

**CITY OF MANHATTAN BEACH
PARKING AND PUBLIC IMPROVEMENTS COMMISSION
MINUTES OF A REGULAR MEETING
January 23, 2025**

A. CALL TO ORDER:

The regular meeting of the Parking and Public Improvements Commission (Commission) of the City of Manhattan Beach, California was held in hybrid format (Zoom Call and in person at City Hall, 1400 Highland Avenue, Manhattan Beach, CA 90266) on January 23, 2025, at the hour of 4:00pm.

B. PLEDGE TO FLAG

C. ROLL CALL

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|----------------|---|
| Present: | Commissioners Balla, Marcy (Late) (Remote), Kirschenbaum, Chair DaGiau |
| Absent: | None |
| Staff Present: | Ryan Heise, Acting Community Development Director Erik Zandvliet, City Traffic Engineer Britny Coker-Moen, Environmental Programs Administrator |
| Clerks: | Carianne Chavez, Agenda Host |

D. APPROVAL OF MINUTES

01/23/2025-1 Regular Meeting – December 5, 2024

MOTION: It was moved and seconded (**Kirschenbaum/Balla**) to approve the minutes without corrections.

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|-----------------|-----------------------------------|
| AYES: | Balla, Kirschenbaum, Chair DaGiau |
| NOES: | None |
| ABSTAIN: | None |
| ABSENT: | Marcy |

E. AUDIENCE PARTICIPATION (3-minute Limit)

Chair DaGiau opened Audience Participation.

There were no speakers.

Chair DaGiau closed Audience Participation.

F. GENERAL BUSINESS

01/23/2025-2 Aviation Boulevard Pedestrian Enhancement Project Community Meeting

Traffic Engineer Zandvliet explained that the City of Redondo Beach received a subregional Measure M transportation grant for the evaluation, design, and construction for pedestrian and bicycle improvements on Aviation Boulevard between Manhattan Beach Boulevard and Artesia Blvd. The City of Redondo Beach hired Fehr & Peers, a transportation consulting firm, to conduct the evaluation and make recommendations to prepare the engineering design. Redondo Beach has partnered with Manhattan Beach to determine what type of pedestrian improvements would be appropriate. There will be two additional workshops in Redondo Beach to receive feedback from the public. **Traffic Engineer Zandvliet** introduced Alex Melaragno from Fehr & Peers to give a presentation on the proposed project:

Mr. Malaragno provided a general overview and shared the four goals of the project:

1. Provide safer/low-stress crossing locations along Aviation Boulevard for residents and visitors of both cities to patronize local businesses and return to their residence or vehicle;
2. Improve access to transit and bus stops on opposite sides of Aviation Boulevard;
3. Encourage walking and bicycling trips between destinations in Manhattan Beach and Redondo Beach such as Mira Costa High School and Anderson Park, contributing to reduced vehicular traffic and opportunities for physical activity; and
4. Introduce more gaps for vehicles to enter at other unsignalized intersections along Aviation Boulevard.

Mr. Malaragno also shared the possible project alternatives:

1. No improvements
2. Crosswalk with Yellow Flashing Beacon
3. Crosswalk with Yellow Flashing Beacons and Center Refuge Island
4. Crosswalk with Red-Light Signal Control for Pedestrian/Bicyclist only
5. Full Traffic Signal for Vehicles, Pedestrians and Bicyclists

He described the four crosswalk options and explained the differences between them. He also provided an operational comparison between the potential project alternatives and graded them based on their Level of Service (LOS) which is a measure of traffic operations from the drivers' perspective. The community feedback survey will remain open until Friday, February 28th.

Traffic Engineer Zandvliet announced that Commissioner Marcy joined the meeting virtually.

Commissioner Kirschenbaum asked for clarification on the staff recommendation for the Aviation Boulevard Pedestrian Enhancement Project Community Meeting. **Traffic Engineer Zandvliet** stated that that staff recommends that the Commission conduct the "community meeting" now as part of this agenda item, and to receive feedback regarding this project.

