

**CITY OF MANHATTAN BEACH  
PARKING AND PUBLIC IMPROVEMENTS COMMISSION  
MINUTES OF A REGULAR MEETING  
July 25, 2019**

**A. CALL TO ORDER:**

The regular meeting of the Parking and Public Improvements Commission of the City of Manhattan Beach, California was held on July 25, 2019 at the hour of 6:05pm, in the City Council Chambers, at 1400 Highland Ave, in said City.

**B. PLEDGE TO FLAG**

**C. ROLL CALL**

Present: Commissioners Murillo, Franklin, Longhurst, Delk, and Chair Paralusz  
Absent: None  
Staff Present: Traffic Engineer Erik Zandvliet  
Clerks: Drew Teora and Fel Cortez

**D. CEREMONIAL**

07/25/19-1 Recognition of Outgoing Commissioner Mark Lipps (Postponed to future meeting)

**E. APPROVAL OF MINUTES**

07/25/19-2 Adjourned Regular Meeting - May 30, 2019

**MOTION:** It was moved and seconded (**Delk/Murillo**) to approve the minutes with no changes.

**AYES:** Murillo, Franklin, Longhurst, Delk, and Chair Paralusz

**NOES:** None

**ABSTAIN:** None

**ABSENT:** None

**F. AUDIENCE PARTICIPATION (3-minute Limit)**

**Chair Paralusz** opened Audience Participation (3-minute Limit).

No Audience Participation.

**Chair Paralusz** closed Audience Participation.

**G. GENERAL BUSINESS**

07/25/19-3 Reorganization of New Chair/Vice Chair

**Chair Paralusz** asked for clarification on process of reorganization of chairs and **Traffic Engineer Zandvliet** responded with clarifying statement. **Chair Paralusz** called for nominations.

**MOTION:** **Commissioner Delk** nominated **Commissioner Longhurst** to Chairperson and **Commissioner Franklin** to Vice Chairperson. Seconded by **Commissioner Murillo**.

**AYES:** Franklin, Murillo, Longhurst, Delk, Chairperson Paralusz

**NOES:** None

**ABSTAIN:** None

**ABSENT:** None

**Chair Paralusz** turned over chair position to **Commissioner Longhurst**. **Chair Longhurst** continued the meeting.

07/25/19-4 Consider Alternative Pedestrian Crossing Measures at Manhattan Avenue and 26<sup>th</sup> Street and at Manhattan Avenue and 27<sup>th</sup> Street

**Traffic Engineer Zandvliet** summarized the staff report and noted this request went to PPIC in February 2019. At that time, the PPIC recommended that the City Council approve stop signs to be placed in all directions at both intersections. This item was scheduled to be presented to City Council in July, but the City Manager wanted to return the item back to the PPIC to explore alternative solutions. **Traffic Engineer Zandvliet** said that an alternative to stop signs at this intersection would be to remove sight distance obstructions and install high visibility crosswalk signs and markings at both intersections. If this alternative is desired, the motion would be to deny the request of the stop signs and recommend the additional measures in the staff report.

**Chair Longhurst** asked for questions from the commissioners.

**Commissioner Murillo** asked if there are any crosswalks at 27<sup>th</sup> Street and Manhattan Avenue. **Traffic Engineer Zandvliet** replied that there are crosswalks on the south leg of Manhattan Avenue at 27<sup>th</sup> Street. There is a painted crosswalk at the north leg of Manhattan Avenue and 26<sup>th</sup> Street, so they bookend each other. **Commissioner Murillo** asked if the reason for the proposed stop signs is to control speed. **Traffic Engineer Zandvliet** responded that stop signs are never used to control speed. He explained if there is no other way to address proper Right-of-Way or restricted sight distance at the intersection, then a 4-way stop sign is justified.

Discussion followed about dips, and how effective they might be at mitigating speed. “Inverse speed humps” at Manhattan Avenue and 24<sup>th</sup> Street and how they affect traffic was discussed.

