

**CITY OF MANHATTAN BEACH  
PARKING AND PUBLIC IMPROVEMENTS COMMISSION  
MINUTES OF A REGULAR MEETING  
February 28, 2019**

**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 February 2019**, at the hour of **6:05pm**, in the City Council Chambers of City Hall, 1400 Highland Avenue, in said City.

**B. PLEDGE TO THE FLAG**

**C. ROLL CALL**

|                |  |
|----------------|--|
| Present:       | Franklin, Longhurst, Delk, Lipps, Chair Paralusz |
| Absent:        | None   |
| Staff Present: | Erik Zandvliet, City Traffic Engineer            |
| Clerks:        | Drew Teora, Recording Secretary                  |

**D. APPROVAL OF MINUTES**

**02/28/19-1 October 25, 2018**

**MOTION:** Chair Paralusz called for a motion to approve the minutes with no changes. The motion was made by Commissioner Delk and seconded by Commissioner Longhurst.

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| AYES:    | Franklin, Longhurst, Delk, Lipps, Chair Paralusz |
| NOES:    | None   |
| ABSTAIN: | None   |
| ABSENT:  | None   |

**E. AUDIENCE PARTICIPATION**

Chair Paralusz opened Audience Participation (3-Minute Limit).

There was no audience participation.

Chair Paralusz closed Audience Participation.

## **F. GENERAL BUSINESS**

### **02/28/19-2 Consider a Request for All-Way Stop Signs at Manhattan Avenue and 26<sup>th</sup> Street and at Manhattan Avenue and 27<sup>th</sup> Street**

**Traffic Engineer Erik Zandvliet** gave his report with the aid of slides. The City has received requests from two residents this year (B.D Singh and Ellen Kane) for the installation of 4-way stop signs at the subject locations. In 2003, City Council had supported a prior PPIC recommendation to deny a prior petition for stop signs at both intersections. At that time, the PPIC instead requested additional police enforcement, speed limit signs, and other measures. Based on the State warrants for multi-way stop signs (including variables such as volume, speed, accident history, unique circumstances, etc.), **Traffic Engineer Zandvliet** stated that all-way stop signs are currently justified at both intersections, and he summarized the current existing conditions at the two locations. Public notices were sent out to all residents in the area bounded by The Strand, Bayview Drive, 25<sup>th</sup> Street and 28<sup>th</sup> Street.

**Chair Paralusz** opened Public Comment.

**Traffic Engineer Zandvliet** distributed late correspondence from three residents in favor of the all-way stop signs.

**Larry Grik, resident at 2701 Manhattan Avenue**, stated that he was not sure of the exact problem that needed solving, whether it be car/car, car/pedestrian or car/bikes/etc. He questioned the Traffic Engineer's statement about speeding, and did not see any objective facts to prove this. He stated that cars will come to a stop very close to his house if four-way stop signs are installed, and there will be more noise. He stated that stop signs will require every car on Manhattan Avenue to stop in front of his home, and that would affect the quality of life of surrounding residents and the environment. He reminded the Commission that there have been no accidents. He believes his life will be substantially changed by stop signs installed right outside his front door.

**Loren McClanathan, resident at 2700 Manhattan Avenue**, stated that his biggest concern is the increase of noise created by 2,200 cars stopping per day, as well as the increase of pollution at his corner. He explained that the measureable criteria detailed in the traffic report shows that all-way stop signs are not warranted, while the subjective criteria showed that they are warranted. He believes that this request is not based on measureable data, but on subjective opinion. He does, however, agree that there are "close calls" at the aforementioned locations.

**Chair Paralusz** asked Mr. McClanathan if a pilot program for temporary all-way stop signs might help. **Loren McClanathan** responded that the important criteria could not be collected, due to the high expense of sound and air pollution studies. He suggested installing better pedestrian crossing devices instead to address pedestrian safety.

**Edward Jenkins, resident at 2515 Manhattan Avenue,** stated he supports the installation of stop signs at the intersection of 26<sup>th</sup> Street and Manhattan Avenue. He said he cannot believe how many accidents occur there due to people travelling at very high speeds. He emphasized that it is too dangerous without a stop sign and believes someone will eventually be killed there.

**Nancy Bishop, resident at 2515 Manhattan Avenue,** stated that the corner of 26<sup>th</sup> Street and Manhattan Avenue is close to a dog park, public parking, and a food truck. Due to these compounding factors, including summertime approaching, that area is always very busy. She has witnessed and heard many accidents occurring at this corner and believes people are traveling too fast and don't stop for pedestrians. She said she is opposed to the location of the food truck because it adds to traffic issues, but she is in favor of the all-way stop signs.

