

**CITY OF MANHATTAN BEACH
PARKING AND PUBLIC IMPROVEMENTS COMMISSION
MINUTES OF A REGULAR MEETING
October 25, 2018**

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 **25th day of October 2018**, at the hour of **6:00 p.m.**, in the City Council Chambers of City Hall, 1400 Highland Avenue, in said City.

B. PLEDGE TO THE FLAG

C. ROLL CALL

Present: Franklin, Longhurst, Delk, Lipps, Chair Paralusz
Absent: None
Staff Present: Erik Zandvliet
Clerks: Angela Soo-Seilhamer

D. APPROVAL OF MINUTES

10/25/18-1 September 27,2018

MOTION: Commissioner Delk made a motion to approve the minutes with no changes. The motion was seconded by Commissioner Longhurst.

Ayes: Franklin, Longhurst, Delk, Lipps, Chair Paralusz
Noes: None
Abstain: None
Absent: None

E. AUDIENCE PARTICIPATION

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

Nancy Cook, 600 Marine Avenue, commented on the effectiveness of fining people who use leaf blowers. The same type of enforcement should be used for drivers who run stop signs and use their cell phones.

Jeanne Hickey, 2309 Vista Drive, said traffic and pedestrian conditions at Vista Drive and 24th Street are unsafe. Drivers going eastbound often speed and do not stop at the stop sign. She also noted the trees at 24th Street block the street light from shining on the school play yard. She requested the trees be trimmed to allow for better illumination at night, as she recently experienced a theft from her vehicle.

Traffic Engineer Erik Zandvliet said he is aware of the issue with the trees on 24th Street near Vista Drive and provided background information. He said Public Works Department is working with those homeowners on trimming the branches.

Wil Arviso, resident, stated the vegetation blocks visibility on all four corners at Marine Avenue and Blanche Road. The overgrowth creates an even greater problem when cars run the stop sign and cut the corner. Drivers are running through the intersection blindly. He said the same issue exists at Manor Drive and Marine Avenue where a stop sign was recently installed; the corners are not completely visible. He referenced Ordinance No. 2039. He explained that a police officer issued nearly 75 tickets on 23rd Street for three days. He is also opposed to any effort to turn 23rd or 24th Street into one-way streets. He concluded by saying drivers just need to observe the law and more enforcement is needed to gain compliance.

Chair Paralusz said it is difficult to fix senseless driving, but it is possible to have periodic enforcement to remind drivers of the law.

Chair Paralusz closed Audience Participation.

F. GENERAL BUSINESS

10/25/18-2 West Marine Neighborhood Traffic Management Plan Follow-Up Study

Traffic Engineer Zandvliet summarized his staff report and noted the alleyway should be identified as 21st Place, not 21st Street as written. He explained speeds were not measured on 21st Place because drivers would be influenced by the presence of a radar gun. He said there was notable improvement after the initial measures were installed, although additional enforcement is needed. He recommended continuing the measures on a permanent basis, along with the additional measures (Item Nos. 10-13) as stated in the staff report.

Chair Paralusz asked about Item No. 12 under additional measures recommended by staff. She wanted to know what the next steps would be if those measures do not work.

Traffic Engineer Zandvliet said the process is iterative in compliance with Neighborhood Traffic Management Program guidelines. Staff could come back with a follow-up report after six months to determine if the newest measures are working.

Commissioner Longhurst commented that much of the overgrown vegetation appeared to be on private property and asked about the process for removing vegetation on private property, including the initial removal and ongoing maintenance, and if the cost is solely the property owner's or shared with the City.

Traffic Engineer Zandvliet said the first opportunity is always given to the homeowner to make the correction. He pointed out much of the offending vegetation is on public property. He added a City ordinance requires any obstructions in a 15' triangle at the intersections must stay under 36" or over 9', in order to provide corner sight clearance.

Commissioner Longhurst asked if Public Works would then trim the overgrowth.

Traffic Engineer Zandvliet explained the Urban Forester would send a letter to the property owner(s) and give them time to address the vegetation. If it is not done, the property owner would be put on notice. The City would then come in after the notice period to trim/remove vegetation, often absorbing to cost.

Commissioner Delk asked if there are signs posted for vehicle weight limitations.

Traffic Engineer Zandvliet said "No Trucks Over 3 Tons" signs already exist on all the boundary streets in the City. However, the State truck route law allows trucks to be in the neighborhood if the driver has an origin or destination there, regardless if the truck is over 3 tons, but they must use the most direct route from the designated truck route.

Commissioner Delk asked if Waze was utilized during the study period.

