

**CITY OF MANHATTAN BEACH
PARKING AND PUBLIC IMPROVEMENTS COMMISSION
MINUTES OF REGULAR MEETING
January 22, 2009**

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 22nd day of January, 2009, at the hour of 6:32 p.m., in the City Council Chambers of City Hall, 1400 Highland Avenue, in said City.

B. ROLL CALL

Present: Adami, Stabile and Chairman Gross.
Absent: Silverman.
Staff Present: Danna, Zandvliet.
Clerk: Schilling.

C. APPROVAL OF MINUTES – December 4, 2008

A motion was MADE and SECONDED (Stabile/Adami) to approve the minutes of December 4, 2008 as written.

D. AUDIENCE PARTICIPATION

Michelle Sipl, Teacher at Montessori School requested that the PPIC Commission reconsider the removal of the Stop Sign at Peck and Curtis.

Michelle Murphy, 4420 the Strand, supports the removal of the stop sign and views any type of signage as ugly.

Bryan Tessner, Redondo Beach, stated that he has a daughter that attends the Montessori School and asked the commission to clarify why the Stop Sign was being removed at Peck and Curtis.

Delores Harris, Crossing Guard at Peck and Curtis, expressed her concerns over the safety of the children as there are a number of blind spots at that intersection. She asked if they could submit a petition to appeal the Council decision.

Timmah Allen, Redondo Beach, contended that the Stop Sign at Peck and Curtis allows her to make the left hand turn into the church parking lot safely to drop her daughter at the Montessori School. She is concerned for their safety should it be removed and finds that the teenage drivers from Mira Costa High School tend to drive very fast down the street.

Monica Campbell, No Address Provided, commented on the overall lack of concern for safety issues regarding the speeding vehicles on that street. She felt the report focused more on the flow of traffic than the safety of the children. Ms. Campbell also noted that there didn't seem to be an alternate plan in place to ensure the safety of the children if the Stop Sign is removed.

Traffic Engineer Eric Zandvliet, explained that there was an alternate plan in place when the Stop Sign was removed that included extending the red curb to increase visibility and repainting the cross walk.

Chair Gross and Commissioner Adami assured Ms. Campbell that safety was their first priority.

Daniel Levin, Redondo Beach, asked the commission how they plan to enforce the

traffic laws that were in place and insure the safety of the children.

In response to the question presented Commissioner Stabile stated that the Manhattan Beach Police Department is now fully staffed and has added two new officers to traffic.

In answer to Mr. Levin's question of placing additional names on the petition, Assistant Planner Danna stated that he would continue to accept names of those of anyone who wished to sign the petition.

Chair Gross explained the appeal process to the audience regarding the petition.

E. GENERAL BUSINESS

North Manhattan Beach (El Porto) Neighborhood Traffic Management Plan (NTMP) Initial Recommendations

Ruth Smith Traffic Consultant presented an overview of the Neighborhood Traffic Management Plan (NTMP), providing current information on the North Manhattan Beach NTMP, including NTMP actions in the area since 1983 plus alternatives and a variety of options that could be considered upon a re-examination of the neighborhood traffic issues in the El Porto area. Traffic Engineer Smith presented a number of possible actions that could be implemented in addition to the existing measures and some that would replace the current NTMP.

The purpose of the presentation is to provide information to the residents and commissioners. This information will then be used to determine which items need to be presented in a survey that will be mailed to each resident and property owner in the El Porto area. The survey results will be reviewed and considered by staff when deciding upon recommendations for the EL Porto NTMP, to be presented to the Parking and Public Improvement Commission (PPIC) for approval.

Chairman Gross announced a brief recess at 8:10 p.m.

The meeting was reconvened at 8:20 p.m.

Audience Participation

Chairman Gross opened the public hearing at 8:23 p.m.

Tana Hausch, 3704 the Strand contended that she supports the existing calming traffic measures and would like to see things remain as is. Mrs. Hausch stated that she is opposed to making Ocean a one way street and is in opposition to the installation of a ramp at Rosecrans as being cost prohibitive.

