

**CITY OF MANHATTAN BEACH  
PARKING AND PUBLIC IMPROVEMENTS COMMISSION  
MINUTES OF A REGULAR MEETING  
September 28, 2017**

**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 **28<sup>th</sup> day of September 2017**, at the hour of **6:00 p.m.**, in the City Council Chambers of City Hall, 1400 Highland Avenue, in said City.

**B. ROLL CALL**

Present: Nicholson, Longhurst, Delk (arrived 6:14pm), Chairman Lipps.  
Absent: Paralusz,  
Staff Present: Erik Zandvliet  
Clerk: Angela Soo Seilhamer and Karen Arguelles

**C. APPROVAL OF MINUTES**

**09/28/17-1 June 22, 2017**

**MOTION:** Commissioner Longhurst made a motion to approve the minutes without any changes. The motion was seconded by Commissioner Nicholson.

Ayes: Nicholson, Longhurst, Chairman Lipps.  
Noes: None.  
Abstain: None.  
Absent: Paralusz, Delk arrived at 6:14pm

**D. AUDIENCE PARTICIPATION**

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

**Heather de Roos, 612 25<sup>th</sup> Street**, requested an additional traffic study for areas surrounding Grandview Elementary School. She is concerned about safety due to Kindergarten extended hours, particularly on 24<sup>th</sup> Street, Blanche Road and Vista Street.

Commissioner Nicholson referred to a previous traffic study done about 4 years ago, and suggested the area might need a new study.

Chair Lipps asked Traffic Engineer Erik Zandvliet if he had any comments about Grandview traffic study.

Traffic Engineer Zandvliet said there are a number of current Safe Routes to School grant projects, including pedestrian improvements along Vista Drive and other school areas yet to be completed. So, he will come back in the spring and do follow up study.

Chair Lipps closed Audience Participation.

## **E. GENERAL BUSINESS**

### **09/28/17-2 Recognition of Outgoing Chair and Rotation of New Chair/Vice Chair**

There was a brief discussion on rotation of chair/vice chair seat proceedings.

**MOTION:** Commissioner Nicholson made a motion to elect Steve Delk as chairman of the PPIC Commission and Kathleen Paralusz as Vice Chair. The motion was seconded by Commissioner Longhurst

Ayes: Nicholson, Longhurst, Chairman Lipps.

Noes: None.

Abstain: None.

Absent: Paralusz, Delk arrived at 6:14pm.

### **09/28-17-3 Consider a Petition for Resident Permit Parking Restrictions on the 1600 Block of Mathews Avenue**

Traffic Engineer Zandvliet summarized the staff report.

In response to a question by Commissioner Nicholson, Traffic Engineer Zandvliet said the existing program is working relatively well and is similar to the Downtown parking permit program.

In response to a question by Commissioner Longhurst about the cause of the parking problem, Traffic Engineer Zandvliet said issue is primarily caused by Mira Costa students parking all day in the neighborhood.

In response to a question by Chair Lipps about the consequences of permit restrictions, Traffic Engineer Zandvliet confirmed the downside is the impact to student-parking, as well as for those residents that have more cars than parking spaces.

In response to a question by Commissioner Nicholson, Traffic Engineer Zandvliet confirmed there is not enough student parking on campus. Commissioner Nicholson said the problem does not get solved, but it just gets moved around.

Chair Lipps said students have other options, such as carpooling or riding a bike to school.

Traffic Engineer Zandvliet said the City cannot demand more school parking because school grounds are governed by the State of California, not the City.

Chair Lipps opened Audience Participation.

### **Audience Participation**

**Diana Cohen, Mathews Avenue Resident**, said the problem is in the early morning when students are all searching for parking. She suggests making both sides of the street no parking at the same time. She stated Mira Costa has enough parking but students just don't want to pay. Residents should not have to suffer. Sometimes her twins cannot find parking around the house.

**Amir Mir, 1600 block of Mathews Avenue**, said the problem is with people parking who have no regard for driveways. He suggests adding more parking at the school. The immediate problem is not being able to find street parking for his own cars. Tenants who live in the apartments on Artesia Boulevard sometimes park their cars in his area for two weeks at a time.

**Joan Beck, 1600 Mathews Avenue**, said that restricting parking is needed along both Herrin Street and Mathews Avenue for it to be effective. She suggests prohibiting parking on Herrin Avenue from Artesia Avenue to the north to deter the tenants who live in the Artesia apartments.

