

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

E. AUDIENCE PARTICIPATION (3-minute Limit)

Chair Longhurst opened Audience Participation (3-minute Limit).

David Gentry, who lives on Manzanita Lane, raised issues concerning the southbound traffic flow on Redondo Avenue at Marine Avenue. Mr. Gentry stated that the volume of cars going across the intersection is alarming; about one in every three cars goes straight across illegally. **Traffic Engineer Zandvliet** stated he would contact the Police Department for enforcement.

Erica Nutting, who lives at the intersection of 18th Street and Pacific Avenue, raised concerns about this intersection and safety of the children crossing there. **Ms. Nutting** stated it is one of the only intersections along Pacific Avenue in the immediate area that does not have a stop sign.

Rene Ascencio, of 413 S. Aviation Boulevard, had concerns about traffic speeds adjacent to his home on Aviation Boulevard. Mr. Ascencio stated there are too many accidents in that area and identified the intersection of 2nd Street and Artesia Boulevard as an example. **Commissioner Franklin** asked if Mr. Ascencio's driveway lead out to Aviation Blvd. **Mr. Ascencio** confirmed. **Chairperson Longhurst** thanked Mr. Ascencio for his concerns and stated that Traffic Engineer Zandvliet would look into calming measures for that area.

Chairperson Longhurst closed Audience Participation.

F. GENERAL BUSINESS

09/26/19-3. Discussion of the Citywide Crosswalk Enhancement Evaluation

Traffic Engineer Zandvliet summarized the staff report and stated that the purpose was to compile and prioritize a list of previously requested pedestrian improvements in conjunction with recommendations from the Downtown Specific Plan and Mobility Plan. At the May 30, 2017 City Council Meeting, staff was given direction to examine crosswalk enhancement opportunities and incorporate them into planned CIP projects. **Traffic Engineer Zandvliet** commented that many improvements have been completed over the past two years. The methodology used to evaluate the priority locations took into consideration certain policies and general standard professional practices to determine a valued criteria. **Traffic Engineer Zandvliet** stated that the current list contains about 38 different locations throughout the city, which can be added on to later, if necessary. **Traffic Engineer Zandvliet** brought attention to Exhibit 10 of the staff report. The Mobility Plan and Crosswalk Evaluation Study improves the chances to obtain grant funding for crossing projects. **Traffic Engineer Zandvliet** brought attention to Exhibit 8 of the staff report that shows the location of current crossing enhancements.

Commissioner Murillo asked if there had been a pedestrian/traffic study done for crossings along Highland Avenue. **Traffic Engineer Zandvliet** stated that traffic volumes were done along Highland Avenue in the El Porto area, but no pedestrian counts have been done. **Commissioner Murillo** brought attention to the \$150,000 cost for improvements at this intersection and questioned if the existing pedestrian traffic justifies the expense. **Traffic Engineer Zandvliet** responded that there was no pedestrian volume criteria included, which was intentional because pedestrian improvements increase pedestrian volumes. **Commissioner Murillo** stated he would like to see in-pavement lights added to 12th Street and Highland Avenue.

Commissioner Franklin asked about ongoing maintenance costs and if a column could be added to the exhibit. **Traffic Engineer Zandvliet** responded that when infrastructure is built, it must be maintained and is a City responsibility. **Commissioner Franklin** stated that the current exhibit does not include ongoing maintenance costs, but it could be added.

Commissioner Murillo asked about the budget for the improvements. **Traffic Engineer Zandvliet** stated there was no budget yet and would be decided by the City Council.

Chairperson Longhurst opened the **Public Hearing**.

Matthew LeGrand, of 404 20th Street, stated that recent improvements have been “awesome”. Mr. LeGrand voiced his support for the upgrades and is comfortable with Staff recommendations. He additionally stated that Manhattan Beach is the first city in which he has lived where the crosswalk buttons actually work.

Rene Ascencio asked why there was nothing on the improvements list for Aviation Boulevard. **Traffic Engineer Zandvliet** responded that there was a separate corridor study concentrating only on Aviation Boulevard improvements included in the Draft Living Streets Manual, which would be going to the City Council soon.

Dr. Katie Massoudian, of 616 19th Street, brought attention to 19th Street and Ardmore Avenue. **Dr. Massoudian** said there is a stairwell that leads down to the Greenbelt which has a lot of traffic and crossing pedestrians. She further stated that the list included no metric for stop sign violations and that this intersection has a stop violation rate and a past fatality. **Dr. Massoudian** stated that a flashing stop sign or pedestrian activated light should be considered. **Commissioner Franklin** asked if there was enough of a landing at the top of the stairwell. **Dr. Massoudian** stated that the landing was about 4' x 3'. **Traffic Engineer Zandvliet** stated that an enhancement to the stop sign and not the crosswalk would be appropriate and could save on costs.

Joan Gosser of 1720 N. Poinsettia Avenue voiced issues concerning the 18th Street and Pacific Avenue intersection. **Ms. Gosser** stated that the intersection is one of three locations on a primary school route that has poor driver/pedestrian visibility. **Ms. Gosser** stated her issue is that there are stop signs at every intersection except for 18th Street and Pacific Avenue, and that the intersection needs a stop sign or crossing guard.

Commissioner Franklin asked if there are a lot of parents walking their kids to school. **Ms. Gosser** affirmed there are.

Discussion followed concerning traffic circles and their configuration and application. It was noted that traffic circles used in lieu of stop signs can calm traffic, which results in lower overall traffic speeds.

Ms. Gosser stated that a traffic circle near a school is a dangerous proposition and reiterated that she believes the intersection needs a stop sign or crossing guard.

Chairperson Longhurst closed **Public Hearing**.

Commissioner Franklin stated that funding is always an issue and asked if these things can be part of a grant application. **Traffic Engineer Zandvliet** confirmed that there are specific grants available for the proposed improvements.

Commissioner Murillo asked if there is any way to incorporate pedestrian traffic in the report. **Traffic Engineer Zandvliet** responded that it would take time. Staff could make some rough estimates and educated guesses for future pedestrian traffic, or the pedestrian study could be done in phases.

Commissioner Delk stated he likes the idea of roundabouts, but not in a residential area where there are a lot of pedestrians. Ultimately, he didn't feel that roundabouts fit well in Manhattan Beach. **Traffic Engineer Zandvliet** responded that there is a difference between large roundabouts that replace traffic signals and small circles that redirect traffic in a residential area.

Chairperson Longhurst asked for clarification if staff was looking for recommendations on how to prioritize the list of projects or moving it on to City Council. **Traffic Engineer Zandvliet** stated that staff is looking for recommendations to forward to City Council, how it should be added into the CIP, and how to prioritize the locations.

Commissioner Franklin recommended the Joslyn Center crosswalks and the 19th Street and Ardmore Avenue intersection as priority areas.

Chairperson Longhurst stated that the Commission should look into the need for phasing in improvements rather than adding expensive projects into the CIP and that some interim safety measures could be done.

There was **no motion** made.