**Commissioner Murillo** asked if stop signs create more noise. **Traffic Engineer Zandvliet** affirmed that they can.

**Commissioner Delk** asked if flashing beacons are an option as opposed to stop signs. **Traffic Engineer Zandvliet** stated flashing beacons can shine in nearby residential homes at night, and the effects of such installations will be discussed at a future date.

Discussion followed related to a food truck near Bruce’s Beach and how it affects traffic and congestion. **Traffic Engineer Zandvliet** replied that there are restrictions on food trucks in residential areas. Food trucks are allowed to park where other cars can park but require a business license with the city. They are not allowed in residential areas.

**Commissioner Paralusz** asked how many parking spaces would be lost due to red curbs. **Traffic Engineer Zandvliet** responded that four parking spaces would be lost according to staff’s recommendation. While he believes that every parking space in city is valuable, safety comes first.

**Commissioner Franklin** asked if the 26<sup>th</sup> Street parking lot is locked at night. The **Audience** and **Traffic Engineer Zandvliet** responded that they are locked at 8 o’clock. **Commissioner Franklin** asked if you can get a resident permit for the parking lot. **Traffic Engineer Zandvliet** responded that during certain times of the year you can have a resident permit; you can get out but you cannot get back in after 8pm.

**Chair Longhurst** asked about proposed pedestrian crossing signs. He referred to Page 4 of staff report. He asked if such signs would act as mitigation measures and would be reflective at night. **Traffic Engineer Zandvliet** confirmed.

**Chair Longhurst** opened **Public Comment** (3-minute limit).

**Larry Grik**, of 2701 Manhattan Avenue said he is the owner of the two trees that are proposed for removal due to sight restrictions. He stated that all branches of the trees are higher than the trash trucks. **Mr. Grik** asked the Commission why stop signs are justified based on one complaint. **Mr. Grik** thought the intersection is fine as is and that the resident’s request is only for personal benefit.

**Edward Jenkins**, of 2515 Manhattan Avenue, stated that his caregiver almost got hit at the intersection. **Mr. Jenkins** voiced support for the stop signs as a matter of safety.

**Rick Silverman**, of 124 24<sup>th</sup> Street, stated that three spots would be removed instead of the recommended four spots. **Mr. Silverman** brought attention to the heavier pedestrian traffic near the park and that there

is not a need for more crosswalks down at Manhattan Avenue. He also stated that there would be no need for additional speed mitigation, as speed studies showed an average speed of 27 MPH with a speed limit at 25 MPH. He did feel that a flashing crosswalk would be a good idea but suggested daytime flashing only. **Mr. Silverman** stated that he is against adding stop signs at this intersection.

**Loren McClanathan**, of 2700 Manhattan Avenue, referred to the staff report diagram and stated that one of the parking spots recommended for removal is his driveway and not a parking spot. **Mr. McClanathan** stated the bigger issue is that people run through stop signs and that four-way stops would not help at this intersection. **Mr. McClanathan** stated that installing double crosswalks may help in this area but would take away a lot of parking in an area where parking is at a premium.

**Commissioner Franklin** asked for **Mr. McClanathan** for clarification that he lives at the Northeast corner of 27<sup>th</sup> Street and Manhattan Avenue. **Mr. McClanathan** confirmed.

**Larry Grik** requested to make a clarifying statement about red curbs. He stated that there were some existing red curbs where a postal carrier parks his large van every day. **Traffic Engineer Zandvliet** responded that this is illegal. **Commissioner Paralusz** stated that this is an enforcement issue.

**Jim Upchurch**, of 2719 Manhattan Avenue, stated that nearly 40 resident homes opposed the stop signs in a petition. **Mr. Upchurch** gave his opinion on the recommendations in the staff report. He felt that the public parking lot is a significantly underused asset which helps make money and is a benefit to the neighborhood.

