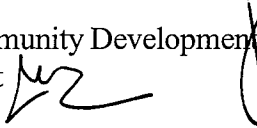


**CITY OF MANHATTAN BEACH
DEPARTMENT OF COMMUNITY DEVELOPMENT**

TO: Parking and Public Improvements Commission

FROM: Richard Thompson, Director of Community Development
Ana Stevenson, Management Analyst 

BY: Erik Zandvliet, Traffic Engineer

DATE: July 24, 2008

**SUBJECT: Pacific Elementary School Area Study
Follow-Up Evaluation**

RECOMMENDATION:

It is recommended that the Commission conduct a public hearing and vote to continue the initial traffic safety measures and implement the following additional measures for the area surrounding Pacific Elementary School:

1. Post limited time parking spaces in the Pacific Avenue loading zone for visitors.
2. Implement a regular and rotating police presence at Pacific School to enforce traffic laws.

BACKGROUND:

On November 19, 2002, the City Council approved the City-Wide Neighborhood Traffic Management Program (NTMP). This Program established a set of procedures to evaluate neighborhoods in an effort to improve livability of neighborhood streets. The NTMP created a consistent way for the City to evaluate traffic requests, so that a comprehensive plan can be implemented that will minimize adverse impacts both before and after implementation of traffic calming measures.

On March 18, 2003 and included in the 2008-09 Work Plan, the City Council prioritized several areas of the City for further analysis. At that meeting, the City Council identified the neighborhoods immediately around the elementary and middle schools as one of these priority areas. Since each school area has unique conditions and issues, each school is being evaluated separately. Grand View was chosen as the first priority.

The NTMP Program has been followed in developing possible vehicular and pedestrian improvements for the Pacific Elementary School. The process includes the following seven steps:

- Step 1-** Identify Candidate Streets/Neighborhoods
- Step 2-** Preliminary Screening and Evaluation
- Step 3-** Engineering Analysis/Preliminary Recommendations

- Step 4-** Neighborhood Meetings and Survey/Petitions
- Step 5-** Develop, Install, and Evaluate Test projects
- Step 6-** Determination of Permanent Project
- Step 7-** Monitoring

To initiate the NTMP process, City and Police Department Staff City Staff met with Dr. Christine Norvell, prior Principal of Pacific Elementary School, and other school staff on August 1, 2006, to listen and discuss school related traffic concerns. Additional comments were gathered through a request for comments sent to residents living on the surrounding streets.

On September 28, 2006, the PPIC heard public testimony and reviewed the list of initial recommendations prepared by the Traffic Engineer. The Commission heard from local residents and was supportive of the Traffic Engineer's recommended plan, but felt additional analysis is needed with regard to better utilization of the school's parking lots and loading zones. The Commission voted to recommend approval of a program of 20 mitigation measures on a trial basis for six months.

On November 8, 2006, the City Council reviewed the PPIC's recommendation and heard additional public testimony. Three residents spoke of their concerns related to school traffic. The Council unanimously voted to reschedule this item for a public hearing and directed staff to hold a public workshop with representatives from the City and School with notification to the school parents and surrounding neighborhood.

On January 30, 2007, the City and School held a public workshop at Pacific Elementary School. The meeting was attended by 7 residents, 2 school staff, 2 City staff and two Councilmembers. At the meeting, it was agreed 1) that parking on the north side of 14th Street between John Street and Poinsettia Avenue would not be recommended, 2) that a floating crossing guard be considered to assist at the loading zone, and 3) to study the addition of a passenger loading zone on the west side of Pacific Avenue just south of 14th Street.

On March 7, 2007, the City Council discussed the cumulative suggestions and findings, and heard additional public testimony from school representatives and residents surrounding the school area. The City Council approved initial measures as recommended by staff, with direction to pursue additional involvement of the PTA and volunteers in the implementation of the plan.

Immediately after the City Council meeting, the Public Works Department began implementing the sign and marking changes. The physical improvements were completed during Spring Break 2007.

