

**CITY OF MANHATTAN BEACH
PARKING AND PUBLIC IMPROVEMENTS COMMISSION
MINUTES OF A REGULAR MEETING
April 25, 2013**

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 April, 2013, at the hour of 6:30 p.m., in the City Council Chambers of City Hall, 1400 Highland Avenue, in said City.

B. ROLL CALL

Present: Stabile, Silverman, Adami, Fournier and Nicholson.
Absent: None.
Staff Present: Traffic Engineer Zandvliet, Management Analyst Madrid, Officer Knickerbocker.
Clerk: Kozak.

C. APPROVAL OF MINUTES

04/25/13-1 March 28, 2013

Approved with no corrections.

MOTION: Commissioner Nicholson moved to approve the Parking and Public Improvements Commission minutes of March 28, 2013. The motion was seconded by Commissioner Fournier and passed by unanimous roll call vote.

D. AUDIENCE PARTICIPATION

None.

E. GENERAL BUSINESS

04/25/13-2 Consider Adult Crossing Guards and other Traffic Measures at Herrin Avenue and 18th Street and at Herrin Avenue at 19th Street

Management Analyst Madrid introduced the item and Traffic Engineer Zandvliet presented a Power Point presentation.

Commissioner Stabile asked if a stop sign on Herrin at 18th Street was considered.

Traffic Engineer Zandvliet responded no, that it was redundant and would congest the intersection and cause traffic to back up on 18th Street.

Commissioner Nicholson asked about the installation of a stop sign at the same location, but northbound on Herrin Avenue.

Traffic Engineer Zandvliet responded that it currently has significant right-of-way controls.

Commissioner Silverman asked if installing a diagonal crosswalk at 19th Street and Herrin Avenue was considered.

Traffic Engineer Zandvliet responded that he would not recommend that the pedestrians exposed to the traffic by crossing diagonally and it would be safer to cross with the two shorter crosswalks.

Commissioner Silverman and Commissioner Fournier asked if there was any consideration about transferring a crossing guard from another location and if it was an option to add an additional crossing guard.

Traffic Engineer Zandvliet explained that if the Commission was interested in transferring a crossing guard, an evaluation of the current 21 crossing guard locations would need to be performed and that the Commission could make a recommendation to add an additional crossing guard, however, by adding a crossing guard at a location that is not warranted it leads to other requests where they may not be warranted, so there needs to be some system of priority.

Chair Adami questioned whether the current 21 crossing guards meet the criteria as shown on the Evaluation Form that was used in the study.

Traffic Engineer Zandvliet responded that the last time staff performed an evaluation of the crossing guards was in 2010; that based on today's standards, not all 21 crossing guards would meet the evaluation criteria, but that he would need to perform an evaluation to confirm.

Commissioner Silverman questioned the reason for the study.

Traffic Engineer Zandvliet stated that the proposed recommendations are due to the pedestrian activity in the area and the recommendation are to encourage proper crossing practices. He stated that there is not a history of accidents in this location, but there was one accident at the intersection of Herrin Avenue and 18th Street three and a half years ago.

Chair Adami stated that the early morning sun makes it difficult to see the kids crossing and asked if that was considered as part of the evaluation.

Traffic Engineer Zandvliet answered that it generally is a temporary condition so it is not factor in.

Commissioner Silverman said that the Commission has dealt with all the schools over the past several years and one of the remedies was to occasionally have police officer presence to remind drivers that they should be following the traffic laws and expressed his concern about stop sign infractions.

Traffic Engineer Zandvliet said that the police officers do go out there, but due to the limited officers they cannot be there all the time. He stated that they can perform targeted enforcement, if needed.

Commissioner Nicholson stated he witnessed parents picking up their kids and failing to stop at the stop signs. He said that the yellow crosswalks will make it clearer and thinks having a police officer present and issuing citations would help and that there may be some behavior changes.