**Lisa Rieg, 500 Marine Avenue**, thinks that when DMV changed the law to prohibit young drivers from taking other kids in a carpool, it probably worsened the parking situation. He said there are a lot more kids driving to Mira Costa now. Many students need to go to jobs after school or don't have moms that can pick them up. Mira Costa should provide permits for free to juniors and seniors and then freshman and sophomores do ride sharing.

Chair Lipps closed public comment.

### **COMMISSION DISCUSSION**

Commissioner Nicholson asked a question about side street parking restrictions.

Traffic Engineer Zandvliet explained that keeping parking open on Redondo Avenue, Herrin Street and Peck Avenue was a way for the City Council to justify having restricted zones on the other streets.

Commissioner Nicholson said a neighborhood-wide parking solution is difficult to do because it just moves problem down the road. He sympathized with residents who can't park in front of their home and would go along with it if residents along the block all agree.

Commissioner Delk said parking has been an issue and agrees with Commissioner Nicholson.

Commissioner Longhurst agrees with other two commissioner comments about balancing the parking needs. When you're dealing with parking in front of your home there are certain rights that the residents should have.

Chair Lipps said residents have the right to park on their street, because they bought their homes and pay their taxes. The challenge is for the school to figure out how to provide more parking for their students. It should not be the resident's duty to figure out how to handle student parking.

**MOTION:** Commissioner Nicholson made a motion to approve staff's recommendation to post permit parking restrictions on Mathews Avenue between Herrin Street and Redondo Avenue, in accordance with the Mira Costa Residential Parking Program. The motion was seconded by Commissioner Delk.

Ayes: Longhurst, Nicholson, Delk, Chairman Lipps.

Noes: None.

Abstain: None.

Absent: Paralusz.

Traffic Engineer Zandvliet advised the audience they will receive letters in a couple of weeks before the signs are posted.

In response to a question by Commissioner Lipps, Traffic Engineer Zandvliet confirmed he will notify the high school what the City will be doing and push for more parking.

Chair Lipps stated perhaps students might want to get involved in the long term planning for parking on campus.

In response to a question by Commissioner Nicholson, Traffic Engineer Zandvliet confirmed each home can get up to three parking permits. Letters will be mailed out with the application and if there is a private party event or holiday party, one-day temporary guest parking permits will be available at no charge.

### **09/28/17-3 West Marine Avenue Neighborhood Traffic Management Study Initial Traffic Calming Measures**

Traffic Engineer Zandvliet summarized staff report, pointing out the speeds on Marine Avenue are not excessive although are somewhat high for a street with no curbs and gutters. He explained the traffic calming measures would be installed on a 6-month trial basis to see how traffic has changed. He explained it is very much an interactive process with public involvement.

Traffic Engineer Zandvliet described the following recommended traffic calming measures in detail:

1. Increase enforcement of speeding and other moving violations on a regular basis.
2. Deploy the mobile speed feedback trailer periodically on Marine Avenue to raise driver awareness.
3. Install high-visibility crosswalks at the following locations:
  - a. West and south legs of Marine Avenue at Blanche Road
  - b. West and south legs of Marine Avenue at Flournoy Road
  - c. North leg of 21<sup>st</sup> Street at Valley Drive
  - d. North leg of Blanche Road at Valley Drive
  - e. North leg of Flournoy Road at Valley Drive, and
  - f. West leg of Marine Avenue at Valley Drive
4. Install pedestrian warning signs on Marine Avenue at Flournoy Road in both directions.
5. Install two 15 mph speed limit signs on 21<sup>st</sup> Place between Manor Drive and Blanche Road.
6. Realign the intersection of Marine Avenue and 25<sup>th</sup> Street with a temporary corner bulb-out to reduce speeds through the intersection on a trial basis.
7. Conduct a survey to determine if a majority of residents on 21<sup>st</sup> Street between Manor Drive and Blanche Road support a one-way eastbound street. If so, a one-way street would be considered at a future PPIC meeting.
8. Install vehicle barricades on the alley west of Blanche Road between Marine Avenue and 21<sup>st</sup> Place and study the potential impacts during a 6-month trial period.
9. Install an edge line along the south side of Marine Avenue between Grandview Avenue and 25<sup>th</sup> Street to provide a separate walking area.
10. Install bike route signs and sharrows on Marine Avenue between Highland Avenue and Valley Drive.