Traffic Engineer Zandvliet said Waze often directs drivers down Marine Avenue or any route that takes less time. The City is trying to coordinate with Waze and other navigation apps to put a time penalty in certain neighborhoods to discourage Waze from directing drivers through those areas. He also mentioned City of Los Angeles is conducting a study on this problem, which the results could then provide direction for Manhattan Beach.

Commissioner Franklin asked if the field observations for stop sign compliance were also done along Marine Avenue.

Traffic Engineer Zandvliet said yes and that conditions are better, but some drivers will still drive through the intersection and cut corners.

Commissioner Franklin said he noticed when driving westbound on Marine Avenue at the first stop sign west of Valley Drive (25th Street), the distance between the stop sign and stop line on the street may be too far from each other. He measured 36' and believes drivers may forget to stop during that time.

Traffic Engineer Zandvliet believes drivers are aware of the stop, but rather make a choice to run the stop sign if the intersection appears clear. He said the stop sign does not need to be located in the same place as the stop bar. The two long driveways also limit the placement of the stop sign. The stop sign could be moved another five feet to the west, but he doubts it would improve driver awareness. He concluded that conditions are still better than before.

Commissioner Franklin observed that the bulb out measure is effective. He also suggested adding “Not a Truck Route” signs on Marine Avenue, east of Sepulveda Boulevard. He only saw the sign on west side of Sepulveda Boulevard.

Traffic Engineer Zandvliet said a “No Trucks” sign already exists on the east side of Marine Avenue, but it can be enhanced to make it more visible.

Chair Paralusz opened Public Comment.

Nancy Cook, Marine Avenue and Blanche Road, said the offending drivers are coming down Flournoy Road, not Marine Avenue. She stressed a crosswalk is needed at bottom of 21st Place at Blanche Road. She reported seeing several bicyclists get hit. She also said the bulb out is too wide and needs to be smaller. She encouraged people to notify her if the vegetation on her southeast corner property needs trimming. She previously received notice from the City to trim her bushes and was given 10 days to comply; more time should be given. Bicyclist violations also need enforcement.

Kisa Grey, 645 Marine Avenue, said traffic seems better, though a stop sign is still needed at Flournoy Road and Marine Avenue. She said the current crosswalks create confusion among drivers. The striping on the south side is not enough. She suggested posting pedestrian signs to alert bicyclists that people walk on Marine Avenue. Lastly, she urged for a quicker repaving schedule for 500 and 600 block of Marine Avenue.

Barry Fisher, 549 21st Street, thanked staff for the stop sign at Marine Avenue and Manor Drive and said it has noticeably improved conditions. The increased walkway area is also effective in slowing people down going onto 21st Street. He urged for something to be done on 21st Place at Blanche Road to help mitigate the problem.

Mr. Wil Arviso, resident, said two nights ago he watched for stop sign compliance at Marine Avenue and Blanche Road. In about one hour, approximately 22 cars did not stop going off of Blanche Road and onto Marine Avenue. Pacific Avenue is also problematic with people running the stop sign and cutting corners. He said the main problem is overgrown vegetation on public property and reiterated his previous comments.

Chris Tomorgin, 433 Marine Avenue, #A, supports many of the measures, such as the lines, crosswalks and extra stop sign at Manor Drive. However, he questioned the purpose of the white line on the south side of Marine Avenue. He said cars park better, but there are still obstructions and he is not sure the public knows what the intention is either. He also inquired if something can be done to slow traffic down on 400 block of Marine Avenue going toward Highland Avenue. He said drivers speed down once they pass the crest and double stop sign.

Ms. Hickey, asked if solar powered stop signs that light up would help.

Chair Paralusz closed Public Comment.

COMMISSION DISCUSSION

Commissioner Paralusz asked **Traffic Engineer Zandvliet** to address questions brought forth by the audience, beginning with flashing stop signs.

Traffic Engineer Zandvliet said the City received a Safe Routes to School grant that is providing funding for flashing stop signs. Five key intersections near Grand View School have already been identified. Flashing stop signs are being installed now throughout the City and about 40 will be in place when project is complete.

Chair Paralusz asked about timeline for implementation.

Traffic Engineer Zandvliet estimated completion in the spring.

Chair Paralusz asked about the white line brought up by **Mr. Tomorgin**.

Traffic Engineer Zandvliet explained the white line is a guide line for parking, and cars should not be parked over the line, or they can be cited for being parked in a travel lane. The line also serves as a guide for pedestrians to walk outside the travel lane.

Chair Paralusz asked for clarification on staff's recommendation.