Traffic Engineer Zandvliet said that no amount of engineering can make a driver stop. The stop signs are there, and placing crosswalks will reinforce to drivers that they need to stop.

Commissioner Fournier wanted to clarify the crossing guard warrants.

Traffic Engineer Zandvliet explained that there needs to be forty students in both the am and the pm hours to meet the warrants. So the pedestrian volumes aren't met in the morning but are met in the afternoon.

Audience Participation

Chair Adami announced a three minute time limit for each speaker.

Eric Noll, Herrin Street, thanked Commissioner Silverman and Nicholson for visiting the site; felt that the red curbs and crosswalks would help detour the motorist who consistently parked within the crosswalks and encouraged the commission to adopt the recommendations.

Bob Waldron, Corner at 1821, stated that parents speed through the neighborhood and drop their kids off in the middle of the street; police presence is needed to issue citations; and that a crossing guard would not help.

Erica Noll, no address provided, said she walks this route every day to and from school; agrees that the painted crosswalks and a crossing guard would direct kids in the right direction; and that all the recommendations are worth looking at.

Seema Grover Wong, no address provided, stated that she is the Mother of the young lady who was struck by a car three and a half years ago. She asked the Commissioners to add the crosswalks, red markings, requested police enforcement and a crossing guard.

Edward Knizenski, 1817 North Herrin Avenue, thanked the Commissioners and the Traffic Engineer for the report and expressed concerns about the volume measurement numbers and felt they did exceed the State recommendations; that the red curbs, crosswalks, stop signs will help, but he thinks without a crossing guard and police enforcement, nothing will change the unsafe driving. He expressed the need for a loading zone and to reroute the traffic and pedestrians.

Mark Barrera, 1600 18th Street, expressed his concerns related to parents making U-turns in the Premier Field parking lot; that afternoon pickups bring more crowding, where the morning drop offs bring more speeding; that parents are not stopping at the stop sign; and enforcement is key to this issue.

Terence Lem, 19th street and Herrin, expressed that his biggest concern is the disregard of the parents and the lack of attention of the drivers in the area. The cars are not stopping at the stop signs; he is somewhat against the proposed crosswalk markings, red curbs and signage because it affects the visual aesthetics of the neighborhood; that police enforcement is the solution; and requests that the school district send a newsletter to inform the parents of the issues.

Stephanie Robins, 1805 Herrin Avenue, expressed concerns about liability issues; that 1800 block of Herrin Avenue is a dead end and is not designed to accommodate school traffic; that drivers make multiple turn movements to exit the area; the limited parking facilities are inadequate; that alternate drop off and pickup locations are needed; and that police enforcement is needed.

John Jackson, MBMS Principal, Mr. Jackson agrees with a lot of what has been said by previous speakers. He expressed that the School had some suggestions for the Safe Routes to School grant applications and that they had a plan that would help with the traffic and pedestrians issues, specifically in the area being discussed tonight. He feels that redirecting the way the children walk could help. He also stated that during the grant discussions, the school suggested to make the front of the school more attractive for drop off and pick up. Mr. Jackson spoke of the congestion at the intersection of Redondo Avenue and Manhattan Beach Boulevard. Parents go to the back of the school to pick up their children because it is quicker. Mr. Jackson made a reference to a previous speaker suggesting that the school write something in the newsletter, and stated that the school does not include such messages in their newsletter due to liability issues.

Christine Itano-Cosner, 1600 19th Street, stated that lack of enforcement is a part of the problem and feels that the police need to issue citations to the parents who are not following the law. She feels that even with painting the curbs red and putting in crosswalks, the problem is that parents are not paying attention and following the traffic laws and that the solution is a crossing guard.

Steven Robins, 1805 Herrin Avenue, stated that everything that has been presented are the things that the residents have to deal with in their neighborhood; that the recommendations are addressing the symptoms and not the root cause of the problem; that the real problem is the improper use of a residential street; and that he would like to see police enforcement and citations issued.

