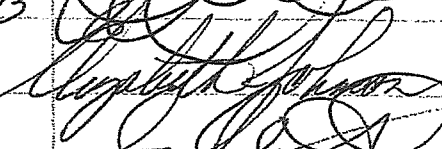
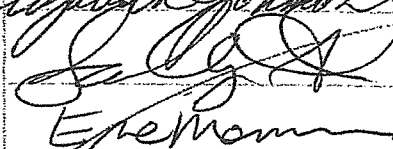
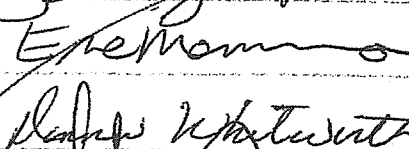
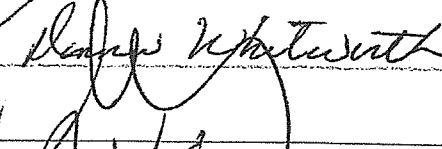
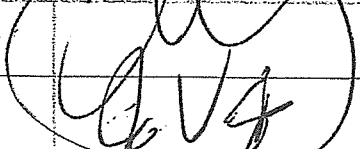

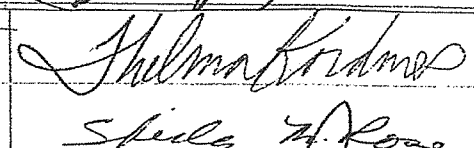
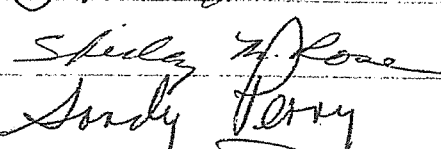
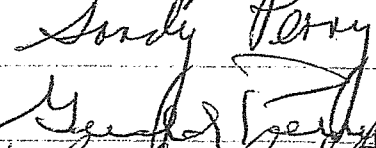
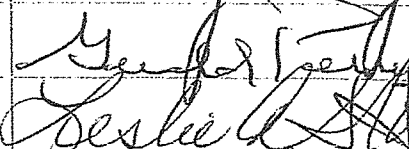
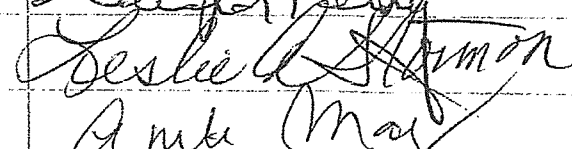
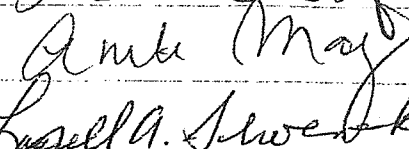
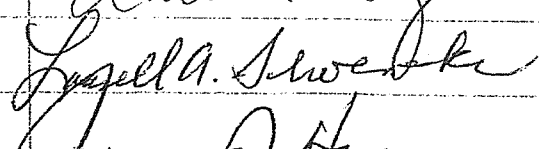
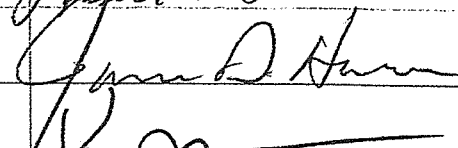
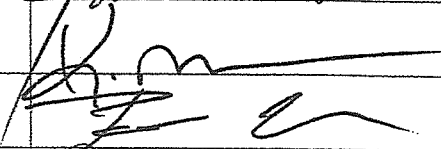
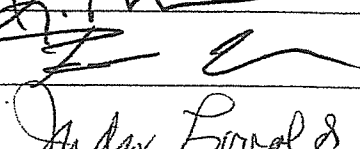
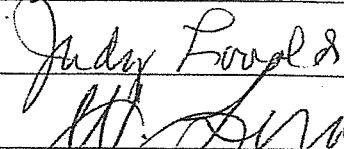
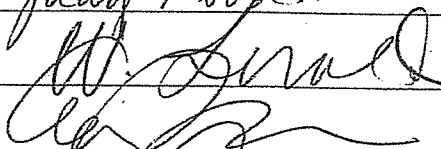
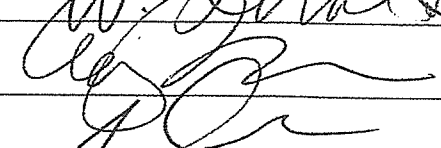

SUBMITTED BY PEGGY NISEN
2/23/17

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

Printed Name

Address

Signature

Cindy Kohl Miller	541 2nd Street, MB	
ELIZABETH JOHANSON	500 2nd Street MB	
Sally Alder	510 2nd St MB	
Eve Memmo	536 2nd St, MB	
Hanna Whitworth	512 2nd St. M.B	
MILAN SMITH	509 2nd N MB	
Roger VanRaman	509 3rd St.	
Thelma Kordones	337 5th St	
SHIRLEY ROSE	332-5th St.	
SANDY PERRY	336 5th St	
Gerald E Perry	336 5th St	
Leslie Stormon	341 5th	
ANITA MAY	340 5th St.	
LAURELL SCHWENKER	337 5th St.	
JAMES D. HORNER	341-5th St.	
Karla Mendelson	408 5th St.	
FAT MENDELSON	408 5th St.	
Judy Lovold	412 5th St.	
William Lovold	412-5th St.	
ANN BARBER	409 5th St.	
Don Swidler	409 5th	

Date: 2/23/17

My name is Ruth Wallin at 533 3rd St. and I am 89 yrs of age and do not like to talk in public so I am writing these suggestions. We bought our beach cottage in 1957 and never had any problem until now.

1. I am following up on last night's Planning meeting at the City Hall. I am very glad for converting the 500 block of 4th St. into a walk street was eliminated and am supportive of the one-way trial on the 500 block of 4th St. I didn't feel comfortable speaking last night but would like to share my thoughts based on the comments made by 4th St. residents.

2. Nothing was said about using their garages to park their cars and storing their belongings in a storage bin they have to pay for somewhere as my son does so he can park their 2 cars in their garage. An alley neighbor told me that all 4th St. would park their cars in their garages if necessary—HA HA. Could we possibly have them do this?

3. On 3rd street the kids used to play in the street all the time after school and on weekends but now they play in the alley – 3rd Place.

4. They mentioned that it was not safe for their children to play in the street but they do not want a sidewalk as it would take some of their front yard away. Can't have it both ways.

5. On about every 5th week on a Wednesday I have bridge for 4-6 people (from 10-4 or 12-4) who are my age and older and they cannot walk very far. I have put two chairs with signs on them "reserved" but a neighbor was having a party at her house one time and came and told me I could not do that as it is a public street. I have tried to get street cleaning but the majority have more than 1 car and they use their garage for storage and also 4th St. comes at night and park their cars on our street all day Wednesday as they have "no parking on their street" because they do have street cleaning signs for Wednesday. As you can see by the attached how cars were parked with their licence numbers. I know you can find out whether they are people who live on 4th St. or 3rd Street. I am sure most of the cars parked on 3rd St. are people from 4th St.

