

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

**TO:** Parking and Public Improvements Commission

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

**DATE:** September 26, 2019

**SUBJECT: West Marine Avenue Neighborhood Traffic Management Plan  
Second Follow-Up Study**

**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, El Porto and south Valley Drive sections of the City, as well as all school area neighborhoods. The NTMP Program has been followed in developing a comprehensive traffic calming plan and conducting public outreach in the West Marine Avenue neighborhood bounded by 20th Place, Highland Avenue, 23<sup>rd</sup> / 25<sup>th</sup> Streets and Valley Drive.

In June 2016, the City received a petition from residents along the 500 block of Marine Avenue asking to address speeding and safety issues on their street segment. The petition is signed by 30 residents in the vicinity of Marine Avenue. The residents are concerned about excessive speeding along Marine Avenue and 21<sup>st</sup> Place. The petition also notes several blind spots in the area, especially at a short alley between 542 and 544 Marine Avenue that connects 21<sup>st</sup> Place and Marine Avenue.

In September 2016, the City received a second petition from residents along 600 block of Marine Avenue between Blanche Road and Flournoy Road. The residents are concerned about speeding on Marine Avenue and unsafe turns at 25<sup>th</sup> Street.

On June 22, 2017, the Parking and Public Improvements Commission (PPIC) discussed the initial study area findings made by the City Traffic Engineer. The PPIC also heard public testimony from eight (8) residents in the neighborhood who identified concerns and observations about traffic and speeding within the study area. This testimony was used to evaluate potential traffic calming measures.

On September 28, 2017, the PPIC discussed the evaluation of the City Traffic Engineer, reviewed written correspondence, and heard public testimony from 17 residents. The PPIC passed a motion to recommend that the City Council approve 8 of the 10 traffic calming measures recommended by staff on a six-month trial basis. The two measures not recommended were a survey of 21<sup>st</sup> Street residents to consider a one-way eastbound street, and installation of vehicle barricades on the alley west of Blanche Road. In addition, the PPIC recommended the installation of stop signs on Marine Avenue at Manor Drive in the eastbound and westbound

directions on a six-month trial basis. The City Traffic Engineer supported this recommendation, due to the limited sight distance at the intersection.

On November 7, 2017, the City Council discussed the matter, heard testimony from 15 residents, and considered the PPIC recommendations. The City Council voted to approve the following measures as recommended by the Parking and Public Improvements Commission:

1. Increase enforcement of speeding and other moving violations on a regular basis.
2. Deploy the mobile speed feedback trailer periodically on Marine Avenue to raise driver awareness.
3. Install high-visibility crosswalks at the following locations:
  - a. West and south legs of Marine Avenue at Blanche Road
  - b. West and south legs of Marine Avenue at Flournoy Road
  - c. North leg of 21<sup>st</sup> Street at Valley Drive
  - d. North leg of Blanche Road at Valley Drive
  - e. North leg of Flournoy Road at Valley Drive, and
  - f. West leg of Marine Avenue at Valley Drive
4. Install pedestrian warning signs on Marine Avenue at Flournoy Road in both directions.
5. Install two 15 mph speed limit signs on 21<sup>st</sup> Place between Manor Drive and Blanche Road.
6. Realign the intersection of Marine Avenue and 25<sup>th</sup> Street with a temporary corner bulb-out to reduce speeds through the intersection on a trial basis.
7. Install an edgeline along the south side of Marine Avenue between Grandview Avenue and 25<sup>th</sup> Street to provide a separate walking area.
8. Install bike route signs and sharrows on Marine Avenue between Highland Avenue and Valley Drive.
9. Install stop signs on Marine Avenue at Manor Drive in the eastbound and westbound directions.

The City Council directed staff to move forward with a six-month trial period for the proposed recommendations and to allow the residents to work on other ways to improve the safety of the neighborhood.

On October 25, 2018, the PPIC discussed the follow up study conducted by the City Traffic Engineer after the initial measures were implemented, reviewed correspondence and heard public testimony from six residents. In addition, the PPIC considered a petition from Grandview School parents requesting four-way stop signs at the intersection of Flournoy Road and 27<sup>th</sup> Street. The PPIC passed a motion to recommend that City Council approve continuation of the existing traffic calming measures and to implement the following additional measures:

10. Install a “Not a Truck Route” signs with directional guidance on Marine Avenue at Highland Avenue.
11. Construct curbs and gutters to replace the temporary street realignment at Marine Avenue and 25<sup>th</sup> Street.
12. Remove overgrown vegetation on the northeast and southwest corners of Flournoy Road and 27<sup>th</sup> Street to improve corner sight distance for vehicles and pedestrians.
13. Install pedestrian warning signs and high-visibility crosswalks on the north and south legs of Flournoy Road at 27<sup>th</sup> Street.

On December 18, 2018, the City Council discussed the follow-up study, heard testimony from seven residents, and considered the PPIC recommendations. The full staff report with exhibits and meeting minutes are included in Exhibit 1. The City Council voted to approve the continuation of the initial traffic calming measures and implement the following new measures as recommended by the Parking and Public Improvements Commission including two additional measures:

10. Install “Not a Truck Route” signs with directional guidance on Marine Avenue at Highland Avenue;
11. Construct curbs and gutters to replace the temporary street realignment at Marine Avenue and 25th Street;
12. Remove overgrown vegetation on Flournoy Road and 27th Street to improve corner sight distance for vehicles and pedestrians;
13. Install pedestrian warning signs and high-visibility crosswalks on the north and south legs of Flournoy Road at 27th Street;
14. Install a four way stop sign at 27th Street and Flournoy Road;
15. Return at a future meeting with a cost estimate on the installation of a roundabout.

A map of all approved traffic calming measures is included in Exhibit 2. This staff report is a summary of the follow-up study conducted after implementation of City Council approved Items 10, 13, 14 and 15. Item #11 (curbs and gutters at Marine Avenue and 25<sup>th</sup> Street) has been added to the City’s capital projects list for design and construction as part of a citywide curb and gutter project. Item #12 (Overgrown vegetation at Flournoy Road and 27<sup>th</sup> Street) is an ongoing code violation case with the respective corner property owners to comply with the City’s corner sight distance triangle requirements.

## **DISCUSSION:**

The West Marine Avenue NTMP area is located in the northwest quadrant of the city, just north of Live Oak Park. The boundaries for this study are 20th Place, Highland Avenue, 23<sup>rd</sup> / 25<sup>th</sup> Streets and Valley Drive. There are approximately 280 residential properties within this neighborhood. This study area encompasses at least one parallel street to the north and south of Marine Avenue and includes most streets that could experience traffic diversion if major traffic calming measures were implemented on Marine Avenue. Primary access for the neighborhood is via Valley Drive to the east and south, Blanche Road to the north, and Highland Avenue to the west. Live Oak Park and Joselyn Center are located to the south, while Grandview Elementary School is located two full streets to the north of Marine Avenue.

The initial approved traffic calming measures were implemented in April through July 2018. In addition, the Police Department has deployed the mobile speed awareness trailer on Marine Avenue and will continue to deploy it on a periodic basis to reinforce driver behavior. Follow-up traffic calming measures were implemented between January 2019 and the present.

Follow up volume and speed studies were conducted in October 2018, during typical school days. A third set of follow-up volume and speed studies were conducted in September 2019 on typical school days. Both follow-up counts were compared against counts taken in May 2017 to

determine if any significant changes occurred after installation of the traffic calming measures. A comparison of the volume and speed results are summarized in the following tables:

<b>Segment</b>	<b>Daily Volume (Before)</b>	<b>Daily Volume (9/2018)</b>	<b>Daily Volume (9/2019)</b>	<b>2017-2019 Change (%)</b>
Grandview Ave. to Blanche Rd.	3,753	3,300	3,206	- 14%
Blanche Rd. to 25 <sup>th</sup> St.	1,146	910	869	- 24%
25 <sup>th</sup> Street to Valley Drive	2,044	1,606	1,537	- 25%

<b>Segment</b>	<b>Average Speed (mph) (2017/2018/2019)</b>	<b>85<sup>th</sup> %tile Speed (mph) (2017/2018/2019)</b>
Grandview Ave. to Blanche Rd.	22 / 22 / 23	27 / 28 / 29
Blanche Rd. to 25 <sup>th</sup> St.	21 / 22 / 22	26 / 27 / 27
25 <sup>th</sup> Street to Valley Drive	19 / 21 / 20	22 / 23 / 25

A significant decrease in traffic volume of between 14 and 25 percent was found when comparing the before-and-after counts. The before-and-after average speed on Marine Avenue is virtually unchanged, and still below the speed limit. Approximately 15% to 17% of the drivers exceed the speed limit, which is typical for similar residential streets. However, the City Traffic Engineer found that while the number of vehicles that exceed 30 mph is very low, there are a few careless drivers that willfully exceed the speed limit. An electronic speed awareness sign would not be a cost-effective measure because most motorists already drive below the speed limit, and would not activate the sign display. However, the street should still be targeted to catch excessive speeders. No collisions have been reported during the entire study period.

In field observations, the City Traffic Engineer noted that the initially approved measures, including the white edgelines, painted crosswalks, pedestrian warning signs, stop signs at Marine Avenue and Manor Drive, and bike sharrows continue to function as intended. Driver compliance with the new stop signs at Flournoy Road and 27<sup>th</sup> Street is good, and drivers are more cautious when proceeding through the intersection. Truck activity on Marine Avenue appears to be slightly lower, possibly due to the City's enforcement of its Construction rules that prohibit contractors from using Marine Avenue as a truck route, unless the construction site is in the immediate neighborhood. Four new truck prohibition signs on Highland Avenue at Marine Avenue are expected to further reduce truck trips on Marine Avenue.

The realigned approach at the intersection of Marine Avenue and 25<sup>th</sup> Street has had a calming effect on overall speed through that intersection. The permanent curb and gutter to be constructed will accommodate larger turning radii, so drivers do not drive over the curbs.

Staff is continuing to address overgrown private landscaping at the corners of Marine Avenue/Flournoy Road and Flournoy Road/27<sup>th</sup> Street, giving property owners the opportunity to trim it back for better corner sight distance.

The City Council requested staff evaluate the feasibility of a mini traffic circle in lieu of stop signs at residential intersections such as Flournoy Road and 27<sup>th</sup> Street. The City Traffic Engineer overlaid a typical mini traffic circle template onto an aerial photo of the intersection. He found that a small amount of new public right-of-way would be required at each corner

property to construct a residential traffic circle with a 50-foot minimum turning radius. The estimated cost of traffic circles can range from \$35,000 to \$220,000, depending on the extent of design, construction and right-of-way acquisition. (Exhibit 3) At Flournoy Road and 27<sup>th</sup> Street, the preliminary cost estimate would be \$220,000, due to the need to acquire right-of-way, and to construct corner curb radii, sidewalks and curb ramps in addition to the center traffic circle.

Both the Fire and Police Departments have been involved in the preparation of the West Marine Avenue NTMP and have no preliminary objections to the recommended actions. The Departments will review any approved measures to ensure they do not impede emergency response.

By way of mailed notices, the residents and affected parties within and surrounding the study area as well as around 27<sup>th</sup> Street and Flournoy Road have been invited to the PPIC meeting. Public notices have been posted in three public locations and posted online on the City's website, [www.citymb.info](http://www.citymb.info).

### **RECOMMENDATION:**

Pursuant to the NTMP process, no additional traffic calming measures in the NTMP Toolbox are recommended at this time. Based on the follow-up traffic studies, previous findings, citizen comments, absence of adverse effects and overall improvements to traffic safety, the City Traffic Engineer recommends continued implementation of the traffic calming measures as approved by City Council on November 7, 2017 and December 18, 2018. Speeding and moving violations should continue to be enforced by the Police Department.

- Exhibits:
1. 12/18/2018 City Council Staff Report with Attachments
  2. Approved Traffic Calming Measures Map
  3. Traffic Circle Concept Drawing and Estimate
  4. Correspondence Received After December 18, 2018

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Exhibit 1  
City of Manhattan Beach

1400 Highland Avenue  
Manhattan Beach, CA 90266

## Legislation Details (With Text)

**File #:** 18-0522      **Version:** 1  
**Type:** Gen. Bus. - Staff Report      **Status:** Passed  
**In control:** City Council Regular Meeting  
**On agenda:** 12/18/2018      **Final action:** 12/18/2018  
**Title:** Approve Continuation of West Marine Neighborhood Traffic Management Plan Traffic Calming Measures and Implementation of Follow-Up Measures (Community Development Director McIntosh).  
a) RECEIVE AND FILE FOLLOW UP REPORT  
b) APPROVE CONTINUATION OF EXISTING TRAFFIC CALMING MEASURES  
c) APPROVE IMPLEMENTATION OF PROPOSED FOLLOW-UP MEASURES

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** 1. PPIC Report with Related Exhibits - October 25, 2018, 2. Mailed Public Notice

Date	Ver.	Action By	Action	Result
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**TO:**  
Honorable Mayor and Members of the City Council

**THROUGH:**  
Bruce Moe, City Manager

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

**SUBJECT:**  
Approve Continuation of West Marine Neighborhood Traffic Management Plan Traffic Calming Measures and Implementation of Follow-Up Measures (Community Development Director McIntosh).  
**a) RECEIVE AND FILE FOLLOW UP REPORT**  
**b) APPROVE CONTINUATION OF EXISTING TRAFFIC CALMING MEASURES**  
**c) APPROVE IMPLEMENTATION OF PROPOSED FOLLOW-UP MEASURES**

**RECOMMENDATION:**  
Approve continuation of West Marine Neighborhood Traffic Management Plan traffic calming measures and implementation of the following additional measures:

1. Install "Not a Truck Route" signs with directional guidance on Marine Avenue at Highland Avenue.
2. Construct curbs and gutters to replace the temporary street realignment at Marine Avenue and 25<sup>th</sup> Street.

3. Remove overgrown vegetation on Flournoy Road and 27<sup>th</sup> Street to improve corner sight distance for vehicles and pedestrians.
4. Install pedestrian warning signs and high-visibility crosswalks on the north and south legs of Flournoy Road at 27<sup>th</sup> Street.

#### **FISCAL IMPLICATIONS:**

The installation of signs will have minimal cost. The curbs, gutters, and crosswalk treatments have an estimated cost of \$12,000, which will be paid from the Non-Motorized Transportation project funds already appropriated in the Capital Improvements Fund.

#### **BACKGROUND:**

On November 19, 2002, the City Council approved the Citywide 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, El Porto and south Valley Drive sections of the City, as well as all school area neighborhoods. The NTMP Program has been followed in developing a comprehensive traffic calming plan and conducting public outreach in the West Marine Avenue neighborhood, which is bounded by 20th Place, Highland Avenue, 23<sup>rd</sup> / 25<sup>th</sup> Streets and Valley Drive.

In June 2016, the City received a petition from residents along the 500 block of Marine Avenue asking the City to address speeding and safety issues on their street segment. The petition is signed by 30 residents in the vicinity of Marine Avenue. The residents expressed concern about excessive speeding along Marine Avenue and 21<sup>st</sup> Place and noted several blind spots in the area, especially at a short alley between 542 and 544 Marine Avenue that connects 21<sup>st</sup> Place and Marine Avenue.

In September 2016, the City received a second petition from residents along the 600 block of Marine Avenue between Blanche Road and Flournoy Road. The residents expressed concern about speeding on Marine Avenue and unsafe turns at 25<sup>th</sup> Street.

On June 22, 2017, the Parking and Public Improvements Commission (PPIC) discussed the initial study area findings made by the City Traffic Engineer. The PPIC also heard public testimony from eight (8) residents in the neighborhood who identified concerns and observations about traffic and speeding within the study area.

On September 28, 2017, the PPIC discussed the evaluation of the City Traffic Engineer, reviewed written correspondence, and heard public testimony from 17 residents. The PPIC passed a motion to recommend that the City Council approve 8 of the 10 traffic calming measures recommended by staff on a six-month trial basis. The two measures not recommended were a survey of 21<sup>st</sup> Street residents to consider a one-way eastbound street, and installation of vehicle barricades on the alley west of Blanche Road. In addition, the PPIC recommended the installation of stop signs on Marine Avenue at Manor Drive in the eastbound and westbound directions on a six-month trial basis. The City Traffic Engineer supported this recommendation, due to the limited sight distance at the intersection.

On November 7, 2017, the City Council discussed the matter, heard testimony from 15 residents, and considered the PPIC recommendations. The City Council voted to approve the following measures as recommended by the Parking and Public Improvements Commission:

1. Increase enforcement of speeding and other moving violations on a regular basis.
2. Deploy the mobile speed feedback trailer periodically on Marine Avenue to raise driver awareness.
3. Install high-visibility crosswalks at the following locations:
  - a. West and south legs of Marine Avenue at Blanche Road
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  - c. North leg of 21<sup>st</sup> Street at Valley Drive
  - d. North leg of Blanche Road at Valley Drive
  - e. North leg of Flournoy Road at Valley Drive, and
  - f. West leg of Marine Avenue at Valley Drive
4. Install pedestrian warning signs on Marine Avenue at Flournoy Road in both directions.
5. Install two 15 mph speed limit signs on 21<sup>st</sup> Place between Manor Drive and Blanche Road.
6. Realign the intersection of Marine Avenue and 25<sup>th</sup> Street with a temporary corner bulb-out to reduce speeds through the intersection on a trial basis.
7. Install an edgeline along the south side of Marine Avenue between Grandview Avenue and 25<sup>th</sup> Street to provide a separate walking area.
8. Install bike route signs and sharrows on Marine Avenue between Highland Avenue and Valley Drive.
9. Install stop signs on Marine Avenue at Manor Drive in the eastbound and westbound directions.

The City Council directed staff to move forward with a six-month trial period for the proposed recommendations and to allow the residents to work on other ways to improve the safety of the neighborhood.

On October 25, 2018, the PPIC discussed the follow up study conducted by the City Traffic Engineer after the initial measures were implemented, reviewed correspondence and heard public testimony from six residents. In addition, the PPIC considered a request for stop signs at the intersection of 27<sup>th</sup> Street and Flournoy Road. The PPIC passed a motion to recommend that City Council approve continuation of the existing traffic calming measures and to implement the following additional measures:

10. Install a “Not a Truck Route” signs with directional guidance on Marine Avenue at Highland Avenue.
11. Construct curbs and gutters to replace the temporary street realignment at Marine Avenue and 25<sup>th</sup> Street.
12. Remove overgrown vegetation on the northeast and southwest corners of Flournoy Road and 27<sup>th</sup> Street to improve corner sight distance for vehicles and pedestrians.
13. Install pedestrian warning signs and high-visibility crosswalks on the north and south legs of Flournoy Road at 27<sup>th</sup> Street.

The full PPIC staff report with exhibits and meeting minutes for the background summarized above are included in Attachment 1.

## **DISCUSSION:**

The West Marine Avenue NTMP area is located in the northwest quadrant of the city, just north of Live Oak Park. The boundaries for this study are 20th Place, Highland Avenue, 23<sup>rd</sup> / 25<sup>th</sup> Streets

and Valley Drive. There are approximately 280 residential properties within this neighborhood. This study area encompasses at least one parallel street to the north and south of Marine Avenue and includes most streets that could experience traffic diversion if major traffic calming measures were to be implemented on Marine Avenue. Primary access for the neighborhood is via Valley Drive to the east and south, Blanche Road to the north, and Highland Avenue to the west. Live Oak Park and Joselyn Center are located to the south, while Grandview Elementary School is located two full streets to the north.

The approved traffic calming measures were implemented in April 2018 through July 2018. In addition, the Police Department has deployed the mobile speed awareness trailer on Marine Avenue on a periodic basis to reinforce driver behavior.

Follow up volume and speed studies were conducted in October 2018, during typical school days. These counts were compared against counts taken in May 2017 to determine if any significant changes occurred after installation of the traffic calming measures. A significant decrease in traffic volume of about 12 to 20 percent was found when comparing the before-and-after counts. The before-and-after average speed on Marine Avenue is virtually unchanged, and still below the speed limit. Approximately 15% to 17% of the drivers exceed the speed limit, which is typical for similar residential streets. However, the City Traffic Engineer found that while the number of vehicles that exceed 30 mph is low, it was not reduced after the speed limit signs, striping and police enforcement were implemented, which would indicate an ongoing need for selective speed enforcement. No collisions have been reported during the initial measures trial period.

In field observations, the City Traffic Engineer noted that all of the initial measures have performed as expected and have had a calming effect on drivers. Driver compliance with traffic control devices has improved, enhancing overall neighborhood safety. There has been a small increase in bicyclists on Marine Avenue after the sharrows were installed.

The realigned approach at the intersection of Marine Avenue and 25<sup>th</sup> Street has had a calming effect on overall speed in the vicinity, although drivers have been seen cutting across the centerline when no other vehicles are at the corner. Based on these results, staff recommends that the intersection be permanently aligned in this manner with concrete curbs. No vehicle queues have been observed.

During the trial period, a resident noted that the number of trucks on Marine Avenue seemed disproportionately high for a residential street, and suggested signs to mitigate it. Marine Avenue is not a truck route, even though it is one of the few direct routes between Valley Drive and Highland Avenue. Per the City's ordinance, truck drivers must use designated truck routes and take most direct (shortest) route on local streets between the truck route and their origin/destination. A sign on Marine Avenue at Highland Avenue stating that trucks shall use Manhattan Beach Boulevard or Rosecrans Avenue would help reinforce this municipal code requirement.

### Flournoy Road and 27<sup>th</sup> Street

Subsequent to the approval of the initial measures, the City received a petition signed by 93 Grandview School parents requesting that the existing two-way intersection be converted to a four-way stop at the intersection of Flournoy Road and 27<sup>th</sup> Street to improve pedestrian crossing safety. The City Council also discussed this petition request briefly at its March 20, 2018 meeting related to a citywide pedestrian crossing enhancement evaluation.

The intersection of Flournoy Road and 27th Street is located in a residential area north of Valley Drive and west of Sepulveda Boulevard. Flournoy Road is a roughly 22 feet wide two-lane local street between Valley Drive and Rosecrans Avenue with a 25mph prima facie speed limit. Flournoy Road has stop signs at 26<sup>th</sup> Street and 29<sup>th</sup> Street. 27th Street is also a roughly 22 feet wide local street with a 25 mph prima facie speed limit. There are two-way stop signs on 27th Street at Flournoy Road in the eastbound and westbound directions and there are pedestrian signs on Flournoy Road at 27<sup>th</sup> Street in the northbound and southbound directions. Grandview Elementary School is located about ¼ mile to the west of the intersection. This intersection is on the pedestrian route to school along 27<sup>th</sup> Street.

Neither Flournoy nor 27<sup>th</sup> Street is improved with curbs, gutters or sidewalks. Street parking is allowed on both sides of both streets, mostly on parking pads and other unimproved areas within the public right-of-way. Parking is prohibited on the east side of Flournoy Road for about 20 feet both north and south of 27<sup>th</sup> Street with red stripes. Street parking demand is generally light during the day to moderate at night.

Field observations were made on typical days during peak and non-peak periods. Both streets have low traffic volumes, well below four-way stop sign warrant thresholds. Clear driver right-of-way rules are assigned by stop signs on 27th Street. Pedestrian visibility is somewhat restricted from the stop locations on 27<sup>th</sup> Street due to overgrown vegetation within the City right-of-way on the northeast and southwest corners. Vehicles parked close to the intersection could impede sight distance, but this condition was not observed on a recurring basis. Vehicle speeds are low on Flournoy Road through the intersection due to the narrow street conditions.

The traffic collision history between January 1, 2012 and December 31, 2017 was analyzed for the intersection. According to City records, there have been no collisions reported near or within the intersection during this six (6) year period.

The State of California has established guidelines for the installation of stop signs. These criteria have been widely accepted and are used by the City of Manhattan Beach. Multi-way or all-way stop controls are generally recommended when one or more of the State criteria are satisfied and indicate that existing traffic control devices are not sufficient to assign proper right-of-way or cannot be remedied through other means.

A stop sign warrant checklist was completed that indicates that multi-way stop signs are not warranted at this intersection. This intersection has sufficient right-of-way controls with two-way stop signs, does not meet minimum traffic volumes and has no reported collision history. However, the sight distance of approaching vehicles is significantly restricted due to the overgrown corner vegetation. Drivers waiting at the stop signs on 27th Street may have difficulty seeing vehicles or pedestrians approaching on Flournoy Road, and drivers on Flournoy Road may have difficulty seeing pedestrians crossing the north or south legs at 27<sup>th</sup> Street.

