

**CITY OF MANHATTAN BEACH
PARKING AND PUBLIC IMPROVEMENTS COMMISSION
MINUTES OF A REGULAR MEETING
May 28, 2015**

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 May 2015, at the hour of 6:33 p.m., in the City Council Chambers of City Hall, 1400 Highland Avenue, in said City.

B. ROLL CALL

Present: Apostol, King, Nicholson and Fournier.
Absent: Lipps.
Staff Present: Traffic Engineer Zandvliet.
Clerk: Kozak.

C. APPROVAL OF MINUTES

05/28/15-1 April 23, 2015

Approved 4-0 with no corrections.

D. AUDIENCE PARTICIPATION

Chair Nicholson opened the Audience Participation (3-Minute Limit).

None.

E. GENERAL BUSINESS

05/28/15-2 Review of Pedestrian Crossing Measures at Ardmore Avenue and Flourney Road

Traffic Engineer Zandvliet gave his presentation and recommended that the Commission approve a motion to recommend that the City Council maintain the existing pedestrian crossing measures and propose a curb extension and a high visibility crosswalk at the intersection in conjunction with a comprehensive crossing treatment project along Veterans Parkway pursuant to the Mobility Plan Update. It is also recommended that Traffic Engineer Zandvliet conduct a new Engineering and Traffic Survey to determine the posted speed limit on Ardmore Avenue between 19th Street and Pacific Avenue.

Chair Nicholson opened the Audience Participation.

Audience Participation

Richard Magnuson, 510 17th Street, said he supports all the suggestions being made by Traffic Engineer Zandvliet and said the efforts that have already been done have helped making the crossing safer. He suggested in the future when the City adds crosswalks they paint the street under the crosswalk with a shiny black paint as it helps the white lines of the crosswalk stand out much better.

Marti Padilla, 610 Highland Avenue, stated she was not in favor of losing any parking spaces at the location. She thought a crosswalk that lights up when a pedestrian pushes a button if they need to cross was a good idea, but wasn't sure about the cost.

Rernard Botiller, 525 17th Street, said he was confused about why the speed limit had been changed from 30 miles per hour to 35 miles per hour and thought a crosswalk should have been across Ardmore Avenue in the first place.

Viet Ngo, Manhattan Beach Resident, asked why proper notification was not given to the residents in regards to the meeting so they could attend. He stated that the safety of the public is important when using crosswalks.

Robert Horman, 517 17th Street, said he was concerned about the safety of the bicyclists in the Manhattan Beach bike race if there was a bulb-out at that location.

Eric Darling, 441 9th Street, explained that sometimes crosswalks give pedestrians a false sense of safety and felt with the addition of some of the other safety treatments it was a good thing.

Chair Nicholson closed the Audience Participation.

Commission Discussion

Traffic Engineer Zandvliet explained that a bulb-out is a traffic calming measure that helps to reduce the speed of drivers, they help make pedestrians more visible and help pedestrians see oncoming traffic better. He stated that a bulb-out is proven to be effective through studies that have been conducted.

Traffic Engineer Zandvliet also explained the reason why the speed limit was changed from 30 miles per hour to 35 miles per hour in 2009 and how it could be reduced back to 30 miles per hour. He stated that over the years the speed limit laws and rules have changed the way the traffic studies determine what the current speed limits should be.

Traffic Engineer Zandvliet said in regard to the yearly bike race, the streets are

closed to traffic, so cyclists can use the whole street, but they can protect the bulb-out with a marker on the day of the race.

Commissioner Apostol asked Traffic Engineer Zandvliet to give some feedback on the illuminated crosswalk that was mentioned.

Traffic Engineer Zandvliet said that the cost is about twenty to forty thousand dollars more for the illuminated crosswalks. He explained that lights are embedded in the street, and there are a lot of maintenance problems. Traffic Engineer Zandvliet commented that flashing beacons could be used, but neither application could be justified because of the low pedestrian volume.

Commissioner Fournier explained to the audience that the issue before them tonight was not a new one, and that the Commission has been dealing with it for quite some time. He expressed that the primary issue is pedestrian safety, and he thought all the staff recommendations were terrific, and he was in favor of moving forward.

Chair Nicholson stated that the issue was brought to the Commission by concerned mothers whose children were crossing at that location and they felt there was a real safety issue for the children going to and from school. He explained the other alternative would be a stop sign, but no one really wanted to put a stop sign there. He said he likes the recommendations provided by staff.

Commissioner King expressed his concern about the safety issue at the location, but he said he has a fiscal responsibility as a Commissioner to the city and he felt there wasn't enough justification to spend so much money for the bulb-out. He said he liked the other recommendations.

Commissioner Apostol said he agreed with Commissioner King in regards to the cost being justified but he also agreed with Traffic Engineer Zandvliet that one safety measure without the other one may not work as intended.