DISCUSSION:

Pacific Elementary School is located on Pacific Avenue in the northwest quadrant of the city, just north of Manhattan Beach Boulevard. The school attendance boundary extends from Ardmore Avenue/Laurel Avenue on the west, Rosecrans Avenue to the north, Sepulveda Boulevard to the east, and Manhattan Beach Boulevard to the south. There are approximately 600 students in

Grades K through 5. School begins at 8:15am and 8:45am with two dismissals at approximately 2:05pm and 2:45pm. Kindergarten and minimum days have different schedules. There are 56 off-street parking spaces on campus and 18 diagonal spaces along Pacific Avenue.

Circulation around Pacific School is primarily via Pacific Avenue in front of the school, and John Street/14th Street at the back of the school. Kindergarten students also use small loading zones along 17th Street and 14th Street. Some 4th and 5th graders also enter and leave via a gate on Poinsettia Avenue across the ball field.

The local neighborhood streets surrounding Pacific Elementary School are built in a grid network and served by local collector streets such as Pacific Avenue and Poinsettia Avenue. Both of these streets are signalized at Manhattan Beach Boulevard. The streets surrounding the school are improved with curbs, gutters and sidewalks. Pacific Avenue north of 17th Street is narrower than the section in front of the school. Some traffic calming measures have been implemented in the area, including landscaped road narrowing at Pacific Avenue/14th Street. All of the local streets surrounding the school campuses are congested at arrival and dismissal times on school days, often blocking local residential traffic.

EVALUATION OF INITIAL MEASURES

Staff conducted several follow-up field investigations to evaluate the effectiveness of the implemented traffic safety measures. Traffic flow during school hours has improved, particularly along John Street and 14th Street. Congestion continues to occur along 14th Street, largely due to the narrowness of the street. Overall, field reviews confirm that traffic is flowing smoother, and appears to be more orderly. This can be attributed several factors: the designated loading zone in front of the school, new turn restrictions, loading instructions issued to the parents by the school, clear traffic markings as well as heightened police presence and a school campaign to walk to school. The improvements show how the combined efforts and cooperation of school leaders, PTA officials, City departments and Police staff have been able to make a difference. It also shows that all three “E’s” - Engineering, Education and Enforcement, are necessary to make a traffic safety system work.

It should be noted that all of the measures have not been implemented to date. A more detailed analysis of each approved measure is provided below:

1. Replace missing and non-standard traffic signs and street name signs. This action has been completed and appears to be improving driver compliance of the rules-of-the-road, as well as raise awareness of pedestrians and discourage speeding in the school area.
2. Concentrate traffic and parking enforcement around the school campus on a regular basis. Additional police enforcement has been made, especially in the Fall, however, school representatives note that enforcement activity has been reduced in recent months.

3. Paint school crosswalks and markings on an annual basis. This action has been implemented at several locations to reinforce compliance of pedestrian right-of-way rules and raising awareness of pedestrians in the school area.
4. Change afternoon student loading zone hours from 2-3:15pm to 1-3:15pm on all loading zones except 17th Street. This measure was implemented during Spring Break 2007 primarily to more closely match the school loading times. The new hours have improved traffic circulation in front of the school and the zone used for short-term parking during non-loading hours.
5. Lengthen existing student loading zone on the east side of Pacific Avenue south of the diagonal parking area. This measure was implemented during Spring Break 2007 and the time. This extended loading zone has improved traffic circulation in front of the school and is used for short-term parking during non-loading hours. The loading zone stripe has improved the orderliness of the loading operation.
6. Paint "NO STUDENT LOADING" markings along the diagonal parking on the east side of Pacific Avenue. This measure was completed during Spring Break 2007 and has prevented many pedestrian conflicts along the diagonal parking zone in front of the school. However, additional enforcement and education is necessary to maintain compliance at this location.
7. Enhance student loading zones on Pacific Avenue and 17th Street by painting a designated loading lane. This measure was completed during Spring Break 2007 and appears to be reducing vehicle conflicts, frustration, back-ups and congestion along Pacific Avenue and 17th Street.
8. Post signs to prohibit left turns into the Pacific School loading zone from John Street into the loading bay turnout. This measure was completed during Spring Break 2007 and has been found to reduce vehicle conflicts and congestion along John Street. Parents are now accustomed to entering the loading queue line in the westbound direction only.
9. Add directional arrows for westbound 14th Street at the John Street loading zone. See No. 8.
10. Paint new school crosswalks at the stopped intersection of Poinsettia Avenue and 14th Street on the east and west legs. This measure was completed during Spring Break 2007 and has helped make drivers more aware of pedestrian crossings at this intersection.
11. Encourage the school to provide a formal program to enlist volunteer and/or staff supervision to assist student loading/unloading at main loading zones.. School representatives should be present at the meeting to inform the Committee on any actions they have taken to implement a formal program. The school does post loading zone signs and places cones in the loading zone area to keep an orderly flow.
12. Encourage the school to implement a formal student car-pool and walking incentive program for both parents and students. The school encourages walking on certain days as a way to

get students in the habit of walking to school. School representatives may be able to provide additional details.