State guidelines call for implementing all other feasible remedies that would address safety issues be implemented prior to considering installation of additional stop signs. At this intersection, pedestrian safety can be improved by removing sight distance obstructions and raising driver awareness to potential pedestrian crossings. Therefore, the Traffic Engineer recommends that the overgrown vegetation on the northeast and southwest corners of Flournoy Road and 27th Street be removed to improve corner sight distance for vehicles and pedestrians, and pedestrian warning signs and high-visibility crosswalks be installed on the north and south legs of Flournoy Road at 27th Street.

Both the Fire and Police Departments have been involved in the preparation of the West Marine Avenue NTMP and support the recommended actions. The Departments will review any approved measures to ensure they do not impede emergency response.

**PUBLIC OUTREACH/INTEREST:**

By way of mailed notices, the residents and affected parties within and surrounding the study area were invited to submit comments or attend this City Council meeting to express their opinion about the trial measures (Attachment 3). Public notices were posted in three public locations and posted online on the City's website.

**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 Report with Related Exhibits - October 25, 2018
2. Mailed Public Notice

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

**TO:** Parking and Public Improvements Commission

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

**DATE:** October 25, 2018

**SUBJECT: West Marine Avenue Neighborhood Traffic Management Plan  
Follow-Up Study**

**BACKGROUND:**

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The City Council directed staff to move forward with a six-month trial period for the proposed recommendations and to allow the residents to work on other ways to improve the safety of the neighborhood. The full staff report with exhibits and meeting minutes are included in Exhibit 1. A map of the approved traffic calming measures is included in Exhibit 2.

## **DISCUSSION:**

The West Marine Avenue NTMP area is located in the northwest quadrant of the city, just north of Live Oak Park. The boundaries for this study are 20th Place, Highland Avenue, 23<sup>rd</sup> / 25<sup>th</sup> Streets and Valley Drive. There are approximately 280 residential properties within this neighborhood. This study area encompasses at least one parallel street to the north and south of Marine Avenue and includes most streets that could experience traffic diversion if major traffic calming measures were to be implemented on Marine Avenue. Primary access for the neighborhood is via Valley Drive to the east and south, Blanche Road to the north, and Highland Avenue to the west. Live Oak Park and Joselyn Center are located to the south, while Grandview Elementary School is located two full streets to the north.

The approved traffic calming measures were implemented in April through July 2018. In addition, the Police Department has deployed the mobile speed awareness trailer on Marine Avenue on a periodic basis to reinforce driver behavior. Site photos are attached in Exhibit 3.

Follow up volume and speed studies were conducted in October 2018, during typical school days. These counts were compared against counts taken in May 2017 to determine if any significant changes occurred after installation of the traffic calming measures. A comparison of the volume and speed results are summarized in the following tables:

<b>Segment</b>	<b>Daily Volume (Before)</b>	<b>Daily Volume (After)</b>	<b>Change (%)</b>
Grandview Ave. to Blanche Rd.	3,753	3,300	-453 (12%)
Blanche Rd. to 25 <sup>th</sup> St.	1,146	910	-236 (20%)
25 <sup>th</sup> Street to Valley Drive	2,044	1,606	-438 (21%)

<b>Segment</b>	<b>Average Speed (mph) (Before/After)</b>	<b>85<sup>th</sup> %tile Speed (mph) (Before/After)</b>
Grandview Ave. to Blanche Rd.	22/22	27/28
Blanche Rd. to 25 <sup>th</sup> St.	21/22	26/27
25 <sup>th</sup> Street to Valley Drive	19/21	22/23

A significant decrease in traffic volume of about 12 to 20 percent was found when comparing the before-and-after counts. The before-and-after average speed on Marine Avenue is virtually unchanged, and still below the speed limit. Approximately 15% to 17% of the drivers exceed the speed limit, which is typical for similar residential streets. However, the City Traffic Engineer found that while the number of vehicles that exceed 30 mph is low, it was not reduced after the speed limit signs, striping and police enforcement were implemented, which would indicate an ongoing need for selective speed enforcement. No collisions have been reported during the initial measures trial period.

In field observations, the City Traffic Engineer noted that driver compliance with the existing and new stop signs has improved, with less frequent failure-to-stop violations. Parking compliance is also better with the new white edgelines. There has been a small increase in bicyclists on Marine Avenue after the sharrows were installed.

The new pedestrian warning signs and crosswalks at Marine Avenue and Flournoy Road have improved driver awareness of both cross-traffic and pedestrians. Existing traffic volumes are too low, legal right-of-way is established with stops on the minor street, and there is no collision history to justify stopping all directions with a four-way stop signs at this time. However, corner sight distance can be further improved by trimming back some private landscaping at the corner.

The realigned approach at the intersection of Marine Avenue and 25<sup>th</sup> Street has had a calming effect on overall speed in the vicinity, although drivers have been seen cutting across the centerline when no other vehicles are at the corner. Based in these improvements, staff

recommends that the intersection be permanently aligned in this manner with concrete curbs. No vehicle queues have been observed.

The new stop signs on Marine Avenue at Manor Drive appear to have improved overall driver and pedestrian safety at the intersection. The new crosswalks at Marine Avenue and Blanche Road have raised driver awareness and compliance of the stop signs. The new crosswalks along Valley Drive appear to have improved pedestrian safety along the corridor. The overall effect has been a reduction in traffic volume and an increased driver awareness of potential conflicts, even though traffic speeds have not been noticeably reduced.

During the trial period, a resident noted that the number of trucks on Marine Avenue is disproportionately high for a residential street, and suggested signs to mitigate it. Marine Avenue is not a truck route, even though it may be one of the few direct routes between Valley Drive and Highland Avenue. Per the City's ordinance, truck drivers must use designated truck routes and take most direct (shortest) route on local streets between the truck route and their origin/destination. A sign on Marine Avenue at Highland Avenue stating that trucks shall use Manhattan Beach Boulevard or Rosecrans Avenue would help reinforce this municipal code requirement.

#### Flournoy Road and 27<sup>th</sup> Street

Subsequent to the approval of the initial measures, the City received a petition signed by 93 Grandview School parents requesting four-way stop signs at the intersection of Flournoy Road and 27<sup>th</sup> Street to improve pedestrian crossing safety. (Exhibit 4) The City Council also discussed this petition request briefly at its March 20, 2018 meeting during an agenda item related to a citywide pedestrian crossing enhancement evaluation.

The intersection of Flournoy Road and 27<sup>th</sup> Street is located in a residential area north of Valley Drive and west of Sepulveda Boulevard. Flournoy Road is a roughly 22 feet wide two-lane local street between Valley Drive and Rosecrans Avenue with a 25mph prima facie speed limit. Flournoy Road is stopped at 26<sup>th</sup> Street and 29<sup>th</sup> Street. 27<sup>th</sup> Street is a roughly 22 feet wide local street with a 25 mph prima facie speed limit. There are two-way stop signs on 27<sup>th</sup> Street at Flournoy Road in the eastbound and westbound directions. There are pedestrian signs on Flournoy Road at 27<sup>th</sup> Street at 27<sup>th</sup> Street in the northbound and southbound directions. (Exhibit 5) Grandview Elementary School is located about ¼ mile to the west of the intersection. This intersection is on the pedestrian route to school along 27<sup>th</sup> Street.

Neither street is improved with curbs, gutters or sidewalks. Street parking is allowed on both sides of both streets, mostly on parking pads within the public right-of-way. Parking is prohibited on the east side of Flournoy Road for about 20 feet both north and south of 27<sup>th</sup> Street with red stripes. Street parking demand is generally light during the day to moderate at night.

Field observations were made on typical days during peak and non-peak periods. Both streets have low traffic volumes, well below four-way stop sign warrant thresholds. Clear driver right-of-way rules are assigned by stop signs on 27<sup>th</sup> Street. Pedestrian visibility is somewhat restricted from the stop locations on 27<sup>th</sup> Street due to overgrown vegetation within the City right-of-way on the northeast and southwest corners. Vehicles parked close to the intersection

could impede sight distance, but this condition was not observed on a recurring basis. Vehicle speeds are low on Flournoy Road through the intersection due to the narrow street.

The traffic collision history between January 1, 2012 and December 31, 2017 was analyzed for the intersection. According to City records, there have been no collisions reported near the intersection during this six (6) year period.

The State of California has established guidelines for the installation of stop signs. These criteria have been widely accepted and are used by the City of Manhattan Beach. Multi-way or all-way stop controls are generally recommended when one or more of the State criteria are satisfied and indicate the existing traffic control devices are not sufficient to assign proper right-of-way or cannot be remedied through other means.

A stop sign warrant checklist was completed that indicates that multi-way stop signs are warranted at this intersection (Exhibit 6). This intersection has sufficient right-of-way controls with two-way stop signs, does not meet minimum traffic volumes and has no reported collision history. However, the sight distance of approaching vehicles is significantly restricted due to the overgrown corner vegetation. Drivers waiting at the stop signs on 27th Street may have difficulty seeing vehicles or pedestrians approaching on Flournoy Road, and drivers on Flournoy Road may have difficulty seeing pedestrians crossing the north or south legs at 27<sup>th</sup> Street.

State guidelines state that all other feasible remedies that would address safety issues be implemented prior to considering stop signs. At this intersection, pedestrian safety can be improved by removing sight distance obstructions and raising driver awareness to potential pedestrian crossings. Therefore, the Traffic Engineer recommends that the overgrown vegetation on the northeast and southwest corners of Flournoy Road and 27th Street be removed to improve corner sight distance for vehicles and pedestrians, and pedestrian warning signs and high-visibility crosswalks be installed on the north and south legs of Flournoy Road at 27th Street.

Both the Fire and Police Departments have been involved in the preparation of the West Marine Avenue NTMP and have no preliminary objections to the recommended actions. The Departments will review any approved measures to ensure they do not impede emergency response.

By way of mailed notices, the residents and affected parties within and surrounding the study area as well as around 27<sup>th</sup> Street and Flournoy Road have been invited to the PPIC meeting. Public notices have been posted in three public locations and posted online on the City's website, [www.citymb.info](http://www.citymb.info).

### **RECOMMENDATION:**

Pursuant to the NTMP process, additional traffic calming measures in the NTMP Toolbox may be considered if excessive traffic conditions remain after initial measures are implemented. Based on the follow-up traffic studies, previous findings, citizen comments, absence of adverse effects and overall improvements to traffic safety, the City Traffic Engineer recommends continued implementation of the traffic calming measures as approved by City Council on November 7, 2017 and to monitor neighborhood traffic. In addition, staff recommends the following additional measures:

10. Install “Not a Truck Route” signs with directional guidance on Marine Avenue at Highland Avenue.
11. Construct curbs and gutters to replace the temporary street realignment at Marine Avenue and 25<sup>th</sup> Street.
12. Remove overgrown vegetation on the northeast and southwest corners of Flourney Road and 27<sup>th</sup> Street to improve corner sight distance for vehicles and pedestrians.
13. Install pedestrian warning signs and high-visibility crosswalks on the north and south legs of Flourney Road at 27<sup>th</sup> Street.

- Exhibits:
1. 11/7/2017 City Council Staff Report with Attachments
  2. Approved Initial Traffic Calming Measures Map
  3. Location Photos of Initial Measures
  4. Flourney Road/27<sup>th</sup> Street Petition
  5. Location Photos of Flourney Road at 27<sup>th</sup> Street
  6. Stop Sign Warrant Checklist-Flourney Road and 27<sup>th</sup> Street



# Exhibit 1 City of Manhattan Beach

1400 Highland Avenue  
Manhattan Beach, CA 90266

## Legislation Details (With Text)

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**File #:** 17-0444      **Version:** 1

**Type:** Gen. Bus. - Staff Report      **Status:** Agenda Ready

**In control:** City Council Regular Meeting

**On agenda:** 11/7/2017      **Final action:**

**Title:** Approve the West Marine Avenue 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 – September 28, 2017 with Exhibits, 2. Draft PPIC Minutes – September 28, 2017, 3. Correspondence Received After PPIC Meeting Posting on September 22, 2017, 4. Map of Initial Traffic Calming Measures as Recommended by PPIC

Date	Ver.	Action By	Action	Result
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**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 West Marine Avenue Neighborhood Traffic Management Plan Initial Measures as Recommended by the Parking and Public Improvements Commission (Community Development Director McIntosh).  
**APPROVE**

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**RECOMMENDATION:**  
Approve the West Marine Avenue 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, El Porto and South Valley Drive 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 West Marine Avenue neighborhood bounded by 20th Place, Highland Avenue, 23rd / 25th Streets and Valley Drive.

In June 2016, the City received a petition from residents along the 500 block of Marine Avenue asking to address speeding and safety issues on their street segment. The petition is signed by 30 residents in the vicinity of Marine Avenue. The residents are concerned about excessive speeding along Marine Avenue and 21st Place. The petition also notes several blind spots in the area, especially at a short alley between 542 and 544 Marine Avenue that connects 21st Place and Marine Avenue.

In September 2016, the City received a second petition from residents along 600 block of Marine Avenue between Blanche Road and Flournoy Road (Exhibit 2). The residents are concerned about speeding on Marine Avenue and unsafe turns at 25th Street.

On June 22, 2017, the Parking and Public Improvements Commission (PPIC) discussed the initial findings made by the City Traffic Engineer and heard public testimony from eight (8) residents in the neighborhood who identified concerns and observations about traffic and speeding within the study area.

On September 28, 2017, the PPIC discussed the evaluation of the City Traffic Engineer, reviewed written correspondence, and heard public testimony from 17 residents. The full staff report with exhibits and draft meeting minutes are included in Attachments 1 and 2. Additional correspondence received after the PPIC meeting agenda posting is in Attachment 3.

## DISCUSSION:

The West Marine Avenue NTMP area is located in the northwest quadrant of the city, just north of Live Oak Park. The boundaries for this study are 20th Place, Highland Avenue, 23rd / 25th Streets and Valley Drive. There are approximately 280 residential properties within this neighborhood. This study area encompasses at least one parallel street to the north and south of Marine Avenue and includes most streets that could experience traffic diversion if major traffic calming measures were to be implemented on Marine Avenue. Primary access for the neighborhood is via Valley Drive to the east and south, Blanche Road to the north, and Highland Avenue to the west. Live Oak Park and Joselyn Center are located to the south, while Grandview Elementary School is located two full streets to the north. The City Traffic Engineer studied the traffic conditions and summarized them in

the PPIC report. (Attachment 1)

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

1. Increase enforcement of speeding and other moving violations on a regular basis.
2. Deploy the mobile speed feedback trailer periodically on Marine Avenue to raise driver awareness.
3. Install high-visibility crosswalks at the following locations:
  - a. West and south legs of Marine Avenue at Blanche Road
  - b. West and south legs of Marine Avenue at Flournoy Road
  - c. North leg of 21<sup>st</sup> Street at Valley Drive
  - d. North leg of Blanche Road at Valley Drive
  - e. North leg of Flournoy Road at Valley Drive, and
  - f. West leg of Marine Avenue at Valley Drive
4. Install pedestrian warning signs on Marine Avenue at Flournoy Road in both directions.
5. Install two 15 mph speed limit signs on 21<sup>st</sup> Place between Manor Drive and Blanche Road.
6. Realign the intersection of Marine Avenue and 25<sup>th</sup> Street with a temporary corner bulb-out to reduce speeds through the intersection on a trial basis.
7. Conduct a survey to determine if a majority of residents on 21<sup>st</sup> Street between Manor Drive and Blanche Road support a one-way eastbound street. If so, a one-way street would be considered at a future PPIC meeting. (Not recommended by PPIC)
8. Install vehicle barricades on the alley west of Blanche Road between Marine Avenue and 21<sup>st</sup> Place and study the potential impacts during a 6-month trial period. (Not recommended by PPIC)
9. Install an edgeline along the south side of Marine Avenue between Grandview Avenue and 25<sup>th</sup> Street to provide a separate walking area.
10. Install bike route signs and sharrows on Marine Avenue between Highland Avenue and Valley Drive.

At the September 28, 2017, meeting, the PPIC passed a motion to recommend that the City Council approve all traffic calming measures except 7 and 8 on a six-month trial basis. In addition, the PPIC recommended the installation of stop signs on Marine Avenue at Manor Drive in the eastbound and westbound directions, on a six-month trial basis. The City Traffic Engineer supports this recommendation, due to the limited sight distance at the intersection. A map of the PPIC recommended traffic calming measures is included in Attachment 3.

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](http://www.citymb.info). 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 - September 28, 2017 with Exhibits
2. Draft PPIC Minutes - September 28, 2017
3. Correspondence Received After PPIC Meeting Posting on September 22, 2017
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:** September 28, 2017

**SUBJECT: West Marine Avenue Neighborhood Traffic Management Study  
Initial Traffic Calming Recommendations**

**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 Program has been followed in developing public outreach and addressing traffic concerns in the neighborhood in the vicinity of Marine Avenue between Grandview Avenue and Valley Drive.

In June 2016, the City received a petition from residents along the 500 block of Marine Avenue asking to address speeding and safety issues on their street segment. (Exhibit 1) The petition is signed by 30 residents in the vicinity of Marine Avenue. Of those signatures, 14 represent residents of Marine Avenue between Grandview Avenue and Blanche Road. Nine of the signatures represent residents of 21<sup>st</sup> Street west of Blanche Road. The residents are concerned about excessive speeding along Marine Avenue and 21<sup>st</sup> Place. The petition also notes several blind spots in the area, especially at a short alley between 542 and 544 Marine Avenue that connects 21<sup>st</sup> Place and Marine Avenue.

In September 2016, the City received a petition from residents along 600 block of Marine Avenue between Blanche Road and Flournoy Road (Exhibit 2). The residents are concerned about speeding on Marine Avenue and unsafe turns at 25<sup>th</sup> Street.

On June 22, 2017, the Parking and Public Improvements Commission (PPIC) discussed the initial findings made by the City Traffic Engineer and heard public testimony from eight residents in the neighborhood who identified concerns and observations about traffic and speeding within the study area. A summary is provided in the draft minutes attached to the meeting agenda.

This staff report analyzes the traffic data, considers resident feedback and evaluates various traffic calming measures that could be implemented to address the comments and concerns. The meeting is intended to be a public forum to discuss and recommend a list of traffic measures to

## Exhibit 1

be forwarded to the City Council for approval. The approved measures would then be implemented on a trial basis to determine their effectiveness and potential impacts.

### **DISCUSSION:**

The West Marine Avenue NTMP area is located in the northwest quadrant of the city, just north of Live Oak Park (Exhibit 3). The boundaries for this study are 20<sup>th</sup> Place, Highland Avenue, 23<sup>rd</sup> / 25<sup>th</sup> Streets and Valley Drive. This study area encompasses at least one parallel street to the north and south of Marine Avenue and includes most streets that could experience traffic diversion if major traffic calming measures were to be implemented on Marine Avenue. Primary access for the neighborhood is via Valley Drive to the east and south, Blanche Road to the north, and Highland Avenue to the west. Live Oak Park and Joselyn Center are located to the south, while Grandview Elementary School is located two full streets to the north. Location photos are attached in Exhibit 4.

Marine Avenue in the study area is classified as a major local street in a residential area with a speed limit of 25 mph. The street is 24-feet wide within a 50-foot wide right-of-way. The street is not improved with curbs, gutters or sidewalks. There are numerous parking pads and driveways along Marine Avenue. There is an uncontrolled marked crosswalk on Manor Drive crossing Marine Avenue. There are speed limit signs posted in both directions on two segments of Marine Avenue. An unnamed 15-foot wide alley is located three properties to the west of Blanche Road between 21<sup>st</sup> Place and Marine Avenue. A few residents have voiced their desire to prohibit vehicles on the alley and convert it to a pedestrian walk, pocket park, or vacate it. 21<sup>st</sup> Place between Manor Drive and Blanche Road is a 20-foot wide alley and provides access to rear facing garages. 21<sup>st</sup> Street between Manor Drive and Valley Drive is a 20-foot wide local street with a speed limit of 25 mph and parking on the south side only.

Pursuant to the City's General Plan Circulation Element, major local streets such as Marine Avenue are intended to "provide circulation within and between residential neighborhoods. They are to be designed to discourage longer distance through trips and higher speeds (posted speed limit of 25 mph or lower). Major local streets generally have a maximum of one lane in each direction, and curbside parking is generally allowed where the street width is sufficient to support both moving traffic and parking lanes."

A review of the collision history within the neighborhood was conducted for the period between January 1, 2008 and December 31, 2016. The review indicates there were no reported vehicle or pedestrian collisions on Marine Avenue or other streets within the study area during this time period.

Traffic volume and speed counts were conducted on Marine Avenue during May 2017. Traffic counts were taken on typical weekdays. A summary of the peak hour and daily traffic volumes is shown in Exhibit 5. It should be noted that the counts were taken when public schools were in session and before the summer season, which represents typical non-summer traffic volumes. Traffic volumes are typically somewhat higher in the summer due to beach traffic, but it is generally offset by the absence of school traffic.

## Exhibit 1

A speed survey was conducted on Marine Avenue at the same time on three street segments between Grandview Avenue and Valley Drive. The volume and speed results are summarized in the table:

Segment	Average Daily Volume	Average Speed (mph)	85 <sup>th</sup> Percentile Speed (mph)	Percent over 30 mph
Grandview Ave. to Blanche Rd.	3,753	22	27	2.8%
Blanche Rd. to 25 <sup>th</sup> St.	1,146	21	26	2.9%
25 <sup>th</sup> Street to Valley Drive	2,044	19	22	<1%

The average overall speed is between 19 and 21 mph, and the prevailing speed (85<sup>th</sup> percentile) is between 26 and 27 mph. These are typical and expected speeds on a residential street. It was found that approximately three percent (3%) of traffic traveled in excess of 30 mph. This is a lower than expected percentage of violators.

It should be noted that the traffic volume on Marine Avenue is significantly lower on the segment between Blanche Road and 25<sup>th</sup> Street. This is because Blanche Road acts as a primary access through the neighborhood in the north and south directions. Also, about 44% of traffic on Marine Avenue west of Valley Drive continues straight on 25<sup>th</sup> Street instead of continuing on Marine Avenue to the west. The estimated daily volume on 21<sup>st</sup> Place is 400 vehicles per day, based on typical trip generation for the adjacent homes pursuant to the Trip Generation Manual, published by the Institute of Transportation Engineers.

### **Neighborhood Feedback**

Subsequent to the June 22, 2017 meeting, the City received public comments from residents in the study area (Exhibit 6), which are summarized below:

- A. High volumes and speeding on Marine Avenue
- B. Failure to stop at the intersection of Marine Avenue and Blanche Road
- C. Failure to stop at the intersection of Marine Avenue and 25<sup>th</sup> Street
- D. Driving on the wrong side
- E. Limited driver awareness of the alley between Marine Avenue and 21<sup>st</sup> Place
- F. Absence of a pedestrian area on the street.
- G. Narrow width on 21<sup>st</sup> Street
- H. Unsafe turning movements at Marine Avenue and 25<sup>th</sup> Street

Many residents have offered suggestions, such as speed humps, flashing stop beacons, alley speed limit signs, 25 MPH pavement legends, unmanned police car parked on street, one-way eastbound street on 21<sup>st</sup> Street, closing 25<sup>th</sup> Street at Agnes Street, 4-way stop signs at Marine Avenue and Flournoy Road, closure of the alley between Marine Avenue and 21<sup>st</sup> Place, pedestrian striping, painted crosswalks, bike lanes and more enforcement.

### **NTMP TOOLBOX**

Each of the NTMP toolbox measures was evaluated for appropriateness and its ability to address the identified concerns and findings. The allowed NTMP 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 Marine Avenue, however, the relative speeds on other narrow streets within the neighborhood are not excessive, and the narrowness would make it difficult to find a place to deploy 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 at the intersections of Marine Avenue and Blanche Road (south and west legs) and at Marine Avenue and Flournoy Road (south and west legs). Also, crosswalks can be painted on the north legs of 21<sup>st</sup> Street, Blanche Road, Flournoy Road and 25<sup>th</sup> Street at Valley Drive to connect the existing sidewalk along the north side of Valley Drive. The crosswalk markings would encourage good behavior by encouraging drivers to stop fully at the intersection and look for pedestrians.
- E. Pedestrian Crossing Sign – This measure would be beneficial at a recommended crosswalk on Marine Avenue at Flournoy Road.
- F. Electronic or Larger Speed Limit Signs – Speed limit signs and markings are already posted on Marine Avenue. 15 MPH speed limit signs would be beneficial on 21<sup>st</sup> Place to remind drivers to slow down. Other streets and alleys in the 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 at 25<sup>th</sup> Street and Marine Avenue, however, the expected traffic diversion will cause substantial volume increases on other streets, including 24<sup>th</sup> Street adjacent to Grandview Elementary School. It would also limit the residents' ability to access their homes, resulting in higher overall trip lengths and greater vehicle mileage through the neighborhood.
- 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.
- J. Crosswalk Warning System – No uncontrolled intersections were identified with a combination of high pedestrian and vehicle volumes to justify crosswalk warning systems with the exception of Valley Drive and Flournoy Road, which is part of an upcoming pedestrian crossing study and report to City Council in October.
- 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 and existing street widths in the neighborhood, no locations would be appropriate for this measure.