6. I have a friend on Manhattan Ave. in Hermosa. You can only park their for a limited time but she has been given a sign for her company to put in their car window allowing them to park n front of her house. Perhaps we can have something like that?

Thank you.

Cars parked on 4th St, 3rd Alley, 3rd St, & Valley between 4th St and 3rd St

on 12-21-2016, 12:30 -1:20. I don't know who belongs to these cars but I am sure you could check and you would probably find out that most belong to 4th St.

Ingleside between 3rd St & 4th St

6JJJ161 Camry

5ZYT558 Saturn

4th St, north side (no parking on south side at any time)

7MUP788

6LVP260 Ford

No license Pilot

6SAG850 Saturn

5FPF753 Lexus

7G75532 Toyota Tundra

6HRK602

6ESN209 Toyota

7MYC050 Black CX-5

4WQY168 Toyota

4MNF659 Chevy Suburban

7AQM741 Land Rover

1VDU542 Land Cruiser

5VYJ694 Nissan

3PDDLRS Ford

Valley between 4th St & 3rd Alley

5UNE921 Toyota

7DQB337 Tahoe

3rd Alley - 3rd St on Valley

6SKT298 Buick

92328VI Black

4AFP570 Volkswagen (Marks)

3rd Alley

7RYC116

7ATY461

10-26-16 This is sweeping day but was agreed several years ago we didn't want it, sorry to say. These are the cars parked on 3rd Street at 11:20 am

North side:

G11EGX Honda

6XYG114 Toyota

6TTL204 Gerade's children's Ford (They are in college Eastern US)

7LBD298 Lexus

8WON1421 Chevrolet

7AUD220 Prius

7MMV794 Fiat

5LTP943 Ford

5HUX498 Jeep

7PDT111 Scion
7KTS763 Lexus
No license Mercedes Benz
No license Audi
6NYX320 Kia

South Side – Has 5 driveways so limited parking compared to North side:

7FKR772 Yukon
6RLK116 Escape
5GUM214 BMW
5SCX (or SLX)402 Lexus
6RCL319 Ford
7EYB766 Honda
4JJM351 Chrysler
7HLB806 BMW
4YRX765 BMW
4AWK779 Volvo

Erik Zandvliet

From: Jannet Gregory <jannetgregory@aol.com>
Sent: Tuesday, February 28, 2017 12:32 AM
To: Erik Zandvliet
Subject: Traffic Calming on Crest Drive

Let's make Crest Drive (Ocean and Bayview, also) a safe and friendly place for Pedestrians by eliminating public usage of the alley.

An easy and cost effective way to do this is to make all of the intersections into traffic circles, slowing down all traffic and minimizing usage to local and the pedestrian community.

I like the idea of making the east end of 4th Street into a walk street.

Also, what ever happened to the policy of no parking in the alley.

It really seems to have gotten out of hand over the years. Don't folks know that garages are made for cars?



City of Manhattan Beach
VALLEY DRIVE- 1ST TO 7TH 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:

- | | | |
|-------------------------------------|-------------------------------------|---|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | 1. Convert 4 th Street between Ingleside Drive and Valley Drive into a walkstreet. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 2. Restrict traffic on 4 th Street between Ingleside Drive and Valley Drive to one-way in the westbound direction with parking on the north side of the street. |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | 3. Restrict traffic on 4 th Street between Ingleside Drive and Valley Drive to one-way in the eastbound direction with parking on the south side of the street. |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | 4. Construct a sidewalk on 4 th Street between Ingleside Drive and Valley Drive. (requires removal of some private encroachments) |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | 5. Construct a sidewalk on the west side of Ingleside Drive between 1 st Street and 7 th Street. (requires removal of private encroachments and 3 parking pads) |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 6. Prohibit westbound traffic on 6 th Place across Valley Drive into the neighborhood to reduce volume. (Allow westbound to southbound left turns.) |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 7. Install a stop sign on Ingleside Drive at 6 th Place in the northbound direction. |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | 8. Prohibit parking on both sides of 1 st , 2 nd , 3 rd , 4 th , 5 th and 6 th Place alleys at all times. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 9. Provide targeted speed enforcement in the neighborhood. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 10. Post 15 MPH speed limit signs on Ingleside Drive. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 11. Post 15 MPH speed limit signs on 6 th Place at Ingleside Drive (both directions). |

NAME:
(Optional and Confidential)

ADDRESS:
(Required)

PHONE:
(Optional and Confidential)

E-MAIL:
(Optional and Confidential)

Tom Mulholland
P.O. Box 3435 (I own 5324th St)
310-545-4176
Tom.Mulholland

NOTE: You may submit additional comments on a separate paper.



City of Manhattan Beach
VALLEY DRIVE- 1ST TO 7TH 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:

- | In Favor | Not in Favor | Measure |
|-------------------------------------|-------------------------------------|---|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | 1. Convert 4 th Street between Ingleside Drive and Valley Drive into a walkstreet. |
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NAME:

(Optional and Confidential)

ADDRESS:

(Required)

PHONE:

(Optional and Confidential)

E-MAIL:

(Optional and Confidential)

332 6th St

NOTE: You may submit additional comments on a separate paper.

**PARKING
AND PUBLIC IMPROVEMENTS
COMMISSION**

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

**Correspondence Received
After Agenda Posting**

Erik Zandvliet

From: Gary McAulay <gary.mcaulay@gmail.com>
Sent: Thursday, February 23, 2017 12:21 PM
To: List - PPIC
Subject: 500 block of 4th Street

Dear PPIC

Because we continue to have hearings on 4th Street, I am writing in again express my opposition to turn the 500 block of 4th Street into a walk street.

One word: Parking.

At least twenty parking spaces (twenty two by my count) pushed onto surrounding streets, is unacceptable, and there is no real justification.

The historic walk street argument, after much research, cannot be verified. If it were ever remotely true, it regardless would have been a minimum of 66 years ago. Even then, streets were not legally closed by code until at least 1962. The (apparently false) argument that it was once a walk street now matters no more than that it was once bare sand.

Most of the reasons given by proponents could apply to any street in the city: aesthetics, sense of community, block parties in the street, the “magic” of a walk street. It would be just lovely if every street in the city was a walk street; except, virtually every household in the city uses motor vehicles, and if every street was a walk street, there would be no place to drive, and no place to park.

Then, the safety argument: kids might go into the street and get hit by a car. Just like every other street. And people are forced to walk in the street because there are no sidewalks- just like so many (too many) other streets in town, starting with the cross street, Ingleside.

Easy solution: every property on 4th Street that has encroached out onto the public right of way can pull their fences and their landscaping back to the property lines, and they can put in sidewalks. There is a 60' right of way, of which approximately 20' is being used for the street. The rest is just free land for the residents, yards built on property that belongs to me and every other citizen in town.