Chair DaGiau asked for clarification on what initiated this potential project. **Traffic Engineer Zandvliet** stated that the proposed pedestrian and bicycle enhancements came from the Beach Cities Living Streets Manual efforts and through a Redondo Beach Council Member. **Chair DaGiau** asked if any residents contacted the Traffic Engineer regarding their concerns about this corridor. **Traffic Engineer Zandvliet** stated that he has received interest in bicycle improvements on Aviation Boulevard and some concerns regarding traffic collisions and speed on Aviation Boulevard in recent years.

Commissioner Balla asked if there is enough grant funding to install full traffic signals at these intersections. **Consultant Melaragno** explained that there will be an official cost estimate in the future but at this time, but there is funding for both design and construction of the potential improvements.

Commissioner Kirschenbaum stated that if crosswalks are implemented on a heavily trafficked street such as Aviation Boulevard, he believes it will create a false sense of security for pedestrians that cross the intersection. He also asked for the reason for implementing these crosswalks. **Traffic Engineer Zandvliet** explained that there were previous resident concerns about pedestrians crossing Aviation Boulevard and stated that staff is also concerned for pedestrian safety, which is why all crossing alternatives have enhanced crossing safety features.

Chair DaGiau suggested that a pedestrian hybrid beacon would be beneficial for the proposed intersections. He also requested more information on the budget for the proposed project and then to discuss the possible project alternatives based on the budget. **Traffic Engineer Zandvliet** stated that the best solution will be selected without regard to cost, and staff will find the appropriate funding if necessary.

Chair DaGiau opened public comment.

Kristie Daniel expressed her concerns regarding the unintended consequences of implementing the proposed crosswalks such as increased traffic on residential streets as there are three schools nearby.

Fred Rinaldi shared his concerns regarding pedestrian safety and the speed drivers travel on Aviation Boulevard. He also expressed his support for the proposed crosswalks.

Darren Sapanek (1720 Curtis Avenue) expressed her concerns about the lack of data regarding the number of pedestrians trying to cross Aviation Boulevard and based on this information, she doesn't know if the crosswalks are necessary.

Mindy Bath-Schmidt shared her concerns about Sepulveda Boulevard between Manhattan Beach Boulevard and 2nd Street. She explained that there have been multiple collisions on various intersections along Sepulveda Boulevard and asked if the Commission and the State can research potential options to prevent future collisions.

Paiwei Wei shared his support for the proposed crosswalks.

Gino DiGregorio (1726 Curtis Avenue) shared his opposition for the proposed crosswalks since there are no retail businesses near the proposed intersections. He also mentioned that crosswalks are not necessary since it will slow down traffic, but requested some other measure that will decrease the speed of drivers.

R.P. Combs shared his concerns regarding the proposed crosswalks as he believes they will increase traffic in the nearby residential areas.

David Sundius stated that he is on the South Bay Bicycle Coalition Board and shared his support for bicycle improvements along Aviation Boulevard.

Jackie Zuanich-Ferrell shared her support for the proposed crosswalks but only if they are implemented with full traffic signals for vehicles, pedestrians, and bicyclists as this is a safer option.

Paulette Rhaney shared her concerns regarding the implementation of the proposed crosswalks and believes it would create more traffic in the residential area. She also shared her concerns regarding the intersection of Aviation Boulevard and 2nd Street and suggested that a physical barrier be implemented on the Robinson Street side of the intersection to prevent cars from going straight onto 2nd Street.

Jenny Shannon expressed her concerns regarding the safety of the unprotected left turn lane on Aviation Boulevard at 2nd Street.

Zac Dean shared his support for pedestrian and bicycle improvements in Manhattan Beach and to increase safe transportation options within the City. He also shared his support for additional safe signalized intersections and for the completion of the South Bay Bicycle Master Plan.