## Exhibit 1

- N. Chokers at Intersections – A corner bulb-out could be beneficial at the intersection of Marine Avenue and 25<sup>th</sup> Street to realign the intersection in a more traditional right angle. This would require drivers to make the westbound left turn or eastbound right turn slower. It could be implemented on a trial basis with temporary curbing.
- O. Lane Reduction/Narrowing/Restriping - This measure can reduce speeding and discourages some cut-through traffic by limiting the lane width available for drivers. However, the streets within the neighborhood are already quite narrow and would not benefit from this measure.
- P. Stop Sign as Neighborhood Traffic Control Measure – Stop signs should be installed in accordance with established guidelines, or when special conditions exist at an intersection, such as a significant visibility issue. There are no uncontrolled intersections in the neighborhood that have unusual conditions or meet the established guidelines for stop signs. The addition of unwarranted stop signs generally encourages rolling stops and general disregard for all stop signs.
- Q. Parking Restrictions – Non-resident parking in the neighborhood does not appear to be prevalent in the neighborhood, although the amount of curb parking is limited and in high demand.

### Level Three Tools

- R. Raised Crosswalk – Due to the absence of sidewalks and curbs on most streets, there are no locations within the neighborhood that would be a candidate for this measure.
- S. Raised Intersection – This tool is not being considered at this time since Level One and 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, with the exception of Marine Avenue and 25<sup>th</sup> Street. This would require significant redesign and reduction of landscaping in the public parkways adjacent to the residences, so this measure is not being considered at this time.
- 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 Street – Some residents on 21<sup>st</sup> Street have proposed a one-way eastbound street between Manor Drive and Valley Drive. The street is only 20 feet wide, which means it is too narrow for two-way traffic when cars are parked along the south side. Also, there are only four homes with driveways on the south side that enable drivers to pass each other in opposite directions in the driveway area when curb parking is full. A one-way street could be accomplished by posting “DO NOT ENTER” signs on 21<sup>st</sup>

## Exhibit 1

Street at Valley Drive and one-way signs at Manor Avenue. A small increase in traffic volume may occur on Marine Avenue due to the resulting diverted westbound traffic, and should be studied before and after a trial period. Also, the majority of residents on 21<sup>st</sup> Street should indicate strong support prior to considering a one-way street.

- Y. Walkstreet – The alley west of Blanche Road between Marine Avenue and 21<sup>st</sup> Place is a potential candidate for a walkstreet. It has a very low volume and is not required for emergency purposes. It is only one block long has no garage access. The alley could be beneficial to the neighborhood if converted to a walkstreet or parklet with a sidewalk, because adults and children have a safe place to walk, gather and play off the street. It would also reduce the potential for collisions by removing vehicle conflicts and sight distance limitations at the existing intersection at Marine Avenue. Prior to conversion to a walkstreet or potentially vacated and sold as private land, a temporary closure should be conducted on a trial basis to determine the potential impacts to traffic circulation.
- Z. Sidewalk Striping – There are no existing sidewalks in the study area with the exception of Valley Drive and Blanche Road. While most streets (not alleys) have sufficient right-of-way width, the addition of sidewalks would require the removal of substantial residential landscaping and would significantly change the character of the neighborhood. It would also require the removal or relocation of parking pads. Alternately, a white edgeline can be painted along the south side of Marin Avenue to establish a pedestrian walking area. The line would effectively reduce the eastbound lane width, which would have a traffic calming effect as well. Pedestrians may sometimes have to walk around cars parked on parking pads, but pedestrians and vehicles would generally be separated from each other.
- AA. Bike Route and Sharrows – Marine Avenue has been designated as a proposed bike route in the City’s Bicycle Master Plan. Bike route signs and “sharrow” markings would be appropriate between Grandview Avenue and Valley Drive. Eventually, the bikeway along Marine Avenue would connect the Strand Bikeway to Veterans Parkway.

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. The Departments will review any approved measures to ensure they do not impede emergency response.

### **Next Steps:**

Upon the PPIC’s recommendation of the refined list of toolbox measures, the 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**

## Exhibit 1

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

### **RECOMMENDATION:**

Based on the traffic studies, previous findings, citizen comments and evaluation of NTMP toolbox measures, staff recommends that the Commission recommend the following traffic calming measures and forward them to the City Council for their approval on a trial basis (See Exhibit 7):

1. Increase enforcement of speeding and other moving violations on a regular basis.
2. Deploy the mobile speed feedback trailer periodically on Marine Avenue to raise driver awareness.
3. Install high-visibility crosswalks at the following locations:
  - a. West and south legs of Marine Avenue at Blanche Road
  - b. West and south legs of Marine Avenue at Flournoy Road
  - c. North leg of 21<sup>st</sup> Street at Valley Drive
  - d. North leg of Blanche Road at Valley Drive
  - e. North leg of Flournoy Road at Valley Drive, and
  - f. West leg of Marine Avenue at Valley Drive
4. Install pedestrian warning signs on Marine Avenue at Flournoy Road in both directions.
5. Install two 15 mph speed limit signs on 21<sup>st</sup> Place between Manor Drive and Blanche Road.
6. Realign the intersection of Marine Avenue and 25<sup>th</sup> Street with a temporary corner bulb-out to reduce speeds through the intersection on a trial basis.
7. Conduct a survey to determine if a majority of residents on 21<sup>st</sup> Street between Manor Drive and Blanche Road support a one-way eastbound street. If so, a one-way street would be considered at a future PPIC meeting.
8. Install vehicle barricades on the alley west of Blanche Road between Marine Avenue and 21<sup>st</sup> Place and study the potential impacts during a 6-month trial period.
9. Install an edgeline along the south side of Marine Avenue between Grandview Avenue and 25<sup>th</sup> Street to provide a separate walking area.
10. Install bike route signs and sharrows on Marine Avenue between Highland Avenue and Valley Drive.

- Exhibits:
1. 500 Block of Marine Avenue Petition
  2. 600 Block of Marine Avenue Petition
  3. Study Area Map
  4. Location Photos
  5. Traffic Counts and Speeds - May 2017
  6. Correspondence after June 22, 2017
  7. Initial Recommendations Map

Exhibit 1

EXHIBIT 1

June 10, 2016

Tony Olmos  
City of Manhattan Beach  
Director of Public Works  
3621 Bell Avenue  
Manhattan Beach, CA 90266

Dear Mr. Olmos:

The City of Manhattan Beach is recognized for providing exemplary municipal services for *California's safest Beach community* so please accept this urgent request and letter of support to address the need for:

- Installing speed modification tools on the alley at 21<sup>st</sup> Place
- Installing speed modification tools on the 500<sup>th</sup> block of Marine Avenue
- Placing the alley between 544 Marine Avenue and 546 Marine Avenue on vacation
- Increasing speed enforcement on the 500<sup>th</sup> block of Marine Avenue

Our families live on the 500th block of Marine Avenue. Among us we have over 30 school age children. We are all so grateful to have the opportunity to raise our children in this wonderful community. Our neighborhood is active and engaged. As a result, our children and families interact with each other on daily basis. Our children mostly enjoy playing in the alley at 21<sup>st</sup> Place, behind our homes. However, the excessive speed at which vehicles drive up and down both the alley and Marine Avenue has become of great concern. In addition, we believe that vehicle blind spots in this area are a safety hazard for all residents who live here.

There have been several incidents with vehicles nearly running over children and adults, as well as the loss of several beloved pets. As a result, we reached out to Lieutenant Andrew Herrod, and are grateful to him for placing a Speed Monitor on Marine Avenue during the months of April and May 2016.

For clarifications purposes, we have attached is a diagram of the area that we are referring to.

We know that one of your missions, as well as ours, is to ensure that our families are afforded safe and secure environments. We anticipate that your approval of these requests will greatly improve the safety of our children and families.

Thank you for your attention and consideration. Should you require additional information, please feel free to contact Ilia Dickey at 619.306.3498.

Sincerely,

**Marine Avenue Neighbors**

CC: Lieutenant Andrew Herrod

**Attachment:** Diagram

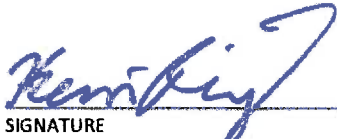
Sincerely,

**Marine Avenue Neighbors**



SIGNATURE

Scott and Ilia Dickey  
544 Marine Avenue  
Manhattan Beach, CA 90266



SIGNATURE

Kevin and Meagan Ring  
542 Marine Avenue  
Manhattan Beach, CA 90266



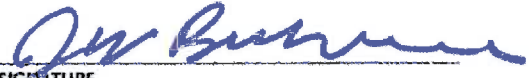
SIGNATURE

Jennifer Lee  
PRINT NAME  
552 Marine Ave.  
STREET ADDRESS  
Manhattan Beach, CA  
CITY STATE ZIP 90266



SIGNATURE

Samantha Buchanan  
PRINT NAME  
548 Marine Ave.  
STREET ADDRESS  
Manhattan Beach, CA  
CITY STATE ZIP 90266



SIGNATURE

John and Samantha Buchanan  
548 Marine Avenue  
Manhattan Beach, CA 90266



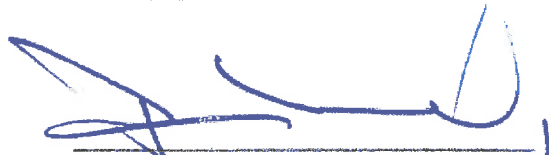
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Paul and Cailin Goncalves  
540 Marine Avenue  
Manhattan Beach, CA 90266



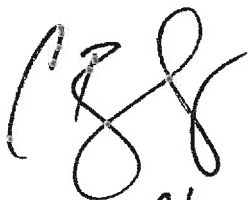
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Brad Losson  
PRINT NAME  
553 21st St.  
STREET ADDRESS  
MB 90266  
CITY STATE ZIP



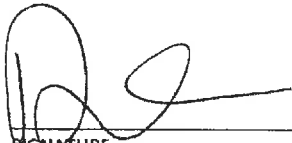
SIGNATURE

Dana McFarland  
PRINT NAME  
508 Marine Ave.  
STREET ADDRESS  
M.B. CA 90266  
CITY STATE ZIP




Clodagh Bowyer-Greene  
814 1st St.  
manhattan Beach, CA

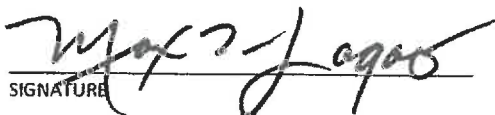
JOE GASPEROV  
520 23RD ST  
MB CA 90266

  
SIGNATURE

Danielle Martin  
PRINT NAME  
2100 Blanche Rd.  
STREET ADDRESS  
Manhattan Beach, CA  
CITY STATE ZIP 90266

  
SIGNATURE

Kim Waterson  
PRINT NAME  
541 Marine Ave.  
STREET ADDRESS  
Manhattan Beach, CA  
CITY STATE ZIP 90266

  
SIGNATURE


Max Lagao  
PRINT NAME  
519 21<sup>st</sup> ST  
STREET ADDRESS  
Manhattan Beach, CA  
CITY STATE ZIP 90266

  
SIGNATURE

Row Romero  
PRINT NAME  
528 Marine Ave  
STREET ADDRESS  
MB CA 90266  
CITY STATE ZIP

  
SIGNATURE

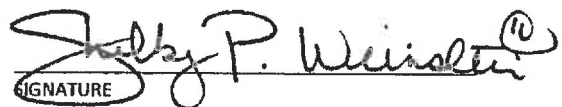
Chad O'Hara  
PRINT NAME  
557 21<sup>st</sup> ST  
STREET ADDRESS  
Manhattan Beach, CA  
CITY STATE ZIP 90266

  
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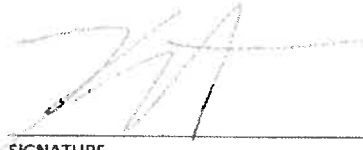
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529 21<sup>st</sup> Street  
STREET ADDRESS  
Manhattan Beach CA 90266  
CITY STATE ZIP

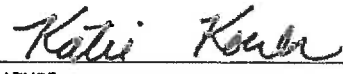
  
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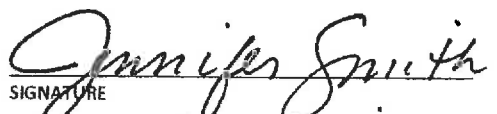
LISA O'HARA  
PRINT NAME  
557 21<sup>st</sup> ST  
STREET ADDRESS  
MB CA 90266  
CITY STATE ZIP


  
SIGNATURE

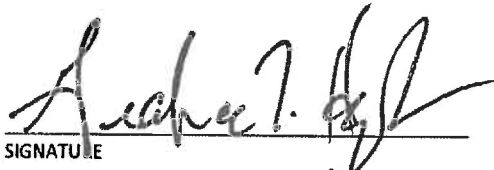
Shelby P. Weinstein  
PRINT NAME  
522 Marine Ave  
STREET ADDRESS  
MB CA 90266  
CITY STATE ZIP


  
 SIGNATURE  
 KEVIN PRATT  
 PRINT NAME  
 555 21<sup>ST</sup> ST  
 STREET ADDRESS  
 MAN Bch, CA 90266  
 CITY STATE ZIP

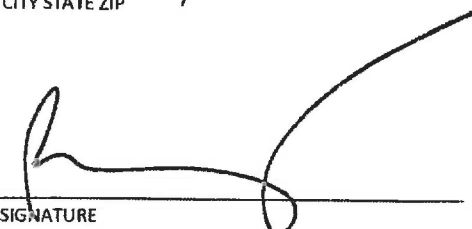
  
 SIGNATURE  
 Katie Koerber  
 PRINT NAME  
 2111 N. Valley St.  
 STREET ADDRESS  
 MB, CA 90266  
 CITY STATE ZIP


  
 SIGNATURE  
 Jennifer Smith  
 PRINT NAME  
 520 Marine Ave  
 STREET ADDRESS  
 Manhattan Beach, CA  
 CITY STATE ZIP 90266


  
 SIGNATURE  
 Trevor Waterson  
 PRINT NAME  
 541 Marine  
 STREET ADDRESS  
 Manhattan Beach CA  
 CITY STATE ZIP 90266

  
 SIGNATURE  
 GRAHAM HUGHES  
 PRINT NAME  
 645 26  
 STREET ADDRESS  
 MB, CA 90266  
 CITY STATE ZIP

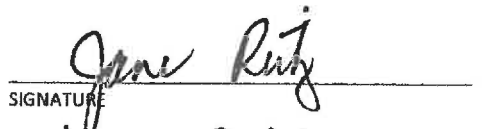
  
 SIGNATURE  
 Lucio Flores  
 PRINT NAME  
 518 Marine Ave  
 STREET ADDRESS  
 MB CA 90266  
 CITY STATE ZIP

  
 SIGNATURE  
 Brandi Greenberg  
 PRINT NAME  
 409 17<sup>th</sup> St  
 STREET ADDRESS  
 Manhattan Beach CA 90266  
 CITY STATE ZIP


  
 SIGNATURE  
 Michael Swanson  
 PRINT NAME  
 332 19<sup>th</sup> St  
 STREET ADDRESS  
 MB, CA 90266  
 CITY STATE ZIP

  
 SIGNATURE  
 Jim Benning  
 PRINT NAME  
 550 Marina Ave.  
 STREET ADDRESS  
 Manhattan Beach, CA  
 CITY STATE ZIP  
 90266


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 SIGNATURE  
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 PRINT NAME  
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 STREET ADDRESS  
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 CITY STATE ZIP

  
 SIGNATURE  
 Jane Reitz  
 PRINT NAME  
 543 21st St.  
 STREET ADDRESS  
 MB, CA 90266  
 CITY STATE ZIP

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 SIGNATURE  
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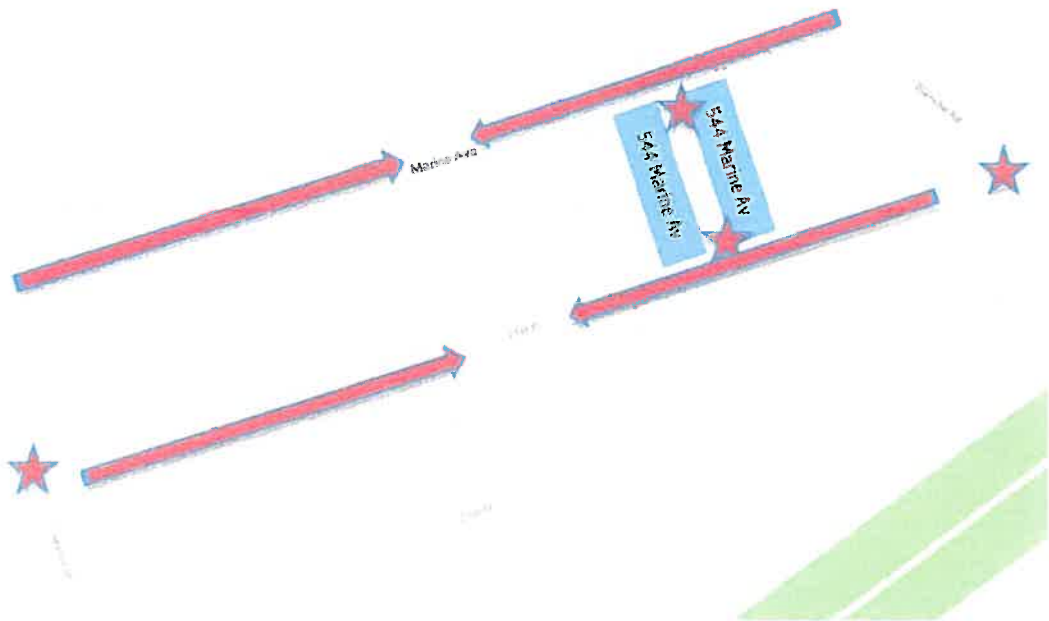
  
 SIGNATURE  
 Barry S. Fisher  
 PRINT NAME  
 549 21st St  
 STREET ADDRESS  
 MB CA 90266  
 CITY STATE ZIP

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 SIGNATURE  
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 Kathy Fisher  
 PRINT NAME  
 549 21st St.  
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 CITY STATE ZIP

Exhibit 1



**KEY**

-  Traffic Blind Spots
-  High Speed Traffic Areas

Exhibit 1  
EXHIBIT 2

September 1, 2016

To: City of Manhattan Beach, Traffic Control/Engineer Department

From: Residents of the 600 block of Marine Avenue

Ladies and Gentlemen,

We the residents of the 600 block of Marine Avenue believe we have a significant speed control problem on our street. The current posted speed limit is 25 mph. In our view many of the vehicles traveling on Marine Avenue exceed or greatly exceed the current posted limit. Additionally, our section of Marine Avenue does not have sidewalks, which combined with the constant high rates speeds creates an unsafe environment for the residents as well as walkers, bikers, etc.

We seek your advice and assistance in solving this current and growing problem. We understand the residents of the 500 block of Marine Avenue have voiced similar concerns and are looking for assistance in solving their speed problem. We would like to join in their effort(s) for a solution.

If it is helpful we will create a sub-committee of residents who can represent the collective voice of the 600 block.

Thank you for your consideration and we look forward to working with you towards a solution.

Regards,

Name

Signature

Phone Number

NO 600 Marine:

601 Marine:

604 Marine:

605 Marine:

608 Marine:

609 Marine:

612 Marine:

613 Marine:

616 Marine:

617 Marine:

CORY Norcen Cory  
Pat Sheehan

(310) 545-0727

Andrea Cornwin Andrea Cornwin  
Darlene Vazal Paula S. Vazal

310 545-7197

620 Marine:

621 Marine:

624 Marine:

625 Marine:

628 Marine: *Rebecca Kelley (310) 800 5227 RK*

629 Marine: *Leut. Porroni 310 344-2316*

632 Marine: *Joe Arizore 310 545 2250*

633 Marine: *Weather Hall 310-503-4623*

636 Marine: *Toni Harris - 545-2411*

637 Marine: *Nancy Tom - Out of the Country*

640 Marine: *Susan [Signature] (310) 878-9191*

644 Marine: *Morie Miller 310 291 1180*

645 Marine: *Ataly - Mark C Heaty*

648 Marine:

649 Marine: *Bohannon [Signature] (310) 991-0480*

652 Marine:

653 Marine: *Jones [Signature] (310) 546-7245*

656 Marine: *Henry [Signature]*

~~657 Marine:~~

~~660 Marine:~~

~~661 Marine:~~

~~664 Marine:~~

~~665 Marine:~~

~~668 Marine:~~



# EXHIBIT 1 West Marine Ave NTMP Notice Area



982.7 0 491.35 982.7 Feet

This map is a user generated static output from the "MB GIS Info" Intranet mapping site and is for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

© Latitude Geographics Group Ltd.

Notes

38 of 119

PPIC MTG 9-26-19



Legend

☐ Parcels



Scale: 1: 5,896

Exhibit 1  
**EXHIBIT 4**  
**LOCATION PHOTOS**



Marine Avenue at Grandview Avenue Looking East



Marine Avenue at Manor Drive Looking East

Exhibit 1



Marine Avenue at Blanche Road Looking West



Marine Avenue at Blanche Road Looking East

Exhibit 1



Marine Avenue at Flournoy Road Looking East



21<sup>st</sup> Place Looking East

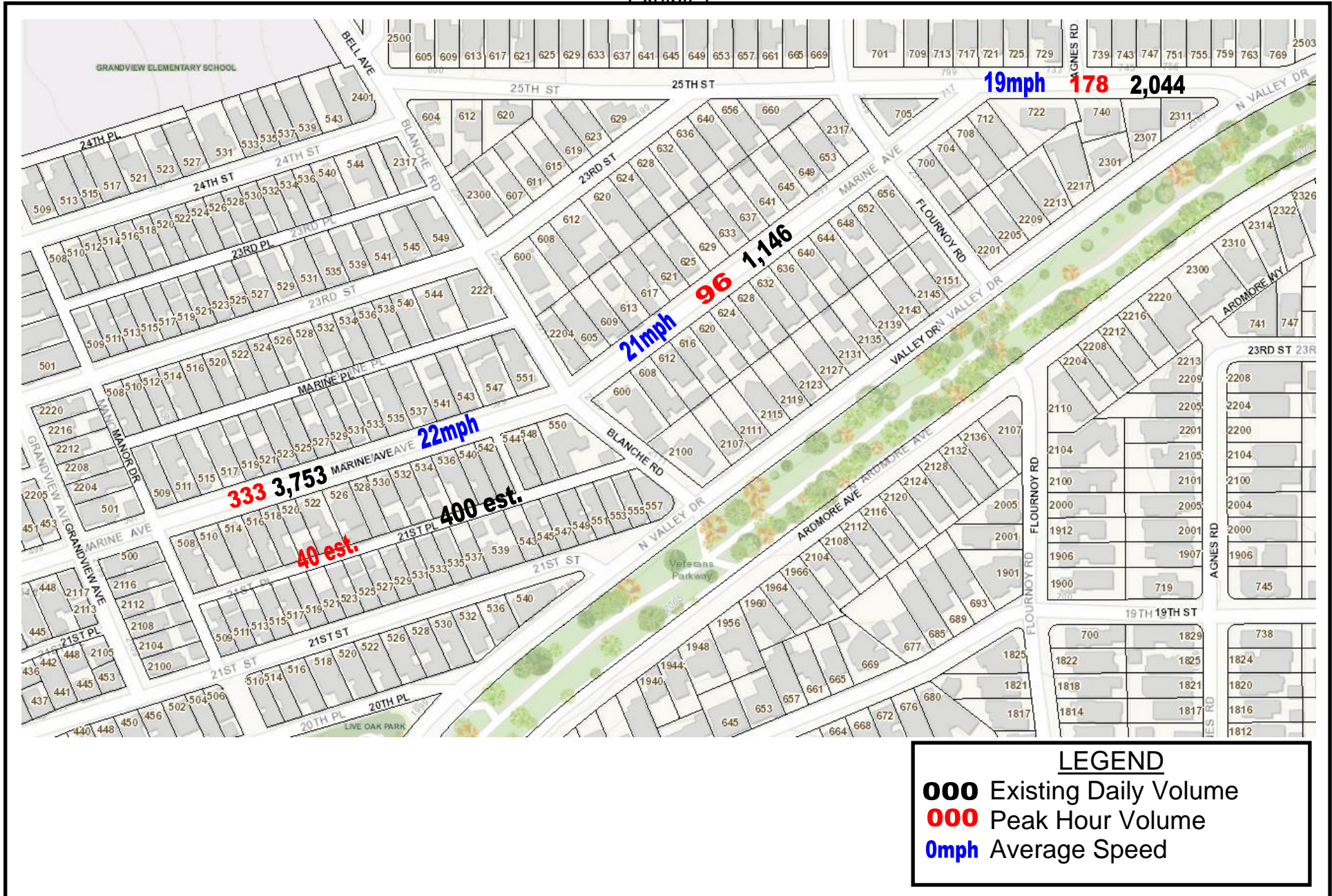
Exhibit 1



Alley West of Blanche Road Looking North



Alley West of Blanche Road Looking South



City of Manhattan Beach  
Community Development  
Traffic Engineering Division

Exhibit 5  
West Marine Avenue Between Grandview Ave. and Valley Dr.  
Daily and Peak Hour Traffic Counts

43 of 119

**PARKING  
AND PUBLIC IMPROVEMENTS  
COMMISSION**

**West Marine Avenue Neighborhood  
Traffic Management Study  
Initial Traffic Calming  
Recommendations**

**Correspondence Received  
After June 22, 2017**

**Erik Zandvliet**

---

**From:** maryannnomarj@aol.com  
**Sent:** Thursday, June 22, 2017 6:04 PM  
**To:** Erik Zandvliet  
**Subject:** Fwd: West Marine Traffic Study

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

From: maryannnomarj <maryannnomarj@aol.com>  
To: EricZandvliet <EricZandvliet@citymb.info>  
Sent: Thu, Jun 22, 2017 10:19 am  
Subject: West Marine Traffic Study

Dear Mr. Zandvliet- We own two properties in the area of the study, 521 21st and 324 Marine. My only suggestion would be to make 21st Street one-way from Highland or Grandview to Valley. The parking on 21st is on the south-east side which would be in the direction of the proposed traffic flow. Since 21st has room for only one car and parking is tight, making it one-way would eliminate vehicles having to back up all the way to either Valley or Manor to let two cars pass each other.