**Richard Corgel**, of 2900 Manhattan Avenue, stated that safety should be paramount and had witnessed challenging situations on Manhattan Avenue, but had never heard of a problem at this particular intersection. **Mr. Corgel** stated that he does not know why this issue is even being brought up and that one request does not necessitate an extreme solution to a problem that could have been resolved by other means.

**Commissioner Paralusz** asked if the original requestor for the stop signs was present. **Traffic Engineer Zandvliet** stated that he was not in attendance but has acknowledged being noticed for the meeting.

**Larry Grik** commented on the shrubbery along the parking lot wall proposed to be lowered. He stated that there used to be a hedge as high as the wall and that the current shrubbery is higher than when the hedge was present. **Traffic Engineer Zandvliet** stated that the wall is still higher than the shrubs.

**John Marcello**, of 2720 Ocean Drive, stated that speed limits used to be a lot higher in Manhattan Beach. **Mr. Marcello** stated that people are more courteous now and that people driving along Manhattan Avenue are not speeding or beeping their horns.

**Chair Longhurst** closed the Public Hearing and opened Commissioner Discussion.

**Commissioner Paralusz** thanked the public for their participation as well as the initial email writer. **Commissioner Paralusz** said she is in favor of all but one of the recommendations that the Staff has made. She is in favor of reducing the height of the masonry wall, which would improve sight visibility, and an incremental approach for red curb installation. **Commissioner Paralusz** said she is not in favor of the removal of the trees. **Traffic Engineer Zandvliet** suggested creative solutions such as smaller parking spaces and/or compact spaces, which would minimize the loss of parking. **Commissioner Paralusz** deferred to staff to make that recommendation. **Commissioner Paralusz** said she was also in favor of high visibility crosswalks including in-pavement crosswalk lighting.

**Commissioner Delk** stated that he was initially in favor of the stop signs. He felt that stop signs are no longer the only answer and is no longer in favor of them. **Commissioner Delk** questioned why the masonry wall is there and said that he would like to keep the trees.

**Commissioner Murillo** stated that he is not in favor of stop signs and does not see the benefit. He does not see the necessity of removing trees and is in favor of high visibility cross walks. **Commissioner Murillo** stated that he is also in favor of an electronic speed sign that reads out the cars' current speed.

**Commissioner Franklin** commended neighbors on both sides. He stated that he is in favor of lowering the masonry wall and is not in favor of removing trees. **Commissioner Franklin** does not want to get rid of parking spaces. His initial support of the stop signs stemmed from calming the area down and that there

were distracted drivers in the area. He was not in favor of giving up some parking spaces for better visibility. **Commissioner Franklin** asked if there was a way that the city could work with Junior Guards and camps to provide notices to parents to be considerate in the residential area. **Commissioner Franklin** stated he was in favor of red curbs, but wants to minimize the length.

**Chair Longhurst** stated he was in favor back in February of stop signs with concerns of public safety but was no longer in favor.

**MOTION:** **Commission Paralusz** moved to approve recommendations 1, 3, and 4 of the staff report to reduce the height of the masonry wall on the northwest corner of Manhattan Avenue and 26<sup>th</sup> Street and on the southwest corner of Manhattan Avenue and 27<sup>th</sup> Street, to install red curbs for visibility as staff finds appropriate to minimize loss of parking spaces, and to install high visibility crosswalks on all legs of both intersections which would include flashing lights in those crosswalks. **Commissioner Murillo** seconded the motion.

**AYES:** Murillo, Franklin, Paralusz, Delk, Chair Longhurst  
**NOES:** None  
**ABSTAIN:** None  
**ABSENT:** None

07/25/19-5 Consider a Request for a Crossing Guard at Blanche Road and 27<sup>th</sup> Street

**Traffic Engineer Zandvliet** summarized the request from Grandview Elementary School for an adult crossing guard at the intersection of Blanche Road and 27<sup>th</sup> Street. He explained the results of the traffic and pedestrian studies and compared them against the State warrants for crossing guards. He said that the minimum pedestrian volumes are met, but the traffic volume threshold is not met. He said that the City uses a ranking criteria to assign crossing guards to the highest exposure locations. He said that the Commission can recommend a new crossing guard, which will cost \$150,000 per year, or recommend reassigning an existing guard from a location that has a low ranking, if funds are limited. He added that approval for a crossing guard would have to be approved by City Council, so it would not likely to occur before beginning of next school year.