**Commissioner Franklin** asked if the park was an official dog park. **Nancy Bishop** confirmed that the lower part of Bruce's Beach is considered an official "on leash" dog park.

**Ellen Kane, resident at 221 27<sup>th</sup> Street,** stated that she was the second resident that requested the stop signs. She actually was interested in one location and better visibility, but four stop signs are also fine with her. Her concern is with the "near misses" in regards to accidents that are caused from speeding on Manhattan Avenue. She said she believes we need to slow the traffic down because the majority of cars are travelling above the speed limit, and she is looking for any solution that will do that.

**Chair Paralusz** closed Public Comment.

**Traffic Engineer Zandvliet** addressed some of the issues brought forth by the public. He clarified that both the speeding data and the vehicle counts have been recorded and analyzed through objective, not subjective, studies and tests. In regards to the stop sign warrants, a professional engineer analyzes the intersections and determines if specific criteria are met, then provides a professional opinion. At these specific intersections, a combination of factors provides the justification for all-way stop signs. He stated that the City could look into flashing beacons, but they won't fully solve the problems at those intersections, such as visibility obstructions. **Traffic Engineer Zandvliet** confirmed that there are both car/car and a car/pedestrian conflict issues, due to the fact that drivers at the stop signs cannot see approaching cars well enough to know if you have time to enter the intersection. He also confirmed that the City does not install temporary stop signs. With regard to air pollution, **Traffic Engineer Zandvliet** stated that this is not actually a big issue because cars on the road today are now generally very low emissions. Additional noise, however, is an issue, which must be compared against the benefits of the greater safety of stop signs. Mr. Zandvliet stated that 26<sup>th</sup> Street, 27<sup>th</sup> Street, and Manhattan Avenue are all used to access the public parking lot, the beach and the park, so the City must acknowledge that traffic will not be going away. Due to the fact that this is still the same issue that came up in 2003, it is important to address it now.

**Commissioner Delk** inquired if the City had considered flashing beacons for pedestrians previously. **Traffic Engineer Zandvliet** stated that flashing beacons were considered, but stop signs would address all the safety concerns at the intersections. **Chair Paralusz and Traffic Engineer Zandvliet** clarified that the flashing beacons are only triggered when pedestrians are in the crosswalk, not when cars enter the intersection, so they would not solve car vs. car visibility or speed issues. **Traffic Engineer Zandvliet** also noted that speedbumps are not appropriate for Manhattan Avenue, due to the fact that it is a critical emergency route.

**Commissioner Franklin** inquired if the City would consider painting new crosswalks on 26<sup>th</sup> and 27<sup>th</sup> street with or without the stop signs. **Traffic Engineer Zandvliet** stated that this would be an appropriate option to look into due to the high pedestrian volume.

**Commissioner Lipps** wanted to confirm that the research done in regards to this issue met the threshold for taking action. **Traffic Engineer Zandvliet** confirmed that it did.

**Commissioner Franklin** inquired about permitting for food trucks. **Traffic Engineer Zandvliet** clarified that food trucks have the same parking rights as the public in public parking spaces, but are required to have a business license and health permit. Food trucks do have to abide by certain City ordinances and **Traffic Engineer Zandvliet** stated that staff is currently checking to see whether parking restrictions for commercial vehicles in residential areas apply to food trucks.

## COMMISSION DISCUSSION

**Commissioner Lipps** stated that he understands the concerns with increased noise, but believes we have to look at the greater good when it comes to this issue. This area is right next to a park, the beach, and Grandview school, so he believes it meets the warrant criteria to take action. There are more cars on the road then back in 2003 and safety should come first in any decision that the Commission makes. There are many close calls in that area due to high activity, so for him, it is an easy decision to support the request.

**Commissioner Delk** has personally witnessed people pulling out right in front of him when driving on Manhattan Avenue and believes that they couldn't see him. He also stated that people may already assume there is a four way stop in an area like this, so he is inclined to say we should have a four way stop installed at both intersections.

**Commissioner Franklin** noted that, due to his own experiences in the City, he believes that stop signs are effective in getting people to think and slow down when driving. He is aware that stop signs create additional noise, but the area in question very congested due to summer programs, pick up/drop off areas for kids, cars waiting to get a parking space, etc. He said he empathizes with the residents in the area because of additional noise, but it seems that these measures need to be taken to calm down that area. He stated he is in favor of the request and also wants to look into adding additional crosswalks.

