

**CITY OF MANHATTAN BEACH  
PARKING AND PUBLIC IMPROVEMENTS COMMISSION  
MINUTES OF A REGULAR MEETING  
February 27, 2014**

**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 27th day of February, 2014, at the hour of 6:30 p.m., in the City Council Chambers of City Hall, 1400 Highland Avenue, in said City.

**B. ROLL CALL**

Present: Stabile, Nicholson, Fournier, Adami and Lipps.  
Absent: None  
Staff Present: Traffic Engineer Zandvliet, Management Analyst Madrid.  
Clerk: Kozak.

**C. APPROVAL OF MINUTES**

**02/27/14-1 January 23, 2014**

Commissioner Stabile corrected Page 3, 1st Motion paragraph, fourth line of the January 23, 2014 Parking and Public Improvements Commission minutes to read, "**ways to reduce any potential liability of the City including**" but not limited to a hold harmless indemnity agreement from the applicant.

**MOTION:** Commissioner Stabile moved to approve the Parking and Public Improvements Commission minutes of January 23, 2014 as amended. The motion was seconded by Commissioner Adami and passed by unanimous voice vote, with Commissioner Nicholson abstaining due to his absence from that meeting.

**AUDIENCE PARTICIPATION**

**Kelly Jacobs** requested a crosswalk on Valley Drive at Flournoy Road.

**E. GENERAL BUSINESS**

**02/27/14-2 Consider a Request for Stop Signs and Marked Crosswalk at Ardmore Avenue and Flournoy Road**

Traffic Engineer Zandvliet gave a presentation and recommended to the Commission to deny stops signs at that location. He explained that he would recommend the location be evaluated for future crossing treatments that could be considered in the City's Mobility Plan update.

Commissioner Stabile inquired if any pedestrian counts were performed for this crossing location.

Traffic Engineer Zandvliet responded that no formal counts were performed.

Commissioner Adami stated that safety is number one priority and that the presentation did not have any emphasis on the safety issue.

Traffic Engineer Zandvliet explained that by installing a crosswalk at that location it gives people a false sense of security.

Commissioner Adami questioned the City's liability at that location if there was an accident.

Traffic Engineer Zandvliet answered no because the location is currently under study.

Commissioner Nicholson asked if there was a history of pedestrian or vehicular accidents at that location.

Traffic Engineer Zandvliet answered that staff reviewed six years of collision data and there were none.

Commissioner Lipps questioned if it is legal to cross at that location and stated that the stairs on the parkway side is an invitation to pedestrians to cross at that location. He agreed with the stop signs and asked that if the City did install a crosswalk, would there be obligation to make the crossing ADA compliant.

Traffic Engineer Zandvliet answered that it is a legal crossing and that he did not have an answer regarding the ADA requirement but would follow-up if approved. Traffic Engineer Zandvliet explained that he would like to see this location as a candidate for a ladder style crosswalk with some flashing lights to help drivers see the pedestrians and create a safer crossing, but he wants to make it part of the Mobility Plan, and not preempt it.

Chair Fournier asked about the number of people using this route to walk to American Martyrs School.

Traffic Engineer Zandvliet answered that there are some students who use that route because it is one of the shortest ways but did not have actual counts. He added that there is a walking school bus that goes down Pacific Avenue and they cross at Valley Drive/Ardmore Avenue, where there is a Crossing Guard in the morning and afternoon hours.

Chair Fournier needed clarification on the type of crosswalk that could be used.

Traffic Engineer Zandvliet explained that the ladder style crosswalk is more visible.

Chair Fournier stated that one of his main concerns was the visibility issue because of the overgrown hedges on the parkway and he felt that the most dangerous part of the location was coming out from the parkway where there are overgrown hedges directing the pedestrian to the street. Chair Fournier asked if Staff or the City is aware of the overgrown foliage, what the maintenance schedule is like, and what procedure is used to clear it.

Traffic Engineer Zandvliet answered that this issue came up in 2005 and the area was trimmed but he felt that it needs to be cleared and better maintained. Traffic Engineer Zandvliet explained that if there is good visibility a pedestrian can make a good decision on when it is safe to cross. He stated that as far as the law goes, a pedestrian crossing the roadway is a shared responsibility between the pedestrian and the driver as well.

Chair Fournier then opened the Audience Participation.

### **Audience Participation**

**Amy Brantly, 2212 N. Ardmore Ave., Applicant,** explained that the speed limit on Ardmore Avenue had recently been increased from 30MPH to 35MPH and the cars are already speeding down Ardmore Avenue. She felt that the speeding cars are a safety problem for the neighborhood and the stop signs would help slow down the traffic. She stated that the visibility is not good at that location. She said that safety should be number one and she hoped that they would not have to wait for the Mobility Plan because their crossing may not even be included in it.

**Emmee Sarmiento, 2210 N. Ardmore Ave., Co-Applicant,** said that the cars pick up too much speed and it is very dangerous. She stated that they have the support of the entire neighborhood.

**Kelly Jacobs, 652 26th Street,** said that she and her children walk that route daily and feels it is not safe because of the visibility and the speeding cars. She stated that there are quite a few families that use that crossing to go to American Martyrs School.

**James Fujioka, 2120 Ardmore Ave.,** stated that since the speed limit was increased he noticed more cars speeding. He said he sees quite a few families crossing at that location going to American Martyrs School. He felt that the visibility is not good and drivers have a difficult time seeing pedestrians.