Phoebe Dedman shared her support for pedestrian and bicycle improvements and safety along Aviation Boulevard.

Chair DaGiau closed public comment.

Chair DaGiau re-opened public comment.

Zane Morrissey thanked Traffic Engineer Zandvliet for the implementation of parking tees on Aviation Boulevard. He shared his concerns regarding the speed of drivers on Aviation Boulevard.

Chair DaGiau closed public comment.

Traffic Engineer Zandvliet acknowledged the speed of drivers along Aviation Boulevard and explained that pedestrians do not cross at other intersections along this street due to safety concerns. He further explained that there are no pedestrian warrants or means to justify additional crosswalks or traffic signals. However, these improvements can be justified for safety reasons. He also acknowledged the need for more enforcement within this area of the city and stated that the data collected for this proposed project is in the staff report.

Chair DaGiau thanked the members of the public for their comments.

Commissioner Kirschenbaum stated his opposition for the proposed crosswalks and stated that the report does not mention any reduction of Aviation Boulevard to one lane each way. He thanked the members of the public for their comments.

Commissioner Marcy thanked the members of the public for their comments and stated that he agrees with his fellow Commissioners.

Commissioner Balla suggested that this item be brought back to the Commission after the Community Workshops have concluded. She shared her concerns about the crosswalks and shared her interest in learning about fully signalized intersections for this proposed project.

Traffic Engineer Zandvliet stated that further updates will be brought back to the Commission before making a recommendation to the City Council. He stated that the next two Community Workshops will take place on January 27, 2025 and February 3, 2025 in Redondo Beach and more information can be found on the Manhattan Beach City website.

Commissioner Kirschenbaum asked if the City can reach out to Torrance Transit to implement more bus stops within this area. **Traffic Engineer Zandvliet** stated that he will get back to the Commission with more information.

Environmental Programs Administrator Coker-Moen summarized the staff report. She explained that in 2018, the City Council approved an Environmental Work Plan, and the City committed to creating a Climate Resiliency Program which included an analysis of the City's vulnerabilities to climate change and sea level rise and develop a Climate Action and Adaptation Plan (CAAP). In response to advancements in climate science, updated state policies, the City has revised its goals. The new CAAP aims to achieve a 40 percent reduction in Green House Gas (GHG) emissions by 2030 and an 85 percent reduction by 2045, compared to 1990 levels. The CAAP also commits to the City to achieving carbon neutrality by 2045.

The two main objectives of the CAAP are:

1. Reduce the City's community-wide greenhouse gas emissions; and
2. Increase the resilience of the community to the anticipated impacts of climate change.

The GHG reduction measures in the CAAP are organized in 7 groups of strategies, addressing energy consumption and generation, transportation, land use, solid waste disposal, and water use. For each GHG reduction measure, there are performance goals, strategies, and specific actions for reducing emissions. Guidance for implementation, monitoring, and future updates is also provided. The following strategies are:

1. Clean Energy Systems
2. Green Buildings
3. Zero-Emission Vehicles (ZEVs)
4. Smart Mobility
5. Water Conservation and Reuse
6. Water Reduction and Recycling
7. Nature-Based Solutions

To meet these objectives, the CAAP sets forth nine strategic goals, which align with the City's General Plan, Local Coastal Program, and other relevant policies which are:

- Engaged, Prosperous, and Equitable Community;
- Reduced Dependency on Fossil Fuels;
- Clean Air Community;
- Healthy Buildings and Infrastructure;
- Safe and Efficient Transportation System;
- Sustainable Resource Consumption;
- Resilient Populations and Neighborhoods;
- Climate-Resilient City Infrastructure; and
- Resilient Parks, Beaches, and Public Spaces.

Climate Resilience and Adaptation strategies address community preparedness, extreme heat mitigation, air pollution, sea level rise, and drought and water management. The CAAP development process involved extensive community engagement, including public workshops, stakeholder meetings, and surveys.