Traffic Engineer Zandvliet said the recommendation is to make permanent the traffic calming measures that were already approved (Item Nos. 1-9), and to additionally approve recommending implementation of the new measures (Item Nos. 10-13). Once installed, the new measures would then be reviewed by the PPIC after a six-month follow-up study.

Discussion followed regarding bicycle enforcement on Marine Avenue and bike safety education that should include a joint effort with the school, parents, Assistant Principal and PTA president.

Commissioner Longhurst said he supports the recommendation and asked if the City could create a collaborative program with homeowners that motivates them to maintain their vegetation rather than issuing them citations. For instance, sharing the cost.

Traffic Engineer Zandvliet said he will work with the Public Works Department and Urban Forester to consider more positive methods of getting voluntary compliance.

Commissioner Delk agrees with the recommendation and asked if speedbumps could be considered in the alleyways.

Commissioner Lipps said he supports the recommendation, but would like a four-way stop at Flournoy and 27th Street even if vegetation is cut back. He also added more bike safety education is needed and suggested including an insert in utility mailers.

Chair Paralusz said further discussion and a consensus would be needed if the PPIC is going to revise the recommendation to include immediate installation of stop signs. She supports the recommendation as stated in the staff report.

Traffic Engineer Zandvliet said the standard process is to implement initial traffic calming measures before moving up to the next measure.

Commissioner Franklin supports doing the initial traffic calming measure because it appears there is a significant amount of vegetation, especially on the northeast corner.

Chair Paralusz asked how quickly can vegetation be removed.

Traffic Engineer Zandvliet said once City Council approves the measures, then the City will send notice to neighbors shortly thereafter and give them a few weeks to perform. If nothing is done, then the City will give 30 days before taking action.

Commissioner Longhurst and **Delk** both concurred with current recommendation as stated in staff report.

Chair Paralusz wanted to thank residents and neighbors for coming, and thanked staff for finding ways to manage the traffic flow. She was happy to hear most of the measures are working according to the public testimony, though more work is needed.

MOTION: Commissioner Longhurst made a motion to accept the recommendation by staff as detailed in the staff report. The motion was seconded by Commissioner Lipps.

Ayes:	Franklin, Longhurst, Delk, Lipps, Chair Paralusz
Noes:	None
Abstain:	None
Absent:	None

Further discussion followed on bike and pedestrian safety outreach methods.

G. OTHER ITEMS

10/25/18-3 Monthly Revenue and Expenditure Reports: Receive and File

Received and Filed.

10/25/18-4 Staff Updates

Traffic Engineer Zandvliet updated the Commission on the following projects: No left turn restriction on northbound Sepulveda Boulevard to westbound 11th Street; dual left turn lanes at Manhattan Beach Boulevard and Sepulveda Boulevard in the northbound westbound and eastbound directions; parking concerns along 17th Street between Laurel and Pacific Avenues due to overnight retreats; Manhattan Village Mall development and Skechers development construction schedule.

Chair Paralusz asked about Gelson's opening date. **Traffic Engineer Zandvliet** said the grocery store is slated to open mid-November.

Commissioner Delk asked how Lazy Acres was built so much faster. **Traffic Engineer Zandvliet** said because it was only a tenant improvement, whereas Gelson's is a completely new structure and also mentioned that it is LEED certified.

Commissioner Lipps asked about status of renaming Sepulveda Boulevard to Pacific Coast Highway. **Traffic Engineer Zandvliet** said the item is scheduled for the next City Council meeting on November 6th.

Chair Paralusz asked about Rite-Aid property. **Traffic Engineer Zandvliet** did not have any new update, but said the leasehold is about to expire soon.

Commissioner Franklin asked about how the northeast parking structure is going to connect to the mall and also inquired about plans for south end of Macy's. **Traffic Engineer Zandvliet** explained a bridge will connect the parking structure to Macy's, and also said the Macy's Men's Store will be divided into multi-tenant shops.

Commissioner Delk asked about the parking structure by Veranda's, and if there are any feasible plans now for a hotel development. **Traffic Engineer Zandvliet** said no.

Traffic Engineer Zandvliet invited and encouraged the PPIC to attend the Living Streets Manual Study Session on Oct. 29th.

10/25/18-5 Commissioner Items

Commissioner Items were included in Staff Updates portion of the meeting.

H. ADJOURNMENT

The meeting was adjourned at **7:28p.m.** to the combined November/December Parking and Public Improvements Commission Meeting on Thursday, December 6, 2018, in the City Council Chambers of City Hall, 1400 Highland Avenue, in said City.