**Jake and Ty Brantly, 2212 N. Ardmore Ave., Brothers, Jake** said that he crosses by the pedestrian sign and feels it is dangerous because he is so small and the cars are so big. Ty said that he walks his dog and he is very scared that he might get hit by a car because the cars go so fast and the drivers cannot see him and other kids.

**David Brantly, 2212 N. Ardmore Ave.,** stated that to have raised the speed limit was ridiculous because the cars go so fast. He said that the drivers act like it is a speedway and feels there needs to be a stop sign at that location.

**Steve Kiser, Manhattan Beach Resident,** sent an e-mail in support of the denial of the stop sign request.

Chair Fournier closed the Audience Participation.

### **Commission Discussion**

Commissioner Lipps felt that it was a compelling argument and feels something needs to be done, whether it's to add a stop sign or a ladder style crosswalk or to clear away the foliage for better visibility. He said there is an issue that needs to be addressed.

Commissioner Nicholson stated that he visited the location about six times during the week and the traffic was relatively light, but did not visit the site during the morning and the afternoon when the school children would be crossing which is the most important time. He said he is concerned because of the speed along that segment, but he doesn't think a stop sign should be put there, but, safety could be an issue for the children because the line of sight is blocked by a tree. He thought that crosswalks with flashing signs to warn that children are crossing might be a solution.

Commissioner Stabile said he is a strong proponent of making Manhattan Beach a more pedestrian friendly community. He agrees with the other Commissioners that safety is the most important issue but that it can't be the only issue, or there would be four way stop at every intersection in the city. He explained that hard data is needed on the number of pedestrians who are using that crossing. He said when he drove that section he could not see the pedestrian sign because of the foliage. Commissioner Stabile suggested that staff needs to review these locations so they can be maintained and the signs don't become obscured by vegetation. He stated that he was troubled by the recent change in the speed limit. Commissioner Stabile suggested that the applicants perform their own count of how many people cross at that location. He asked staff if they might have a time line in regards to the Mobility Plan because he does not want to see this issue pushed down the road another year or more because there are serious issues that need consideration.

Commissioner Adami stated he agreed with the comments made by the other Commissioners. He said he wanted to solve the problem and not wait. He expressed concerns about the recent increase in the speed limit to 35 MPH on Ardmore Avenue; he wanted data on the number of children and other pedestrians crossing at that location and supported the installation of a crosswalk and a stop sign at this time, and does not want to wait for the Mobility Plan to make that recommendation. Commissioner Adami thanked the citizens for coming and talking about the issue.

Chair Fournier disclosed that he lives on Ardmore Avenue a few blocks from the location and is very familiar with it. He stated that safety is related to decision making processes and the Traffic Engineer is an expert at that, although it is hard to hear sometimes that science trumps passion. He stated what a lot of the audience said was that they used extreme caution when crossing and as a result there have not been any accidents in the last seven years. He said the location is not a typical intersection because it leads to a park and a pathway. He expressed concerns about the speed limit on the street. He explained that installing a crosswalk may give pedestrians a false sense of security. He said there may alternatives to a stop sign such as possibly redesigning at the crossing.

Traffic Engineer Zandvliet said all the Commissioners had good points and that safety is paramount. He agreed with the Commissioners that he didn't want to drag the issue out, but, he does not want to do anything inconsistent with what they have done at other intersections and/or what may be proposed in the upcoming Mobility Plan. He explained that staff could return at a later date with recommendations for traffic calming measures, look into improving visibility for the pedestrians and the drivers at the crossing and the perform pedestrian counts. He explained that some changes would have to go through the Mobility Plan and/or the Capital Improvement Program, if approved, because of the cost.

**MOTION:** Commissioner Nicholson made a motion to move the item to the April meeting, a pedestrian count should be conducted, with the counts indicating the time of day and how many children and how many adults crossed at that location, investigate possible design elements that would make the transition from the path safer, improve visibility for pedestrians and drivers and consider traffic calming measures. The Motion was seconded by Commissioner Adami. The motion passed with the following roll call vote:

Ayes:           Stabile, Nicholson, Adami, Lipps and Chair Fournier.  
Noes:           None.

## **F. COMMISSION ITEMS**

### **02/27/14-3 Commissioner Items**

Commissioner Adami asked who owns the property at the very end of the Strand.

Staff answered that it was County property.

Commissioner Lipps wanted to follow up on the large dome mirror on Artesia Boulevard that seemed to be on public property.

Traffic Engineer Zandvliet stated that the mirror needs to be moved onto the private property.

Management Analyst Madrid said she would have Code Enforcement follow up.

#### **G. STAFF ITEMS**

##### **02/27/14-4 Monthly Revenue and Expenditure Reports: Receive and File.**

Received and Filed.

##### **02/27/14-5 Staff Follow-up Items**

Management Analyst Madrid reported that the stop signs requests at 21st and 22nd Streets at Magnolia Avenue will be going to the City Council on March 4, 2014.

Traffic Engineer Zandvliet explained that the request for the disabled parking space at the Strand had been sent to the City Attorney for review and because it does not meet ADA guidelines Traffic Engineer Zandvliet is looking into some other alternatives.

Management Analyst Madrid said that the Finance Report will be coming to the Commissioners next month.

Management Analyst Madrid reminded the Commissioners about the April deadline for commissioner applications for all commission vacancies.

Traffic Engineer Zandvliet asked if the Commissioners received their Form 700 and reminded them that they are due too.

#### **H. ADJOURNMENT**

The meeting was adjourned at **8:22 p.m.** to the regular Parking and Public Improvements Commission Meeting on Thursday, March 27th, 2014, in the City Council Chambers of City Hall, 1400 Highland Avenue, in said City.