Kristin Skinner, 121 39th Street voiced her concerns over a change in the existing left turn only from the El Porto lot onto Ocean. She would like it to remain as is with the current time restrictions between 3:00 – 8:00 p.m. Monday through Friday. She expressed her opinion to have the 39th Street stop sign removed.

Michael Bernstine, 130 Kelp Street supported the recommendation to install a permanent barrier to divert traffic exiting out of the El Porto lot, south on Ocean. He is opposed to making Ocean a one way street. Mr. Bernstine expressed his concern over the number of speeding cars that utilize Kelp Street.

Shawn Papacian, 212 40th Street, expressed his gratitude to the commissioners and the City for all the traffic measures that have been taken and applauded the wonderful job they do. He supports all the measures currently in place. He would like permanent blockades on

40th and Ocean. He thinks the parking lines are brilliant and provides a clear definition of what is allowed.

Kyle Cripe, 45th and Ocean, supports the measures that are currently in place and believes they have eliminated traffic on Ocean. He also maintained that the current use of the El Porto lot by permit holders remain the same.

Ed Skebe, 210 Kelp Street, contended that Kelp Street is highly impacted by the measures in place now at Ocean and 40th. He maintains that forcing drivers to exit to the right onto Ocean off of 40th from the parking lot exit looks to be the best solution to solving the speeding traffic on Kelp Street.

Bob Cogan, 204 Kelp Street, is concerned about the heavy traffic currently diverted from 40th, northbound on Ocean, and the impact this heavy, speeding traffic has on Kelp. He supports the recommendations to divert traffic to the south on Ocean or make Ocean a one way street. He suggested that those residents who pay for parking permits for the El Porto lot have 24/7 access to enter and exit the lot.

Michelle Murphy, 4420 the Strand, stated that the measures currently in place work Ok. She expressed her desire to see some type of diversion at Ocean and the El Porto parking lot. She is opposed to building a new exit ramp for the parking lot at Rosecrans or utilizing the existing ramp at 36th Street and commented that 40th was built for traffic exiting the El Porto parking lot. Ms. Murphy doesn't see the need for more stop signs on Ocean and doesn't like the white parking lines.

Bill Hausch, 3704 the Strand, is opposed to permanent barriers at Ocean and 40th and feels that if they alter the plan, the problem would only be diverted from Kelp Street south to 39th Street and other southern side streets.

Bob Perkins, 4420 the Strand, stated his opinion that 40th is the street that traffic should use to exit the parking lot to reach Highland because it was designed for that purpose. He would prefer the City continue to use temporary barricades at 40th and Ocean. Mr. Perkins is opposed to parking lot exits at Rosecrans and 36th streets. He is undecided about all night egress to the parking lot by permit holders.

Fred Cogan, Kelp Street, expressed concerns about excessive traffic speeds on Kelp Street. He maintains that 40th was designed for access to Highland from the El Porto parking lot and also feels that the traffic flow on Ocean is fine the way it is.

Elsie Cripe, 4421 Ocean Drive, suggests that the traffic measures in the area remain as is. She got a petition to put the gates on the parking lot at 40th and 45th Street years ago. She suggests that the City provide better signage regarding the hours of operation of the El Porto parking lot.

Art Merkin, 3914 the Strand, agrees that the existing measures appear to be working and feels the current situation is OK. The temporary barricades work during the peak traffic hours but would like to see more enforcement of the traffic measures. He supports the white parking lines.

Christopher Moore, 205 Rosecrans Place, stressed that there are enough stop signs (eight) on the stretch of Ocean between Rosecrans and 45th Street. He questioned the commissioners and traffic engineers regarding the southbound traffic on Highland and how it seems to be so congested and then thins out right after Rosecrans. Most everything else seems to be working in his opinion.

Chairman Gross closed the public hearing at 9:35 p.m.

Discussion

Chairman Gross thanked the residents for taking the time to come down and express their concerns. He clarified that the general consensus from the residents in attendance was that they were mostly satisfied with the way things are.

Chairman Gross determined that the next step was for the commissioners to decide which items from the traffic study needed to be included on the survey that was going to each resident and property owner in the El Porto area.