Based on a recent 4th Street sale, land value is approximately \$1022/sq ft. Based on that, a 30 x 4 sidewalk area is worth \$122,640. Quite a land grab. How about at least this much space go back to the public that owns it so that we may all walk safely on a sidewalk, without worrying about the cars that need to move about town? Mixing pedestrians and motor vehicles is unsafe, and poor policy.

(While we are at it: if we are fretting about a place for the kids to play, perhaps consider buying a house with a yard. And, consider changing our building codes so that new houses are not built right to the property lines, and actually *have* yards. But back to today's question...)

Times have changed. Some forty years ago or so, dad drove the family car. Now, husband and wife each have their own car, every child 16 years old and up has a car, and likely the family also owns a mini car or a golf cart to scoot around town. Maybe even a practical car, like an Escalade, to save the Tesla for nicer occasions. The reality is that a single vehicle doesn't fit modern family lifestyles.

The nanny has a car to drive the younger kids around, and the gardener has a truck. Dry cleaning, pizza, and online shopping get delivered to our door. There is an endless stream of painters, carpet cleaners, tree trimmers, and other maintenance workers, more construction workers than ever, and continuing efforts by the City to increase the number of visitors in town. For a host of reasons, the reality is that there are more vehicles, and we are more dependent on them, than ever. All on the same streets we have always had.

Pushing the burden of twenty or more parking spots onto surrounding streets, and the traffic that has very few in and out points from Valley, so that a few families can have block barbeques in the street, or higher property values, would be nothing less than a land giveaway, and a gross disservice to the surrounding neighborhood.

Respectfully,

Gary D. McAulay

Erik Zandvliet

From: Gary McAulay <gary.mcaulay@gmail.com>
Sent: Friday, February 17, 2017 5:08 PM
To: Erik Zandvliet
Subject: history of 4th Street and its church
Attachments: 1927 c aerial of MB 4th Street real estate office MBHS collection O271 arrow.jpg; IMG_8360.JPG; IMG_8361.JPG; IMG_8362.JPG; 1936 City Directory - 4th Street IMGP5882.JPG; 1962-0213 walk streets IMGP5836.JPG

Dear Mr Zandvliet -

I'm writing to address an historical issue regarding the proposal to make the 500 block of 4th Street a new walk street. I'm sure you will recall that one of the arguments in favor of this proposal was that it would return the street to its "original" status as a walk street. The claim is that the block had long ago been opened to traffic to accommodate a church at 4th and Ingleside.

I have found no substantiation for this claim in any historic record. If any exists, I would be happy to see it.

Here is what I have been able to document: In 1927, there existed a small real estate office at 4th and Ingleside (see 1927 aerial photo). According to a 1953 newspaper article, the office was built right after the first World War (which ended in 1918). The office was sold lots to passengers disembarking from the Santa Fe Railway, which ran down the current Greenbelt. As you see in the photo, even in 1927 the surrounding area was mostly bare sand, although streets were graded.

After the real estate office closed (date unknown) the newly-formed American Martyrs Church began meeting there. According to local author Jan Dennis (*A Walk Beside the Sea*, pg 129), the congregation of eight people first met at a home in 1930 but "soon moved to a drafty hall in the barren sand dunes at Fourth Street and Ingleside." They only met there for about a year before moving to their new church on Highland in 1931.

The 4th Street building sat empty until late 1935, when it was purchased by the First Orthodox Presbyterian Church. That congregation began construction of a new church at Ardmore and MB Blvd in 1949, and moved there in late 1951. The building then sat empty until March 1953, when it was moved out of the city. So, to be clear, the very latest time that the building was a church was in 1951, and they knew by 1949 that they were planning to move.

Only one home was in the 500 block of 4th Street in 1936, when the First Presbyterian had just bought the old church hall, according to a City Directory. In 1947, a directory shows five homes, plus the church. There were 24 homes on the 500 block (3 vacant) and the church was gone by 1952.

I have found no substantiation for the story that in the 13 years from 1936 until 1949, when the church decided to move, the 500 block of 4th Street was developed, became a walk street, and was then re-opened to accommodate burgeoning church traffic. In fact, judging by the 1947 directory, the street was still quite empty by the time the church had plans to move.

As you are no doubt aware, MB streets were not "originally built" as sidewalk streets. Originally they were only graded sand, laid out pre-automobile. I have not been able to document when some streets became walk streets, but it should be noted that the "sidewalk streets" were not made permanent, by ordinance, until 1962.

In summary, even had the 500 block of 4th Street *ever* actually been a walk street, that was later opened for church traffic, it would have been over 66 years ago.