Effective implementation of the CAAP requires a robust framework, including:

- Implementation Schedule with a detailed timeline for executing strategies and actions, categorized into short-term, medium-term, and long-term milestones;
- Specific roles assigned to City departments to ensure accountability;
- Identification of potential funding opportunities, including state and federal grants, public-private partnerships, and local resources; and
- Use of KPIs to track progress, with annual reports to the City Council and Planning Commission.

Chair DaGiau opened public comment.

Paiwei Wei suggested amending the CAAP to add a commitment to completing the South Bay Bicycle Master Plan and to implement more protected bicycle lanes around the city as transportation alternatives.

Paulette Rhaney asked if the bus system could be brought back for the Mira Costa and Manhattan Beach Middle School students to reduce air pollution and traffic congestion.

Chair DaGiau asked if there is a regulation that prevents bus drivers from leaving their buses running at Mira Costa High School. **Traffic Engineer Zandvliet** stated he will get back to the Commission with more information.

Mindy Bath-Schmidt shared her opposition for creating more bicycle lanes in the City as it will take away lanes for drivers. She also shared her concerns regarding enforcing e-bicycle regulations.

Christopher Coons stated that he is the President Pro-Tem of the South Bay Bicycle Coalition and requested to accelerate the implementation of the South Bay Bicycle Master Plan.

MOTION: It was moved and seconded (**Kirschenbaum/DaGiau**) to recommend the approval of the Climate Action and Adaptation Plan.

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| AYES: | Balla, Marcy (Remote), Kirschenbaum, Chair DaGiau |
| NOES: | None |
| ABSTAIN: | None |
| ABSENT: | None |

01/23/2025-4 Consider a Petition for Resident Parking Permit Restrictions on Peck Avenue between Gates Avenue and Voorhees Avenue

Traffic Engineer Zandvliet summarized the staff report. In November 2024, the City received a resident petition requesting the installation of “RESIDENT PARKING ONLY AT ALL TIMES” restrictions on the east side of Peck Avenue between Gates Avenue and Voorhees Avenue. The petition letter, written by Paulette Rhaney, the property owner at 224 South Peck Avenue, states that street parking in front of their homes is impacted by public schools and sports programs. The letter asks the City to post resident parking only restrictions on the east side of Peck Avenue from Artesia Boulevard to 1st Street, with up to three resident parking permits and two visitor permits for each household. In 2005, the City Council authorized the Mira Costa Residential Parking Program to address student parking in the nearby neighborhood. Pursuant to the program, the current restrictions are set up with staggered hours on opposite

sides of the street to prohibit continuous parking during the school day, but still allow short-term parking, with the exception of permitted vehicles. The Traffic Engineer conducted field observations and confirmed that school-related parking significantly impacts residents along Peck Avenue. Due to the high parking demand within this area, the Traffic Engineer recommends the Commission move to approve limited hours for the No Parking prohibition instead of approving the proposed petition.

Traffic Engineer Zandvliet stated that Commissioner Marcy exited the meeting.

Chair DaGiau asked for clarification regarding the current Mira Costa Residential Parking Permit Program. **Traffic Engineer Zandvliet** explained that the current program allows for the Mira Costa Permit Parking restrictions to be placed on streets bordered by Sepulveda Boulevard, Redondo Avenue, Artesia Boulevard and Gates Avenue.

Chair DaGiau opened public comment.

Paulette Rhaney expressed her concerns regarding the current parking demand within her neighborhood due to school and sporting events at Mira Costa High School and Pennekamp Elementary. She explained that the public parks in front of the residences along Peck Avenue and on various cross-streets seven days a week throughout all hours of the day. She further explained that there is nowhere for her family or visitors to park. She also shared her concerns regarding the air pollution from all the visitors' vehicles and the buses that drive through and park within this area.

Chair DaGiau closed public comment.