Thank you for considering my proposal, Omar Johnson

Peter Rech  
535 21<sup>st</sup> Street  
Manhattan Beach, CA 90266  
[p.rech@yahoo.com](mailto:p.rech@yahoo.com)

City of Manhattan Beach  
Public/Parking Improvement  
Erik Zandvliet  
1400 Highland Ave  
Manhattan Beach, CA 90266

RE: West Marine Ave NTMS

I received a notice of meeting concerning West Marine/21<sup>st</sup> Place and adjacent streets in Manhattan Beach would like to supply my input. I have comments on the letter that was sent by the resident of 544 Marine as well as your survey results. They pertain only to the 500 block of Marine and 21<sup>st</sup> Place.

I reviewed the Initial Study Findings and have the following comments and questions. First, the petition that was forwarded to the City is at best, "weak". I see signatures of people that do not live on any of the streets in question, yet the petition was never sent to my property.

The letter states that children play in the alley ie 21<sup>st</sup> Place. I can understand a speed and safety issue for the children's safety as well as a driver's safety. Vehicles travel through that street and that is a fact. Just the simple fact that vehicles travel that street pose a risk at any speed.

Concerning the issue of high speed on 21<sup>st</sup> Place, I would like to see data that supports the claim of high speed. If you trip counted Marine why was 21<sup>st</sup> Place not trip counted? Have there been any Accidents ? Why was it not speed monitored? I believe 400 cars per day travel is an exaggeration. I understand where that number comes from but that might not be the best source for this particular street. If excessive speed is an issue, monitor it. Otherwise, it is simply someone's opinion.

This brings the side street between 542 Marine and 544 Marine into question and yes there is a blind spot when coming in off Marine onto 21<sup>st</sup> Place as well as going into Marine. That section in question is a convenient exit path when 21<sup>st</sup> Place is blocked by refuse trucks, delivery vans, cars parked well into the street etc etc . It's convenient for the owners of 544 Marine to suggest pocket park/vacation etc etc but I maintain you need more data to support any decisions on that property. Did you monitor it for traffic?

As stated in the petition, there is also a blind spot at the west end where 21<sup>st</sup> Place intersects Manor. That's a dangerous intersection and one must "crawl" through it. Manor has lined off walking paths and in the AM and at 3 pm gators go to and from school. Do people want to close that off too?

At the East end of 21<sup>st</sup> Place, there is a blind spot at Blanche and the City took out the stop sign a few years ago in favor of a painted Yield sign on the slurry. That was at the request of the past owner of 557 21<sup>st</sup> St. and they claimed it made it difficult to get into their garage. I maintain removing the stop sign was a bad decision.

Let me summarize:

- According to your **survey results**, Marine Ave speeds in the 500 block are NOT excessive. Only 2.9% have violated the posted speed limit. If it ever came to mitigation measures I suggest you use bike path lanes to slow traffic. In my opinion it is a more friendly approach than speed bumps and serves the community at the same time.
- There is no hard **data** that supports high traffic and more importantly high speed on the 500 block of 21<sup>st</sup> Place. It may be isolated instances or simply conjecture. You need hard data on speed and count. If you ever get to mitigation, consider posting a speed sign eg <15 mph. Hang the sign on the existing poles (east end on the "No Parking opposite Garage" sign and

the west end (No Parking) to save time and labor. Do people know what the speed limit is in an Alley? In most cases, 15 mph is ***too fast*** throughout that alley for various reasons.

- Decisions on the fate of the street section between 542 Marine and 544 Marine should be based on data ie traffic count, accidents, etc etc I am not in favor of closing it.

I trust you will take my input into consideration on these issues.

Thank You

**Erik Zandvliet**

---

**From:** Gary McAulay <gary.mcaulay@gmail.com>  
**Sent:** Thursday, June 22, 2017 12:36 PM  
**To:** List - PPIC  
**Subject:** Marine Avenue and citywide mobility

Dear PPIC

Just a quick note re traffic concerns, on Marine and citywide.

I think it is important to note that mobility in Los Angeles, and in this community, is an issue. Perhaps you have seen the recent L.A. Times article declaring Los Angeles traffic the worst in the nation. Undoubtedly you are aware of the fight over Vista del Mar. The point is, traffic is miserable in the Los Angeles region and people need to be able to get around.

People don't want driving through town to be more difficult than it is already.

Safety is a primary concern, of course. But on a "major local street" with a reasonable speed limit of 25 mph, where the measured average speed of traffic is below the speed limit; the 85<sup>th</sup> percentile of traffic might reach 2 mph over the limit; and with no history of accidents, the problem is not with drivers "speeding."

If safety is the issue, then my suggestion is for children to not play in the streets and alleys, which are, after all, intended for vehicular traffic. There are parks nearby. School grounds not far away. Private yards, at least sometimes. Teach kids (and adult pedestrians) that they also have responsibilities: to watch for cars, to not play in traffic, to use the sidewalks (where they exist!), and to look both ways before crossing the street. We used to learn that.

Nobody wants to be involved in a collision, nor to hurt a child, or any pedestrian, or a loose pet in the street. But one cannot drive slowly enough through a playground. Remember when kids used to yell, "Car!" and everyone scampered to get out of the way of an approaching car? When did you last see that?

There is no question that there are some people who drive too fast. I'd bet that's virtually every driver, all of us, on occasion. But, please, when we start addressing safety issues, let's keep in mind that the problem is not simply, or even necessarily, fast traffic. Perhaps there are unreasonable expectations that "our" street should get

# Exhibit 1

special measures to slow traffic to trailer park speeds, so the kids can play in the street. The thing is, the streets are intended to handle traffic efficiently, and we all need to be able to get around town in a reasonable fashion.

Please remember that mobility is a quality of life issue, and part of the balance.

Respectfully,

Gary D. McAulay

**Erik Zandvliet**

---

**From:** Catherine Nall <catherinenall@mac.com>  
**Sent:** Wednesday, July 19, 2017 4:59 PM  
**To:** Erik Zandvliet  
**Subject:** SPEED BUMPS ON 21ST STREET

To Whom It May Concern:

I am a long time resident on the 400-500 block of 21st Street and I believe placing speed bumps on this street would greatly improve safety and reduce the traffic that is using the street as a short cut to Highland Ave. Children, dog walkers and others cross this street to go to the park, the dog park, the tennis courts and as a short cut to town. The STOP signs do little to hinder those that want to speed through and I am amazed that no one has been hit by a car. It would be a better decision to place them now instead of after an accident happens. Also, if they are going to place them on Marine Ave, it would be prudent to also place them on 21st to keep drivers from circumventing Marine for 21st Street.

Thank you for your consideration,

Catherine Nall

**Erik Zandvliet**

---

**From:** jimheise@excite.com  
**Sent:** Wednesday, July 19, 2017 10:24 AM  
**To:** Erik Zandvliet  
**Subject:** Speed bumps

Eric;  
I am strongly opposed to any use of speed bumps or humps. I live at 539 21st St. The people concerned on Marine should make a better effort to get their autos off the street and parked in their garages to make visibility of and the roadway more safe for walkers. Speed bumps are very dangerous for bikes. Speed bumps on Marine will make traffic on other streets increase which will cause an escalation of requests for changes to other streets too. Todays autos are notorious for destroying front spoiler on these supposed solutions for insignificant problems. Why should we all have to pay the price forever for the actions of a few?

**Erik Zandvliet**

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**From:** Mickey Klinger <klingersrmk@earthlink.net>  
**Sent:** Wednesday, July 19, 2017 9:33 AM  
**To:** Erik Zandvliet  
**Subject:** Speed bump/hump

Hi Erik,

This is Mickey Klinger, I live at 441 21st Street. I am requesting to be part of the NTMP on West Marine Avenue. People drive by my house as if they are participating in the Indianapolis 500.

Thanks,

Mickey Klinger

**Erik Zandvliet**

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**From:** Blake Searles <blake.searles@gmail.com>  
**Sent:** Wednesday, July 19, 2017 7:33 AM  
**To:** Erik Zandvliet  
**Subject:** NTMP on West Marine Ave, Manhattan Beach

Hi Erik, this is Blake Searles I live at 537 21st Street in Manhattan Beach. I am requesting to be part of the NTMP on West Marine Avenue. Thanks, Blake

--

Blake

**Erik Zandvliet**

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**From:** Bradley Losson <bradlosson@me.com>  
**Sent:** Thursday, July 06, 2017 8:37 AM  
**To:** Erik Zandvliet  
**Cc:** Scott Longhurst; Steven Delk; mlipp@citymb.info; Kathleen Paralusz; Steven Nicholson  
**Subject:** Re: Help Pls

Eric and committee members,

Thanks for sending me the meeting recap for the discussion on traffic patterns on Marine 500 block and adjacent streets. Sorry to miss the original meeting. I'd like my voice to be heard as well so here are my thoughts for your consideration.

I've been a resident of Manhattan Beach since 1967, and have seen traffic change over the years. But Marine Street has always been one of the four main thoroughfares to and from the beach (Rosecrans, 15th Street, and MB Blvd being the others.) There has always been a signal at Marine and Highland because of this. Buying a house on Marine and then complaining of traffic is akin buying a house near LAX and complaining of airplane noise.

So in my mind, traffic is a non-issue. If you divert the traffic, cars will find their way onto neighborhood streets that are not built or designed for accommodating the traffic and the risks created therein outweigh the risks avoided on Marine.

Two potential items may help the (as the study shows) very infrequent) speeding. Speed humps work. Also, the intersection of Manor and Marine can be problematic. During the schoolyear, that intersection is a major crossing for children walking to Grandview School. A stop sign or a crosswalk that has the flashing lights could add safety here.

This next topic is much more important, because the proposal is more extreme. I have a house that shares 21st alley with Marine. It is two houses from the unnamed alley in the report. All residents that have garages in 21st alley use that unarmed alley on a regular basis. As you know alleys are tight in MB. And often temporarily blocked by residents shuffling cars and construction deliveries. The unnamed alley is a critical outlet to enter and exit the alley when this occurs.

Now the next part is going to sound bickerish. But the proposal to turn it into a park or walkway is essentially a land grab by a resident who recently bought a home adjacent to the alley. This would represent a personal expansion of their property. Any consideration of this will be highly contested. And the irony is that the alley is often used to avoid disrupting this family's children playing in 21st alley.

But there are solutions that could work, most notably speed humps entering and exiting the alley, and entering 21st place from Blanche. Signage notifying drivers of children at play.

I live on 21st street. But my front door is actually on Valley. I knew what I bought when I chose to purchase the home 11 years ago. I'm supportive of public safety improvement. But not personal gain at the expense of the rest of the community. I hope we can find a balance for Marine and 21st place. Let's not let this become another Vista Del Mar project.

Thanks for your consideration,

**Erik Zandvliet**

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**From:** Lisa Montes <lisamontesmd@yahoo.com>  
**Sent:** Friday, June 23, 2017 10:07 AM  
**To:** Erik Zandvliet  
**Cc:** Lillian Bogs Non; Mike Bohannon  
**Subject:** Marine Traffic Project

Eric,

Thank you for your research into the traffic on Marine 500, 600, 700 block. I was at yesterday's meeting along with my husband, father and son and we have lived on the 600 block of Marine since 2002. This is a very close knitt block and because it is a beach "short cut" for many families in adjacent blocks its great to catch friends walking to beach.

I wanted to add a few things to the discussion that may not have been highlighted in regards to the speed and congestion on Marine.

1. Marine is a walking and biking path to the beach for families and in the summer Junior Guards participants. The summer Junior Guard Program meets at the Marine Ave and the sand every morning and afternoon. So during this time there is an increase foot/bike numbers. These participants are usually alone or in packs without parent supervision. Parents from our community instruct their kids to ride/walk down Marine. Because there are no side walks, bike paths, and with increased flow of traffic and speed it becomes very concerning especially in the summer.

- a. ASK: it would be nice to get an estimate of foot / bike traffic on Marine
- b. CONSIDER : bike/walking path all the way to beach

2. Marine and Flournoy is also a walkers "short cut" for Junior Guards as they hit Marine; and for families to hit the Greenbelt with their dog/exercise; and for families cutting across greenbelt to attend American Martyrs School. The greenbelt has a staircase at Flournoy.

Cars are traveling so fast through here and it is a saftey issue for pedestrians crossing

- a. ASK: evaluate foot traffic at Flournoy
- b. CONSIDER: Crosswalk (+- with lights on pavement) at Marine and Flournoy.
- c. CONSIDER: Crosswalk (+- with lights on pavement) at Valley and Flournoy this is quadruple dangerous. I have seen tons of families and Jr guards crossing here with their bikes to hit Marine.
- d. CONSIDER: four way stop

3. Speed capture: I feel the data is off for a few reasons.

- a. ASK: please capture vehicles traveling WEST near 641Marine. Cars come zipping off valley and are going DOWNHILL at accelerated speeds.
- b. ASK: please make the speed capture un-noticable to drivers.
- c. ASK: please stratify the Average speeds at different times of the day and week

Thanks,

Lisa Tan

**Erik Zandvliet**

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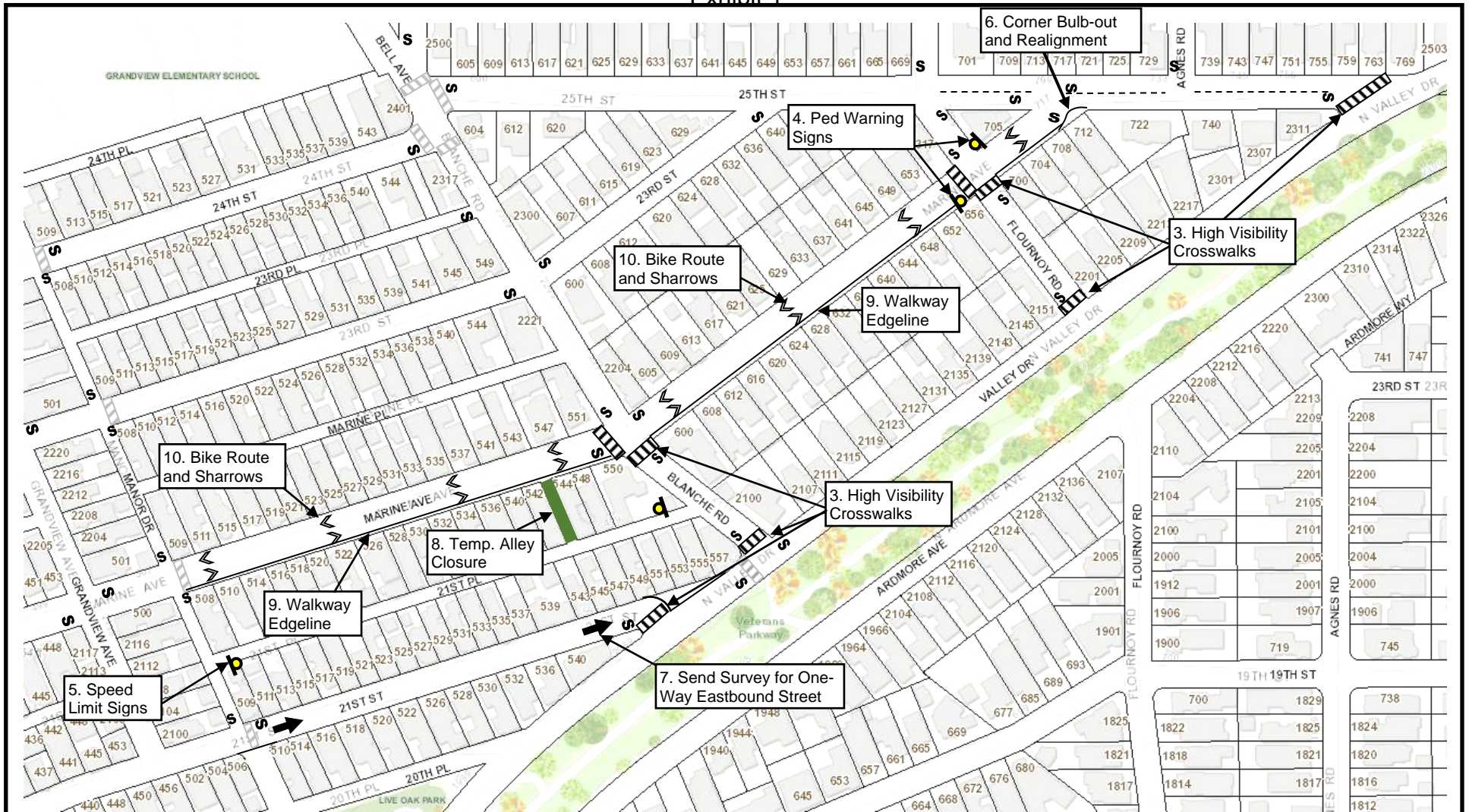
**From:** Mary Wilson <mhdwilson01@gmail.com>  
**Sent:** Sunday, June 25, 2017 8:54 AM  
**To:** Erik Zandvliet  
**Subject:** West marine Ave neighborhood traffic

Hi Erik

I wasn't able to attend the meeting on the 22nd due to a family graduation. In the 23rd, we were sitting on our front patio and watched as two cars tried to pass each other on 21st street next to a parked car. They were not successful. Besides the fact that these mature gentlemen were idiots- it does draw attention to the fact that 21st should be one way on our block.

Thanks!

Mary Wilson  
525 21st St



Other Measures

1. Enhanced Police Enforcement
2. Deploy Mobile Speed Feedback Trailer



City of Manhattan Beach  
Community Development  
Traffic Engineering Division

Exhibit 7  
West Marine Avenue Neighborhood Traffic Management Plan  
Possible Traffic Calming Measures

58 of 119

PPIC MTG 9-26-19

**CITY OF MANHATTAN BEACH  
PARKING AND PUBLIC IMPROVEMENTS COMMISSION  
DRAFT MINUTES OF A REGULAR MEETING  
September 28, 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 **28<sup>th</sup> day of September 2017**, at the hour of **6:04 p.m.**, in the City Council Chambers of City Hall, 1400 Highland Avenue, in said City.

**B. ROLL CALL**

Present: Nicholson, Longhurst, Delk (arrived 6:14pm), Chairman Lipps.  
Absent: Paralusz  
Staff Present: Erik Zandvliet.  
Clerk: Angela Soo Seilhamer and Karen Arguelles

**09/28/17-3 West Marine Avenue Neighborhood Traffic Management Study Initial Traffic Calming Measures**

Traffic Engineer Zandvliet summarized staff report, pointing out the speeds on Marine Avenue are not excessive, but are somewhat high for a street with no curbs and gutters. He explained the traffic calming measures would be installed on a 6-month trial basis to see how neighborhood traffic changes. He explained it is an interactive process with public involvement at each step.

Traffic Engineer Zandvliet described the following recommended traffic calming measures in detail:

1. Increase enforcement of speeding and other moving violations on a regular basis.
2. Deploy the mobile speed feedback trailer periodically on Marine Avenue to raise driver awareness.
3. Install high-visibility crosswalks at the following locations:
  - a. West and south legs of Marine Avenue at Blanche Road
  - b. West and south legs of Marine Avenue at Flournoy Road
  - c. North leg of 21<sup>st</sup> Street at Valley Drive
  - d. North leg of Blanche Road at Valley Drive
  - e. North leg of Flournoy Road at Valley Drive, and
  - f. West leg of Marine Avenue at Valley Drive
4. Install pedestrian warning signs on Marine Avenue at Flournoy Road in both directions.
5. Install two 15 mph speed limit signs on 21<sup>st</sup> Place between Manor Drive and Blanche Road.

6. Realign the intersection of Marine Avenue and 25<sup>th</sup> Street with a temporary corner bulb-out to reduce speeds through the intersection on a trial basis.
7. Conduct a survey to determine if a majority of residents on 21<sup>st</sup> Street between Manor Drive and Blanche Road support a one-way eastbound street. If so, a one-way street would be considered at a future PPIC meeting.
8. Install vehicle barricades on the alley west of Blanche Road between Marine Avenue and 21<sup>st</sup> Place and study the potential impacts during a 6-month trial period.
9. Install an edgeline along the south side of Marine Avenue between Grandview Avenue and 25<sup>th</sup> Street to provide a separate walking area.
10. Install bike route signs and sharrows on Marine Avenue between Highland Avenue and Valley Drive.

Traffic Engineer Zandvliet pointed out residents are concerned about speeding, failures to stop along Marine Avenue, people driving over the center lane and driving on the wrong side of road, limited awareness of the alley itself between 21st Place and Marine Avenue, narrow width of 21st Street, and unsafe turning movements at intersection of 21<sup>st</sup> Street and Marine Avenue.

Commissioner Delk asked if crosswalks should be painted at all the stop signs at the intersections of Blanche Road/Marine Avenue and Flournoy Road/Marine Avenue. He also asked about speed humps.

Traffic Engineer Zandvliet said crosswalks should connect to walkways, and should not lead pedestrians to nowhere. Speed humps are Level 2 or 3 type of calming measures, and therefore, Level 1 measures must be implemented before trying Level 2 measures. He explained speed humps are only effective if cars are going over 30mph.

Commissioner Longhurst asked to define high-visibility crosswalks. Traffic Engineer Zandvliet said they look like ladders with big painted strips down the middle, which are ten times more visible than just two lines.

In response to a question by Commissioner Nicholson, Traffic Engineer Zandvliet responded there were 2 or 3 requests to make 21<sup>st</sup> Street a one-way street.

In response to a question by Commissioner Nicholson regarding the area where Blanche Road and Bell Avenue come together; Traffic Engineer Zandvliet said it is outside of study area, but staff can look at that area again after Safe Route to Schools Grant project is completed.