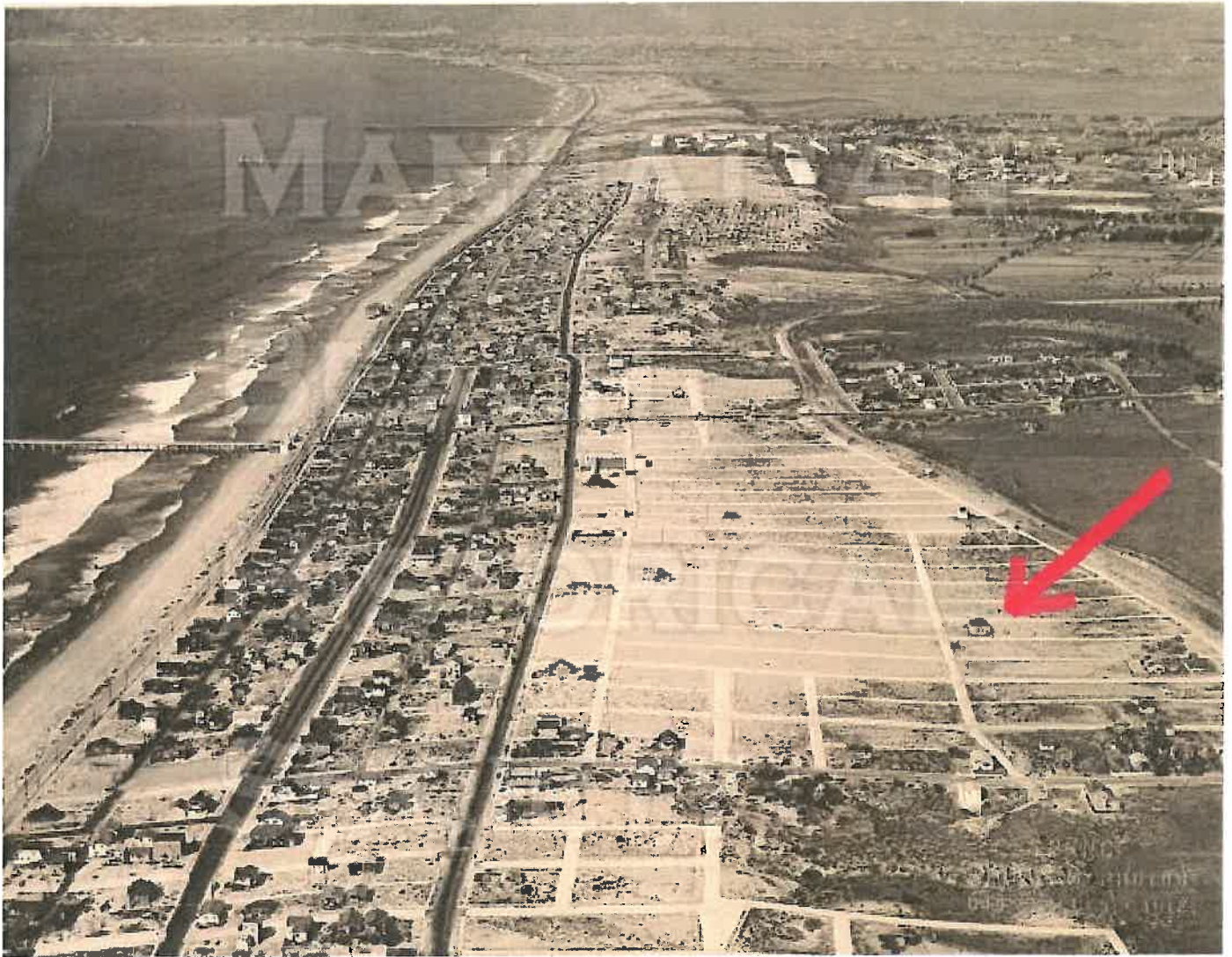
Respectfully,

Gary D. McAulay

Manhattan Beach Historical Society

Archives

Submitted by Gary McAulay



Circa 1927 Aerial Photo

Follows Hearing

Booked; d Term

H. Emerson, 50, was today after the death and V. Darby, 50, an on the chin. huge in his office 16 after the blow, collapsed, in a receiving hospital and his wife had argued with Darby during a meeting over the Emersons the young women had been near fatal stroke. The Emersons the supervisor collapsed and when he saw heading of Darby's death, he conferred with his attorney C. Harbert.

Los Angeles real estate was booked after a conference last night and Attorney E. Ernest was released this morning.

Wednesday
Charles D. Newburn, surgeon, said Darby died of an apoplexy hemorrhage, the "brain stem." The report also indicated high stress.

He explained: "The stress and excitement of the episode was of such that it materially raised or elevated blood pressure, putting additional strain on blood vessels and leading to brain hemorrhage."

He was attributed by Ben H. Brown for "The" and no formal complaint issued until after the Emersons.

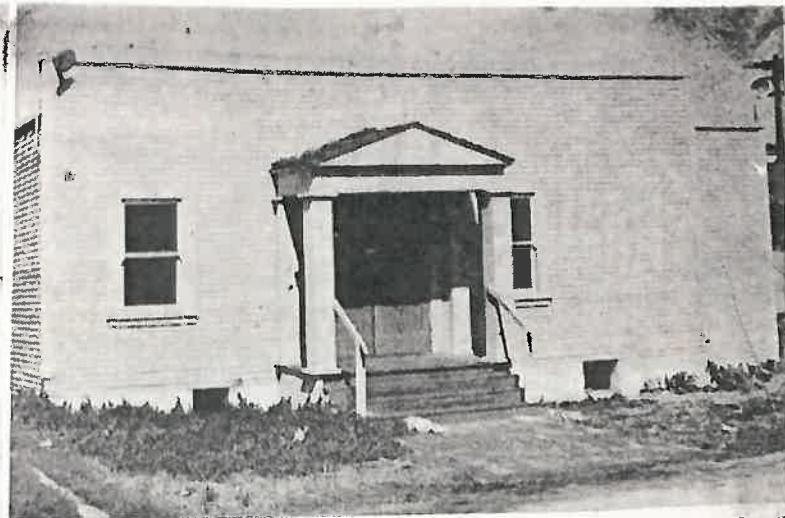
Against Governor Warren against the uniformly unanimous Darby. He had long and faithful service of his city and county, a substantial contribution to growth and development. It was he greatly missed.

Request
Mr. Darby was the only one to have requested the Emersons' request, as he felt they were without rights while suffering from the Emersons.

During the meeting, Darby Emersons' all you want and they had to a lot of person trapped up, crying, not that I demand on.

did not sprinkle but a railing between board and operators and said, like to talk to you."

to differ at this point Emerson and Darby told her



MOVING FROM MANHATTAN—Is the old church building (above located on Fourth St. just east of Ingleside Drive. Built just after World War I, the structure served as a real estate office where meals were served to prospective buyers of vacant lots who journeyed down on the nearby Santa Fe Railroad from Los Angeles. It was owned by three church congregations until it was sold to a house moving company recently. (Daily Breeze photo)

Old Landmark, Used as Real Estate Office, Then Church, Is Moved Away

An old church building—a landmark in Manhattan Beach for many years—is being moved out of the city.

It is the former First Presbyterian Church, located on Fourth St. near Ingleside Drive.

Built just after World War I by the Manhattan Beach Development Co., it first was used as a hall to entertain prospective buyers of vacant lots on the barren sand dunes in the South end of the city.

Hundreds of persons rode down on the old Santa Fe Railroad from Los Angeles in the early twenties. They would disembark near Fourth St. and walk over to the hall.

There they would receive lunch and a pep talk regarding the value of lots in Manhattan. After the meal they would go tramping over the sand dune, filling their shoes with sand. Occasionally, they would buy a lot or two for about \$1500 apiece.

Church Use in 1931

After the building had served its purpose as a real estate office, it stood idle until the Catholics of Manhattan began using it as a church.

Then in 1931, when the present American Mariya Church was completed, the parishioners moved out and the old church building was added to the Calvary Memorial Church.

DAILY BREEZE, REDONDO BEACH
FRIDAY, MARCH 6, 1933

The Calvary Memorial Church, prior to buying the building at Fourth St. and Ingleside Drive, had been meeting at Strand and Marine Ave.

Church members added two sections to the rear of the building, making it about twice as large.

Finally, the congregation of the Calvary Memorial Church united with the Presbyterian group in Manhattan and the building became known as the First Presbyterian Church.

A little more than a year ago the congregation moved to the southeast corner of Ardmore Ave. and Manhattan Beach Blvd., abandoning the old church building.

Considered by Players

It remained empty. At one time the Manhattan Players considered buying and moving the building to their plot of ground on the sand dune east of the City Hall. However, the project was abandoned as too costly for what the building was worth.

Recently Paul Walker, trustee of the First Presbyterian Church, handled the sale of the building to Moon & Hanson House Sales, located at 5551 E. Compton Blvd., Paramount.

Thus far a section has been taken off the rear of the church building and moved out of the city. The rest will be moved out and the old church building, where the building will be relocated or whether it will be torn apart and the lumber reused in their structures.

Folk Dance Party Planned Tonight

The newly-organized Manhattan Beach Folk Dancers will hold a party tonight at the Manhattan Heights School, Sixth and Herrin Sts.

Beginning at 8 p.m., the party will be the first held by the group.

The dances are sponsored by the Manhattan Community Recreation Program under the direction of Carl Buzzolara and John Shaw.

Beginners as well as accomplished folk dancers are invited to learn the authentic dances of other lands.