MOTION: Commissioner Fournier made a motion to approve all of staff's recommendations for the pedestrian crossing measures at the intersection of Ardmore Avenue and Flourney Road and to conduct a new Engineering and Traffic Survey to determine the posted speed limit on Ardmore Avenue between 19th Street and Pacific Avenue. The motion was seconded by Chair Nicholson.

Ayes: Apostol, King, Fournier and Nicholson.

Noes: None.

Abstain: None.

Absent: Lipps.

05/28/15-3 Review of Downtown Resident Parking Program

Traffic Engineer Zandvliet gave the background on the Downtown Resident Parking Program and an explanation on the Temporary Residential Parking Override Permit process and guidelines. Traffic Engineer Zandvliet recommended that the Commission review the existing Downtown Resident Parking Override Program, hear public comments from interested parties, and make recommendations to the City Council to improve the existing Program.

Chair Nicholson opened the Audience Participation.

Audience Participation

Robert Horman, 517 17th Street, said he only had positive things to say about the parking program and wants it to stay the way it is because it's working. He complimented Traffic Engineer Zandvliet on a good job working with the neighbors in their neighborhood.

Tani Sims, 332 10th Place, stated she applied for a parking permit and received it but then found out she could not use it on Morningside Drive. She explained there are parking spaces on 10th Place without a two hour time limit, but people are storing their cars there for more than the seventy two hour parking limit, leaving no place for her and some of her neighbors to park.

Richard Magnuson, 510 17th Street, commented that he supports the program and it has been very successful and is working. He said he had a petition that was signed by eleven of the twelve neighbors and they requested that the Commission make no policy changes that would weaken the program.

Richard Foster, 325 8th Street, explained there is no parking for the residents because the downtown employees are still parking in their neighborhood. He felt more needs to be done by the City to find parking for the downtown employees away from the residential neighborhoods.

Audrey Judson, 416 7th Street, said she wasn't sure if the problem was employee parking or beach parking. She explained her concerns were for the residents on the walk streets that will be impacted the most and won't have any place to park if the city makes all the streets east of Valley/Ardmore permit parking only.

Nellie Ambrose, Manhattan Beach Resident, said she is a new resident of Manhattan Beach and as a resident she felt she should be able to park in the residential neighborhoods without having to have a parking permit. She said she wasn't aware of the employee parking problem and thought it was more of the beach goers who stay for hours at a time, bring their own food and drinks and don't spend much money in town. She said she had e-mailed the Mayor with the idea of a drop off zone and possible shuttle system for the beachgoers to help free up parking for the people who come to downtown Manhattan Beach and spend money.

Melanie Williams, 400 7th Street, said she was another person living on a walk street and expressed her disappointment with the way this parking issue is starting to form little micro communities. She asked that the program be fair and equitable to all of the residents and allow the walk street residents to have access to parking permits too.

Rama Ratragadpa, 632 12th Street, explained that some residents are issued three parking permits per home. Some keep their cars parked in the same space and never move them. Some people take up two parking spaces. She asked that something be done about residents not moving their cars and using the street as their own private parking lot. She asked the City to paint lines on the street so the cars are parked in one space. She requested that permits be available for visitors of residents that are going to stay longer than two hours, so friends and family have a place to park. She said the City could charge a fee for those permits if necessary.

Karen Darling, 441 9th Street, stated that she had a petition signed by over two hundred residents that did not want permit parking. She stated that the permit parking program is causing more problems for residents and is not solving anything. She felt it is not fair for the sand and walk street residents who have parked their cars for years up in the Hill section. She said it is a shame that now the residents have nowhere to park unless they get a permit. She suggested the City should go back to no parking restrictions and solve their employee and beachgoers parking problems.

Peter Cutler, Manhattan Beach Resident, said he was glad he was not in the Commissioners' position because of all of the parking issues. He said that there are the business issues, the walk street issues and all the other parking issues affecting different neighborhoods in Manhattan Beach. He said his car had the window broken probably by someone who was drunk and returning to their car that was parked in his neighborhood. He explained that people speed down their street looking for parking spaces, return to their cars talking loud and throwing trash down in their neighborhood. He stated that the parking issues have lessened his neighborhood.

Marti Padilla, 610 Highland Avenue, asked if Morningside Drive was one of the restricted parking streets. Traffic Engineer Zandvliet answered no. She said that residents should be able to get a parking permit to park anywhere in town and felt it is a shame that they can't.

Eric Darling, 441 9th Street, said he lived on Valley Drive where there is no parking because of construction, merchants, beachgoers, nannies and more. He commented that he now has a parking permit and can park where he used to park on those streets in the hill section. He stated he agreed with the speaker that spoke before him that said all residents should be able to park in the neighborhoods without parking permits.

Rernard Botiller, 525 17th Street, explained there has been a parking problem for many years in Manhattan Beach.

Luarie Rice, 425 7th Street, said she lives on a walk street and was very upset about the restricted parking in the Hill section because she feels it is really going to impact the residents that live on the walk streets that already have limited parking. She said the restricted parking is not the solution.