Chair Lipps pointed out he is against posting more signs other than stop signs. Once people see a sign a number of times, he believes they begin to ignore it. He does not have a problem with adding stop signs at all corners. He is very supportive of high-visibility crosswalks and suggested the use of paint that illuminates at night. In regards to the short alley, he believes it is useful as a cut-through for residents. A pocket park sounds nice but it could become a private yard between the two homes.

Chair Lipps opened Audience Participation.

### **Audience Participation**

**Larry Auffrey, 721 Marine Avenue** thanked police for their enforcement efforts and asked them to continue. He explained that there is a problem at Flournoy Road and Marine Avenue because you cannot see anything coming from the eastbound direction. He suggests posting No Parking signs beginning a safe distance from intersection.

**Mike Bohannon, 649 Marine Avenue**, asked how long the study was done. He bought a speed radar gun to do own personal test. He has portable speed bumps he pulls out when kids are playing in the street. He felt portable speedbumps are very effective and do make an impact.

Traffic Engineer Zandvliet said study was done for two days and traffic counters were tracking both speed and volume.

**Scott Holcomb, 400 block of Marine Avenue**, said he was very surprised the median speed was 22mph. He felt it seems much faster than that. He said he supports a high visibility crosswalk on Manor Drive, because it is hard to see the crossing coming up the hill especially with the sun in your eyes. He requested more attention be made in that area.

**Kathy Fisher, 500 block of 21<sup>st</sup> Street**, said she would be greatly affected by West Marine traffic study, and felt the other houses on 21<sup>st</sup> Street will also be affected by a one-way street because they would not be able to travel to their home in both directions. She said parking is extremely limited. Regarding the cut-through alley on 21<sup>st</sup> Street, she would like to keep that open. She said she signed a petition to look at speeds on 21<sup>st</sup> Street and 21<sup>st</sup> Place. She said the alley is used to access some homes and should remain open.

**Barry Fisher, 549 21st Street**, said he does not support a one-way street on 21<sup>st</sup> Street. The jockeying around parked cars actually makes people slow down traffic on 21<sup>st</sup> Street, which is very effective. If 21<sup>st</sup> Street was closed off, it would push westbound traffic onto Marine Avenue. He suggested doing things in phases, such as the crosswalks first, and would like to see better signage. He would like to see a four-way stop sign at Manor Drive and Marine Avenue. He uses the alley cut-through as well.

**Brian Kawauchi, 500 block of 21st Street**, said he has seen changes in Marine Avenue and 21st Place over the years. He said he is concerned about cars parked on both sides of alley. He would like to keep alleyway open.

**Lisa Rieg, 500 Marine Avenue**, said she supports stop signs at Manor Drive. She does not support closing off the alley. When driving east or west on Marine Avenue, she cannot see cars on Manor Drive.

**Amir Mir, 1600 block of Mathews Avenue** returned to the podium to say that speed signs and bike lanes are too urban, and suggested that the combination of speed humps with speed signs would be effective.

**Sarah Sheahan, 598 27th Street**, said her daughter was once hit by a car, and she walks down the street every day, but there are no sidewalks. There is a pedestrian crossing sign but people don't stop. She said the laws are not obeyed, people move faster and talk on their phones while driving. She said speed limits should be 15mph on residential streets. She believes cars shouldn't be allowed on Grandview Avenue and should be walking/biking routes instead. It would make more people bike/walk to school because it would be safer.

**David Foley, 665 25<sup>th</sup> Street**, said all of the streets are very busy especially in the morning, and requested that 25th Street and 27th Street be added to the safe school routes. He suggested adding a road block at the corner of Marine Avenue and Flournoy Road to reduce westbound traffic flow. He also noted the amount of walking traffic going to Montessori School and to Grandview School.

**Tom Bunn, 500 block of Marine Avenue**, suggested that the intersection of Manor Drive and Marine Avenue needs stop signs, because it is not visible enough and unsafe. He said Blanche Road and Valley Drive intersection have stop signs, but are not visible enough, and recommended reflectors on the stop signs so they are more effective. He suggested putting stop sign at Flournoy Road and Marine Avenue.

**Scott Dickey, 544 Marine Avenue**, said he is concerned about safety, with his greatest concern on top of Marine Avenue at the walkway on Manor Drive. He suggested painting the crosswalk to make it more visible when coming up the hill. He objected to making 21<sup>st</sup> Street into a one-way street because it will increase traffic on 21st Place and make other areas more congested. He said he likes temporary speed signs. He said many kids play on 21<sup>st</sup> Place, and wants to see more people slow down to improve safety because there are 25 kids in that alley on any given day and people are speeding up and down the alley.

**Peter Rech, 532 21<sup>st</sup> Street**, commented on original petition, and said in June he sent in a proposal suggesting speed signs and 15mph pavement markings. He said there are bad blind spots on Manor Drive and at the intersection of 21<sup>st</sup> Place eastbound at Blanche Road. He believed the speeding issue on the 500 block of 21<sup>st</sup> Place should be controlled by education. He said he uses the alley to access 21st Place.

**Gary Kiouss, 547 21<sup>st</sup> Street**, said there are only three streets that go through to Highland Avenue. 21st Street is very narrow but it is a joy because it slows everyone down. He uses the alley as a cut through every day.

**Iliia Dickey, 544 Marine Avenue**, said she is primarily concerned about safety. She supports all recommendations by staff. She said the City should conduct a speed

assessment on 21st Place. She sees a lot of people speeding at the short alley. Her son was hit by a car because of the blind spot at 21<sup>st</sup> Place and the alley. She said she also uses that alley for parking at her home.

**Lynn Kiou, 547 21st Street**, said that safety is the number one priority. Her biggest concern is the one-way proposal on 21<sup>st</sup> Street, which would divert traffic. She said that adding a crosswalk at end of 21<sup>st</sup> Street is a good idea but it would also be hard to see. She believed that the two-way street does force people to slow down and pay attention. She said she does not want to divert traffic onto other streets. She would like to keep 21st Street with two-way traffic and for alley to stay open.

**Annie McQuitty, 542 Marine Avenue**, said she would like to keep alley open and is not interested in closing it or building a pocket park. She thinks the alley is a highly used neighborhood access.

Chair Lipps closed public comment.

### COMMISSION DISCUSSION

Commissioner Delk agreed with Chair Lipps about adding stop signs on the corner of Marine Avenue and Manor Drive. He also suggested enhancing the stop signs with reflective tape on the poles. Commissioner Delk said he is not in favor of one-way street on 21<sup>st</sup> Street. He would be in favor of doing the measures step by step, rather than implementing all suggestions at once. He suggested starting with stop signs, then enhanced crosswalks, then if that doesn't work move on to speed humps.

Commissioner Longhurst agreed with a phased approach to mitigation measures. His first choices would be crosswalks on Marine Avenue at Manor Drive as designated in the exhibit; reflective stop signs along the posts; keeping 21<sup>st</sup> Street as a two-way street to support residents; and keep the short alley open. He supported painting of an edgeline on the south side of Marine Avenue, sharrows in both directions on Marine Avenue, and would like to see if people would support those measures.

Commissioner Nicholson said he was in general support of the measures, but does not agree with phasing them. He said he does not think the measures affect each other. He observed that it's clear everyone loves the alley, and suggested that it should have 15 mph painted on ground. He said kids play in alley and doesn't understand why anyone would want it to go away. He would not recommend doing anything with the alley at the moment. He supported keeping 21<sup>st</sup> Street as a two-way street per the residents wishes. However, he suggested moving forward with a survey to determine if the majority of residents want a one way street on 21<sup>st</sup> Street or not.

Chair Lipps said we should install stop signs wherever we can, and also agrees with sharrows being an effective measure. He is in favor of adding crosswalks, including Manor Drive. He does not support a one-way street because there is natural traffic calming due to narrow two way traffic. He does not support a closure of the alley. He did

not believe a white stripe on Marine Avenue is needed. He said he thinks white stripes are a false sense of security.

Commissioner Nicholson said he disagrees with Chair Lipps about the white stripe. He explained he is a frequent bicyclist on Valley Drive and feels safer to have the 2.5 foot wide painted lane, because it's better than nothing. The white stripe makes it safer and clearer for pedestrians.

**MOTION:** Commissioner Nicholson made a motion to accept all of the recommendations with the exception of item # 8 (install vehicle barricading on the short alley), and to add a recommendation for four-way stop signs at Marine Avenue and Manor Drive.

Commissioner Delk seconded the motion with an amendment to withdraw Item #7 (Conduct a survey to determine if residents support a one-way eastbound street on 21<sup>st</sup> Street)

Ayes: Longhurst, Nicholson, Delk, Chairman Lipps.  
Noes: None.  
Abstain: None.  
Absent: Paralusz.

Attachment 3

**PARKING  
AND PUBLIC IMPROVEMENTS  
COMMISSION**

**West Marine Avenue Neighborhood  
Traffic Management Study  
Initial Traffic Calming  
Recommendations**

Correspondence Received  
After Agenda Posting on  
September 22, 2017



Gary Kiou's

310. 545-3525 [gary.kious@gmail.com](mailto:gary.kious@gmail.com)

547 21st Street Manhattan Beach, CA 90266

September 25, 2017

Erik Zandvliet  
City Traffic Engineer  
City of Manhattan Beach  
1400 Highland Ave  
Manhattan Beach, CA 90266

RE: West Marine Ave NTMS

Dear Mr Zandvliet,

I received a notice of a follow up meeting on September 28, 2017 of the Parking and Public Improvements Commission regarding changes to the alley west of Blanch Road between 21st Place and Marine Ave and to recommend traffic calming measures.

After reviewing the documents posted on the City Website regarding this subject and attending the first meeting I am puzzled by some of the conclusions which have been reached.

It was my understanding from the meeting that your traffic studies did not show speeding taking place on any of the streets you surveyed. I also do not remember mention of any speed or traffic survey being done on either 21st Street or 21st Place, but these streets are now included in The West Marine Ave NTMP. Can you please share with the residence the speed, traffic density and any accident data you have collected on these two streets?

It is my feeling that having 21st Street a two way street has a calming effect on traffic by the nature of the give and take needed to move traffic down in its present configuration. Making 21st Street one way will turn it into a Marine Ave alternate for traffic being directed by Waze or similar apps. This will especially happen during large events which historically have impacted on our neighborhood (i.e. Home Town Fair, Holiday Fireworks, Downtown Events and various 10K Runs). I also think that we will see an increase in speed as there is no reason for traffic to slow down from the top of the hill at Manor Drive, on a one way 21st Street, until they reach the bottom of the hill at Valley Drive.

21st Street was never designed to be a traffic reliever or substitute for Marine Ave!

## Exhibit 1

Also making 21st Street one way will force home owners on 21st Street to increase their use of the 21st Place (alley) and Marine Ave to reach their garages and street parking in front of their residences, which will mean increasing traffic on Marine Ave and 21st Place.

I suggest an independent survey of 21st residents between Manor Drive and Valley Drive regarding the making of 21st Street a one way street.

The proposed making of the alley west of Blanche Road between Marine and 21st Place a walk street raises several questions.

1. Will the children who ride their bikes, skate boards, and electric scooters from the top of the hill at Manor Drive down to Blanche be happy with just using a flat 90 ft x 30 ft area for these activities? Also there is the option to use Live Oak Park just 100 yards from this location, but parents choose to let their children play unsupervised on a public alley designed for use by home owners to reach their property and garages, We want our children to be safe and kids have played on 21st Place for the past 50 years without an issue. Making the 21st Place cut thru unavailable will force home owners at the bottom and middle of 21st Place to drive the length of the alley and through all the children that are allowed to play in this area.
2. Also your staff mentioned at the first meeting the high concentration of portable basketball Hoops in the alley area. Does the city allow these devices to be located in the street and how is that controlled?
3. As also proposed plan has envisioned the closing of the 21st Place cut thru, it would have the effect of concentrating the already unacceptable noise level coming from the alley because of the children's recreation activities into a small area at the bottom of 21st Place. The residences of homes with rooms facing this already high noise area should be surveyed about their thoughts on this proposal.
4. Another concern is the cleaning and maintenance of this proposed "new walk street" area, how will the city handle maintenance of this area without the ability to give access to the street sweeper?
5. The other question: is the blocking of the cut thru just a pretext for the new residents of the adjacent property to grab public land for their personal use?

Sincerely yours,

Gary Kious

**Erik Zandvliet**

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**From:** Gary McAulay <gary.mcaulay@gmail.com>  
**Sent:** Thursday, September 28, 2017 1:25 PM  
**To:** List - PPIC  
**Subject:** Marine Avenue

Dear PPIC –

I am writing to again address the West Marine Avenue Neighborhood Traffic Management Study. Recent events have shown that “vision zero” style traffic efforts are having a negative impact on residents’ lives.

This is at least the second NTM study that I have seen in which somebody has gathered petition signatures seeking traffic calming in the name of safety, but for which the completed study shows a low-to-zero collision rate and, importantly, a significantly overall compliance with the speed limit by drivers.

There is no doubt that speeding occurs from time to time, and, of course, near-miss anecdotes. The balance that must be maintained, however, is traffic flow, and I should not have to point to Vista del Mar and L.A.’s Vision Zero program to illustrate.

By all means, increase enforcement if a problem exists. Take \*necessary\* and proven steps, but keep in mind that Marine Avenue is, as noted in the staff report, a “major local street... with a speed limit of 25 mph.” That is a reasonable, practical speed limit for a neighborhood street. Please recognize the misleading arguments; e.g., that Marine Avenue is a “short cut.” It is a route, just as Vista del Mar is a route, and it is one of just a few. It is not practical to reduce and constantly slow traffic options.

Unfortunately, it is all too easy to place the blame entirely on the nameless autos. We never seem to address the lack of sidewalks, the inattention/indifference of many pedestrians, the issue of children playing in the streets (whether or not a school or playground is nearby), or the pets that have run out of yards and into traffic. These are all serious issues that are essential parts of creating a safe and secure environment.

The staff report focuses entirely on vehicular traffic mitigation, but I would hope that the PPIC will consider and address the other side of issues raised by the petitioners themselves. A balance is necessary. Sharing the road includes responsible pedestrian behavior, and keeping kids and pets out of traffic.

Remember that mobility is an essential quality of life issue.

## Exhibit 1

Respectfully,  
Gary D. McAulay

**Erik Zandvliet**

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**From:** Andy Jurkowski <ajurkows@yahoo.com>  
**Sent:** Wednesday, September 27, 2017 7:02 PM  
**To:** Erik Zandvliet  
**Subject:** Feedback on traffic project

Erik,

Per our conversation, just putting my feedback in an email:

First, I agree with all of the recommendations you put forward in your write up.

Second, as we discussed, my overriding concern is keeping traffic on streets that are meant to handle it, thereby reducing cut throughs. In addition to what you put forward, I would suggest:

1. Adding an intersection "bulb" at valley and marine intersection so the right turn from valley onto marine is at a different angle.
2. Breaking up the flow of traffic by blocking off access on the west side of where Agnes meets marine, or reducing that stretch of marine to one way, or at a minimum adding turn restrictions from valley to marine. Similarly, you could also discourage cut throughs by preventing cars from going straight from the 500 block to the 600 of marine by adding some type of restriction (sign with time restrictions or physical barrier)...this way, at least cars turn right and get onto valley via Blanche rather than cutting through marine.
3. Adding speed bumps on all stretches of marine.

Happy to discuss.

Thanks again,  
Andy

Sent from my iPhone

**Erik Zandvliet**

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**From:** pixel pusher <pixlpush@yahoo.com>  
**Sent:** Monday, September 25, 2017 7:49 AM  
**To:** Erik Zandvliet  
**Cc:** Jill Keiderling; Sean Phillips  
**Subject:** Re: Public Meeting: West Marine Ave. Neighborhood Traffic Management Study

Mr. Zandvliet,

Thanks for pointing me at the staff report that outlines what will be discussed at the public meeting September 28'th, 2017 in regard to the West Marine Ave. Neighborhood Traffic Management Study. I didn't realize that this has been in play for quite awhile until I received the meeting notice.

I read through all the material and I'm in fine with everything purposed on the map in exhibit 7 of the traffic calming recommendation with the exception of closing the short alley between Marine Ave. and 21'st Place. I'm not sure what this solves as I don't believe there is much traffic on that alley. I wish that it had been included in the traffic study if closing it was going to be a consideration. The only time I've used it myself in the 20+ years I've lived here is when 21'st place is blocked. I don't think people from outside of the area even realize it's there. I share the opinion of the others that have stated it would provide a great benefit to the neighbors that border that alley at the expense of everyone else that has a garage along 21'st place and Manor Drive.

I'm also in favor of making 21'st street one way from Manor Drive to Valley. However I hope people realize that if this is adopted it will likely divert some more traffic into 21'st place that would normally head west bound on 21'st street.

I'm unable to attend the meeting on the 28'th due to some prior commitments but appreciate you taking my comments into consideration.

Thanks again,

Sean Phillips  
2112 Grandview Ave.

On Saturday, September 23, 2017, 8:24:55 PM PDT, Erik Zandvliet <ezandvliet@citymb.info> wrote:

Hello Sean,

Please read the staff report for more information. It can be found on the Parking and Public Improvements Webpage at [www.citymb.info](http://www.citymb.info). Or click on the meeting agenda in the calendar item.

Erik

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

**Erik Zandvliet**

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**From:** Jill Keiderling <jill.keiderling1@gmail.com>  
**Sent:** Monday, September 25, 2017 2:40 PM  
**To:** Erik Zandvliet  
**Cc:** pixel pusher  
**Subject:** Re: Public Meeting: West Marine Ave. Neighborhood Traffic Management Study

Hi Erik, I'm Sean's wife. I would just add that I agree with another resident's comment that the alley becoming a pedestrian zone is somewhat of a land grab by some neighbors. I have used this street when trapped by construction or garbage trucks, albeit infrequently. I'm willing to try out a pedestrian zone but would expect as city property that no structures, furniture, basketball hoops, or the like be permitted in any permanent manner in the zone.

Thanks, Jill

On Mon, Sep 25, 2017 at 12:58 PM, Erik Zandvliet <[ezandvliet@citymb.info](mailto:ezandvliet@citymb.info)> wrote:

HI Sean,

Thank you for your comments. They will be part of the correspondence forwarded to the Commission for their consideration on Thursday.

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



New Hours for City Offices: M - Th 7:30AM - 5:30 PM  
Alternate Open Fridays 8:00AM - 5:00 PM | Closed Alternate Fridays | [Click here for more information](#)

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

Peter Rech  
535 21<sup>st</sup> Street  
Manhattan Beach, CA 90266  
[p.rech@yahoo.com](mailto:p.rech@yahoo.com)  
Cell 310-344-0979

City of Manhattan Beach  
Public/Parking Improvement  
Erik Zandvliet  
1400 Highland Ave  
Manhattan Beach, CA 90266

RE: West Marine Ave NTMS (9/25/2017)

I have reviewed your document package dated September 28, 2017 and have the following comments:

I am happy that you are proposing 2 of my countermeasures for speed mitigation on both the 500 block of Marine Ave and the 500 block of 21<sup>st</sup> place. They are bike lane/sharrows expansion and the use of posted speeds signs in the 500 block of 21<sup>st</sup> Place. Once again, these signs can be installed on the existing poles at both ends of the alley. In addition, you might consider painting the speed limit of 15 mph on the slurry at both ends. It's a low cost/high impact countermeasure.

I see that you are proposing the closure of the unnamed street between 542 and 544 Marine Ave on a temporary basis and I am against it. My rationale is that it benefits 2 properties at the expense of others. The rental at 542 Marine and the owners of 544 Marine. You state that it's temporary and will be reviewed for its effectiveness. Please tell me how you will check effectiveness (Your quantifiable CHECK). I maintain once it is closed, it will be closed permanently as there is no CHECK simply because there was never an incident that proved it a hazard. Other than conjecture from the new property owners at 544 Marine Ave, there are no reported accidents and nobody has been injured or killed. That street section has not been trip counted and nobody really knows how many cars pass through it. As such, is the risk high? Other than a blind spot in and around the basketball net that sits in the corner on the street. I also stated there are many blind spots in that alley especially at Manor and 21<sup>st</sup> Place. That said, I have the following counterproposal for the fate of that section:

Remove the No Parking sign and parking itself will minimize traffic and speed. Given that parking is scarce I would think that may help solve the problem and

## Exhibit 1

also afford a few more spots. The other option is to offer the property for sale as lot ties.

My last issue is the comments on speeding on the 500 block of 21<sup>st</sup> Street. Please include me on any further petition/notice. I was not included on the original petition from the owners of 544 Marine, yet other people that do not own close to the affected area signed it.

I trust you will forward my input to the PPIC.

Thank You

**Erik Zandvliet**

---

**From:** dberardo@aol.com  
**Sent:** Sunday, September 24, 2017 6:28 AM  
**To:** Erik Zandvliet  
**Subject:** West Marine traffic

Erik  
I'm all for pedestrian and bicycle safety, but kids should not be playing in the streets.  
Streets and alleys are for cars.  
Donna

**Erik Zandvliet**

---

**From:** Kathy Fisher <kathy@growtps.com>  
**Sent:** Monday, September 25, 2017 7:15 PM  
**To:** Erik Zandvliet  
**Subject:** West Marine Ave. NTMS

Dear Erik,

We received the notice of a public meeting regarding changes to 21st Street, 21st Place and Marine Ave from West of Blanche.

We live in the 500 block of 21st Street and are the 2nd home in from Valley. There are three parking spaces on the North side of 21st Street facing West that residents will lose if 21st Street becomes one way East bound. The option to travel East on 21st Street and make a U-turn to into the three parking spaces is not possible, nor safe. To do this, a vehicle must enter Valley and turn back onto 21st Street to enter these spaces.

In addition to a one way option on 21st Street, this will become an alternative to driving on Marine Ave. which driving apps, such as Waze, will quickly advise. In addition, 21st Street as a one way street will increase vehicle speed as the current two-way traffic reduces vehicle speeds. This forced safety has resulted in zero pedestrian accidents since we moved to 21st Street.

In regards to 21st Place, the option to remove the cut through alley to Marine would be a disservice to the many residents with garages off the alley. Due to limited parking on Marine and 21st Street, the alley is heavily trafficked and having multiple outlets increases safety. Turning the cut through to a neighborhood play area will not confine the kids to one area. The children whose homes back up to 21st Place ride bikes, scooters and skateboards up and down 21st Place. In addition, this might potentially bring more children to the alley where residents are trying to access their garages. The cut through will potentially become a park which is not what it is intended to be.

Issues of safety have been brought to the City's attention. We appreciate this, but as Commissioner Napolitano said during the public discourse of increased traffic West of the Gelson's development, his parents told him if he was going to play in the street then you better watch out for cars.

Thank you,  
Kathy & Barry Fisher

September 26, 2017

Hi Erik,

As promised, attached are documents to include in the staff report for Thursday's PPIC meeting. They aim to demonstrate concern and support from neighbors regarding traffic safety on Marine Avenue as well as the closure of the path between 542 and 544 Marine.

Let me know if you need anything further. See you on Thursday.

Thank you!

~Ilia

Direct: (619)306-3498

September 2011

Dear Marine Street Neighbors:

The City of Manhattan Beach is conducting a traffic safety assessment for Marine Street extending from Highland Avenue to Blanche Road. Several traffic concerns have been raised, including incidents where children have been struck by vehicles when using the path between 542 and 544 Marine Avenue. Due to the dangerous vehicular blind spots on this path, the City is likely to recommend a temporary closure of this path in order to study the potential impacts.

Please increase the traffic safety for our children and families on Marine Avenue and 21<sup>st</sup> Place by signing below to support this temporary closure. Thank you.