DAILY BREEZE, REDONDO BEACH
FRIDAY, MARCH 6, 1933

James until Governor Warren appoints a successor. Darby's term has about three and a half years to run.

Native of Kansas

Born in Washington County, Kansas, he graduated from the University of Kansas. After Navy service in World War I, he worked as a geologist for the Empire Gas and Fuel Company of Bartlesville, Okla. In 1922 he came to California where he became a successful businessman and rancher.

Darby's political career began in 1926. He was an Ingleside councilman four years and the city's

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MAY B. HOPKINS---Real Estate Broker

311 Torrance Blvd.

REDONDO BEACH

Telephone 2006

MANHATTAN BEACH HOUSEHOLDERS DIRECTORY (1936)

379

3D—East from Strand, 9 s of Center

116 Newell Ida Mrs (o)
121 Vacant
124 Vacant
125 Cochran W A (o)

Manhattan av intersects

216 Connolly P M
217 Ballinger C F (o)
221 Schneider W T (o)
224 Adams G W (o)
Bandini Ralph
225 Weissman S M (o)

Highland av intersects

316 Perry W B (o)
320 Vacant
401 Kelly W M (o)

Ingleside dr intersects

505 Snelling J B (o)
528 Vacant
541 Vacant
545 Kimball May Mrs (o)
549 Gray Albt (o)

West Railroad dr intersects

Rowell av intersects

1411 Missall H H (o)
1652 Collison Geo
O'Brien Leo (o)

Redondo av intersects

3D PLACE—East from Highland av, bet 3d and 4th

522 Graves W J

4TH—East from Strand, 8 s of Center

116 Thorsen H H Mrs (o)
117 Vacant
120 Vacant
121 Moreland F H
124 Withers C C
128 Ashby Arth
129 Crandall M J (o)
132 Goeller H W (o)

Manhattan av intersects

216 Vacant
217 Offutt H K Mrs (o)
223 Demarest Garrett
227 Vinacke Mabel Mrs (o)
229 Anderson Diana W (o)

Highland av intersects

235 Cox J R
325 White Russ

Ingleside dr intersects

501 Calvary Memorial Church
536 Mears R J (o)

West Railroad dr intersects

4TH PLACE—East from Manhattan av, bet 4th and 5th

320 Reich Gladys Mrs (o)
Ingleside dr intersects
521 Vacant

West Railroad dr intersects

5TH—East from Strand, 7 s of Center

117 Prior A H (o)
124 Thompson T W
125 Vacant
129 Osburn P W (o)

Manhattan av intersects

216 Vacant
220 McIntosh W M
221 Way A C (o)
224 Osborne L E
229 Major Agnes Mrs
229½ Neely H R (o)
233 Vacant

Highland av intersects

321 Vacant
324 Anderson P E (o)
325 Palliser F W (o)

Ingleside dr intersects

504 Rensen G E (o)
529 Crawford C O Mrs (o)
533 Ralph Bobby Mrs

West Railroad dr intersects

1230 Cardinell E K Mrs (o)
1257 Kuhn J M
1505 Barrows W J (o)
1514 Vink N M Mrs (o)

5TH PLACE—East from Manhattan av, bet 5th and 6th

129 Vacant

Manhattan av intersects

6TH—East from Strand, 6 s of Center

124 Vacant
128 Vacant
129 Scott Beatrice Mrs (o)
132 Hine S B Mrs (o)

Manhattan av intersects

221 Snay Maud E (o)
224 Kelso C C (o)
325 McGarry Evelyn Mrs

Highland av intersects

521 Hum H C (o)

Ingleside dr intersects

Rowell av intersects

cor Rowell av MacKay Radio & Telegraph Co (Receiving sta)

1521 Andrus Hubert (o)
Herrin av intersects

1612 Fritz C B Mrs (o)
1648 Lebrun O (o)
1653 Libott Etie Mrs (o)

Redondo av intersects

1821 Modlin R L (o)
1827 Modlin C W (o)
1833 Taylor Chas (o)
1852 Chase L A (o)

Wiseburn av intersects

6TH PLACE—East from Manhattan av, bet 6th and 7th

328 Vacant
340 Vacant
506 Shipley W R (o)

West Railroad dr intersects

PACIFIC GARAGE

300 North Pacific Ave.

Redondo Beach

A. W. CRAIG

AUTO ELECTRIC

TOW SERVICE

STORAGE

GAS AND OIL

TIRES AND TUBES

24-Hour Service

BATTERIES

PHONE 3021



MEETING HALL. — The Manhattan Beach Property Owners Association is shown as envisioned by architect. Building will be constructed at Manhattan Beach Boulevard near Herbie Avenue next to proposed Manhattan Brights

branch of Los Angeles County Library building at left. City is building meeting hall for association in exchange for land for library building.

FEB 13 1962

Walk Street Ordinance Draws Protest From Foye

A former Manhattan Beach city councilman's action of mayor has struck out of his mind last week's meeting. He did not indicate in the letter whether he disagreed with the principle of keeping the walk streets closed. He took issue only with the manner in which it was done.

Thomas P. Foye, attorney, former city councilman and mayor, has sent a protest letter to the City Council. Foye said he was appalled by

city councilmen's action of last week's meeting. He did not indicate in the letter whether he disagreed with the principle of keeping the walk streets closed. He took issue only with the manner in which it was done.

Foye agreed with City Attorney Walter N. Anderson, who said the ordinance was not a proper subject of an initiative action in California and was unconstitutional.

Quite an Assumption
The former mayor said accepting the petition with 5,000 signatures as the mandate of 17,000 registered voters was "quite an assumption" for councilmen to make.

Foye said it would be better if city councilmen had denied the petition and forced petitioners to seek a court order to get the question on the ballot.

The expense would be less to the city than the litigation he foresees if the ordinance is adopted, he said.

Councilmen Disagree
City councilmen, meanwhile, disagreed with Foye and explained their action.

Mayor William E. Suppe said he isn't an attorney and would not go into the legal aspects of the question. He said the streets have been closed for the last 40 years or more.

"Let's keep them so," Suppe said.

Councilman Robert G. Beverly, also an attorney, said Anderson and Royal Swenson, attorney for the petitioners, disagree on whether the matter is a proper subject for an initiative.

What the councilmen, Beverly said, was to adopt the ordinance to close the streets, both attorneys agreed that the council has the power in an ordinance regarding the initiative question. Beverly said a substantial number of voters, the most he has seen petition the council on this issue, wanted the ordinance.

He did not agree that the ordinance would result.

Councilman Harold W. Perry said Foye would "have to show people prove their rights."

"Would Mr. Foye ask the council to regard the will of the people by challenging their action in court," he said.

Councilman Ralph T. Brown said the council did not want the initiative question. He accepted the ordinance proposal, he said.

The 5,000 signatures, Councilman Charles Perry Walker said, represented a majority of the number of votes cast in any municipal election the city has held.

He said the initiative question was a controversial matter between two legal authorities.

The council, he said, selected one of the two views.