Traffic Engineer Zandvliet pointed out residents are concerned about speeding, failures to stop along Marine Avenue, people driving over the center lane and driving on the wrong side of road, limited awareness of the alley itself between 21st Place and Marine Avenue, narrow width of 21st Street, and unsafe turning movements at intersection of 21<sup>st</sup> Street and Marine Avenue.

Commissioner Delk asked if crosswalks should be painted at all the stop signs at the intersections of Blanche Road/Marine Avenue and Flourney Road/Marine Avenue. He also asked about speed humps.

Traffic Engineer Zandvliet said crosswalks should connect to walkways, and not lead pedestrians to nowhere. Speed humps are Level 2-3 types of calming measures, and therefore, Level 1 measures must be implemented before trying Level 2 measures. Speed humps are only affective if cars are going over 30mph.

Commissioner Longhurst asked to define high-visibility crosswalks; Traffic Engineer Zandvliet said they look like ladders with big strips down the middle, which are ten times more visible than just two lines.

In response to a question by Commissioner Nicholson, Traffic Engineer Zandvliet responded there were 2 or 3 requests to make 21<sup>st</sup> Street a one-way street.

In response to a question by Commissioner Nicholson regarding the area where Blanche Road and Bell Avenue come together; Traffic Engineer Zandvliet said it is outside of scope area, but staff can look at it again after Safe Route to Schools Grant project is completed.

Chair Lipps pointed out he is against posting more signs other than stop signs. Once people see a sign a number of times, he believes they begin to ignore it. He does not have a problem with putting stop signs at all corners. He is very supportive of high-visibility crosswalks and suggested the use of paint that illuminates at night. In regards to the short alley, he believes it is useful as a cut-through for residents. A pocket park sounds nice but it could become a private yard between the two homes.

Chair Lipps opened Audience Participation.

### **Audience Participation**

**Larry Auffrey, 721 Marine Avenue** thanked police for their enforcement efforts and asked them to continue. He explained that there is a problem at Flourney Road and Marine Avenue because you cannot see anything coming from the eastbound direction. He suggests posting No Parking signs beginning a safe distance from intersection.

**Mike Bohannon, 649 Marine Avenue**, asked how long the study was done. He bought a speed radar gun to do own personal test. He has portable speed bumps he pulls out when kids are playing in the street. He felt portable speedbumps are very effective and do make an impact.

Traffic Engineer Zandvliet said study was done for two days and traffic counters were tracking both speed and volume.

**Scott Holcomb, 400 block of Marine Avenue**, said he was very surprised the medium speed was 22mph. He felt it seems much faster than that. He said he supports a high visibility crosswalk on Manor Drive, because it is hard to see coming up the hill especially with the sun. He requested more attention be made in that area.

**Kathy Fisher, 500 block of 21<sup>st</sup> Street**, said she would be greatly affected by West Marine traffic study, and felt the other houses on 21<sup>st</sup> Street will also be affected by a one-way street because they would not be able to travel to their home both ways on 21<sup>st</sup> Street. She said parking is extremely limited. Regarding the cut-through alley on 21<sup>st</sup> Street, she would like to keep that open. She said she signed a petition to look at speeds on 21<sup>st</sup> Street and 21<sup>st</sup> Place. She said the alley is used to access some homes and should remain open.

**Barry Fisher, 549 21st Street**, does not support a one-way street on 21<sup>st</sup> Street. The jockeying actually makes people slow down traffic on 21<sup>st</sup> Street, which is very effective. If 21<sup>st</sup> Street was closed off, it would push more westbound traffic onto Marine Avenue. He suggested doing things in phases, such as the crosswalks first, and would like to see better signage. He would like to see a four-way stop sign at Manor Drive and Marine Avenue. He uses the alley cut-through as well.

**Brian Kawauchi, 500 block of 21st Street**, has seen changes in Marine Avenue and 21st Place. He was concerned about cars parked on both sides of alley. He would like to keep alleyway open.

**Lisa Rieg, 500 Marine Avenue**, supports stop sign at Manor Drive. She does not support closing off alley. When driving east or west on Marine Avenue, she cannot see cars on Manor Drive.

**Amir Mir, 1600 block of Mathews Avenue** returned to the podium to say that speed signs and bike lanes are too urban, and suggested that the combination of speed humps with speed signs would be effective.