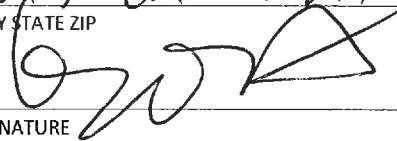
SIMON NEWTON  
 PRINT NAME  
 526 MARINE AV  
 STREET ADDRESS  
 MANHATTAN BEACH  
 CITY STATE ZIP  
 CA 90266

SIGNATURE



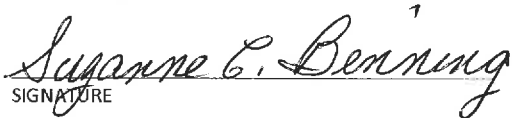
LISA O'HARA  
 PRINT NAME  
 557 21st ST  
 STREET ADDRESS  
 MB CA 90266  
 CITY STATE ZIP

SIGNATURE



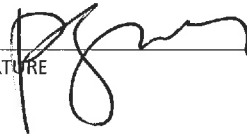
Suzanne C. Benning  
 PRINT NAME  
 550 Marine Ave  
 STREET ADDRESS  
 Manhattan Beach CA 90266  
 CITY STATE ZIP

SIGNATURE



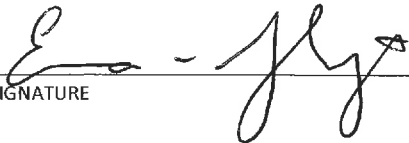
Pooja Gupta  
 PRINT NAME  
 2100 Blanche Rd  
 STREET ADDRESS  
 MB CA 90266  
 CITY STATE ZIP

SIGNATURE



Emma von Jansky  
 PRINT NAME  
 543 Marine Ave  
 STREET ADDRESS  
 Manhattan Beach CA 90266  
 CITY STATE ZIP

SIGNATURE



Elizabeth Rutenacht  
 PRINT NAME  
 425 21st Street  
 STREET ADDRESS  
 Manhattan Beach CA 90266  
 CITY STATE ZIP

SIGNATURE



September 2017

Dear Marine Street Neighbors:

The City of Manhattan Beach is conducting a traffic safety assessment for Marine Street extending from Highland Avenue to Blanche Road. Several traffic concerns have been raised, including incidents where children have been struck by vehicles when using the path between 542 and 544 Marine Avenue. Due to the dangerous vehicular blind spots on this path, the City is likely to recommend a temporary closure of this path in order to study the potential impacts.

Please increase the traffic safety for our children and families on Marine Avenue and 21<sup>st</sup> Place by signing below to support this temporary closure. Thank you.

DAMIEN COOPER  
 PRINT NAME  
 515 21<sup>st</sup> Street  
 STREET ADDRESS  
 Manhattan Beach CA 90265  
 CITY STATE ZIP

SIGNATURE

Max Lagoo  
 PRINT NAME  
 519 21<sup>st</sup> St.  
 STREET ADDRESS  
 MB, CA 90266  
 CITY STATE ZIP

SIGNATURE

Lynn Kious  
 PRINT NAME  
 547 26<sup>th</sup> St.  
 STREET ADDRESS  
 MB, CA 90266  
 CITY STATE ZIP

SIGNATURE

Kevin Pratt  
 PRINT NAME  
 555 21<sup>st</sup>  
 STREET ADDRESS  
 MB, CA  
 CITY STATE ZIP

SIGNATURE

CAMERON SMITH  
 PRINT NAME  
 520 MARINE AVE.  
 STREET ADDRESS  
 MANHATTAN BEACH CA.  
 CITY STATE ZIP

SIGNATURE

EDDIE & MEG BRAUN  
 PRINT NAME  
 533 21<sup>st</sup> STREET  
 STREET ADDRESS  
 M.B. CA 90266  
 CITY STATE ZIP

SIGNATURE

September 2017

Dear Marine Street Neighbors:

The City of Manhattan Beach is conducting a traffic safety assessment for Marine Street extending from Highland Avenue to Blanche Road. Several traffic concerns have been raised, including incidents where children have been struck by vehicles when using the path between 542 and 544 Marine Avenue. Due to the dangerous vehicular blind spots on this path, the City is likely to recommend a temporary closure of this path in order to study the potential impacts.

Please increase the traffic safety for our children and families on Marine Avenue and 21<sup>st</sup> Place by signing below to support this temporary closure. Thank you.

Scott & Ilia Dickey  
PRINT NAME  
 544 Marine Av.  
STREET ADDRESS  
 MB, CA 90266  
CITY STATE ZIP

*Ilia Dickey*  
SIGNATURE

Samantha John Buchanan  
PRINT NAME  
 548 Marine Ave  
STREET ADDRESS  
 MB, CA 90266  
CITY STATE ZIP

*Sam Buchanan*  
SIGNATURE

Paul & Carol Goncalves  
PRINT NAME  
 536 MARINE AVE  
STREET ADDRESS  
 Manhattan Beach, CA 90266  
CITY STATE ZIP

*Paul Goncalves*  
SIGNATURE

Kevin Ring  
PRINT NAME  
 542 Marine Ave  
STREET ADDRESS  
 MB, CA 90266  
CITY STATE ZIP

*Kevin Ring*  
SIGNATURE

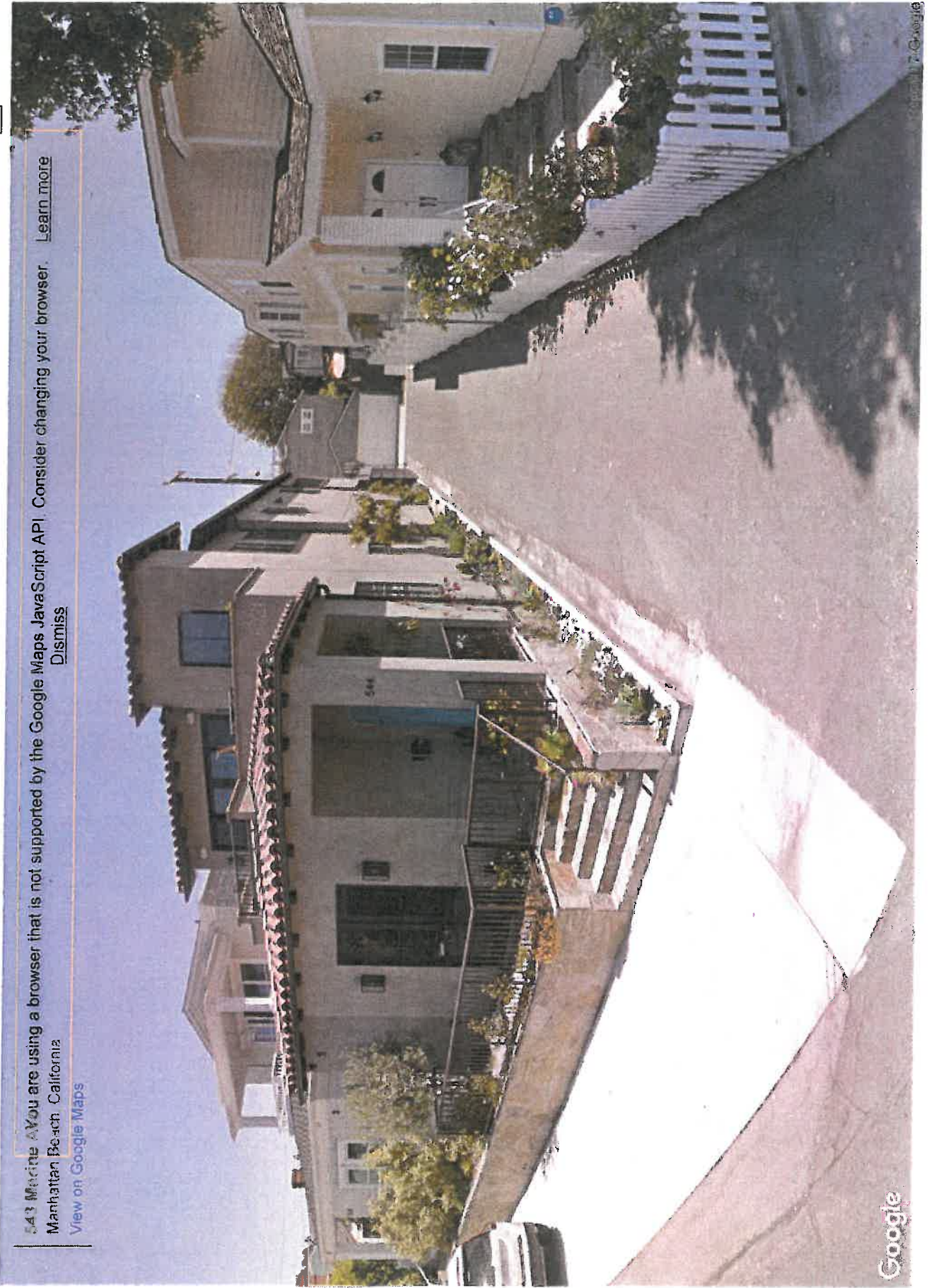
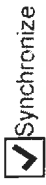
Andrew Lee  
PRINT NAME  
 532 MARINE AVE  
STREET ADDRESS  
 Manhattan Beach, CA  
CITY STATE ZIP 90266

*Andrew Lee*  
SIGNATURE

Mirinda Rando  
PRINT NAME  
 529 21<sup>st</sup> St.  
STREET ADDRESS  
 MB CA 90266  
CITY STATE ZIP

*Mirinda Rando*  
SIGNATURE

External Geocortex Visualization for Google Street View™



**Erik Zandvliet**

---

**From:** Mickey Klinger <klingersrmk@earthlink.net>  
**Sent:** Thursday, September 28, 2017 8:32 PM  
**To:** Erik Zandvliet  
**Subject:** 21st Street

Erik Zandvliet,

My husband and I just attended the West Marine Ave. Neighborhood Traffic Management Study. I wanted to speak and say something but I was too nervous to do so. We talked to Lt. Andy Harrod after the meeting and he encouraged me to write this email.

We live at 441 21<sup>st</sup> Street, right at the top of the hill. Cars are always speeding when they go past our home. I am so glad that the idea of making 21<sup>st</sup> Street into a one way street was voted down. Had it passed, the speeding would have been worse.

I do like the idea of speed humps. If and when you get close to Phase 2 I would definitely vote for them.

Marilyn Klinger

441 21<sup>st</sup> Street

Manhattan Beach, CA 90266

**Erik Zandvliet**

---

**From:** Lisa Rieg <lrieg717@gmail.com>  
**Sent:** Friday, September 29, 2017 1:24 PM  
**To:** Erik Zandvliet  
**Subject:** West Marine traffic proposal

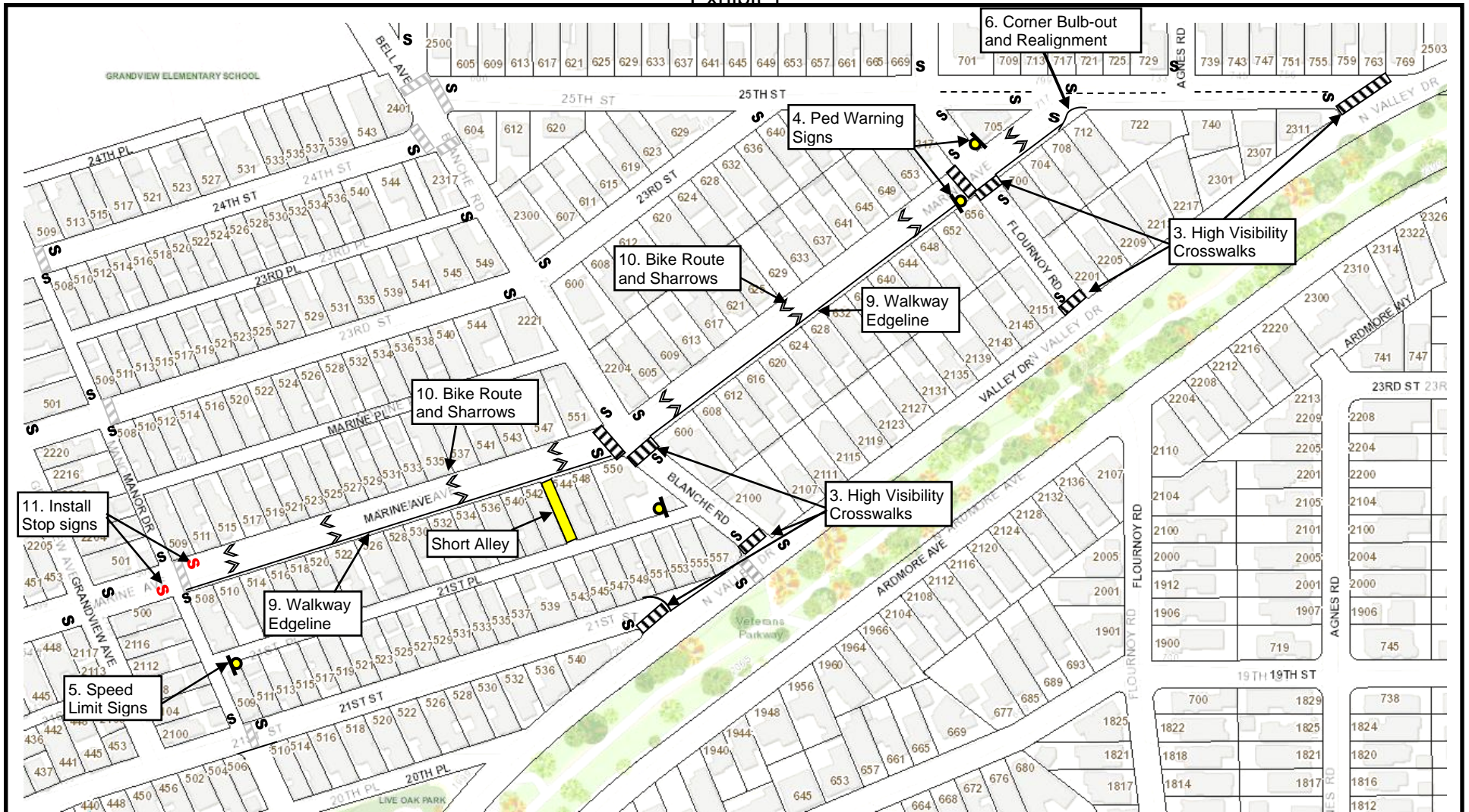
Hi Erik,

I was at the Parking and Public Improvements meeting yesterday evening. I was glad to see full support of safety issues between the City and the Residents relative to the West Marine neighborhood. I live at 500 Marine with my garage at the point of the Manor/Marine intersection. This morning I had observed the traffic and realized that if a stop sign is placed on Marine and Manor, the back up traffic will be gridlock during high traffic times between Manor and GrandView. The Marine / Grandview intersection is difficult both North and South on Grandview, With a stop sign placed 4 car lengths apart, cars will not be able to flow on Marine from Grandview, turn from Grandview on Marine, etc. Both East and West will have tight congestion.

I request that you please evaluate the proximity of the two Stop Signs before the Manor one is placed. There is no doubt that something needs to be done at Manor but you probably should then evaluate either moving the Marine/ Grandview stop sign to Alma and maybe putting a speed hump in between Alma and Manor?

Thank you for the consideration,

Lisa Rieg  
(310) 704-2737



**Other Measures**

1. Enhanced Police Enforcement
2. Deploy Mobile Speed Feedback Trailer
- 7-8. Deleted.



City of Manhattan Beach  
Community Development  
Traffic Engineering Division

Attachment 4  
**West Marine Avenue Neighborhood Traffic Management Plan**  
**PPIC Recommended Traffic Calming Measures**

84 of 119

PPIC MTG 9-26-19

**F. PUBLIC COMMENTS (3 MINUTES PER PERSON)**

*Rod Spackman, Regional Manager of Government and Public Affairs for Chevron, spoke of the incident that recently occurred at the Chevron Facility and the response received from the Manhattan Beach Fire Department and other surrounding areas.*

*Mark Lipps, Chamber of Commerce, provided an update on the Chamber Office remodel and small business seminars.*

*Charlene Dipaala, President of the South Bay Bicycle Coalition, spoke in favor of Item No. 11 regarding Sharrows. (Thirteen people stood with her.)*

*Mike Dodd spoke in favor of Item No. 11 regarding Sharrows. (Thirteen people stood with him.)*

*Karla Mendelson, Director of Keep LA Moving, thanked the City Council for their support on Vista Del Mar and provided an update on the Playa Del Rey road diets.*

*Jacqueline Sun, Community Policy Analyst of the Beach Cities Health District, echoed support for the Sharrows.*

*Megan Neal, Ian McKeown and Kellie Flowers spoke on behalf of 310 Young Professionals and "Straws Upon Request" to ban single use straws in order to contribute to environmental sustainability.*

*Barry Fisher, Item No. 10, Marine Avenue Traffic Management, spoke in favor of keeping the alley between 21st Place and Marine Avenue open.*

*Brigitte Pratt echoed Barry Fisher's comments.*

*Terry Reitz opposes closing the alley between 21st and Marine Avenue.*

*Jane Reitz agrees with the other speakers regarding Marine Avenue.*

*James Gill spoke about the Chevron incident and encouraged the City Council to further develop the notification system for its residents.*

*Kisa Gray spoke about the options regarding Marine Avenue traffic.*

*Kathy Fisher opposes closing the alley between 21st and Marine Avenue.*

*Bill Victor, spoke about the cost of the Waste Management Contract, potentially creating a "Quality of Life" department in Manhattan Beach and the importance of keeping the cafe at the end of the pier open.*

**G. CONSENT CALENDAR (APPROVE)**

**A motion was made by Mayor Pro Tem Howorth, seconded by Councilmember Hersman, to approve the Consent Calendar Item Nos. 2-7. Councilmember Napolitano offered a friendly amendment, accepted by the maker, to pull Item No. 7. The motion carried by the following vote:**

**Aye:** 5 - Lesser, Howorth, Napolitano, Hersman and Montgomery

10. Approve the West Marine Avenue Neighborhood Traffic Management Plan Initial Measures as Recommended by the Parking and Public Improvements Commission (Community Development Director McIntosh).

[17-0444](#)

**APPROVE**

*Community Development Director Anne McIntosh introduced City Traffic Engineer Erik Zandveliet who provided the Staff presentation.*

*City Traffic Engineer Zandveliet responded to City Council questions.*

*Mayor Lesser opened the floor to public comment.*

*Nancy Cook spoke about the sharrows, especially the ones being placed on Marine, and noted that people don't follow the rules so enforcement is really needed.*

*Kevin Pratt spoke about keeping the alley open and that making 21st Street one-way would cause a lot of problems, including accidents and more traffic.*

*Mike Bohannon spoke about the blind intersection and speed bumps that could be coming in the future.*

*Ilia Dickey shared her suggestions regarding speed and safety.*

*Peter Rech spoke in opposition to closing the unnamed alley between 542 and 544 Marine Avenue.*

*Ron Romero spoke in opposition to closing the alley, as mentioned by all of the speakers earlier during public comments and during this item.*

*Simon Newton spoke in support of not making changes to the alley and about the traffic and the speed limits.*

*Barry Fisher spoke in opposition to closing the alley, but suggested more signage or enforcement to force drivers to slow down when driving around the area and possibly adding speed bumps.*

*Scott Dickey spoke about safety and convenience.*

*Kathy Fisher spoke about the alley, going South onto 21st Place, where vehicles cannot go through because there is a utility pole.*

*Paul Goncalves spoke about the alley, the stop sign on Manor, safety being considered before convenience, above anything else, and that outside people coming into the neighborhood, driving through the alley to cut through traffic.*

*Terry Reitz suggested that neighbors should work towards a solution on these issues first and postpone the City Council vote.*

*Seeing no further requests to speak, Mayor Lesser closed the floor to public comment.*

**A motion was made by Mayor Pro Tem Howorth, seconded by Mayor Lesser, to approve the recommendations as set by the PPIC (Parking and Public Improvements Commission) and to allow the residents to work on this issue to improve the safety of the neighborhood. The motion carried by the following vote:**

**Aye:** 5 - Lesser, Howorth, Napolitano, Hersman and Montgomery

- 11.** Consider Addition of Shared Lane Markings (Sharrows) in Citywide Bicycle Master Plan and Prioritization (Community Development Director McIntosh).

[17-0441](#)

**DISCUSS AND PROVIDE DIRECTION**

*City Traffic Engineer Erik Zandvleit provided the Staff presentation using the document reader to display the Manhattan Beach Bikeway Map which outlines the priority levels for consideration of adding Sharrows.*

*City Traffic Engineer Zandvleit responded to City Council questions.*

*Mayor Lesser opened the floor to public comment.*

*Kisa Gray asked about the visual impact of the signage.*

*Nancy Cook spoke about bicycle safety and on enforcement for vehicles and bicyclists.*

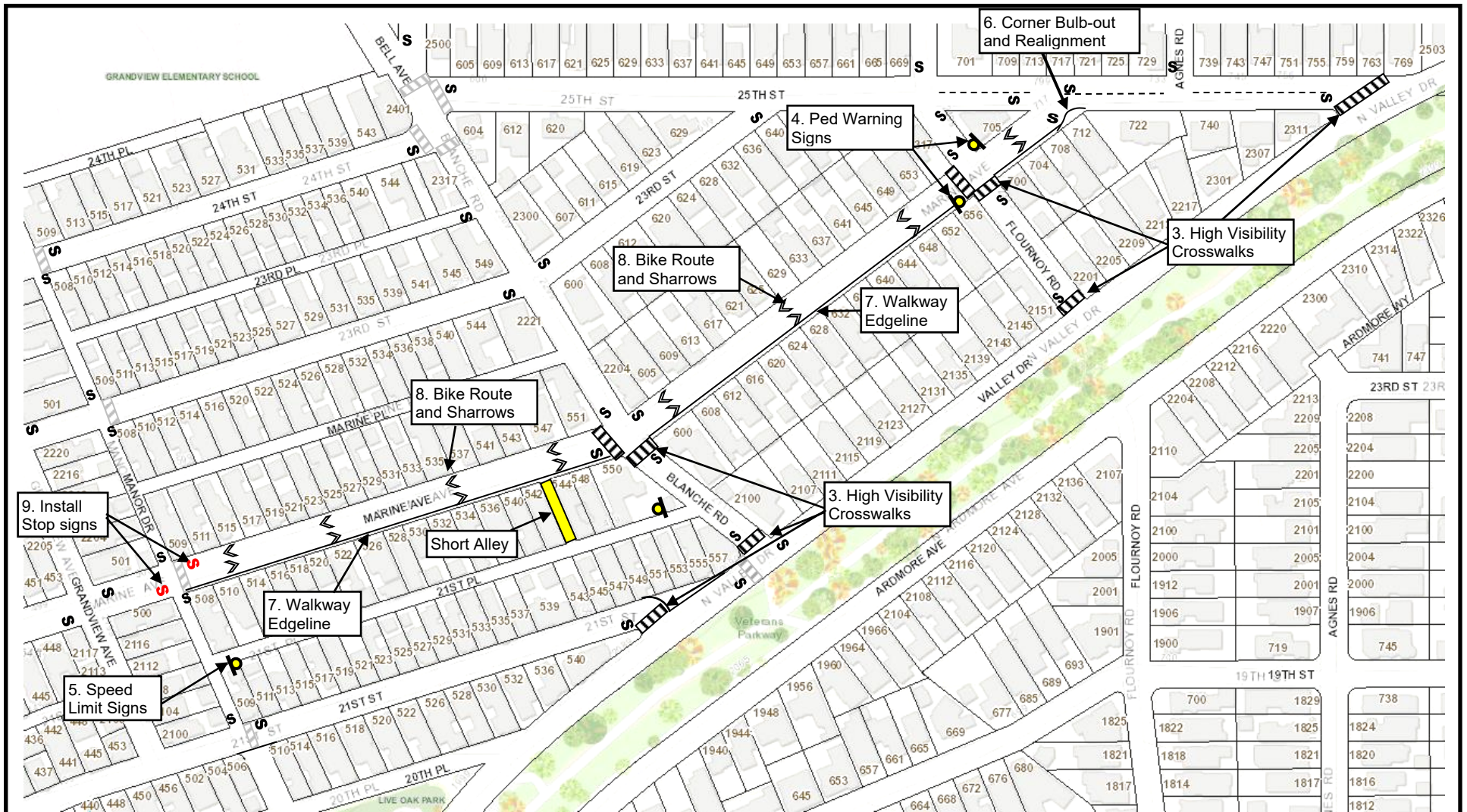
*Jon Chaykowski would like the sharrows painted and thinks it would be an improvement for the community.*

*Charlene Dipaala noted that the South Bay Bicycle Coalition offers safety programs for cyclists and asked support for the sharrows.*

*Seeing no further requests to speak, Mayor Lesser closed the floor to public comment.*

**A motion was made by Mayor Pro Tem Howorth, seconded by Councilmember Hersman, to direct Staff to add Sharrows (Shared Lane Markings) to certain streets described as the Low-Hanging Fruit and the Quick Wins highlighted in yellow as part of the Bicycle Master Plan with minimal signage and the not-to-exceed cost of \$65,000 to come from future year allocations of the Non-Motorized Transportation Fund. The motion carried by the following vote:**