Erik Zandvliet

Sent: Friday, February 17, 2017 11:20 AM
To: Erik Zandvliet
Subject: traffic survey valley/walk streets

Hello,

Just checking to make sure you got my survey. The only return contact info was this email address. i submitted my survey via the mail boxes for payment of bills, parking tickets etc. in front of city hall.

I am disappointed my email sent months ago when the traffic study was started was not responded to.

Please note the additional problem area that has yet to be addressed is the exit onto Valley drive from the 4th place alley. There is currently a red curb on Valley that is used daily for illegal parking. There is a problem with visibility even when people legally park on Valley especially if it is a truck or other high profile vehicle. When cars park in the red zone it is virtually impossible to pull onto valley safely. You are entering Valley blind. Today, in the rain and slick roads, there is a FIOS van fully in the red zone. Police dispatch were called to have it ticketed but that doesn't solve the problem. It should be towed. We have teen drivers all over this area and there is going to be a horrible accident if this safety issue is not addressed. USPS uses the red zones all the time as well. More parking enforcement is needed and double the fines with a sign posting the amount, "Fines doubled in red zones".

Solution: extend the red curb on Valley. Add another red curb at 4th place and valley on the right turn side. Place a no high profile vehicle parking sign for the length of valley between 5th place and 4th place. This would also help with the problem of individuals who sleep in their high profile vehicles on this stretch of valley.

Regardless of any traffic changes done, this lack of visibility must be addressed.

Thank you for your time and response.

Finally, I trust this email is in strict confidence. i was asked to sign a survey and write a letter during the early part of the survey by a neighbor in support of some changes. My husband encouraged me to decline as he stated we had no way of knowing where my opinion might end up.

i was subsequently shocked to see many of my neighbors opinions posted on the city website along with personal info and signatures. i believe that had the potential to pit neighbor against neighbor in a very awkward fashion. A resident should know in advance what private info will be posted on a public website. My neighbor who asked me to write a letter never stated it would become public info. I am glad i did not contribute.

Erik Zandvliet

From: Lisa Jadon <lisajadon@sbcglobal.net>
Sent: Thursday, February 23, 2017 12:19 PM
To: Erik Zandvliet
Subject: Neighborhood survey (valley/1st/7th)
Attachments: Scan0216.pdf

Hello,

I apologize for the delay. I hope you will still take our preferences into consideration.

Our main issue is the traffic going down 6th place. We have children who walk down Ingleside to get to school and friends' houses. The only intersection I ever worry about is Ingleside/6th...people fly through there. Of course, what I would really want is for Ingleside to be a walk street! ☺

Regards,
Lisa

Erik Zandvliet

From: Rachel Judson <rjudson@gmail.com>
Sent: Wednesday, February 22, 2017 2:22 PM
To: David Lesser; Wayne Powell (External); Mark Burton; Amy Thomas Howorth (External); Tony D'Errico; Kyle King; Steven Delk; Stewart Fournier; Mark Lipps; Steven Nicholson
Cc: Erik Zandvliet
Subject: PPIC Meeting - Feb 23, 2017: opposed to eliminating parking

Dear PPIC & City Council:

Views and parking: 2 things I always thought are held sacred and fiercely protected by beach residents. The latter comes before the PPIC tomorrow night and I want to reiterate my opposition to any potential elimination of parking to accommodate the request of a few homeowners who wish they lived on a walkstreet. It would be a huge disservice to the immediate neighbors and the community as a whole, and to the beach going public.

Over the last couple of months, I've been taking [photos](#) of the 500 block of 4th Street and as you can see from my album (note the info stamps on each photo show time of day & date), these parking spots are in very frequent use. (I actually have tried to find a time when *at least* half the spots are not in use and have found it impossible.) **It is completely unacceptable to think the community as a whole should absorb these 20 cars** so the homeowners on this street could exponentially benefit. **Please put a halt to the request with an unequivocal "NO" response.**

I applaud the city officials who stopped the conversation of making an additional walkstreet when it surfaced 15 or so years ago. I applaud the city officials who so smartly laid out the South End neighborhoods to make them peaceful with good traffic flow from the time cars and pavement became prevalent at the beach. I think it is fabulous how well it works and has worked all these years. (I cannot think of a time I've been delayed entering/exiting the neighborhood by more than a few seconds.) I love too that the city was laid out from homes on walkstreets, alleys, drive streets, main thoroughfares to Manhattan Village as a planned unit community. How great it is that people can move if they find their home doesn't fit their lifestyle.

Please focus time, energy, costs and efforts to brilliant innovative solutions to parking and traffic issues through use of things like the new Downtowner shuttle, valet parking in downtown and meters with credit cards for easy payment and use. The elimination of public parking in any part of our community is unacceptable, especially so when it impacts access to spots near the beach and downtown. I hope you unanimously feel the same and will act accordingly.

Thank you,

Rachel Judson

429 3rd Street, Manhattan Beach (15+ year home owner)

--

Rachel D. Judson

310.408.7719 cell/text . rachel@judson.us

CA Real Estate Broker License #01210596

<http://RealEstateENetworking.com/>

Erik Zandvliet

From: Erik Zandvliet
Sent: Tuesday, February 21, 2017 9:39 AM
To: John MacEachern; shannonmurphycastellani@gmail.com
Subject: RE: Available parking spots

Thank you, John, for your reports. You can summarize them at the PPIC meeting during the public comment period if you like. If you send me documentation, I will forward it to the Commissioners.

Erik

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



Please consider the environment before printing this email.

Office Hours: M - Th 7:30AM - 5:30 PM | Alternate Open Fridays 8:00AM - 5:00 PM | Closed Alternate Fridays | Not Applicable to Public Safety

From: John MacEachern [mailto:johnnymac123@msn.com]
Sent: Saturday, February 18, 2017 3:01 PM
To: Erik Zandvliet <ezandvliet@citymb.info>; shannonmurphycastellani@gmail.com
Subject: Fw: Available parking spots

This afternoon, Saturday, between 12:15 and 12:30 pm there were 76 available parking spaces in the geographic area mentioned below. Erik, I will have a report detailing where these parking spots are located each day for you and the commissioners prior to the PPIC meeting Thurs. Feb. 23. Thanks, John

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

From: John MacEachern
To: Erik Zandvliet ; shannon murphy castellani
Sent: Friday, February 17, 2017 9:57 AM
Subject: Fw: Available parking spots

This morning between 9:15 and 9:45 there were 51 available parking spaces in the same geographic area. Please note an addition of construction workers arriving to work on projects. John

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

From: John MacEachern
To: shannon murphy castellani
Sent: Thursday, February 16, 2017 7:27 PM
Subject: Fw: Available parking spots

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

From: johnnymac123@msn.com
To: shannon murphy castellani
Sent: Thursday, February 16, 2017 6:19 PM

Erik Zandvliet

From: Ron Hacoen <ron@bravozulu.net>
Sent: Saturday, February 18, 2017 2:15 PM
To: Kyle King; Steven Delk; Stewart Fournier; Mark Lipps; Steven Nicholson
Cc: Erik Zandvliet
Subject: 500 Block of 4th Street - It's not about safety.