Commissioner Balla asked how the permit hangtags are enforced in this area. **Traffic Engineer Zandvliet** explained that residential areas are not proactively patrolled for violations and are handled on a complaint basis. **Commissioner Balla** asked if there had been a discussion with the School District. **Traffic Engineer Zandvliet** stated that staff tries to manage parking issues with the School District as they come up. He confirmed all the parking issues brought up by the resident.

Discussion followed.

Chair DaGiau opened public comment.

Paulette Rhaney stated that updating the parking restrictions to include weekends would not be sufficient due to the parking demand at all times. She asked if the City could consider a bus system for the students.

Chair DaGiau closed public comment.

Traffic Engineer Zandvliet stated that the bus system was disbanded many years ago and there was no impact study since busing is not required by the State of California.

MOTION: It was moved and seconded (**Kirschenbaum/Balla**) to recommend the approval of No Parking restrictions on the east side of Peck Avenue between Gates Avenue and Curtis Avenue in accordance with the Mira Costa Residential Parking Program at hours to be determined by the Traffic Engineer seven days a week, resident hangtags exempt.

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| AYES: | Balla, Kirschenbaum, Chair DaGiau |
| NOES: | None |
| ABSTAIN: | None |

ABSENT: Marcy

OTHER ITEMS

01/23/2025-5 Staff Updates

Traffic Engineer Zandvliet provided the following staff update on the following items:

- The budget review process has been initiated for the next Fiscal Year. The City Council will soon host workshops to receive feedback from the public.
- More Capital Improvement Projects will be coming to the Parking and Public Improvements Commission as part of the Capital Improvements Program update in April.
- The City Council will review their Work Plan for the upcoming year on February 10, 2025.
- Parking Lot 3 Closure
 - Demolition has been completed.
 - The Engineering Division is working on a design for the surface level parking lot which will have 69 metered spaces and some EV charging stations.
 - A Feasibility study concluded that parking will best use for this lot.
- The City Council selected a new Commissioner, Gita O'Neill, who will begin in February.

Chair DaGiau asked about the intersection on Marine Avenue and Cedar Avenue since there is only one crosswalk crossing Marine Avenue. **Traffic Engineer Zandvliet** stated that there is a study in progress.

01/23/2025-6 Commissioner Items

Commissioner Kirschenbaum asked if there can be a meeting to discuss potential options to make travel safer along Sepulveda Boulevard and if these alternatives can be brought to Caltrans. He also asked if this can be brought to the February Commission meeting. **Traffic Engineer Zandvliet** stated that safety studies have been conducted in the past and stated that he will bring back a report to the Commission. He explained that this decision will be up to the City Council, but the Parking and Public Improvements Commission can make a majority vote to ask the City Council to add this item to their Work Plan.

MOTION: It was moved and seconded (**Kirschenbaum/Balla**) to recommend asking the City Council to add this onto their Work Plan, with the utmost urgency.

AYES: Balla, Kirschenbaum, Chair DaGiau
NOES: None
ABSTAIN: None
ABSENT: Marcy

Commissioner DaGiau opened public comment.

Mindy Bath-Schmidt shared her concerns regarding the intersection of Sepulveda Boulevard and 8th Street as the lane striping is not clear on 8th Street. She requested that a separate eastbound left turn lane and a single eastbound through/right lane be created.

Jenny Shannon shared her support for increasing traffic safety along Sepulveda Boulevard.

Commissioner DaGiau closed public comment.

G. ADJOURNMENT

MOTION: It was moved and seconded (**Balla/Kirschenbaum**) to adjourn this meeting at 6:44 p.m. to the Parking and Public Improvements Commission Regular Meeting on February 27, 2025, at 4:00 p.m. at the City Hall Council Chambers (1400 Highland Ave. Manhattan Beach, CA 90266) and via ZOOM Call.

AYES: Balla, Kirschenbaum, Chair DaGiau

NOES: None

ABSTAIN: None

ABSENT: Marcy