Commissioner Stabile approached Traffic Engineer Zandvliet about the possibility of removing the barricade at Ocean and 40th and leave the 4 way stop in addition to reducing the speed limit.

Traffic Engineer Zandvliet recommended that the barrier remain from the hours of 3:00 – 8:00 p.m., Monday through Friday, allowing drivers to either exit up through 40th Street or turn left, northbound on Ocean. He would also suggest removing the numerous signs posted in the area that seem to be confusing and leaving a sign that prohibits turning right onto Ocean from 3:00 – 8:00 pm.

In response to Commissioner Stabile's question regarding the decrease in speed limit, Traffic Engineer Zandvliet expressed his need to explore the issue further before considering it as an optional traffic measure. He explained that this would require a speed survey in the area to justify a change in speed limit. Traffic Engineer Zandvliet added that it could possibly be reduced to 20 miles per hour.

After discussion the Commissioners agreed on the following points for inclusion in the residential/property owner survey:

- White lines on streets to delineate allowable parking zones
- New reflective signs to replace the old signs
- Justify the speed limit
- Maintaining the temporary barricade at 40th and Ocean (looking to install one that could be more easily manipulated each day)
- Speed bumps at 44th and 38th streets
- Making Ocean a one way street as an alternative to speeding issues

Commissioners chose to omit any reference to exits at Rosecrans and 36th Street from the survey along with any change to the current permit use of the El Porto parking lot.

F. COMMISSION ITEMS

1. Parking Meter Revenue and Traffic Violation Revenue Report

Chair Gross asked about the revenues lost by the City during the holidays when meters are bagged. He questioned the amount of money it cost the City to do this provided by City Council, approximately \$70 thousand and suggested that they include the loss of revenue generated from citations in the overall cost of this item.

Commissioner Stabile requested a monthly statement of revenue and expenses and/or a profit and loss statement regarding the parking meters and traffic violations.

In response, Assistant Planner Danna stated that he would relay Chair Gross's comments and Commissioner Stabile's request to the appropriate staff.

Assistant Planner Danna also noted that he would confirm that there has been an increase in the cost of parking in the lots at the Pier as well as the El Porto and 26th Street lots.

Police Lieutenant Harrod, Traffic, stated that the increase in time and cost per meter

has caused the meters to reach coin capacity faster. The traffic officers have noted that there are more meters out of service due to the increases in cost and time. Lieutenant Harrod suggested that the meters now be emptied on a different schedule to prevent them from reaching capacity. He explained that when the meters are full they can't enforce the traffic law this results in a loss of revenue.

Chair Gross requested that Lieutenant Harrod survey the meters to see if emptying them more frequently would require additional staff.

Traffic Engineer Zandvliet stated that this item is not agendaized and cannot be discussed. It would need to be presented to City Council.

In response to Traffic Engineer Zandvliet's statement Chair Gross directed staff to agendaize the item. Chair Gross further suggested that staff might be able to empty the meters on alternate days that could eliminate the meters getting full and causing a loss of revenue for the City.

G. STAFF ITEMS

Lieutenant Harrod introduced new traffic sergeant Mark Mason.

Lieutenant Harrod announced that the two additional officers added to traffic will be instrumental in revitalizing traffic enforcement.

Assistant Planner Danna reported the need to move forward and solidify the task force for downtown sign placement. He explained that two representatives would be needed from the PPIC.

Commissioner Stabile asked that they defer this item to the next meeting in lieu of the fact that they were missing two commissioners.

Assistant Planner Danna urged the commission to confirm their choices tonight so the task force could move forward.

There was some discussion among the Commissioners regarding the appointment to the task force. Some of the Commissioners were under the impression that they had already been appointed.

It was agreed that Assistant Planner Danna would consult the minutes from previous meetings to determine if the representatives were already chosen.

If they have not, Commissioners Stabile and Adami volunteered to represent the PPIC on the task force.

H. ADJOURNMENT

The meeting was adjourned at 10:38 p.m.

PATRICIA SHILLING
Recording Secretary

ATTEST:

ESTEBAN DANNA
Assistant Planner