

**CITY OF MANHATTAN BEACH  
PARKING AND PUBLIC IMPROVEMENTS COMMISSION  
DRAFT MINUTES OF A REGULAR MEETING (EXCERPTED)  
September 27, 2018**

**09/27/18-3 Consider a Petition to Prohibit Left Turns from Northbound Sepulveda Boulevard to Westbound 11<sup>th</sup> Street**

**Traffic Engineer Zandvliet** presented and summarized the staff report. Staff received a petition from 11th Street residents requesting prohibition of left turns at all times from northbound Sepulveda Boulevard onto 11<sup>th</sup> Street. This left turn is currently prohibited from 3:00-7:00p.m. Monday-Friday only. These residents are concerned with the high volume and speed of the cars on 11<sup>th</sup> Street trying to avoid traffic at the intersection of Manhattan Beach Boulevard and Sepulveda Boulevard. He also noted opposition from the medical building owner at the corner of 11th Street and Sepulveda Boulevard, whose parking lot access would potentially be affected by the left turn prohibition.

**Commissioner Delk** inquired if there was enough room to construct double left turn pockets at Manhattan Beach Boulevard. **Traffic Engineer Zandvliet** responded that the City has proper dedications to widen the street for this purpose.

**Commissioner Franklin** asked what the anticipated increase in vehicle capacity would be by adding the double left turn pockets. **Traffic Engineer Zandvliet** responded that there will be an anticipated increase of 40%. Discussion followed regarding use of physical barriers, painting, and striping to prohibit left turns.

There was discussion regarding the process for posting further restrictions at 8th, 10<sup>th</sup> and 11<sup>th</sup> Streets.

**Vice Chair Longhurst** opened Public Comment.

**Damian Stevens, resident at 1022 11<sup>th</sup> Street**, noted that the left turn prohibition at Aviation Boulevard and 11<sup>th</sup> Street has a slotted median for fire truck access. He recognizes that the left turn at Sepulveda Boulevard and 11<sup>th</sup> Street is used frequently to avoid traffic, but noted that there are also businesses located near Aviation and 11<sup>th</sup> Street which has a left turn prohibition. He believes that the proposed double turn lane will put the traffic where it needs to go. He voiced his concerns about potential Gelson's traffic in the neighborhood. He posed multiple questions to **Traffic Engineer Zandvliet**, who answered them after Public Comment.

**Jerry Carew, resident at 1019 11<sup>th</sup> Street**, said he believes that the big issue is the speed in which drivers travel down 11<sup>th</sup> Street. He doesn't think the turn prohibition will impact 9<sup>th</sup> or 10<sup>th</sup> Street, but will instead direct traffic down Manhattan Beach Boulevard, where it is meant to go. He emphasized that taking away the left turn would increase safety for both the residents of 11<sup>th</sup> Street and the drivers in that area.

**Stefani White, resident at 1022 11<sup>th</sup> Street**, voiced her concerns that cars travel very fast due to the adjacent hill, paired with drivers attempting to turn left, can create a dangerous bottleneck. This bottleneaking effect is further exacerbated due to high traffic volume in the mornings and afternoons on the narrow street with parking on both sides. She noted that any businesses affected by the loss of the left turn can use Manhattan Beach Boulevard or 10<sup>th</sup> Street instead.

**Jim Yi, resident at 1029 11<sup>th</sup> Street**, said he is concerned for his children's safety in the front of his home and other residents who don't have a fence or gate to keep their kids safe. He explained there are other ways to get to the medical offices without turning left on 11<sup>th</sup> Street. He emphasized that Sepulveda Boulevard is a short block and cars are speeding southbound, which makes the left turn very dangerous. He fully supports closing 11<sup>th</sup> Street to left turns.

**Vice Chair Longhurst** closed Public Comment.

### COMMISSION DISCUSSION

**Commissioner Franklin** stated he is familiar with the street and believes it is impacted. In terms of traffic enforcement, he suggested the Police Department could put up a decoy police car to discourage speeding and increase patrol measures. He voiced support of the proposed double left turn lanes, as well as the extension of the center median to help block left turns onto 11<sup>th</sup> Street.

**Commissioner Lipps** voiced his support of the prohibition and emphasized the potential benefit of adding the dual left turn lanes. He believes that this is a huge safety issue based on the speed of the cars coming down the hill on Sepulveda Boulevard paired with the speed of the cars attempting to make the left turn.

**Commissioner Delk** inquired about the possibility of a U-Turn for northbound to southbound Sepulveda Boulevard at Manhattan Beach Boulevard. **Traffic Engineer Erik Zandvliet** confirmed that although the street may be wide enough for the movement, it will most likely be prohibited due to the potential installation of a concurrent green right arrow for eastbound to southbound movements.

Discussion followed regarding other potential restrictions at different times of the day, as well as the needs of the medical office.

**Commissioner Franklin** inquired what the medical office discussed in their letter to the Commission. **Traffic Engineer Erik Zandvliet** confirmed that the medical office opposes the left turn prohibition because they believed it would affect access to their building.

**Vice Chair Longhurst** believes that this is a public safety issue and agrees with the residents of 11th Street. He is optimistic that Caltrans will agree with our findings and voiced support for the extended median, which he hopes will solve the problem.

**MOTION:** **Vice Chair Longhurst** made a motion to recommend the City Council approve the prohibition of left turns from northbound Sepulveda Boulevard onto 11th Street. The motion was seconded by **Commissioner Lipps**.

Ayes: Franklin, Delk, Lipps, Vice Chair Longhurst

Noes:

Abstain:

Absent: Chair Paralusz

**Traffic Engineer Erik Zandvliet** confirmed that this will be forwarded to City Council for approval before going to Caltrans with the request.