Rob Slanchik, 416 8th Street, agreed with a lot of what had been said by the previous speakers in regards to the limited parking for some residents, and also agreed with the prior speaker that made the comment that restricted parking is dividing the neighborhoods into small little enclaves, and felt there is this feeling of elitism. He said it is not fair to have residents moving their cars every two hours to avoid being ticketed.

Catherine Kissel, 619 18th Street, commented she was glad she came to the meeting because she learned that the problem is way bigger than she could have imagined and that the Commissioners have their work cut out for them. She said that there are residents on 18th Street that are finding parking to be difficult.

Viet Ngo, Manhattan Beach Resident, stated that this parking issue is a problem for the whole city and there is no quick fix. He said Parking Enforcement needs to enforce the parking rules for the construction workers and designate a location for employee and merchant parking and there needs to be more ADA parking. He stated parking should be free for all and equal for all. He said the parking permits were not the solution.

Chair Nicholson closed the Audience Participation.

Commission Discussion

Traffic Engineer Zandvliet explained the Open City Hall Online system to the audience and read some of the comments that were posted in regards to the downtown resident parking program that was being discussed at the meeting.

Commissioner Fournier asked who funded the Dial a Ride program.

Traffic Engineer Zandvliet answered that it is City funded by Proposition A funds.

Commissioner Fournier asked if there was any feedback from the merchants about a shuttle program for their employees.

Traffic Engineer Zandvliet explained that a City shuttle program had been looked at twice before but funding was the issue. He said they were going to look at it again and review how the City could possibly fund it.

Chair Nicholson asked about the lack of disabled parking.

Traffic Engineer Zandvliet said the City has complied with ADA requirements where they could, but he said it is difficult to put ADA spaces on sloped streets.

Commissioner Apostol said this parking issue is a real problem and not an easy one to solve. He said he is not in favor of giving the benefit to certain streets or any single group. He liked the idea of a shuttle for the employees but he felt there would not be a clear solution at this meeting.

Commissioner King explained he is in favor of residents being able to park anywhere in the city they live in. He said he liked the idea of the parking tees so people didn't take up more than one space. He thought the City needed to look at offsite parking for the employees and said a shuttle would be great. He also mentioned the valet program that is expanding downtown and felt the nine dollar cost for all day was a good deal for beachgoers or visitors to the downtown area.

Chair Nicholson said the change from retail stores to restaurants has affected the employee parking situation because of the larger number of employees needed for the restaurants. He said the city is a victim of its own success in regards to the parking problem. He stated that years ago there should have been better planning of the downtown area and felt it is the responsibility of the city and the business owners to provide parking for the employees and the residents should not be impacted by the lack of parking. He explained the parking override program is a compromise that wasn't perfect but it is needed. He said he was in favor of the parking tees.

Commissioner Fournier stated he was encouraged by the discussion and he thought the program should be left as is for the time being because it is working. He said he was in favor of the parking tees. He explained there needs to be more conversation with the business owners on how they can help out with the employee parking problem. He said he really thought a good solution would be a shuttle but understands that it is costly.

MOTION: Commissioner King made a motion to install parking tees at the discretion of Traffic Engineer Zandvliet within the general zone and to accept the temporary parking program for the summer. The motion was seconded by Chair Nicholson.

Ayes: Apostol, King, Fournier and Nicholson.
Noes: None.
Abstain: None.
Absent: Lipps

F. OTHER ITEMS

05/28/15-4 Monthly Revenue and Expenditure Reports: Receive and File

Received and Filed.

05/28/15-5 Commission Items

Commissioner Fournier asked what contractor is responsible for the terrible job that was done on the middle lane of Sepulveda Boulevard between 8th and 2nd Street and if they were finished.

Traffic Engineer Zandvliet answered to the best of his knowledge it was finished.

Commissioner Fournier then asked what the process is to make a complaint or comment about the quality of work that Caltrans did on that job.

Traffic Engineer Zandvliet explained that it was a City job and there is a process to file a complaint with the City on the quality of work that was performed through the Government Outreach service request system.

Commissioner Fournier asked his fellow Commissioners to take a look at the location and give their opinions on the job.

Commissioner King wanted to know why they are digging holes on Highland Avenue north of Rosecrans Avenue and on Rosecrans Avenue.

Traffic Engineer Zandvliet explained Southern California Gas Company is bringing in a new line to serve our city because the existing lines are so old.

Chair Nicholson congratulated Commissioner Apostol on his recent appointment to the Planning Commission.

05/28/15-6 Staff Follow-up Items

Traffic Engineer Zandvliet reported that the Valley Drive/Oak Avenue/35th Street calming measures would be going to the City Council on June 16th. He said that the Bicycle Mini Corral Plan will be presented at the same meeting.

Traffic Engineer Zandvliet said the new stops signs were installed at John and 8th Street and John and 9th Street.

G. ADJOURNMENT

The meeting was adjourned at **9:08 p.m.** to the regular Parking and Public Improvements Commission Meeting on Thursday, June 25, 2015, in the City Council Chambers of City Hall, 1400 Highland Avenue, in said City.