13. Encourage the school to create a new on-campus student loading area along the east side of the school buildings between 17th Street and 14th Street in lieu of one or more on-street loading areas. This measure was discussed with school representatives for their consideration to present to the School District as a capital project. Status is unknown at this time.
14. Prepare Suggested Routes to School map for distribution to parents. A new Suggested Route to School map prepared by the City will be distributed at the start of the upcoming school year. This action will help educate parents and students of the preferred routes when walking or biking to school. It can be used to encourage more walking to school, thereby reducing traffic congestion on streets surrounding the school.
15. Encourage the school to distribute traffic safety handouts regularly throughout the school year. This action will remind school staff, students, parents and other users to follow the recommended driving, walking and parking practices in order to reduce potential residential impacts.
16. Request that the School District consider how it might best utilize and encourage use of their internal parking lots. School administrators have been asked to give a response to this recommendation at the follow-up meeting.
17. Direct staff to review the feasibility of creating limited time parking spaces in the Pacific Avenue loading zone for visitors. This measure is being recommended as a follow-up measure.
18. Direct staff to study the impact of removing the Pacific Avenue and other loading zones and direct all loading traffic to a new on-campus student loading area. This measure was discussed with school administrators who responded that several campus sensitive areas would have to be crossed by vehicles in order to provide circulation and the risk due to student exposure was too great.
19. Add floating crossing guard to help with loading & unloading. School administrators have been asked to give a response to this recommendation at the follow-up meeting.

Other Possible Measures

Pursuant to the collective discussions and observations as well as testimony made at this meeting, additional measures may be considered. Since recurrent speeding was not observed during school hours in either the initial or follow-up studies, a possible toolbox measure for

speed humps in school areas was considered but is not recommended at this time. However, as the result of the follow-up investigation, two additional measures are recommended by staff:

Post limited time parking spaces in the Pacific Avenue loading zone for visitors. This measure is supported by the City Traffic Engineer to provide additional parking opportunities for visitors.

Implement a regular and rotating police presence at Pacific School to enforce traffic laws. School representatives feel that additional police enforcement is critical to improving compliance with the school circulation plan.

NEXT STEPS

Pursuant to the Neighborhood Traffic Management Program, parents, school staff and residents have been invited to this public workshop to discuss the recommended measures and gather comments regarding the existing and proposed conditions. The PPIC's recommendations and workshop comments will then be forwarded to the City Council. Once approved by the City Council, the initial measures would remain in place and new measures would be implemented. The City will continue to work with Pacific School and the School District to coordinate and monitor all measures. If the monitoring uncovers possible improvements that might improve traffic flow and safety, changes to the comprehensive plan would then be recommended to the PPIC as defined in the NTMP process.

Both the Fire and Police Departments have been involved in the preparation of the School Area NTMP and have no preliminary objections to the recommended actions. By way of mailed notices, the residents, school officials and affected parties surrounding the school campus have been invited to this PPIC meeting. Pacific School has also been encouraged to distribute the meeting notice to all school parents.

- Exhibits:
- A. Neighborhood Vicinity Aerial Map / Area Map
 - B. Implemented Measures Diagram
 - C. 3/07/07 City Council Staff Report and Minutes
 - D. Meeting Notice