**Aye:** 5 - Lesser, Howorth, Napolitano, Hersman and Montgomery



#### Other Measures

1. Enhanced Police Enforcement
2. Deploy Mobile Speed Feedback Trailer



City of Manhattan Beach  
Community Development  
Traffic Engineering Division

## Exhibit 2 West Marine Avenue Neighborhood Traffic Management Plan Approved Initial Traffic Calming Measures

88 of 119

PPIC MTG 9-26-19

Page 76 of 90  
PPIC MTG 10-25-18

**EXHIBIT 3**  
**LOCATION PHOTOS**  
**INITIAL TRAFFIC CALMING MEASURES**



Valley Drive at Flournoy Road (New Crosswalks)



Marine Avenue at Flournoy Road Looking West (New Pedestrian Crossing)



Marine Avenue at 25<sup>th</sup> Street Looking East (Intersection Realignment)



Marine Avenue at 25<sup>th</sup> Street Looking West (Intersection Realignment)



Blanche Road at Marine Avenue Looking North (New Crosswalks)



Marine Avenue Looking East (New White Edgeline)



Marine Avenue at Manor Drive Looking East (New Stop Signs)



21<sup>st</sup> Place Looking West



21<sup>st</sup> Place Looking East

RECEIVED

2017 NOV 15 PM 2:17

CITY CLERK'S OFFICE  
MANHATTAN BEACH, CA

Date	Response	Other (please specify)	First Name	Last Name	Street Address in Manhattan Beach, CA	Email or Phone Number
			Please include your name and contact information below, if you agree with the following statement: "We, the undersigned residents, do hereby petition the City of Manhattan Beach to establish North/South facing stop signs at the corner of 27th Street and Flounoy Road in Manhattan Beach, and we attest that each undersigned person is 18 years or older and is a responsible owner or resident in the Grand View school zone where the proposed stop sign is located."			
2017-11-13 20:33:51	Support		Katie	Johnson	750 27th Street	Katie.elizabeth.johnson@gmail.com
2017-11-12 18:44:24	Support		Enca	Kaul	2920 Alma ave	Enca@karljkaul.com
2017-11-12 16:05:22	Support		valerie	mellinger	209 33rd street manhattan beach	valmellinger@yahoo.com
2017-11-12 7:20:52	Support		Rehana	Zamfotis	319 28th Place	917-664-6691
2017-11-12 6:33:27	Support		Brett	Johnson	750 27th St	
2017-11-12 5:22:13	Support		Taryn	Hess	555 35th Street	Tarynfress@gmail.com
2017-11-10 8:14:40	Support		Jessica	Vanzura	567 31st Street	
2017-11-09 20:39:03	Support		Steve and Heidi	Snively	1150 Shelley Street	
2017-11-09 10:25:00	Support		Carol	Amir	712 31st st	310-546-2036
2017-11-08 18:52:32	Support		Lisa	Barrios	757 30th Street	Cmauch@usc.edu
2017-11-08 18:07:25	Support		Kyle	Soladay	665 27th St	Lisabarrios@yahoo.com
2017-11-08 13:49:26	Support		Andrea	Zisilis	477 29th Street	soladay@gmail.com
2017-11-08 9:10:12	Support		Jamie	Lipson	539 23rd street	azisilis@shadehotel.com
2017-11-07 15:28:29	Support		Keri	Finnerty	616 29th street	jamieklipson@yahoo.com
2017-11-07 13:24:04	Support		Luella	Hill Kim	709 33rd Street	Keri_finnerty@yahoo.com
2017-11-07 9:51:01	Support		Laura	Hopson	617 27th Street	310-753-7793
2017-11-07 9:17:57	Support		Andy	Norman	758 29th St	3102277891
2017-11-07 8:38:11	Support		Marc	Crosby	749 35th Street	normstar@yahoo.com
2017-11-07 8:27:17	Support		Renee	Juli	708 33rd Street	marccrosby@gmail.com
2017-11-07 6:47:24	Support		Alisa	Pedersen	2611 Laurel Ave	rdjcooley@gmail.com
						818-400-0210

2017-11-07 6:42:02	Support	David	Davis	468 34th St	Davis.dave@gmail.com	3103839690
2017-11-07 6:28:00	Support	Ian	White	2518 Laurel Avenue		
2017-11-07 6:11:24	Support	Jennifer	Norman	758 29th Street manhattan beach, ca 90266	jnorman79@hotmail.com	
2017-11-07 6:04:03	Support	Paula	Davis	469 28th Street	annehellie@icloud.com	3105456413
2017-11-07 4:36:31	Support	Anne	Hellie	324 31st Street		
2017-11-07 2:37:08	Support	Larry	Zimbalist	2623 Flournoy Rd	Larryzimbalist@verizon.net	
2017-11-06 22:59:21	Support	Shannon	Shelton	2900 Laurel Ave	shanparke@aol.com	
2017-11-06 21:56:00	Support	Kim	Ellis		Kellis@mbusd.org	
2017-11-06 21:24:41	Support	Glenn	Vanzura	567 31st St		3102771010
2017-11-06 21:12:00	Support	Kevin	Ellis	761 27th street Manhattan Beach ca	Kevinellis@gmail.com	
2017-11-06 21:11:48	Support	Misha	Bedner	742 27th St.	mishab44@yahoo.com	
2017-11-06 21:05:32	Support	Jamie	Bedner	742 27th St	jbedner@wedgewood-inc.com	
2017-11-06 21:02:01	Support	Amber	Martin	Rosecrans Ave	Ambermartin06@gmail.com	
2017-11-06 20:57:11	Support	Rochelle	Cistone	3109 Pacific Ave	310-795-3164	
2017-11-06 20:41:36	Support	Zena	Krupin	649 26th St	Planetzena@yahoo.com	
2017-11-06 20:33:35	Support	Haruko	Froeb	319 33rd Street	haruko15@hotmail.com	
2017-11-06 20:00:12	Support	Jason	Cooley	708 33rd street		4242476203
2017-11-06 19:43:57	Support	Anna	Moore	708 29th Street	anna_in_la2003@yahoo.com	
2017-11-06 19:37:43	Support	aimée	fahibusch	633 26th st	aimée.fahibusch@hotmail.com	
2017-11-06 19:10:01	Support	Karen	Nolan	2509 Laurel Ave.	Kmbrown86@msn.com	
2017-11-06 18:34:33	Support	Kristin	Coia	3100 flournoy rd	310.980.1104	
2017-11-06 18:19:02	Support	Rebecca	Kelley	628 Marine Ave	beccagendron@yahoo.com	
2017-11-06 18:19:51	Support	SARAH	Abraham	724 30th St		3124933492
2017-11-06 18:01:14	Support	Nancy	Clapp	709 31st Street	nancyclapp@dwt.com	
		i live on that exact corner and definitely feel it's necessary				
2017-11-06 17:55:47	Support	Bea	Zimbalist	2623 Flournoy Road	Beazimbalist@gmail.com	
2017-11-06 17:28:58	Support	Christine	Clay	649 29th Street	415.225.2651	
2017-11-06 17:24:31	Support	Julie	Mays	747 31st Street		9498781218
2017-11-06 17:19:46	Support	Cindy	Perelson	629 31st street	cindyperelson@gmail.com	
2017-11-06 17:15:08	Support	Shawna	austin	566 rosecrans ave	cp crazy222@yahoo.com	
2017-11-06 17:14:50	Support	Jennifer	Croft	766 33rd St	JenCroft@me.com	
2017-11-06 17:13:23	Support	Rachel	Disser	569 33rd Street	310-567-8984	
2017-11-05 13:34:31	Support	James	Socrates	609 27th St		3102273897
2017-11-05 10:23:25	Support	Lillian	Bohannon	649 Marine Ave	Lillian_ellsworth@yahoo.com	
2017-11-05 10:22:33	Support	Holly	Socrates	609 27th Street	310-227-3899	
2017-11-05 8:05:08	Support	Jessica	Wright	621 36th St	creationsbyjw@gmail.com	
2017-11-05 7:41:18	Support	Marianne	McDonald	2620 Palm Ave	Gallagher.mcdonald@gmail.com	
2017-11-05 7:34:33	Support	Mindy	Wilcox	605 36th St	mindycommins@hotmail.com	
2017-11-05 7:08:20	Support	Holly	King	653 36th St	Hkingmb@gmail.com	

2017-11-05 7:01:56	Support	Kristen	Lukas	3008 Agnes Road	netsirk01@earthlink.net
2017-11-05 6:53:40	Support	Lisa	Bongiovanni	128 6th street	LisaMarieLA@yahoo.com
2017-11-05 6:38:52	Support	Lenie	Ramos Trej	216 35th Street	littlenie@yahoo.com
2017-11-05 6:15:04	Support	Nadine	Flam	3404 Laurel	nhweiss@gmail.com
2017-11-04 15:23:41	Support	Laurie	Hamm	725 29th street	Lhammrhu@gmail.com
2017-11-03 19:39:05	Support	Grettel	Fournell	594 27th Street	320-678-4509
2017-11-03 15:14:33	Support	Amy	Olivares	578 27th	Anyolivares@hotmail.com
2017-11-03 13:20:55	Support	Erika	Thomson	2618 Laurel Ave.	elake912@gmail.com
2017-11-03 13:13:03	Support	Jill	Pierce	570 27th Street	jillpierce@me.com
2017-11-01 16:13:38	Support	Anne	Kennedy	660 29th Street	aekfamily@gmail.com
2017-11-01 15:58:23	Support	Kate	Leach	3401 Pacific Avenue	954-873-6729
2017-10-30 14:30:49	Support	Jessica	Taubman		jtaubman@gmail.com
2017-10-30 10:17:46	Support	Seth	Yakatan	PO BOX 2140 90267	323 356 6321
2017-10-30 9:23:29	Support	Jennie	Mackechmil	609 26th Street	jennie.mackechmie@gmail.com
2017-10-30 8:29:40	Support	Cori	Lagao	519 21st Street	310-859-4255
2017-10-29 21:09:15	Support	Kendall	Hays	566 30th St	Kendallhays@gmail.com
2017-10-29 19:43:11	Support	Kimberly	Kabot	717 27th Street	Kimberlykabot@gmail.com
2017-10-29 18:17:44	Support	Emiliano	Haldeman	3309 n valley dr	ehaldeman@me.com
2017-10-29 17:57:21	Support	Tisha	Soladay	665 27th Street	tsoladay1@gmail.com
2017-10-29 12:54:38	Support	Sarah	Sheahan	598 27th st	sarah@ispgr.com
2017-10-29 10:42:49	Support	Elizabeth	Fatone	412 16th street	Liz.fatone@gmail.com
2017-10-29 10:13:48	Support	Adrian	Bassuk	327 24th Street	adrian1117@mac.com
2017-10-29 9:03:13	Support	Coby	McDonald	2620 Palm Ave	cobusmcd@gmail.com
2017-10-29 9:02:55	Support	Liz	Jermielita	657 31st street	lizjermielita@yahoo.com
2017-10-29 8:28:02	Support	Laura	Silva	762 29th street	ljfuest@aol.com
2017-10-29 8:11:15	Support	Gillian	Cato	216 23rd Pl	3109024661
2017-10-29 7:48:39	Support	Melissa	Graf	566 31st Street	jasperfg@mac.com
2017-10-29 7:34:14	Support	Lorin	Fairchild	469 34th Street	lotusflower4000@gmail.com
2017-10-29 7:32:07	Support	Lisa	Safa	441 29th Street	lisasafa@me.com
2017-10-29 7:16:58	Support	Kathryn	LeRosen	585 29th Street	katielerosen@hotmail.com
2017-10-29 7:09:41	Support	Kate	Leach	3401 Pacific Avenue	ktleach@yahoo.com
2017-10-29 6:45:33	Support	Sandy	Quigley	428 Marine Ave	sandyshepley@hotmail.com
2017-10-29 5:19:36	Support	Catherine	Schneider	721 27th	cataluce@gmail.com
2017-10-27 10:07:54	Support	Heather	de Roos	612 25th Street	heather.deroos@yahoo.com
2017-10-27 8:21:33	Support	Betsey	Keely	416 Marine Place	betseygkeely@mac.com



**EXHIBIT 5**  
**LOCATION PHOTOS**  
**FLOURNOY ROAD AT 27<sup>TH</sup> STREET**



27<sup>th</sup> Street at Flournoy Road (Eastbound) Looking North



27<sup>th</sup> Street at Flournoy Road (Eastbound) Looking South



27<sup>th</sup> Street at Flournoy Road (Westbound) Looking North



27<sup>th</sup> Street at Flournoy Road (Westbound) Looking South

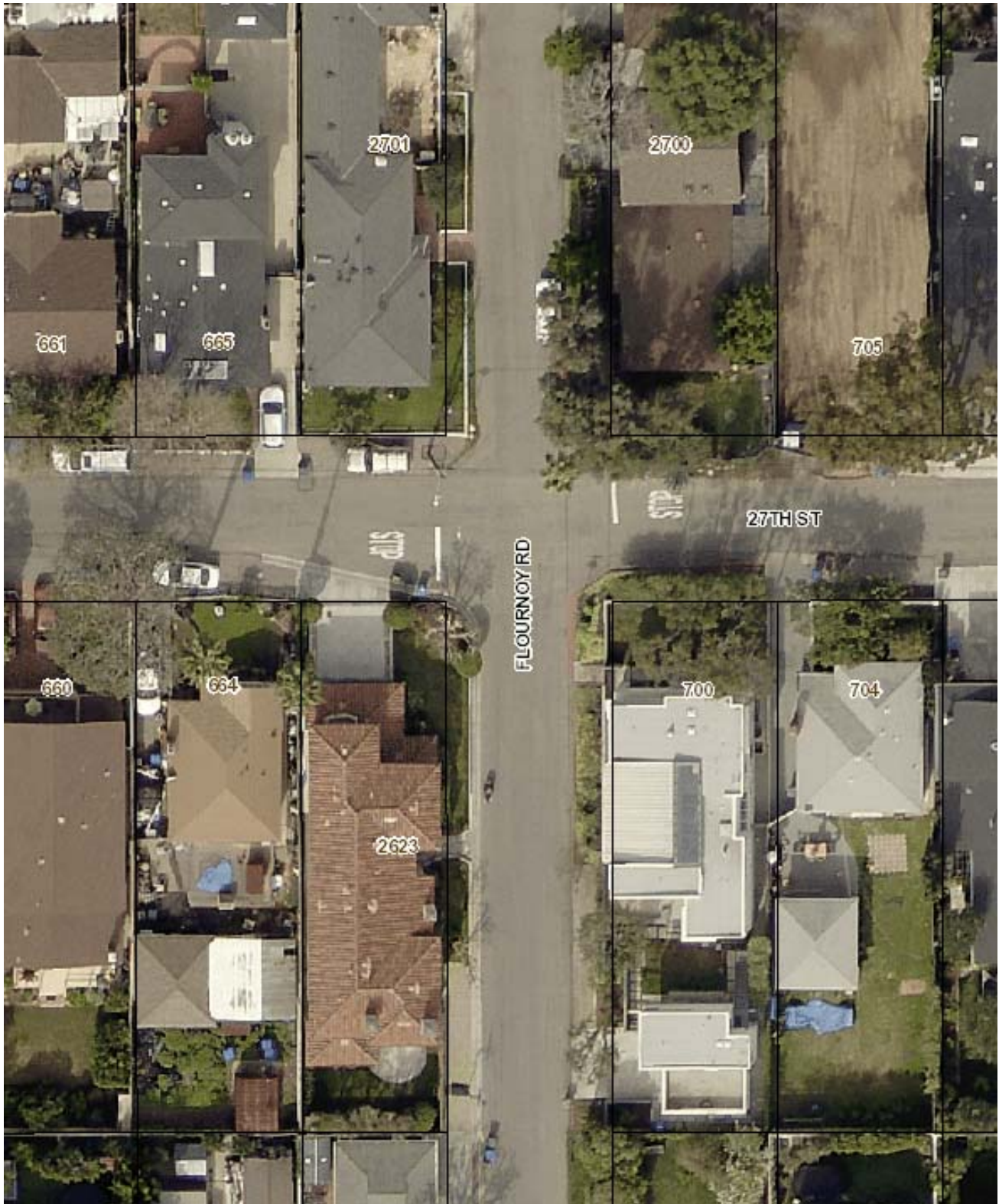


Flournoy Road at 27<sup>th</sup> Street Looking North



Flournoy Road at 27<sup>th</sup> Street Looking South

Aerial Photo – 27<sup>th</sup> Street at Flournoy Road





## EXHIBIT 6

### STOP SIGN WARRANT CHECKLIST

MAJOR STREET: Flourney Road MINOR STREET: 27<sup>th</sup> Street

REQUESTED BY: Petition DATE: 10/18/2018

REVIEWED BY: Erik Zandvliet

#### **Warranted?**

##### **SINGLE STREET STOP SIGN WARRANTS**

- ☒ On a less important road where the normal right-of-way rules would not be expected to provide reasonable compliance with the law.
- ☐ On a street entering a legally established through highway or street.
- ☐ At an unsignalized intersection in a signalized area.
- ☒ At other intersections where high speeds, restricted view, or crash record indicates a need for control by a stop sign.

##### **MULTI-WAY STOP SIGN WARRANTS**

- ☐ Where traffic signals are warranted, and stop signs are used as an interim measure to control traffic while the signal is installed.
- ☐ Where a crash problem exists, as indicated by five or more reported accidents within a 12 month period of a type correctable by a multi-way stop sign.
- ☐ Where the total vehicular volume entering from the major street approaches average at least 300 vehicles per hour for any 8 hours, and the combined vehicular, bicycle and pedestrian volume from the minor street approaches average at least 200 units per hour for the same 8 hours, with an average delay to the minor street traffic is at least 30 seconds per vehicle during the highest hour, and if the 85<sup>th</sup> percentile approach speed of the major street traffic exceeds 40 MPH, the minimum vehicular volume warrant is 70 percent of the above requirements.
- ☐ Where there four or more reported accidents within a 12 month period of a type correctable by a multi-way stop sign, and the average major and minor street volumes are at least 80% of the minimum values.
- ☐ Other locations where multi-way stop signs are justified based on an engineering study.

## **MULTI-WAY STOP SIGN WORKSHEET**

MAJOR STREET: Flournoy Road 85<sup>TH</sup> SPEED - < 30 MPH

MINOR STREET: 27<sup>th</sup> Street DATE: 10/18/2018

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

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

Street	Min Volume	70%	80%	Ave.	Hour / Volume							
Major	300	210	240		< 100							
Minor	200	140	160		< 90							

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

Peak Average Delay	< 10 sec.
--------------------	-----------

### **COLLISION RECORD** **WARRANTED** **YES** **NO**

Are there five or more reported collisions within a 12 month period of a type correctable by a multi-way stop sign?

DATE	TIME	DIRECTION	TYPE	CAUSE
2017	-	None	-	-
2016	-	None	-	-
2015	-	None	-	-
2014	-	None	-	-
2013	-	None	-	-
2012	-	None	-	-

### **80% COMBINATION** **WARRANTED** **YES** **NO**

Are there four or more reported accidents within a 12 month period of a type correctable by a multi-way stop sign, and

Average major and minor street volumes are at least 80% of the minimum values?

### **OTHER MULTI-WAY STOP CONDITIONS** **WARRANTED** **YES** **NO**

A. Need to control left turn conflicts	YES	NO
B. Need to control vehicle/pedestrian conflicts at high ped locations	YES	NO
C. Visibility obstruction after stopping on minor street approach *	YES	NO
D. Two similar neighborhood collector streets that would improve operation	YES	NO

\* - Correctable by vegetation removal.

**PUBLIC MEETING**  
**WEST MARINE NEIGHBORHOOD**  
**TRAFFIC MANAGEMENT PROGRAM**  
**FOLLOW-UP MEASURES**



The City Council will hold a public meeting to discuss the effectiveness of the initial traffic calming measures implemented in the West Marine neighborhood bounded by Valley Drive, 20th Place, Highland Avenue and 23/25th Streets, including potential traffic measures at 27th Street and Flournoy Road.

**CITY COUNCIL MEETING**  
**WHEN: December 18, 2018 at 6:00 P.M.**  
**WHERE: City Hall Council Chambers**  
**1400 Highland Avenue, Manhattan Beach, CA 90266**

All interested parties are encouraged to attend and participate or submit written comments. The Staff Report will be available at [www.citymb.info](http://www.citymb.info) on December 13, 2018 after 5:00 P.M. For additional information, please contact Erik Zandvliet, City Traffic Engineer, at (310) 802-5522 or email at [ezandvliet@citymb.info](mailto:ezandvliet@citymb.info).

**I. PUBLIC HEARINGS****J. GENERAL BUSINESS**

8. Approve Continuation of West Marine Neighborhood Traffic Management Plan Traffic Calming Measures and Implementation of Follow-Up Measures (Community Development Director McIntosh).
- a) **RECEIVE AND FILE FOLLOW UP REPORT**
  - b) **APPROVE CONTINUATION OF EXISTING TRAFFIC CALMING MEASURES**
  - c) **APPROVE IMPLEMENTATION OF PROPOSED FOLLOW-UP MEASURES**

*Community Development Director Anne McIntosh introduced the item, and City Traffic Engineer Erik Zandvliet provided the staff presentation and responded to City Council questions.*

*Councilmember Howorth asked about the risks of installing unwarranted stop signs. City Traffic Engineer Erik Zandvliet noted that it leads to drivers disregarding stop signs, drive through signs, and drive faster between stop signs to "make up time".*

*Councilmember Montgomery asked if the department removes shrubbery when it blocks views, and City Traffic Engineer Zandvliet said that for public safety reasons, they can have the shrubbery removed or request it be removed by the property owner.*

*Councilmember Lesser asked if staff considered other alternatives to installing a stop sign. City Traffic Engineer Zandvliet stated that the department will use pedestrian signs and crosswalk striping to make it more apparent to drivers that pedestrians may be present.*

*Mayor Pro Tem Hersman asked if shrubbery can be removed from the right-of-way, and the City Traffic Engineer Zandvliet stated that they would first request the owner to remove the shrubbery, but if they did not comply, they would send staff to remove shrubbery. Further, Mayor Pro Tem Hersman asked if the traffic calming measures would include a flashing sign, and City Traffic Engineer Zandvliet stated that there would be an arrow sign with painted stripes.*

*Councilmember Lesser asked why switching the stop sign direction is an option, and City Traffic Engineer Zandvliet stated the traffic volume in each direction is very similar.*

*Mayor Napolitano opened the floor for public comments.*

*Catherine Schneider spoke in support of installing a four way stop making it safer for children to walk to school.*

*Nancy Cook stated that large trucks have a special permit to use the route on this street, and that unless there is enforcement of the traffic laws in this area, there is not going to be any change in this intersection.*

Grace Robinson urged the City Council to install a stop sign in this area as she has witnessed several accidents on this corner and believes it to be dangerous for the children walking to school. She also requested a red curb be painted on 23rd Street.

Wayne Powell stated that he saw a collision at this intersection and a number of near misses in this area, as well. He suggested that a four way stop sign be installed to make it safer for pedestrians.

Fred Manna suggested that a roundabout be installed in this intersection in order to slow down the traffic and make it safer for pedestrians.

Sarah Sheehan spoke in favor of installing a four way stop sign in the intersection to allow for safer pedestrian walkways.

Will Arvizo spoke in favor of installing more stop signs in the area, and stated that people frequently speed and run the stop signs in the area. He argued that the corner needs to be painted red so that turning traffic can see the oncoming traffic.

Seeing no further requests to speak, Mayor Napolitano closed the floor for public comments.

Councilmember Howorth expressed her concern with installing another stop sign that people will not adhere to, and asked if her fellow Councilmembers are interested in considering roundabouts in this intersection.

Councilmember Napolitano stated that many other cities have roundabouts, but it does involve resources to create and maintain. He suggested that a cost estimate be conducted in order to determine the affect of a roundabout.

Councilmember Montgomery stated that he is in favor of installing stop signs in the area, as it is an easier solution before installing a roundabout.

Mayor Pro Tem Hersman expressed her concern with the fact that if a stop sign is installed in this specific intersection, it is not examining all of the safe routes to school issues across the city.

Councilmember Lesser stated that he would like to approve the staff recommendations and direct staff to report back with more information on a roundabout or switching the direction of the stop signs.