Piedad Garbalosa, 1601 18th Street, (Statement read by: Stephanie Robins), expressed concerns about parents speeding on Herrin Avenue and parking in front of her house and blocking her driveway and that she avoids leaving or returning to her house at those times of day.

Maarika Davidson, 1624 18th Street, (Statement read by: Stephanie Robins), expressed that the first priority is the safety of the students, but, the quality of life for the neighbors is impacted by all of the pedestrian and vehicle traffic. She schedules all of her appointments around the busy traffic times. She stated that adding marked crosswalks and/ or crossing guards would not help the gridlock for the residents. She requested a solution that will help the residents of the neighborhood.

Chair Adami thanked all the speakers who participated and closed the audience participation.

Commission Discussion

Commissioner Stabile stated that if the school was being built today, no one would have put an entrance to the school in the parking lot next to the baseball field. He stated that he has been on the commission since 2007 and in that time they have looked at traffic management around each one of the schools and there are common threads that they have heard, and it all has to do with parents speeding, blocking driveways, blocking intersections and lack of enforcement. At the public workshops, residents are repeatedly requesting police enforcement. Commissioner Stabile is inclined to agree with the recommendations, but thinks it will not have a significant impact on behavior. He would like to see enhanced enforcement. He thinks the Commission needs to take a broader look at this issue and perform a comprehensive systemic traffic management program. He suggests that further study include an evaluation to eliminate the back entrance to the school and alternative locations to direct students. He agrees with staff's recommendations, but is unsure it will make a significant impact. He is also unsure that the cost of adding a crossing guard is justified given the fact that the warrants are not met.

Commissioner Nicholson said he agreed with Commissioner Stabile entirely. He feels it's a systemic traffic management problem. He suggests evaluating the recommendations made by the Principal and to have more drop off locations where the kids may have to walk a few blocks. He feels that staff needs to take a bigger look at the issue and supports staff's recommendations as a good first step. He suggests that enforcement is needed but unsure if it will change driver behavior.

Traffic Engineer Zandvliet stated that in the past, the City performed school area parking studies and went through a neighborhood traffic calming process for each elementary school but not at the middle school. Manhattan Beach Middle School was included in the Northeast Traffic Management Plan area study and that's where some of staff's recommendations came from. The City and the schools work collaboratively to encourage students to walk to and from school which is the solution to fewer cars. He doesn't recommend all of the students walking to the front of the school because that creates even more congestion in the front of the school, and having multiple exits and entrances are generally better for schools because it helps distribute the traffic. Traffic Engineer Zandvliet also discussed the three E's—Engineering, Education and Enforcement.

Commissioner Fournier asked about the Safe Routes to School grant, if the proposed recommendations have any impact on the grant funds, if the funds can be used for some of these improvements and where staff is on the grant process.

Traffic Engineer Zandvliet explained that the items before the Commissioners tonight are not part of the grant and will not jeopardize any of the funds for the grant. The grant funds are pending, that it has been awarded but there is a proposal out for Engineering and it is a long term process with Caltrans.

Commissioner Fournier stated that he agrees with Commissioner Stabile, that the Commissioners are in agreement with staff's proposed recommendations and feels that visualization is an important component and that putting in crosswalks is not wasted. He stated that he would like to add a crossing guard but is not quite there in terms of the recommendation, so he would like to table that. He asked what the criteria are for the other twenty one crossing guards and if the commission could recommend taking a crossing guard from a location that may not be as congested.

Traffic Engineer Zandvliet answered that if tasked, staff can prepare an evaluation of the 21 crossing guard locations.

Commissioner Silverman commented that based on tonight's turnout shows how important these issues are to the community and he appreciates that. He likes the ideas that were proposed tonight and agrees with Commissioner Fournier on the red curbs, stop signs and crosswalks. He likes the idea of targeted enforcement as well as Principal Jackson's recommendations, and suggested using the grant funds to shuttle the students to or from different entrance and exit locations to decrease the traffic. He was unsure about the crossing guard helping and is supportive of some of the remedies that have been suggested.