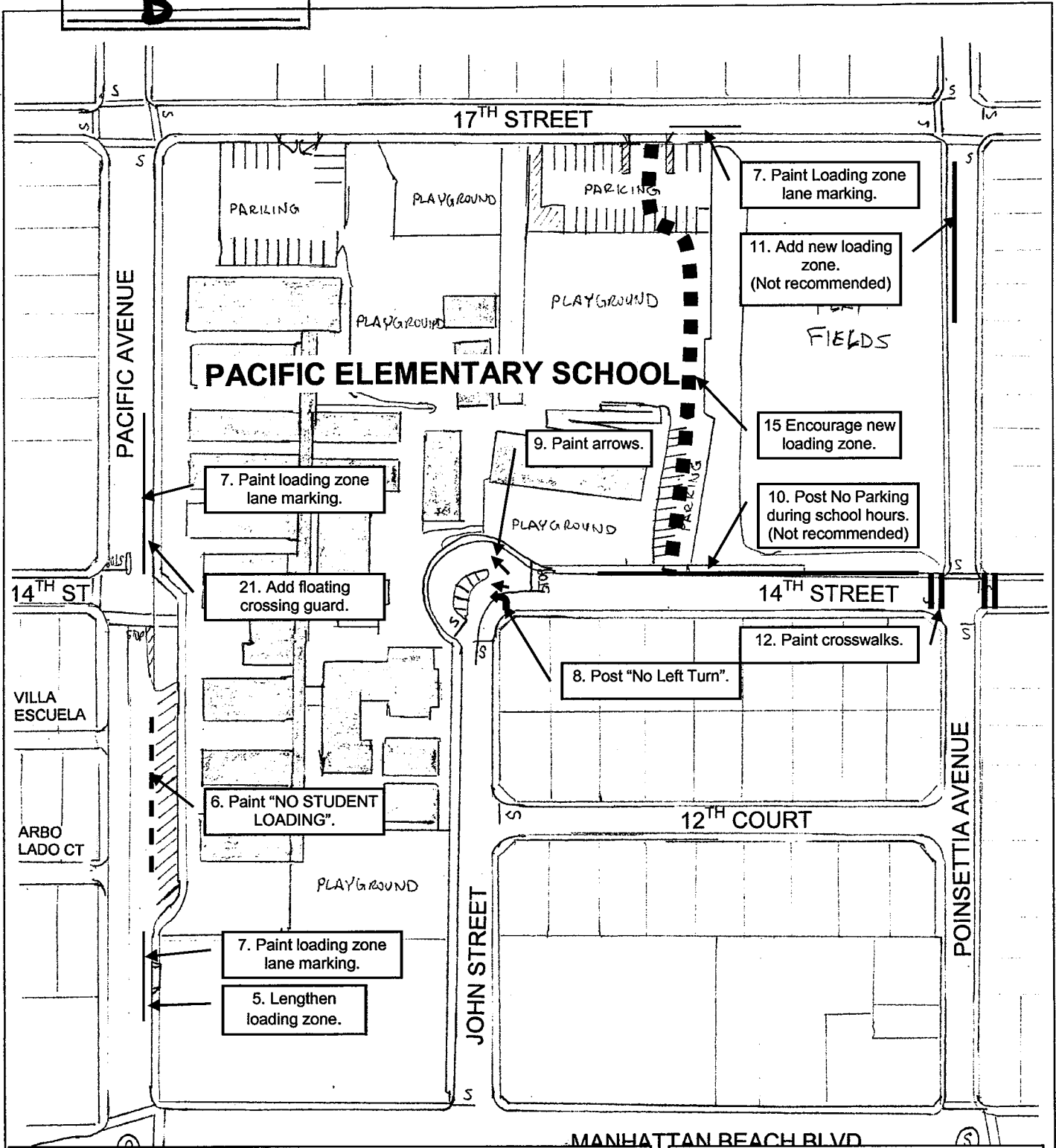
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Exhibit A
Pacific Elementary School
Neighborhood Vicinity Aerial Map



EXHIBIT

B



GENERAL RECOMMENDATIONS

1. Replace school signs.
2. Regular traffic/parking enforcement.
3. Paint school crosswalks annually.
4. Change school loading zone hours.

16. Prepare Suggested Routes Map.
19. Study feasibility of limited time visitor parking in loading zone.
20. Study relocation of all loading on Pacific to on-campus loading area.

SCHOOL ACTIONS

13. Volunteer/staff loading assistance.
14. Student Car-Pool/Walking program
15. New on-campus loading zone.
17. Distribute traffic safety handouts.
18. Consider best use of parking lots.