**Sarah Sheahan, 598 27th Street**, said her daughter was once hit by a car, and she walks down the street every day, but there are no sidewalks. There is a pedestrian crossing sign but people don't stop. She said the laws are not obeyed, people move faster and talk on their phones while driving. She said speed limits should be 15mph on residential streets. Cars shouldn't be allowed on Grandview Avenue and should be walking/biking routes instead. It would make more people bike/walk to school because it would be safer.

**David Foley, 665 25<sup>th</sup> Street**, said all of the streets are very busy especially in the morning, and requested that 25th Street and 27th Street be added to the safe school routes. He suggested adding a road block at the corner of Marine Avenue and Flournoy Road to reduce westbound traffic flow. He also noted the amount of walking traffic going to Montessori school and to Grandview School.

**Tom Bunn, 500 block of Marine Avenue**, suggested that the intersection of Manor Drive and Marine Avenue needs stop signs, because it is not visible enough and unsafe. He said Blanche Road and Valley Drive intersection have stop signs, but are not visible enough, and recommended reflectors on the stop signs so they are more effective. He suggested putting stop sign at Flournoy Road and Marine Avenue.

**Scott Dickey, 544 Marine Avenue**, said he is concerned about safety, with his greatest concern on top of Marine Avenue at the walkway to Grandview on Manor Drive. He suggested painting the crosswalk to make it more visible when coming up the hill. He objected making 21<sup>st</sup> Street a one-way street because it will increase traffic on 21st Place and make other areas more congested. He said he likes temporary speed signs. He said many kids play on 21<sup>st</sup> Place, and wants to see more people slow down and increase safety because there are 25 kids in that alley on any given day and people are speeding up and down the alley.

**Peter Rech, 532 21<sup>st</sup> Street**, commented on original petition, and said in June he sent in a proposal suggesting speed signs, and 15mph pavement markings. He said there are bad blind spots on Manor Drive and at the intersection of 21<sup>st</sup> Place eastbound at Blanche Road. He believed the speeding issue on the 500 block of 21<sup>st</sup> Place should be controlled by education. He said he uses the alley to access 21st Place.

**Gary Kious, 547 21<sup>st</sup> Street**, said only three streets that go through to Highland Avenue. 21st Street is very narrow little street but it is a joy because slows everyone down. He uses the alley as a cut through every day.

**Ilia Dickey, 544 Marine Avenue**, said she is primarily concerned about safety. She supports all recommendations by staff. She is conduct a speed assessment on 21st Place. She sees a lot of people speeding at the short alley. Her son was hit by car because of the blind spot at 21<sup>st</sup> Place and the alley. She said she also uses that alley for parking at her home.

**Lynn Kious, 547 21st Street**, said that safety is the number one priority. Her biggest concern is the one-way proposal on 21<sup>st</sup> Street, which would divert traffic. She said that adding a crosswalk at end of 21<sup>st</sup> Street is a good idea but it would also be hard to see. She believed that the two-way street does force people to slow down and pay attention. She said she does not want to divert traffic onto other streets. She would like to keep 21st Street as two-way traffic and for alley to stay open.

**Annie McQuitty, 542 Marine Avenue**, said she would like to keep alley open and is not interested in closing it or building a pocket park. She thinks the alley is a highly used neighborhood access.

Chair Lipps closed public comment.

## COMMISSION DISCUSSION

Commissioner Delk agreed with Chair Lipps about having a stop sign at both corners on Marine Avenue, especially at Manor Drive. He also suggested enhancing the stop signs with reflective tape on the poles. Commissioner Delk said he is not in favor of one-way street on 21<sup>st</sup> Street. He would be in favor of doing the measures step by step, rather than implementing all suggestions at once. He suggested starting with stop signs, then enhanced crosswalks, then if that doesn't work move onto speed humps.

Commissioner Longhurst agreed with a phased approach to mitigation measures. His first choices would be crosswalks on Marine Avenue at Manor Drive as designated in exhibit; reflective stop signs along the posts; keeping 21<sup>st</sup> Street a two-way street to support residents; and keep the short alley open. He supported painting of the road edge line on the south side of Marine Avenue, sharrows in both directions on Marine Avenue, and would like to see if people would support those measures.

