

**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 **28th 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 21st 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 21st Place between Manor Drive and Blanche Road.

6. Realign the intersection of Marine Avenue and 25th 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 21st 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 21st 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 25th 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 21st 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 Flornoy 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 21st 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 21st Street, said she would be greatly affected by West Marine traffic study, and felt the other houses on 21st 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 21st Street, she would like to keep that open. She said she signed a petition to look at speeds on 21st Street and 21st 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 21st Street. The jockeying around parked cars actually makes people slow down traffic on 21st Street, which is very effective. If 21st 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 25th 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 21st 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 21st 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 21st 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 21st Place eastbound at Blanche Road. He believed the speeding issue on the 500 block of 21st Place should be controlled by education. He said he uses the alley to access 21st Place.

Gary Kiouss, 547 21st 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 21st Place and the alley. She said she also uses that alley for parking at her home.

Lynn Kiious, 547 21st Street, said that safety is the number one priority. Her biggest concern is the one-way proposal on 21st Street, which would divert traffic. She said that adding a crosswalk at end of 21st 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 21st 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 21st 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 21st 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 21st 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 21st Street)

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