**Commissioner Longhurst** stated that the overriding concern is public safety and the Commission must look through that lens when making their recommendation. He said he is understanding and sympathetic to the additional noise issue, but believes the appropriate thing to do is vote in favor of the request and potentially save lives. There are a lot of kids and activities going on in that area, especially during the summer, and believes that this is the proper decision for the safety of all involved.

**Chair Paralusz** stated that she weighed the personal issues of residents in this area against the multitude of factors in regard to this request, such as the high level of activity, number of cars, amount of speeding, etc. She said she ultimately agrees with Commissioner Longhurst, that the public safety outweighs the private interest, even though she can understand that residents don't want to add additional noise to an already loud area. She does not want to take the stance that "no accidents have occurred yet", and then something happens, because the Commission didn't take action. She stated that she is in favor of the request and would like to also look into additional crosswalks in the area.

**Traffic Engineer Zandvliet** confirmed that the City could add crosswalks along with the stop signs to help highlight the intersections.

**Chair Paralusz** reopened the Public Comment.

**Loren McClanathan** explained that traffic backs up on 26<sup>th</sup> and 27<sup>th</sup> Street into Manhattan Avenue when cars are waiting for a parking spot, and people can go around the stopped cars without a stop sign there. If stop signs are installed, people will be forced to wait in the traffic and create a log jam on Manhattan Avenue. Commissioner Franklin asked for clarification about where the backup occurs and discussion followed.

**Larry Grik** mentioned that speedbumps or additional cross-drains in the road may be a better alternative for addressing speeding.

**Chair Paralusz** closed the Public Comment.

**MOTION:** **Chair Paralusz** moved to recommend installation of stop signs in all directions at the intersections of Manhattan Avenue and 26<sup>th</sup>/27<sup>th</sup> Streets, as well as additional crosswalks. **Commissioner Lipps** made the motion, while **Commissioner Delk** seconded the motion.

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| AYES:    | Franklin, Longhurst, Delk, Lipps, Chair Paralusz |
| NOES:    | None   |
| ABSTAIN: | None   |
| ABSENT:  | None   |

**Traffic Engineer Zandvliet** reminded the public that this will go to City Council at a future meeting date. **Chair Paralusz** recommended that the public who has concerns regarding

the 33<sup>rd</sup> street crosswalk reach out to Traffic Engineer Zandvliet and go to the City Council meeting to voice their opinions.

**G. OTHER ITEMS**

**02/28/19-3 Monthly Revenue and Expenditure Reports: Receive and File**

Received and Filed.

**H. 02/28/19-4 Staff Updates**

**Traffic Engineer Zandvliet** began his updates by stating that the March meeting may be cancelled, however, there will be major issues coming before the Commission in April, May, and June. The updates were as follows:

1. Modernization of the City's current parking codes for commercial developments. Discussion followed regarding shared parking for commercial properties.
2. Shared mobility device (bike and scooter share) regulations. Currently, there is a ban of all shared mobility device businesses in the City. **Commissioner Longhurst** asked if there had been any issues with shared mobility devices and **Traffic Engineer Zandvliet** confirmed that there has been. Discussion followed regarding proper procedure for reporting violations, geo-fencing, and potential collaboration with the South Bay Cities COG to come up with a common set of regulations and an overall implementation plan.
3. Revision of the City's Telecom Ordinance, mainly in the realm of permitting.
4. Citywide Pedestrian Crossing Enhancement Policy, including along the Veteran's Parkway. The Commission will be recommending a policy of appropriate pedestrian crossing measures throughout the City, such as flashing beacons. Discussion followed regarding the sign program previously recommended to City Council and the Mobility Plan.

**Commissioner Franklin** asked for an update regarding the new traffic calming measures at Blanche Road. **Traffic Engineer Zandvliet** stated that this issue would be going before City Council on March 6<sup>th</sup>, to address citizen concerns. Discussion followed regarding the speed awareness sign and flashing beacons on Blanche Road and 29<sup>th</sup> Street.

**Traffic Engineer Zandvliet** also gave a brief update on the second phase of the Manhattan Village Mall Project, including South Deck parking construction and new shops.

**Commissioner Franklin** asked for an update about the 17<sup>th</sup> Street private school loading zone. **Traffic Engineer Zandvliet** explained that he is addressing the issue with the

Police Department and that they are trying to find a more appropriate location for a drop off and pick up.

**I. 02/28/19-5 Commissioner Items**

Commissioner Items covered under Staff updates.

**J. ADJOURNMENT**

The meeting was adjourned at **7:02p.m.** to the regular Parking and Public Improvements Commission Meeting on Thursday, March 28, 2018, in the City Council Chambers of City Hall, 1400 Highland Avenue, in said City.