Commissioner Nicholson said he was in general support of the measures, but does not agree with phasing them. He said he does not think the measures affect each other. He observed that it's clear everyone loves the alley, and suggested that it should have 15 mph painted on ground. He said kids play in alley and doesn't understand why anyone would want it to go away. He would not recommend doing anything with the alley at the moment. He supported keeping 21<sup>st</sup> Street as a two-way street per the resident's wishes. However, he suggested moving forward with a survey to determine if the majority of residents want a one-way street on 21<sup>st</sup> Street.

Chair Lipps said we should install stop signs wherever we can, and also agrees with sharrows being an effective measure. He is in favor of adding crosswalks including Manor Drive. He does not support a one-way street because there is natural traffic calming due to narrow two-way traffic. He does not support a closure of the alley. He did not believe a white stripe on Marine Avenue is needed. He said he thinks white stripes are a false sense of security.

Commissioner Nicholson said he disagrees with Chair Lipps about the white stripe. He explained he is a frequent bicyclist on Valley Drive and feels safer to have the 2.5 ft. wide lane, because it's better than nothing. The white stripe makes it safer and clear for pedestrians.

**MOTION:** Commissioner Nicholson made a motion to accept all of the recommendations with the exception of item # 8 (install vehicle barricading on the short alley), and add a recommendation for a stop sign at Marine Avenue and Manor Drive.

Commissioner Delk seconded the motion with an amendment to withdraw item #7 (Conduct a survey to determine if residents support a one-way eastbound street on 21<sup>st</sup> Street)

Ayes: Longhurst, Nicholson, Delk, Chairman Lipps.  
Noes: None.  
Abstain: None.  
Absent: Paralusz.

Traffic Engineer Zandvliet informed the public he expects the recommendations will go to City Council the second meeting of October or first meeting in November.

Commissioner Nicholson advised the audience to keep track of the item and attend the meeting in order to express their support, if needed.

**F. OTHER ITEMS**

**09/28/17-5 Monthly Revenue and Expenditure Reports: Receive and File**

**MOTION:** Commissioner Longhurst made a motion to receive and file Monthly Revenue and Expenditure Reports. The motion was seconded by Commissioner Delk.

Ayes: Delk, Nicholson, Longhurst, Chairman Lipps.  
Noes: None.  
Abstain: None.  
Absent: Paralusz.

Received and Filed.

**06/28/17-6 Staff Updates**

Traffic Engineer Zandvliet provided an update on Telecommunications Workshop that took place on Wednesday, September 26th, 2017. He stated it will help inform staff about how to proceed forward with upcoming telecom location approvals. Some applications may come to the PPIC because telecom sites will be located in the public right-of-way.

Chair Lipps said the City can choose to make some revenue by putting the antennas on its own light poles. The governor is expected to sign the new law on October 15<sup>th</sup>. Traffic Engineer Zandvliet confirmed the City can lease locations or lease light poles.

Commissioner Longhurst said he will recuse himself from those items because he works with one of the companies that contracts with the applicant.

Traffic Engineer Zandvliet gave a Mobility Plan update. There will be an upcoming workshop on Thursday, October 5, 2017. He pointed out the Mobility Plan will have

some new policies regarding walking and biking and expects the plan will get approved at the beginning of 2018.

Traffic Engineer Zandvliet said the Manhattan Village mall project is under construction, the theater has been demolished, Macy's expansion has begun and the Northeast Parking Structure will begin after site grading.

Traffic Engineer Zandvliet said the Skechers Headquarters project is in the environmental public comment period, and the EIR process will close in November. About 100,000 sq. ft. of additional floor area and at least 500 more employees will be added.

Traffic Engineer Zandvliet said Gelson's Market has submitted building plans. The old buildings should come down before end of the year. Conditions of approval include \$70,000 in neighborhood traffic studies.

In response to a question by Commissioner Nicholson, Traffic Engineer Zandvliet gave an update regarding a potential development lot on the north side of Rosecrans Avenue. A new hotel and retail shops are planned on the old Air Products site. All of the frontage for the development will be on Rosecrans Avenue.

#### **09/28/17-5 Commissioner Items**

Commissioner Longhurst congratulated Traffic Engineer Zandvliet on the restoration of the streets in Playa del Rey.

#### **G. ADJOURNMENT**

The meeting was adjourned at **7:59 p.m.** to the regular Parking and Public Improvements Commission Meeting on Thursday, October 26, 2017, in the City Council Chambers of City Hall, 1400 Highland Avenue, in said City