Dear PPI Commissioners,

I was disappointed to see that my neighbors in the 500 block of 4th Street had not withdrawn their petition seeking what amounts to a blatant land grab. Using "safety" as a guise, their real objective is to add hundreds of thousands of dollars to the value of each of their lots. Meanwhile, parking 20 of their cars on the surrounding congested streets.

The petitioners have already been taking full advantage of the city's generosity. They have each encroached on the public right-of-way, fencing in front yards, adding private patios and outdoor spaces. All of it 100% tax free. And now, after being given an inch they want the mile. In this era of truth vs. alternative facts it's important to understand the true motivations of these petitioners. It's not safety. If it was, there are better and fairer solutions. Unfortunately, their motivation is simple and unabashed greed looking out for no one but themselves.

Finally, approving this petition would set a significant precedent with far reaching consequences. I have owned a property on the 400 block of Sand Section in North MB since 1989. The issues in that area are very similar, except there is twice as much traffic due to the cul-de-sacs backing up to the dune. There too, cars park on one side of the street next to one traffic lane. Is the commission prepared to grant permission to all homeowners who petition a walk street?

Please reject their walk street petition.

Thank you,

Ron Hacoen

436 3rd Street

MICHAEL D. UPDIKE

ATTORNEY AT LAW

1219 MORNINGSIDE DRIVE
MANHATTAN BEACH, CA. 90266
TELEPHONE: 310.545.9244
FACSIMILE: 310.376.5012
E-MAIL: mdu@michaelupdike.com

February 15, 2017

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

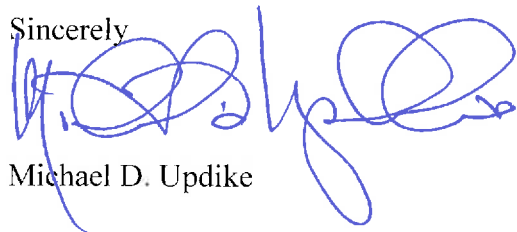
Dear Erik

Specifically in regard to the Possible Traffic Calming Measures, item 8, prohibiting parking on both sides of alleys from 1st-6th Place, I believe that such a measure would dramatically and adversely affect all other parking, specifically on Valley Drive.

We have lived at 532 5th St. (four doors west of Valley Drive) for 25 years, and residents parking behind their houses, typically on driveway aprons, does not in my opinion cause any impediment to traffic whatsoever. There are obviously certain people who will park extra-large vehicles, or more typically, construction workers parked behind a house which can impede traffic, but to simply ban all parking would result in many more vehicles parking on Valley Drive and Ardmore, and will cause many more problems than it solves. I would think a much better solution would be to enforce what codes must be in place about blocking the alleys with construction vehicles, although I assume that there are some sorts of work permits that allow the construction vehicles to park in alleys. Those construction vehicles, legally parked or not, cause the vast majority of any congestion issues in the alleys. It is not clear from your potential calming measures if construction vehicles would be potentially banned from ever parking in the alleys. If such a ban would apply to residents only, and not to the true cause of congestion, the construction vehicles, such a ban would undoubtedly and justifiably anger residents.

Additionally, many homes, particularly older ones such as mine, were not built to the property lines, and my driveway, as well as several others on my block, have ample parking behind the garage which does not extend out to the level of some of the newer houses. As such, banning all parking behind all houses would be an unfair burden on those who own homes which are not necessarily built to fill all property lines.

Sincerely



Michael D. Updike

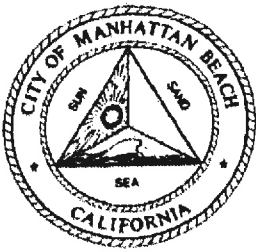
Addendum to TRAFFIC CALMING MEASURES

317 6th Street Resident

6th Place:

Consider restricting trucks of a certain size from accessing 6th Place (both directions) unless a permit is obtaining for deliveries & moving vans.

NOTE: It is almost impossible for large trucks to make the turn on/to Crest & Sixth Place.



City of Manhattan Beach
VALLEY DRIVE- 1ST TO 7TH 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:

- | In Favor | Not in Favor | |
|-------------------------------------|-------------------------------------|---|
| <input type="checkbox"/> | <input type="checkbox"/> | 1. Convert 4 th Street between Ingleside Drive and Valley Drive into a walkstreet. |
| <input type="checkbox"/> | <input type="checkbox"/> | 2. Restrict traffic on 4 th Street between Ingleside Drive and Valley Drive to one-way in the westbound direction with parking on the north side of the street. |
| <input type="checkbox"/> | <input type="checkbox"/> | 3. Restrict traffic on 4 th Street between Ingleside Drive and Valley Drive to one-way in the eastbound direction with parking on the south side of the street. |
| <input type="checkbox"/> | <input type="checkbox"/> | 4. Construct a sidewalk on 4 th Street between Ingleside Drive and Valley Drive. (requires removal of some private encroachments) |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 5. Construct a sidewalk on the west side of Ingleside Drive between 1 st Street and 7 th Street. (requires removal of private encroachments and 3 parking pads) |
| <input type="checkbox"/> | <input type="checkbox"/> | 6. Prohibit westbound traffic on 6 th Place across Valley Drive into the neighborhood to reduce volume. (Allow westbound to southbound left turns.) |
| <input type="checkbox"/> | <input type="checkbox"/> | 7. Install a stop sign on Ingleside Drive at 6 th Place in the northbound direction. |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | 8. Prohibit parking on both sides of 1 st , 2 nd , 3 rd , 4 th , 5 th and 6 th Place alleys at all times. |
| <input type="checkbox"/> | <input type="checkbox"/> | 9. Provide targeted speed enforcement in the neighborhood. |
| <input type="checkbox"/> | <input type="checkbox"/> | 10. Post 15 MPH speed limit signs on Ingleside Drive. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 11. Post 15 MPH speed limit signs on 6 th Place at Ingleside Drive (both directions). |

NAME:

(Optional and Confidential)

ADDRESS:

(Required)

PHONE:

(Optional and Confidential)

E-MAIL:

(Optional and Confidential)

549 1st Street, M.A

NOTE: You may submit additional comments on a separate paper.

* Right turn onto 1st Street from Valley can be very dangerous
people swerve very quickly



City of Manhattan Beach
VALLEY DRIVE- 1ST TO 7TH 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:

- | In Favor | Not in Favor | Measure |
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NAME:

(Optional and Confidential)

ADDRESS:

(Required)

PHONE:

(Optional and Confidential)

E-MAIL:

(Optional and Confidential)

517 3rd Street

NOTE: You may submit additional comments on a separate paper.



City of Manhattan Beach
VALLEY DRIVE- 1ST TO 7TH 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:

- | In Favor | Not in Favor | Measure |
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NAME:

(Optional and Confidential)

ADDRESS:

(Required)

PHONE:

(Optional and Confidential)

E-MAIL:

(Optional and Confidential)

529 3rd St

NOTE: You may submit additional comments on a separate paper.