**Chair Longhurst** asked that if the City stays within its current budget, a school crossing guard would be reassigned from the intersection of Valley Drive and Francisco Street. **Traffic Engineer Zandvliet** confirmed that this location has the lowest ranking for reassignment.

**Chair Longhurst** opened **Public Comment** (3-Minute Limit).

**Sara Sheahan**, a PTA member, said she initiated the request and lives at the intersection. She explained that people don't really stop at stop signs, which exposes kids to unsafe crossings. She said that more parents would allow their kids to walk or bike to school but don't because they know drivers are not stopping.

**Commissioner Franklin** asked about the walking route that students take to school. **Ms. Sheahan** explained that the students walk along 27<sup>th</sup> Street, which is designated as the school route, and enter the school at the 24<sup>th</sup> Place alley on Bell Avenue.

**Chair Longhurst** asked Ms. Sheahan if the school still does a walking school bus. Ms. Sheahan said they do not, but confirmed that they do promote "Walk to School Wednesdays". Discussion followed about current and future student growth.

**Commissioner Murillo** asked about getting volunteers to be crossing guards. **Traffic Engineer Zandvliet** responded that the City's crossing guards are trained and managed by a company contracted by the City. Untrained volunteers would be an added liability to the City.

**Commissioner Franklin** said he was concerned about taking a crossing guard from Valley Drive and Francisco Street. He noted that it is a hard crossing to see and vehicles fly by. **Traffic Engineer Zandvliet** explained that there are new flashing beacons have been installed and the pedestrian volume is very low. Most parents prefer to their kids walk to 2<sup>nd</sup> Street where there is a crossing guard.

Discussion followed regarding the value of relocating a crossing guard versus adding a new crossing guard to the budget. The Commissioners reviewed the Crossing Guard Evaluation list.

**Commissioner Paralusz** stated she was in favor of assigning a crossing guard at the requested intersection and supported adding \$15000 to the budget to add new crossing guard. She said safety is paramount and a crossing guard is more effective than a stop sign. She also supported painting a new school crosswalk on the west leg of 27<sup>th</sup> Street at Blanche Road.

**Commissioner Delk** voiced his support of a crossing guard and said he was all in favor of safety. He said he was in favor of moving existing crossing guard to that intersection.

**Commissioner Murillo** asked where the crossing guard funds are budgeted. **Traffic Engineer Zandvliet** explained that it is in the Police Department contract services budget and funded with general funds. Mr. Murillo agreed to request the additional \$15,000 in general funds.

**MOTION:** **Commissioner Paralusz** made a motion in 2 parts: 1) to recommend that the City Council authorize a crossing guard Blanche Road at 27<sup>th</sup> Street and to paint a new school crosswalk on the west leg of 27<sup>th</sup> Street at Blanche Road, and 2) and that City Council authorize \$15,000 in additional funding for crossing guard. In lieu of increasing the crossing guard budget, the motion would be to reassign an existing crossing guard from Valley Drive at Francisco Street to Blanche Road and 27<sup>th</sup> Street. **Commissioner Murillo** seconded the motion.

**AYES:** Franklin, Longhurst, Delk, Murillo, Chair Paralusz  
**NOES:** None  
**ABSTAIN:** None  
**ABSENT:** None

#### **H. OTHER ITEMS**

07/25/19-6 Monthly Revenue and Expenditure Reports: Receive and File

Received and Filed.

07/25/19-7 Staff Updates

No Staff Updates.

