

**CITY OF MANHATTAN BEACH
PARKING AND PUBLIC IMPROVEMENTS COMMISSION
DRAFT MINUTES OF A REGULAR MEETING
September 26, 2019**

09/26/19-2 West Marine Avenue Neighborhood Traffic Management Plan Second Follow-Up Study

Traffic Engineer Zandvliet summarized the staff report and stated that this item was a second follow up study. **Traffic Engineer Zandvliet** stated the PPIC commissioners recommended about 9 different traffic calming measures in Sept of 2017, which were later approved by the City Council. This item was returned to the PPIC a year later with follow-up study/results, which showed the results of the measures to be favorable. At the October 2018 PPIC meeting, additional measures were recommended and later approved at the December 2018 City Council meeting. Most measures, at this point, have been installed. After another follow-up study for speeds and volumes in 2019, there was a traffic volume reduction of between 14 and 25% on Marine Ave between the studies. Speeds did not change, but excessive speeding was not evident. **Traffic Engineer Zandvliet** stated that no new measures are recommended at this time. City Council also wanted staff to look into mini traffic circles as a traffic calming measure in lieu of stop signs.

Commissioner Murillo asked about the feasibility of the traffic circles and stated that installation in areas where there is no curb and gutter could be invasive to the neighbors' property lines. **Traffic Engineer Zandvliet** concurred and stated that other traffic calming measures would be pursued before considering mini traffic circles, but that the intersection of Pacific Ave and 18th Street could be a possible test site.

Commissioner Franklin asked where the conceptual traffic circle was proposed. **Traffic Engineer Zandvliet** responded the intersection of Flournoy Road and 27th St. **Commissioner Franklin** asked if the second study had been done exactly as the previous study. **Traffic Engineer Zandvliet** confirmed that the follow-up studies were done at the same locations using the same counters. **Commissioner Franklin** stated that he liked the idea of trying traffic circles in an area not close to a school zone.

Commissioner Murillo stated that he did not see a cost for possible litigation by the homeowners. **Traffic Engineer Zandvliet** responded that mini traffic circles are considered to be roadway features and if they are designed properly then there would be design immunity on the part of the city.

Commissioner Franklin asked what caused the double-digit volume reductions and wanted a further explanation about sharrows. **Traffic Engineer Zandvliet** responded that with any new feature/changes, there is a learning curve and that information is sent out to help educate the public on these changes. **Commissioner Franklin** asked follow up questions pertaining to the reduction of traffic in the area and truck routes. **Traffic Engineer Zandvliet** responded the reduction is due to the City requirement that contractors follow Construction Management and Parking Plans (CMPP) which limit the amount of construction related vehicles in the city and requires contractors/delivery trucks to take the shortest route to their destinations.

Chairperson Longhurst opened the floor for public hearing

Mike Bohannon of 649 Marine Ave initiated this item back in 2016. **Mr. Bohannon** asked how many days the test was done and what was the volume of traffic. **Traffic Engineer Zandvliet** responded the count studies were for two days each time, and handed Mr. Bohannon a document detailing the daily volumes. **Mr. Bohannon** responded to the volumes and stated that homeowners have a tendency to travel around 15 mph and that he was not sure that the volume of about 3300 cars was mostly people who live on the street in question. He considers Marine Ave to be like a freeway and acts as a main thoroughfare to the

beach. **Mr. Bohannon** stated he would assume the responsibility for gathering signatures for a petition on this matter and requested a stop sign at the intersection of Flourney and Marine. He further stated that he would like to have a permanent electronic speed awareness sign installed, which he stated helps reduce speeds by 80% and that the city should consider reducing speeds where there are no sidewalks. In addition, he felt that speeds on this local street should be dropped to 20 mph.

Commissioner Murillo asked if the current speeds are set at 25 mph. **Traffic Engineer Zandvliet** responded that the 25 mph speed is a prima facie speed limit set by federal/state law for all local streets. It would not be enforceable to lower speed limits to 20 mph because the general public drives within a reasonable driving speed of 25mph. The majority of drivers drive according to the conditions that they see, not by what the speed limit sign says.

Chairperson Longhurst closed public hearing and opened to commissioner discussion

Commissioner Murillo questioned why are there speed signs at all if people drive the way they want to drive? **Traffic Engineer Zandvliet** responded that speed limits are set by prevailing traffic on the street and prima facie speed limits, which on local streets is 25 mph. Signs are posted as a reminder to the general public of exceeding the speed limit, or of different speeds by an Engineering Study.

Discussion followed concerning the challenge of slowing traffic on steeper hills as well as other residential areas in the city. The Commissioners felt that intersections in these areas were worse before crosswalks were installed.

Commissioner Delk stated that adding more police presence during certain times where speeding generally occurs would help deter the speeding issue. This would require some enforcement on the part of the Police Departments. **Traffic Engineer Zandvliet** stated that passive measures such as a parked police car could also be put in place to help deter speeding.

MOTION: It was moved and seconded (**Delk/Murillo**) to recommend no further traffic calming measures be implemented and to continue existing traffic calming measures as approved by City Council on November 7, 2017 and December 18, 2018. The Commission also recommended speeding and moving violations should continue to be enforced by the Police Department.

AYES:	Murillo, Franklin, Delk, and Chair Longhurst
NAYS:	None
ABSTAIN:	None
ABSENT:	Paralusz