Chair Adami stated that he is very familiar with that area; he feels the report is mostly based on engineering and it should focus more on safety because it is the most important thing. He recommends a more detailed study and suggested forming a task force involving the School District, The Principal, Traffic Engineer and the Police Department to prepare a more comprehensive report. He feels there is no coordination between the Citizens, School and the City. He mentioned possible liabilities to the City cost more than a crossing guard and that loading zones are a good idea.

The Commissioners briefly discussed how to word the two motions.

1st MOTION: Commissioner Nicholson moved to recommend approval of Staff's recommendation. The motion was seconded by Chairman Adami. The motion passed by the following unanimous roll call vote:

Ayes:	Stabile, Silverman, Chair Adami, Fournier, and Nicholson.
Noes:	None.
Abstain:	None.
Absent:	None.

2nd MOTION: Commissioner Nicholson moved to recommend that the city pursue a comprehensive school area traffic management study for Manhattan Beach Middle School. The motion was seconded by Commissioner Fournier. The motion passed by the following unanimous roll call vote:

Ayes: Stabile, Silverman, Chair Adami, Fournier, and Nicholson.
Noes: None.
Abstain: None.
Absent: None.

F. COMMISSION ITEMS

04/25/13-3 Commissioner Items

Commissioners Silverman and Nicholson inquired about Temporary Parking Permits issued to construction workers for their vehicles. He asked where they go to apply for a permit, permit limitations, where they can be used, and the purpose of the permits.

Management Analyst Madrid answered that the permits are issued though the Community Development Department. There is a maximum two permits per job site, the address of the site where the permit can be used is printed on the front and the rules and regulations are printed on the back stating that the user must adhere to all vehicle codes and parking prohibitions.

Officer Knickerbocker explained that the permits are for the construction trucks that need to park close to the job site because they have equipment or tools they need to do their work. He said they should not be used for regular passenger cars, that they must follow parking regulations or will be cited.

Commissioner Fournier asked if there were four motor officers divided in the city.

Officer Knickerbocker answered that there are five motor officers and the city is divided up into four sections. He stated that he has heard all of the concerns tonight and that he will take the issues back to the Traffic Division and put them at the top of the Hot Spot list for targeted enforcement.

Chairperson Adami thanked Officer Knickerbocker for his service.

Commissioner Nicholson asked about the parking request from the Parks & Recreation Commission regarding parking along Valley Drive across from Live Oak Park and Joslyn Center.

Traffic Engineer Zandvliet stated that he has been assigned that item and is following-up.

Officer Knickerbocker suggested loading zones may be helpful.

G. STAFF ITEMS

04/25/13-4 Monthly Revenue and Expenditure Reports

Received and Filed.

04/25/13-5 Staff Follow-up Items

Management Analyst Madrid updated the Commissioners on the status of Encroachment Code Amendments and that it is tentatively scheduled for City Council in June; that the Parkview parking meters request was added to the Action Minutes, but the item was not pulled by the City Council, so no action was taken. Management Analyst Madrid gave a brief explanation about the process of the Action Minutes and how the City Council reviews them.

Management Analyst Madrid reported that no additional signage will be installed for the No Smoking Ban; that she is working with the Police Department and Public Works on signage for the Bike Path and The Strand regarding path usage and that she reviewed Commissioner Fournier's request with the Traffic Engineer and Sergeant Vargas and that a work order has been prepared to install additional signage at the intersection of 15th Street/Valley Drive/Ardmore Avenue.

Commissioner Nicholson asked if there was any consideration about a PPIC and City Council joint meeting planned.

Management Analyst Madrid answered no there was not.

H. ADJOURNMENT

The meeting was adjourned at **8:45 p.m.** to the regular Parking and Public Improvements Commission Meeting on Thursday, May 23, 2013, in the City Council Chambers of City Hall, 1400 Highland Avenue, in said City.