**A motion was made by Mayor Napolitano, seconded by Councilmember Montgomery to install four way stop sign at 27th Street and Flournoy Road, approve the implementation of traffic calming measures as recommended by staff, and further direct staff to return with a cost estimate on the installation of a roundabout. The motion carried by the following vote:**

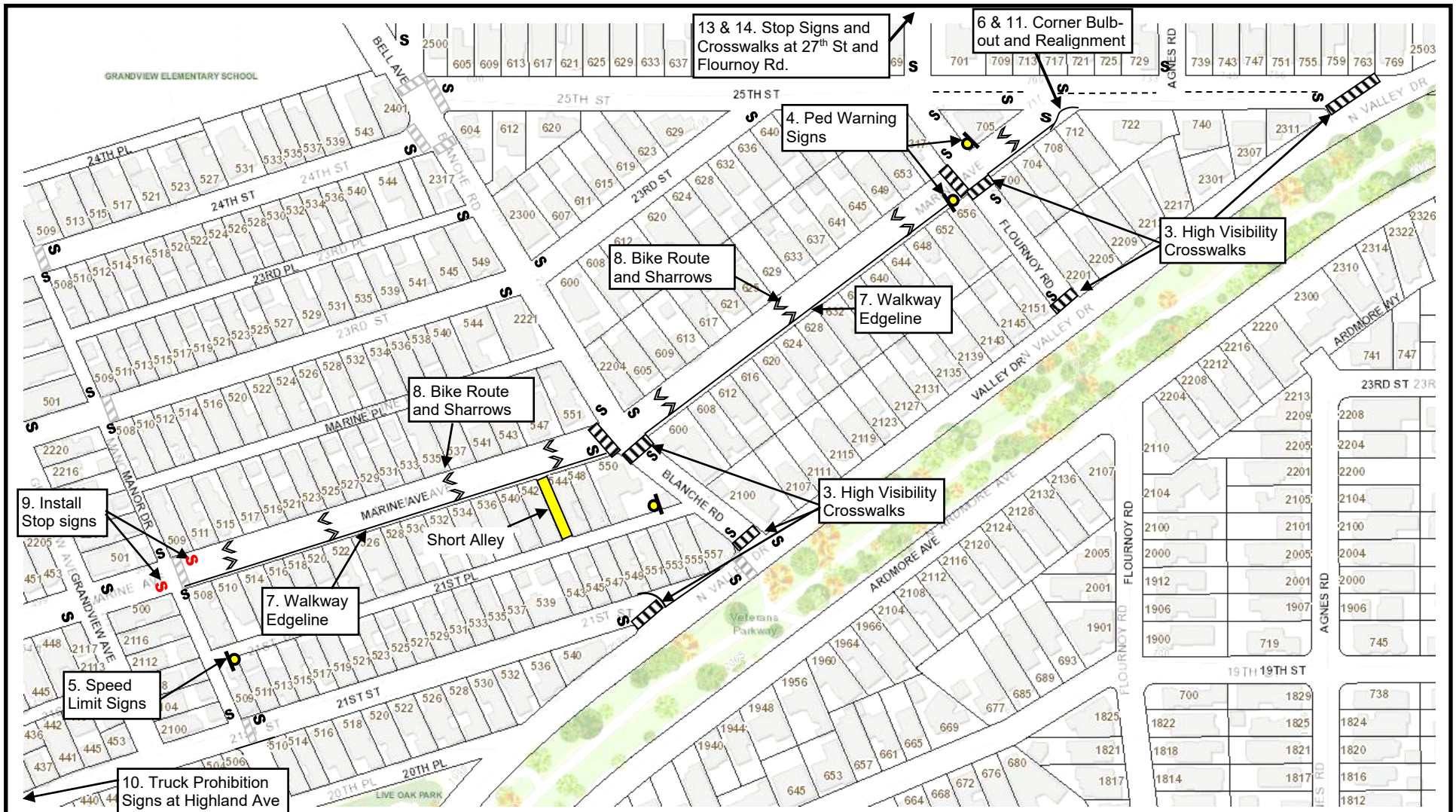
**Aye:** 4 - Napolitano, Montgomery, Lesser and Howorth

**Nay:** 1 - Hersman

At City Council 7:44 PM the City Council recessed and reconvened at 7:56 PM with all City Councilmembers present.

At the request of Mayor Napolitano, Agenda Item No. 11 was taken out of order.

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#### Other Measures

1. Enhanced Police Enforcement
2. Deploy Mobile Speed Feedback Trailer
12. Remove overgrown vegetation at corners
15. Evaluate roundabout feasibility at stopped intersections



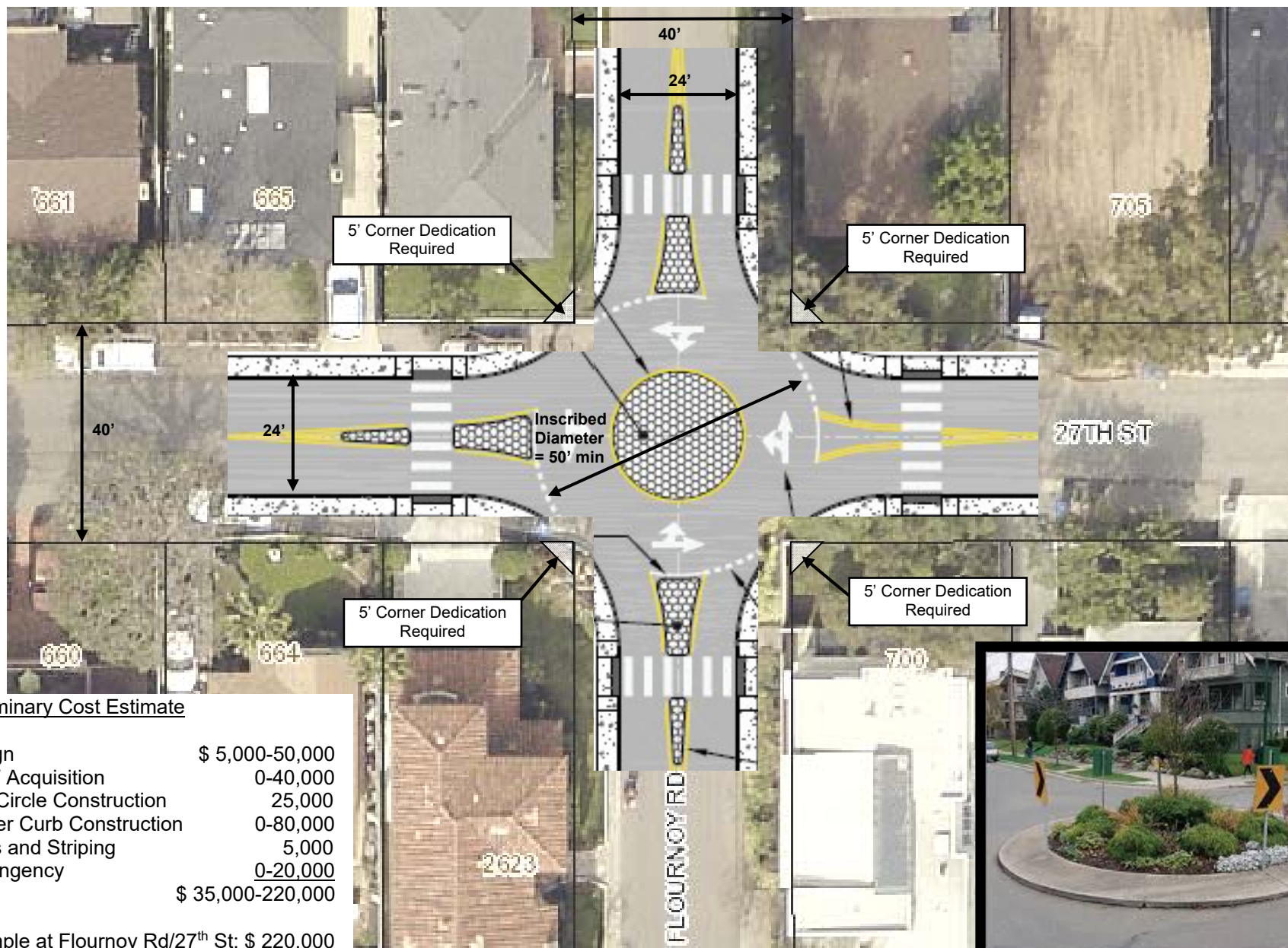
City of Manhattan Beach  
Community Development  
Traffic Engineering Division

## Exhibit 2 West Marine Avenue Neighborhood Traffic Management Plan Approved Traffic Calming Measures – December 2018

107 of 119

PPIC MTG 9-26-19

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#### Preliminary Cost Estimate

Design	\$ 5,000-50,000
ROW Acquisition	0-40,000
Mini-Circle Construction	25,000
Corner Curb Construction	0-80,000
Signs and Striping	5,000
Contingency	0-20,000
<b>Total</b>	<b>\$ 35,000-220,000</b>

Example at Flournoy Rd/27<sup>th</sup> St: \$ 220,000



City of Manhattan Beach  
Community Development  
Traffic Engineering Division

### Exhibit 3 Mini Traffic Circle Concept Drawing and Estimate

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Exhibit 4

PARKING  
AND PUBLIC IMPROVEMENTS  
COMMISSION

**West Marine Avenue Neighborhood  
Traffic Management Plan  
Second Follow-Up Study**

Correspondence Received  
After December 18, 2018

## Erik Zandvliet

---

**From:** Mike Bohannon <mikebohannon649@gmail.com>  
**Sent:** Wednesday, August 21, 2019 6:53 AM  
**To:** Erik Zandvliet  
**Subject:** Re: 600 and 700 Block of Marine

Erik: were the meeting invites ever sent out?

Sent from my iPhone

On Jul 18, 2019, at 1:04 PM, Erik Zandvliet <[ezandvliet@citymb.info](mailto:ezandvliet@citymb.info)> wrote:

Speed zoning regulations are in several sections of the California Vehicle Code and California Manual on Traffic Control Devices.

Feel free to contact me if you have any questions.

Erik

**Erik Zandvliet**  
**Traffic Engineer**

P: (310) 802-5522

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



Office Hours: M - Th 7:30 AM - 5:30 PM | Fridays 7:30 AM - 4:30 PM | Not Applicable to Public Safety

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**From:** Mike Bohannon <[mikebohannon649@gmail.com](mailto:mikebohannon649@gmail.com)>  
**Sent:** Wednesday, July 17, 2019 11:03 AM  
**To:** Erik Zandvliet <[ezandvliet@citymb.info](mailto:ezandvliet@citymb.info)>  
**Subject:** Re: 600 and 700 Block of Marine

Thanks Erik. Let me know.

And my understanding as per an attorney I consulted: Manhattan Beach has the authority to determine or redetermine speed rates specifically as to safety related issues that can override LA rules.

If you can please cite the specific restriction I will forward to my attorney for review and opinion.

Thank you and look forward to advancing the discussion/action plan to address the speed and traffic safety issues on Marine.

Mike

Sent from my iPhone

On Jul 17, 2019, at 10:31 AM, Erik Zandvliet <[ezandvliet@citymb.info](mailto:ezandvliet@citymb.info)> wrote:

Good Morning Mike,

As you know, the City Council the initial traffic calming measures implemented in the Marine Avenue neighborhood at its meeting on December 18. The Council approved continuation of the initial measures and added four more. (See attached staff report). Additional speed reduction measures were not recommended by the PPIC or City Council. Pursuant to the Neighborhood Traffic Management Program guidelines, each round of new measures is evaluated for effectiveness and returned to a public meeting for discussion.

A follow-up report is tentatively scheduled to be discussed by the PPIC at their meeting on August 22, with their recommendations to be forwarded to the City Council. It would be appropriate for you to make your proposal at that time. I will keep you updated as soon as the meeting agendas are confirmed, and the entire neighborhood will be invited to the meeting(s) with mailed notices.

Feel free to contact me if you have any questions.

Erik

(P.S. – Lowering the posted speed limit is not legally permissible because Marine Avenue is prima facie 25 mph per the California Vehicle Code, consequently, it would not be enforceable and thrown out by the courts.)

**Erik Zandvliet**  
**Traffic Engineer**

P: (310) 802-5522

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



Office Hours: M - Th 7:30 AM - 5:30 PM | Fridays 7:30 AM - 4:30 PM | Not  
Applicable to Public Safety

Reach Manhattan Beach Here for you 24/7, use our click and fix it app  
Download the mobile app now



---

**From:** Mike Bohannon <[mikebohannon649@gmail.com](mailto:mikebohannon649@gmail.com)>

**Sent:** Tuesday, July 16, 2019 4:41 PM

**To:** Erik Zandvliet <[ezandvliet@citymb.info](mailto:ezandvliet@citymb.info)>; Scott Longhurst <[slonghurst@citymb.info](mailto:slonghurst@citymb.info)>; Steven Delk <[sdelk@citymb.info](mailto:sdelk@citymb.info)>; Kathleen Paralusz <[kparalusz@citymb.info](mailto:kparalusz@citymb.info)>; Mark Lipps <[mlipps@citymb.info](mailto:mlipps@citymb.info)>; Joseph Franklin <[jfranklin@citymb.info](mailto:jfranklin@citymb.info)>

**Subject:** Re: 600 and 700 Block of Marine  
Can someone please respond


1) if you are getting these emails  
2) if you care to respond  
Thank you. Mike Bohannon 649 Marine

Sent from my iPhone

On Jun 12, 2019, at 9:49 AM, Richard Bohannon  
<[mikebohannon649@gmail.com](mailto:mikebohannon649@gmail.com)> wrote:

Hello everyone,  
I'm back, checking in on. Look, I recognize you probably deal with many traffic complaints and our street is not the only problematic street. But as I see it the difference is:  
- we have already vetted and confirmed there is a traffic/speed issue on Marine. The prior city council has acknowledged and confirmed this.  
- and while appreciated, the actions taken to date have largely been ineffective, which is no fault of yours. Just spend a few hours on Marine and you will understand.  
- we need to revisit and step up the next set of actions.  
- I have offered to pay for one solution and also offered to solicit support for said solution(s).  
Could we at least have a dialogue regarding?  
Please let me know.  
Thank you.  
Mike


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On Mon, Mar 25, 2019 at 11:00 AM Richard Bohannon  
<[mikebohannon649@gmail.com](mailto:mikebohannon649@gmail.com)> wrote:

Hello everyone,  
It's been a few weeks since my last correspondence but wanted to check on your thoughts and potential next steps. I recognize nothing in government moves fast (typically until there is a crisis) but the speed/traffic issues have been vetted, acknowledged and approved prior with you and the City Council (albeit not all the current the City Council members), and what I've suggested is not complicated and can be executed (or not) very efficiently and is cost effective to the City.  
Thank you and I look forward to hearing back.  
Regards,  
Mike Bohannon

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On Mon, Mar 11, 2019 at 11:36 AM Richard Bohannon  
<[mikebohannon649@gmail.com](mailto:mikebohannon649@gmail.com)> wrote:

Ladies and Gentlemen,

My name is Mike Bohannon. I live at 649 Marine. I have been one of the advocates on the street trying to address the ongoing speeding problem, specifically on Marine from Blanche to Valley. This is a problem that was partially addressed with some changes to interchanges, pedestrian paths and better cross walk signage.

And while some improvement has been made, the results have been marginal.

As some of you may or may not know:

- this section of Marine is heavily used by cars, most of which are residents, but some commercial use
- this section is also a primary pedestrian feeder to downtown and the beach for many of the sand/tree section residents
- this section of Marine has no sidewalks. Therefore the street is used by both pedestrians and vehicles
- there are also at least 25 families who have young children on the street

The combination of car volume, pedestrians and lack of sidewalk does not intersect with speeding cars.

And I recognize there is a debate between the residents and the City on the data supporting that people speed on this section of Marine. But I also believe two 24 hrs tests do not supply sufficient support that the speeding does not occur. It does. I see it every day. And summer is worse.

But rather than debate this point here is my suggestion and those made by the residents:

- add 2 to 4 electric speed warning signs, similar to those on Valley. I have agreed to under-write the purchase of these. I will effectively pass the hat but will backstop the purchase.
- Lower the speed on Marine to 20mph. And consider doing the same for all residential streets in the City that don't have sidewalks. It makes a huge difference in safety and not a huge difference in commute times. Math says 15 - 30 seconds depending on commute length.
- I will agree to run point on this effort and gather all the requisite signatures and approvals, and will also act as point on dissenting vote/opinions.

I hope the above seems clear in its ask and goal, and believe it aligns with your objective of safe streets and neighborhoods. Use us as a test.

Thank you for your consideration and the efforts made to date.

Mike Bohannon



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## Erik Zandvliet

---

**From:** Richard Bohannon <mikebohannon649@gmail.com>  
**Sent:** Wednesday, February 27, 2019 2:38 PM  
**To:** Andrew Harrod  
**Cc:** Erik Zandvliet; Scott Combs; Steve Kitsios; Jason Knickerbocker  
**Subject:** Re: Speed trailer on 600 Block of Marine Avenue

Hello,

Wanted to follow up on my prior email.

Thank you.

Mike



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On Mon, Feb 11, 2019 at 11:43 AM Richard Bohannon <mikebohannon649@gmail.com> wrote:

Hello everyone and happy New Year. I and the folks on the 600/700 block of Marine appreciate all the past efforts in regard to the speed issues on Marine. However, while some of the measures have helped the fundamental issue remains the same and unfixed: too many cars+too much speed+no sidewalks+kids and pedestrians. I know there have been surveys done and we can debate the math, but I believe the eyeball test is always best: too many cars at too great a speed.

With that I proposes the following:

- 1) Flashing Electric Speed warning signs (2 to 4). I will underwrite the cost and will ask for the neighbors to share. If they don't want to, not an issue, I will pay for. I will also run point in collecting requisite signatures for approval.
- 2) reduce speeds on all inter-neighborhood streets to 20mph, especially where there are no sidewalks. Based on my quick math this will cost the average commuter approx 15-30 seconds on there average commute through town (likely inside a mile). You can use Marine as a test case. I believe the average homeowner would easily give up the additional commute time vs quality of street life enhancement.
- 3) a city wide promotion to respect speed throughout town, specifically respecting their neighbors, safety and kids. People are busy, cars are fast and a friendly reminder can go a long way. And the kids today are the drivers of the future. Lets teach them early and also set an example for other communities throughout LA.

Even if we reduce speeding by 50% as a result of the above, that would be an incredible step in the right direction.

Thank you for your consideration and please let me know next steps.

Best,

Mike Bohannon



On Fri, Aug 24, 2018 at 5:03 PM Andrew Harrod <[aharrod@citymb.info](mailto:aharrod@citymb.info)> wrote:

Hi Mike,

Thanks for the e-mail and we do our best to help with traffic issues throughout our community. We will continue to work with your neighbors as a team to address the poor driving habits of a few motorists who feel instilled.

Talk soon Andy~

Andrew Harrod  
Police Lieutenant  
(310) 802-5165  
[aharrod@citymb.info](mailto:aharrod@citymb.info)  
City of Manhattan Beach, CA

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

Here for you 24/7, use our click and fix it app [www.citymb.info/reachmanhattanbeach](http://www.citymb.info/reachmanhattanbeach)

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

From: Mike Bohannon <[mikebohannon649@gmail.com](mailto:mikebohannon649@gmail.com)>

Sent: Friday, August 24, 2018 11:32 AM

To: Erik Zandvliet <[ezandvliet@citymb.info](mailto:ezandvliet@citymb.info)>

Cc: Scott Combs <[scombs@citymb.info](mailto:scombs@citymb.info)>; Andrew Harrod <[aharrod@citymb.info](mailto:aharrod@citymb.info)>

Subject: Re: Speed trailer on 600 Block of Marine Avenue

Thanks again guys for deploying the speed control device on marine. I believe it worked for the most part although I'm still amazed at how fast people drive when there are pedestrians, bicycles, kids, etc on the street. But at least the monitor sent a reminder. Now that it's gone old habits are back! Awesome!

Primary issues, and this is not news to any of you:

Marine is a major driving and pedestrian street.  
Marine has no sidewalks and is a bit narrow.  
Marine is in the middle of a residential neighborhood.  
People who live here speed. People who visit here speed.

The above is not a healthy combo. There are however ways to manage the issue. Most of that is about managing driver behavior.

Seems like:

Signs reminding people to slow down

Lower speed limits for streets without sidewalks Speed bumps if necessary

## Erik Zandvliet

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**From:** Richard Bohannon <mikebohannon649@gmail.com>  
**Sent:** Monday, February 11, 2019 11:44 AM  
**To:** Andrew Harrod  
**Cc:** Erik Zandvliet; Scott Combs; Steve Kitsios; Jason Knickerbocker  
**Subject:** Re: Speed trailer on 600 Block of Marine Avenue

Hello everyone and happy New Year. I and the folks on the 600/700 block of Marine appreciate all the past efforts in regard to the speed issues on Marine. However, while some of the measures have helped the fundamental issue remains the same and unfixed: too many cars+too much speed+no sidewalks+kids and pedestrians. I know there have been surveys done and we can debate the math, but I believe the eyeball test is always best: too many cars at too great a speed.

With that I proposes the following:

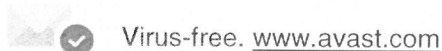
- 1) Flashing Electric Speed warning signs (2 to 4). I will underwrite the cost and will ask for the neighbors to share. If they don't want to, not an issue, I will pay for. I will also run point in collecting requisite signatures for approval.
- 2) reduce speeds on all inter-neighborhood streets to 20mph, especially where there are no sidewalks. Based on my quick math this will cost the average commuter approx 15-30 seconds on there average commute through town (likely inside a mile). You can use Marine as a test case. I believe the average homeowner would easily give up the additional commute time vs quality of street life enhancement.
- 3) a city wide promotion to respect speed throughout town, specifically respecting their neighbors, safety and kids. People are busy, cars are fast and a friendly reminder can go a long way. And the kids today are the drivers of the future. Lets teach them early and also set an example for other communities throughout LA.

Even if we reduce speeding by 50% as a result of the above, that would be an incredible step in the right direction.

Thank you for your consideration and please let me know next steps.

Best,

Mike Bohannon



On Fri, Aug 24, 2018 at 5:03 PM Andrew Harrod <[aharrod@citymb.info](mailto:aharrod@citymb.info)> wrote:  
Hi Mike,

Thanks for the e-mail and we do our best to help with traffic issues throughout our community. We will continue to work with your neighbors as a team to address the poor driving habits of a few motorists who feel instilled.

Talk soon Andy~

Andrew Harrod  
Police Lieutenant  
(310) 802-5165  
[aharrod@citymb.info](mailto:aharrod@citymb.info)  
City of Manhattan Beach, CA

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

Here for you 24/7, use our click and fix it app [www.citymb.info/reachmanhattanbeach](http://www.citymb.info/reachmanhattanbeach)

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

From: Mike Bohannon <[mikebohannon649@gmail.com](mailto:mikebohannon649@gmail.com)>  
Sent: Friday, August 24, 2018 11:32 AM  
To: Erik Zandvliet <[ezandvliet@citymb.info](mailto:ezandvliet@citymb.info)>  
Cc: Scott Combs <[scombs@citymb.info](mailto:scombs@citymb.info)>; Andrew Harrod <[aharrod@citymb.info](mailto:aharrod@citymb.info)>  
Subject: Re: Speed trailer on 600 Block of Marine Avenue

Thanks again guys for deploying the speed control device on marine. I believe it worked for the most part although I'm still amazed at how fast people drive when there are pedestrians, bicycles, kids, etc on the street. But at least the monitor sent a reminder. Now that it's gone old habits are back! Awesome!

Primary issues, and this is not news to any of you:

Marine is a major driving and pedestrian street.  
Marine has no sidewalks and is a bit narrow.  
Marine is in the middle of a residential neighborhood.  
People who live here speed. People who visit here speed.

The above is not a healthy combo. There are however ways to manage the issue. Most of that is about managing driver behavior.

Seems like:

Signs reminding people to slow down  
Lower speed limits for streets without sidewalks Speed bumps if necessary

All seems logical. The police force is already taxed so asking for more patrols doesn't seem practical. The above won't cost much, easy to implement and will likely help reduce speeding and the associated risk. I recognize some of the above are more controversial than other solutions.

But traffic volume + pedestrian volume + no sidewalks + speed = accident waiting to happen and already has

Thanks for your help and consideration.

Sent from my iPhone

> On Jul 25, 2018, at 10:14 AM, Erik Zandvliet <[ezandvliet@citymb.info](mailto:ezandvliet@citymb.info)> wrote: