



Staff Report

City of Manhattan Beach

TO: Honorable Mayor Montgomery and Members of the City Council

THROUGH: Richard Thompson, Interim City Manager *[Signature]*

FROM: Laurie B. Jester, Acting Director of Community Development *[Signature]*
 Nhung Madrid, Management Analyst *[Signature]*
 Jack Rydell, Traffic Engineer *[Signature]*

DATE: November 16, 2010

SUBJECT: Consideration of City Council 2009-2010 Work Plan Item to Evaluate a New Proposal to Approve a Pilot Program for the El Porto Parking Lot Exit.

RECOMMENDATION:

Staff recommends that the City Council approve a modification to the initial traffic measures for the North Manhattan Beach neighborhood area to allow an eastbound to southbound right turn movement from 40th Street onto Ocean Drive at the El Porto Parking Lot exit for a trial period.

FISCAL IMPLICATION:

Removal of existing signs and traffic markings could be funded through existing Public Works Department operating budget.

BACKGROUND:

The City Council's 2009-2010 Work Plan includes an item to evaluate a possible modification to the existing turn restrictions on 40th Street at Ocean Drive for drivers exiting the El Porto Beach Parking Lot between 3pm to 8pm on weekdays. The modification would allow drivers to make right turns onto southbound Ocean Drive that are currently prohibited during these hours.

The existing restrictions at the intersection of 40th Street and Ocean Drive require eastbound drivers exiting the parking lot to turn left onto northbound Ocean Drive. There are also restrictions that require southbound drivers on Ocean Drive to turn left onto eastbound 40th Street during these hours. This condition has been in place since August 2000. These restrictions are intended to provide some traffic relief for residents along 40th Street by reducing beach traffic, while at the same time discouraging by-pass traffic on Ocean Drive caused by drivers trying to avoid congestion on Highland Avenue.

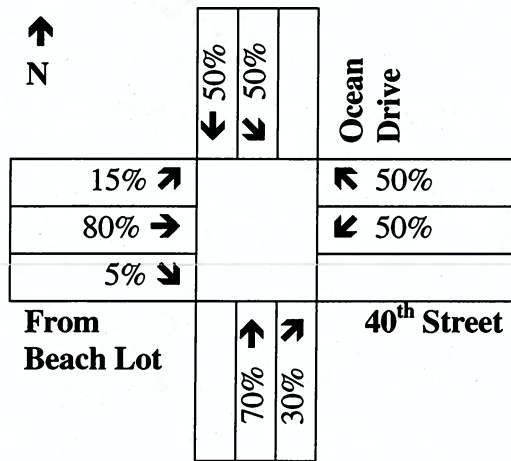
In August 2008, the City initiated a Neighborhood Traffic Management Plan (NTMP) to study the North Manhattan Beach neighborhood pursuant to a petition from residents. After an extensive series of workshops, neighborhood survey and public meetings, the City Council approved a list of traffic calming measures on April 21, 2009 on a trial basis. After carefully considering the potential

impacts of altering existing traffic patterns, the City Council decided to leave the existing turn restrictions in place, and directed staff to examine alternatives such as removable decorative bollards to replace the portable signs currently used by the Police Department.

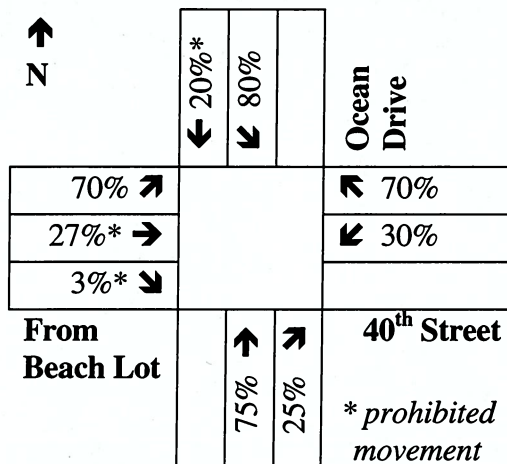
DISCUSSION:

Traffic counts were conducted in August and November of 2008. These counts were used to evaluate the expected changes in traffic if the possible modification to the existing turn restrictions were to be made. It should be noted that the posted turn restrictions have an approximate 25 percent violation rate on weekday afternoons, and these violations were factored into the overall traffic pattern change. Drivers exiting the parking lot on 40th Street make the following movements:

UNRESTRICTED TURNING MOVEMENT PERCENTAGE
8:00 AM to 3:00 PM Weekdays
Ocean Drive at 40th Street



RESTRICTED TURNING MOVEMENT PERCENTAGE
3:00 PM to 8:00 PM Weekdays
Ocean Drive at 40th Street



As shown by the percentage differences (80% minus 27%), the existing turn restrictions currently divert approximately 55 percent of eastbound 40th Street traffic north onto Ocean Drive. Similarly, approximately 30 percent (80% minus 50%) of southbound Ocean Drive is diverted east onto 40th Street.

Since the turn restrictions are effective from 3 to 8pm weekdays, this represents approximately 39 percent of the average daily volume on 40th Street and 43 percent of the southbound daily volume on Ocean Drive. Therefore, the total daily traffic volume diversion from 40th Street onto northbound Ocean Drive is about 376 vehicles during the restriction, and 62 vehicles from southbound Ocean Drive onto eastbound 40th Street.

If right turns were allowed from eastbound 40th Street onto southbound Ocean Drive during the restricted hours, a portion of the currently diverted traffic would likely turn right instead of continuing to make the left turn and returning to Highland Drive. This portion would be about the same percentage of eastbound drivers on 40th Street currently making right turns onto Highland Drive during non-restricted hours. Since the unrestricted percentages of eastbound (outbound traffic) on 40th Street at Highland Avenue are 40% left (to north) and 60% right (to south), the likely percentage of traffic wishing to head south of 40th Street at Ocean Drive would be 60% of the diverted traffic. 60% of the 376 diverted weekday trips is 225 vehicles. Therefore, during the five (5) restricted hours of 3 to 8pm, about 225 fewer vehicles would turn left onto northbound Ocean Drive, and 225 more vehicles would turn right onto southbound Ocean Drive instead.

Expected Traffic Volume Changes

The daily traffic on Ocean Drive south of 40th Street is approximately 1,184 vehicles on unrestricted days, and 1,037 on restricted days during the summer. If eastbound right turns were allowed from 40th Street onto southbound Ocean Drive, the traffic volumes on restricted days would increase to 1,262 vehicles per day (1,037+225=1,262), which is 6 percent higher than unrestricted days.

Correspondingly, the daily traffic on Ocean Drive north of 40th Street is approximately 1,100 vehicles on unrestricted days, and 1,525 on restricted days. If eastbound right turns were allowed from 40th Street onto southbound Ocean Drive, the traffic volumes on restricted days would decrease to 1,300 vehicles per day (1,525-225=1,300), which is 18 percent higher than unrestricted days.

A table showing the expected traffic volume changes is provided below:

Traffic Volume Comparison

STREET	Unrestricted Daily Volume	Restricted Daily Volume (% Difference)	Restricted Daily Volume With Right Turn (% Difference)
Ocean Dr. South of 40 th Street	1,184	1,037 (-12%)	1,262 (+6%)
Ocean Dr. North of 40 th Street	1,100	1,525 (+36%)	1,300 (+18%)
40 th Street East of Ocean Drive	1,936	1,750 (-10%)	1,750 (-10%)

As shown above in the second column of the table, residents south of 40th Street currently experience a 12 percent reduction in weekday traffic volumes with the current restrictions. By

contrast, residents north of 40th Street experience a 36 percent increase in weekday volumes. If right turns were allowed, the differential in traffic volumes would be expected to be more equitably divided to the north and south, as shown in the third column of the table. A small reduction in traffic on 40th Street would also be expected due to the ability to head south instead of violating the through movement restriction on 40th Street to reach Highland Avenue.

The addition of a right turn from eastbound 40th Street to southbound Ocean Drive would not be anticipated to encourage any significant commuter traffic trying to avoid Highland Avenue. This is because the current congestion and delays when traveling through the El Porto Beach parking lot would not save time for the commuter. However, it is likely that some beach traffic would use other parallel streets south of 40th Street to reach Highland Avenue instead of going south to Rosecrans Avenue. On average, the grid layout of the neighborhood will tend to distribute traffic on several streets, rather than only one route. This will create a dampening effect to the expected increase in beach traffic south of 40th Street that would be generated by the right turn. However, the overall impact to the entire neighborhood would be more evenly distributed, with more streets sharing a smaller portion of the parking lot traffic. All properties north of Rosecrans Avenue to the City limit were noticed of tonight's meeting with a mailed postcard as shown in Exhibit C and also invited to provide public comments (Exhibit D).

CONCLUSION:

Based on the more equitable split in outbound beach parking lot traffic through the neighborhood, it is recommended to approve a modification to the initial traffic measures for the North Manhattan Beach neighborhood area to allow an eastbound to southbound right turn movement from 40th Street onto Ocean Drive at the El Porto Parking Lot exit for a trial period.

- Exhibits:
- A. Aerial Map Detail
 - B. Aerial Map Overview
 - C. Postcard Notice
 - D. Public Comments

EXHIBIT A
Aerial Detail Map
40th Street at Ocean Drive

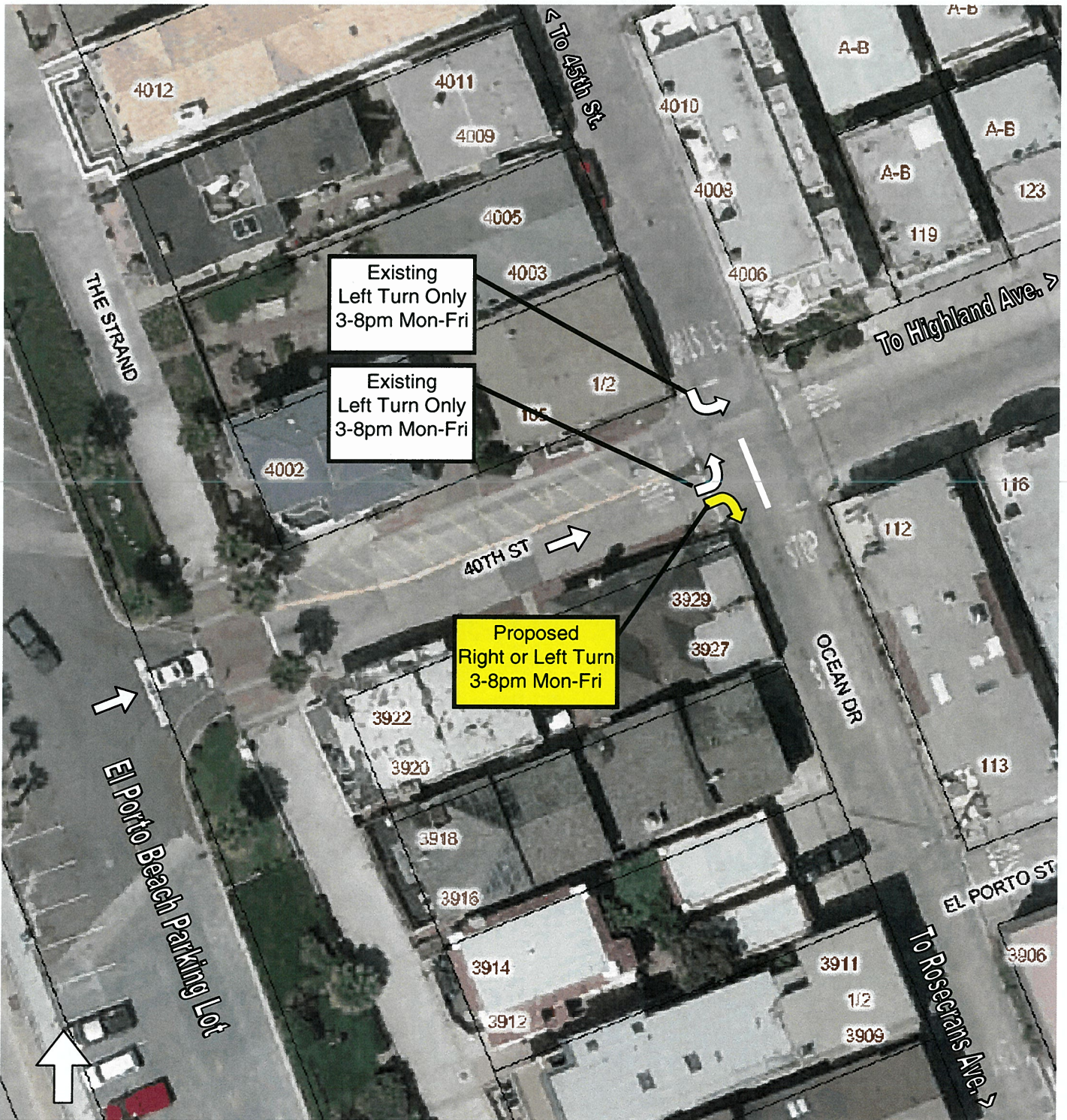
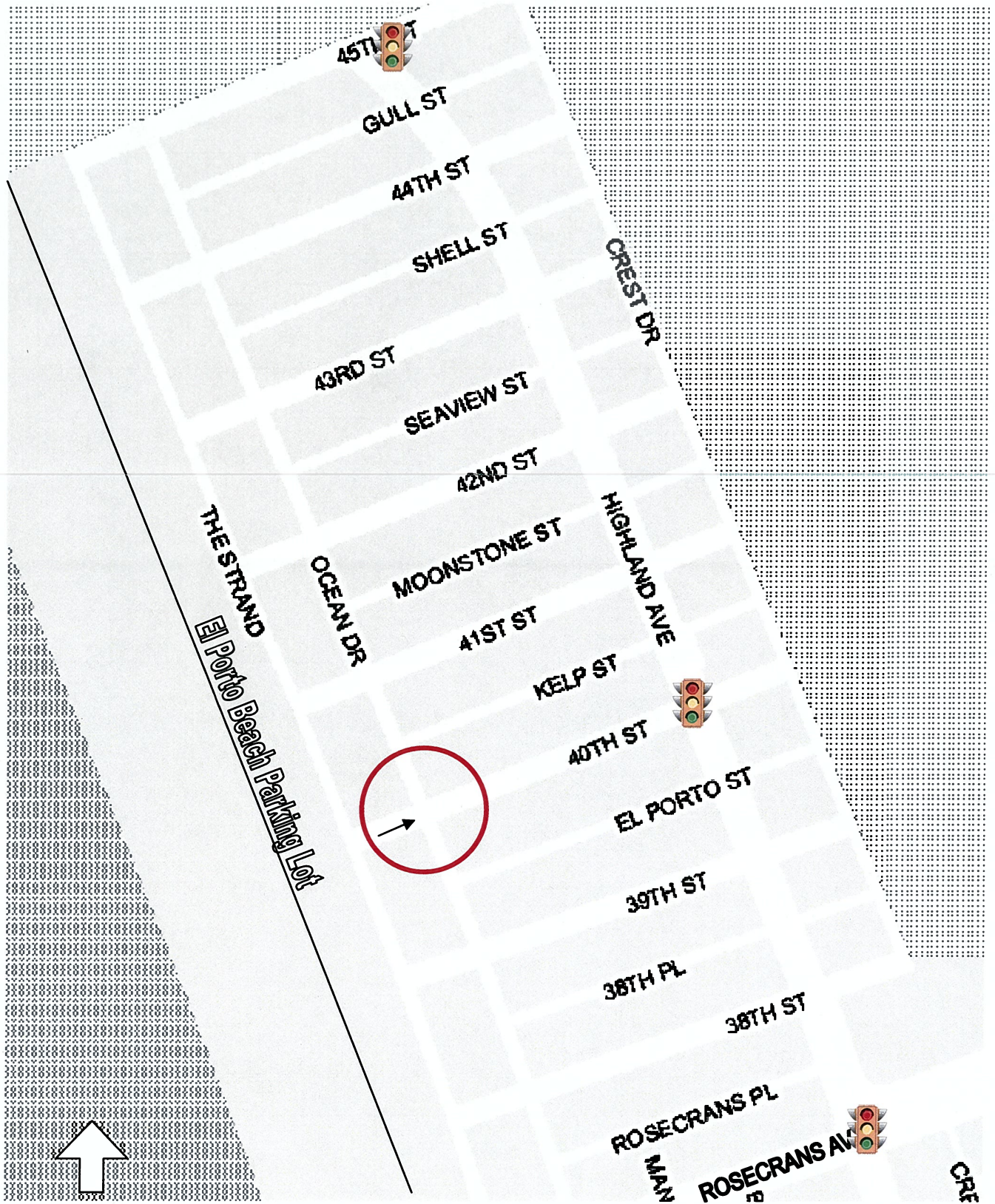


EXHIBIT B
Location Map
40th Street at Ocean Drive



EL PORTO PARKING LOT EXIT STUDY



As directed by the City Council's 2009-2010 Work Plan, staff evaluated a proposal to change the traffic restrictions at the intersection of Ocean Drive and 40th Street (El Porto Parking Lot exit). Staff's recommendation will be presented at the following meeting:

CITY COUNCIL MEETING
November 16, 2010 at 6:30 pm
City of Manhattan Beach Council Chambers
1400 Highland Avenue, Manhattan Beach, CA 90266

Residents and interested parties are encouraged to attend and participate. The Staff Report with a recommendation will be available at www.citymb.info on 11/12/10 5 pm. For additional information, please contact Nhung Madrid at (310) 802-5540, or you may submit public comments to nmadrid@citymb.info.

Exhibit D

Public Comments Received
From November 4-10, 2010

2010 NOV -9 AM 10:05

Manhattan Beach Mayor City Council Members

Regarding November 16, 2010 Agenda Item:

El Porto Parking Lot Exit, 40th Street at Ocean Drive Right or Left Turn Option.

Statement and supporting pictures:

The current diversion, which routes southbound Ocean Dr. vehicles up 40th Street, was created to dissuade rush hour drivers from using Ocean as an alternative route. However, the no right turn out of the El Porto Lot affects recreational beach-goers, who are not working commuters, by forcing southbound drivers in the wrong direction.

Many drivers are confused why they cannot go straight or turn right. A combination of confusion and not making sense may contribute to the constant flow of cars disregarding the signs and barriers, and therefore break the law. When so may people willfully break the law it is time to contemplate if it is fair and just!

Many of these diverted vehicles use the small alley Kelp or 41st to head in the right direction. These streets were not designed for high traffic volumes and pose safety concerns. Many garage walls and gates are a mere foot from the curb, and a number of children now live on these streets. An accident has already occurred from a diverted car speeding up Kelp, lucky nobody was injured, but next time?

Other diverted cars that continue north on Ocean must pass eight intersections and fifty-three dwellings before reaching 45th. This traffic, combined with southbound traffic, increases the danger and difficulty for Ocean residences.

The notion that drivers will use the parking lot as a cut through is not substantiated. Delays are common and traversing the lot can take more time than cars continuing on Highland. Besides, traffic only backs up on Highland a couple of times a week, thus eliminating the need to bi-pass.

We are living with an ill conceived temporary remedy for a twenty six year old traffic problem. Everyone north of 40th gets double traffic, while homes south get zip! It is time to end this unfair irrational practice!

Regards,
Ed Skebe
210 Kelp Street
310-545-3839



**Kelp St looking down toward Ocean Dr
Diverted cars entering Kelp while resident exits garage**



Exiting Ocean at Rosecrans – Much safer!

Top of Kelp St at Highland Ave --Note:

- 1) Lady exiting gate is 1 foot from alley**
- 2) No room for vehicles to enter Kelp & thus block Highland**



**Top of Kelp St at Highland Ave
'Blind Spot' for oncoming traffic**



Top of Rosecrans at Highland Ave - Much safer!