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

POSSIBLE TRAFFIC CALMING MEASURES

In Favor
Not in Favor

Please check one box for each measure or option:

- | | | |
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City of Manhattan Beach
VALLEY DRIVE- 1ST TO 7TH STREET
NEIGHBORHOOD SURVEY
PLEASE RETURN BY:
FEBRUARY 14, 2017

POSSIBLE TRAFFIC CALMING MEASURES

In Favor

Not in Favor

Please check one box for each measure or option:

☐☒

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☒☒

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☒☐

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6. Prohibit westbound traffic on 6th Place across Valley Drive into the neighborhood to reduce volume. (Allow westbound to southbound left turns.)

☒☐

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).

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City of Manhattan Beach
VALLEY DRIVE- 1ST TO 7TH STREET
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PLEASE RETURN BY:
FEBRUARY 14, 2017

In Favor
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NAME:

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501 7th St.

NOTE: You may submit additional comments on a separate paper.



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

In Favor
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609-7th St

NOTE: You may submit additional comments on a separate paper.

Parking is so limited as it is. Decreasing parking spaces for residents would be too restricted with the above not in favor options.



City of Manhattan Beach
VALLEY DRIVE- 1ST TO 7TH STREET
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In Favor

Not in Favor

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532 5A St, MB, CA 90266

NOTE: You may submit additional comments on a separate paper.



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

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528 6th St. MB, CA 90266

NOTE:

You may submit additional comments on a separate paper.

*Speed bumps?

* = Changing to a 1-way just pushes traffic to



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445 1st Street, Manhattan Beach

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

In Favor

Not in Favor

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ATTACHED.

Good evening Commissioners,

My name is John MacEachern and I'm a homeowner at 540 4th Street. My wife, Ann, and I have owned our home since 1974. I'm in favor of making the 500 block of 4th Street a walk street. Yesterday, I delivered to City Hall a parking availability survey for our neighborhood. This survey comprises the following areas: 1. Ingleside from 2nd to 6th Street. 2. 2nd Street, from Valley to Highland. 3. Morningside Drive, from 2nd Street to Third Street. 4. 3rd Street from Valley to Highland. 5. Valley Drive from 2nd Street to 6th Street. This survey includes a different time each day from morning thru evening hours. It also includes week days and weekend days. Here is what I found. There are, on average, 71 available parking spaces each day at the times the survey was taken. The specifics on the number of available spaces by street, and times are designated in the report.

Now, let's talk about the 500 block of 4th Street. Our street is 400 feet long and 18 feet wide, just like the other walk streets in the sand section. Per the city of Manhattan Beach, a parallel parking space requires 22 feet to maneuver in/out. Doing the math, there are 18 parking spots on our street. If we become a walk street, we pick up two parking spaces on Valley which bring the net parking spaces in question to 16. Our 500 block of 4th Street residents know we have a responsibility to take care of our personal cars. The remaining cars our neighborhood can accommodate.

This past fall the 500 block of 4th Street was closed for over two weeks for sewer line repair with no impact to the neighborhood.

To conclude, we are asking for a trial period of 6 months to see if this program will work. Thank you.

2/21/2017

TO: ERIK ZANDVLIET, MB Traffic Engineer, MB
PPIC Commissioners

FROM: JOHN MACFARLANE, 540 4th St. Manhattan Beach

SUBJECT: Sand Section Parking Availability Survey. 2-22-17

Sand Section Parking Availability Survey

①

Ingliside, 2nd Street to 6th Street

Thursday, 2-16-17. Time: 5:30 pm to 6 p.m.
15 available parking spaces

Friday, 2-17-17. Time: ~~9:15 am to 9:45 am~~ ^{12:00} 9:15-9:45^{am}
4 available parking spaces

Saturday, 2-18-17. Time: 12:15 pm to 12:45 pm
7 available parking spaces

Sunday, 2-19-17. Time: 8:15 pm to 8:45 pm
8 available parking spaces

Tuesday, 2-21-17. Time: 9:45 am to 10:15 am
8 available parking spaces.

Sand Section Parking Availability Survey

②

3rd Street, Valley to Highland

Thursday, 2-16-17. Time: 5:30 pm to 6 pm.
26 available parking spaces

Friday, 2-17-17. Time: ~~9:00 am to 9:15 am~~ 9:15 am to 9:45 am
30 available parking spaces

Saturday 2-18-17. Time: 12:15 pm to 12:45 pm
29 available parking spaces

Sunday 2-19-17. Time: 8:15 am to 8:45 pm
21 available parking spaces

Tuesday 2-21-17. Time: 9:45 am to 10:15 am
27 available parking spaces

Sand Section Parking Availability Survey

③. Morningside Drive, 2nd Street to 3rd Street

Thursday 2-16-17. Time: 5:30pm to 6pm.
6 available parking spaces

Friday 2-17-17. Time: 9:15am to 9:45am
5 available parking spaces

Saturday 2-18-17. Time: 12:15pm to 12:45pm
8 available parking spaces

Sunday 2-19-17. Time: 8:15pm to 8:45pm
4 available parking spaces

Tuesday 2-21-17. Time: 9:45am to 10:15am
5 available parking spaces

Sand Section Parking Availability Survey

④

Valley Drive, 2nd Street to 6th Street

Thursday, 2-16-17. Time: 5:30pm to 6pm
16 available parking spaces

Friday, 2-17-17. Time: 9:15am to 9:45am
1 available parking space

Saturday 2-18-17. Time: 12:15pm to 12:45pm
7 available parking spaces

Sunday 2-19-17. Time: 8:15pm to 8:45pm
13 available parking spaces

Tuesday 2-21-17. Time: 9:45am to 10:15am
3 available parking spaces

Sand Section Parking Availability Survey

⑤

2nd Street, Valley to Highland

Thursday, 2-16-17. Time: 5:30 p.m. to 6 p.m.
25 available parking spaces

Friday, 2-17-17. Time: 9:15 a.m. to 9:45 a.m.
11 available parking spaces

Saturday, 2-18-17. Time: 12:15^{pm} - 12:45 p.m.
25 available parking spaces

Sunday, 2-19-17. Time: ~~9:15 a.m. to 9:45 a.m.~~ 8:15 p.m. to 8:45 p.m.
22 ~~11~~ available parking spaces

Tuesday, 2-21-17. Time: 9:45 a.m. to 10:15 a.m.
27 available parking spaces

Sand Section Parking Availability Survey Recap

Thursday, 2-16-17, 5:30^{pm} to 6pm, Total Available parking spaces (88)

Friday, 2-17-17, 9:15am to 9:45am, Total Available parking spaces (51)

Saturday, 2-18-17, 12:15pm to 12:45pm, Total Available parking spaces (76)

Sunday, 2-19-17, 8:15pm to 8:45pm, Total Available parking spaces (68)

Tuesday, 2-21-17, 9:45am to 10:15am, Total Available parking spaces (70)

71, average number of available parking spaces as a result of this survey.