07/25/19-8 Commissioner Items

**Commissioner Paralusz** asked the status of the El Torito Restaurant site. **Traffic Engineer Zandvliet** responded that Sketchers had leased the El Torito site for extra parking while under construction and that the kitchen was being used as a commissary. He stated that the City was in active conversation with a developer for a hotel with office and retail space. This would have to go to the Planning Commission along with the need for environmental studies. Nothing has been formally submitted as of yet.

**Commissioner Paralusz** asked if Urban Plates site would really be opening around November. **Traffic Engineer Zandvliet** responded yes and that the interior tenant improvements had already been started.

**Commissioner Paralusz** asked about Mercado restaurant and its progress. Traffic Engineer Zandvliet did not have a response on the time frame.

**Commissioner Paralusz** asked about the empty Wells Fargo building. **Traffic Engineer Zandvliet** responded that it will become a new steak house.

**Commissioner Paralusz** asked about stops signs on section of Peck Ave between Manhattan Beach Blvd. and Artesia Blvd. She mentioned that there was no stop signs going East/West at one particular intersection. **Traffic Engineer Zandvliet** responded that when city first built, the county placed stop signs in alternating directions on the street grid. Different requests over the years had demanded four-way stops, which caused an uneven distribution of stop signs. He recommended adding a two-way plate or a "Cross Traffic Does Not Stop" sign to the stop signs on Peck Ave that could warn that the intersection is a two-way stop.

**Commissioner Paralusz** asked about the intersection of Rowell Avenue and 12<sup>th</sup> Street. She stated that there are stop signs on Rowell Avenue but no stops on 12<sup>th</sup> Street. **Commissioner Paralusz** stated that many people feel that there should be a 4-way stop. **Traffic Engineer Zandvliet** stated that many people may think the existing conditions look like a 4-way stop, like a cross gutter. Commissioner Paralusz stated that she just wants to see if they are warranted.

**Commissioner Franklin** asked about the ETA for re-opening Parking Lot 2. **Traffic Engineer Zandvliet** responded that no opening date is known at this time. **Commissioner Murillo** asked who is responsible for the project. **Traffic Engineer Zandvliet** responded that the Engineering Division is actively looking for consultants to design and repair the structural cracking.

**Commissioner Franklin** asked about the private bus loading on 17<sup>th</sup> Street. **Traffic Engineer Zandvliet** stated that the Police Department are in contact with the 4 private schools on the peninsula to find alternate bust stop locations not in residential areas. The School District asked that “no parking” signs not be posted. **Traffic Engineer Zandvliet** stated that sign posting has been put on hold, because this is still an active issue.

**Commissioner Delk** asked how much each parking spot generates in revenue. Traffic Engineer Zandvliet responded that the revenue supervisor would know the amount and that he could not speculate.

**Commissioner Delk** asked about the two electric vehicles spaces in the parking lot at Highland Avenue and Rosecrans Avenue. He stated that this was free parking with no fee for electrical charging. **Traffic Engineer Zandvliet** agreed it was a potential revenue stream for which the City could charge.

**Commissioner Delk** asked about a flashing beacon pole on Highland Avenue and 36<sup>th</sup> Street. **Traffic Engineer Zandvliet** stated that this was still an on-going issue with the contractor who installed it.

**Commissioner Murillo** asked if, in the same parking structure, the permit parking spaces could be made available to the public on weekends. **Traffic Engineer Zandvliet** stated that these permit parking spaces would have to be negotiated with the business next door who use them. The permit parking is part of that building’s use permit.

**I. ADJOURNMENT**

The meeting was adjourned at **8:03p.m.** to the regular Parking and Public Improvements Commission Meeting on August 22, 2019 at 6:00p.m. in the City Council Chambers at 1400 Highland Avenue, in said City.

/s/Scott Longhurst  
**SCOTT LONGHURST**  
Chairperson

/s/Fel Cortez  
**FEL CORTEZ**  
Recording Secretary

ATTEST:

/s/Erik Zandvliet  
**ERIK ZANDVLIET**  
Traffic Engineer