City of Manhattan Beach
Department of Community Development

PACIFIC ELEMENTARY SCHOOL TRAFFIC SAFETY RECOMMENDATIONS

9/12/08

EXHIBIT

C

Agenda Item #:

07/0307.15



Staff Report City of Manhattan Beach

TO: Honorable Mayor Tell and Members of the City Council

THROUGH: Geoff Dolan, City Manager *GD*

FROM: Richard Thompson, Director of Community Development
Rob Osborne, Management Analyst *RO*
Erik Zandvliet, City Traffic Engineer *EZ*

DATE: March 7, 2007

SUBJECT: Uphold the Parking and Public Improvements Commission Recommendation to Approve Initial Recommendations for the Pacific Elementary School Traffic and Parking Study

RECOMMENDATION:

It is recommended that the Council pass a motion to approve the Parking and Public Improvements Commission (PPIC) recommendation to implement the following traffic and parking management plan around the Pacific Elementary School campus for a six-month trial period (as amended in bold):

1. Replace missing and non-standard traffic signs and street name signs.
2. Concentrate traffic and parking enforcement around the school campus on a regular basis.
3. Paint school crosswalks and markings on an annual basis.
4. Change afternoon student loading zone hours from 2-3:15pm to 1-3:15pm on all loading zones except 17th Street.
5. Lengthen existing student loading zone on the east side of Pacific Avenue south of the diagonal parking area.
6. Paint "NO STUDENT LOADING" markings along the diagonal parking on the east side of Pacific Avenue.
7. Enhance student loading zones on Pacific Avenue and 17th Street by painting a designated loading lane.
8. Post signs to prohibit left turns into the Pacific School loading zone from John Street into the loading bay turnout.
9. Add directional arrows for westbound 14th Street at the John Street loading zone.
10. Prohibit parking on the north side of 14th Street between John Street and Poinsettia Avenue on school days only. **(No longer recommended pursuant to workshop discussion.)**
11. Add a new student loading area on the west side of Poinsettia Avenue adjacent to the ball field by painting white curb and installing signs. **(No longer recommended at the request of Principal.)**

12. Paint new school crosswalks at the stopped intersection of Poinsettia Avenue and 14th Street on the east and west legs.
13. Encourage the school to provide a formal program to enlist volunteer and/or staff supervision to assist student loading/unloading at main loading zones.
14. Encourage the school to implement a formal student car-pool and walking incentive program for both parents and students.
15. Encourage the school to create a new on-campus student loading area along the east side of the school buildings between 17th Street and 14th Street in lieu of one or more on-street loading areas. **(Principal expressed opposition to an on-campus loading area during workshop discussion.)**
16. Prepare Suggested Routes to School map for distribution to parents.
17. Encourage the school to distribute traffic safety handouts regularly throughout the school year.
18. Request that the School District consider how it might best utilize and encourage use of their internal parking lots.
19. Direct staff to review the feasibility of creating limited time parking spaces in the Pacific Avenue loading zone for visitors.
20. Direct staff to study the impact of removing the Pacific Avenue and other loading zones and direct all loading traffic to a new on-campus student loading area.
21. Add a floating crossing guard to assist with loading and unloading and appropriate \$10,000 from the Council Contingency Fund. **(Added pursuant to workshop discussion.)**

FISCAL IMPLICATION:

The recommended modifications could be accomplished through existing Public Works programs and budgets with the exception of Measure No. 21, which would require appropriation of additional funding for a new crossing guard. The estimated annual cost for a new crossing guard is \$10,000, which could be appropriated from the Council Contingency Fund.

BACKGROUND:

In November 2002 the City Council approved the City-Wide Neighborhood Traffic Management Program (NTMP). The Program established a set of procedures for evaluating neighborhoods in an effort to improve livability of neighborhood streets. In March 2003, the Council directed staff to conduct studies of traffic and parking conditions in the areas surrounding the schools in Manhattan Beach.

The NTMP Program has been followed in developing possible vehicular and pedestrian improvements for Pacific School. Staff met with school representatives in August to identify concerns and suggestions. Subsequently, a mailing was sent to area residents giving them an opportunity to provide input. The information obtained was incorporated into an analysis that was presented to the Parking and Public Improvements Commission on September 28, 2006, and to the City Council on November 8, 2006. A public workshop was held on January 30, 2007 with school parents and neighbors.

DISCUSSION

As described in the attached report the City Traffic Engineer identified concerns in the following areas:

- Congestion during drop-off and pick-up times
- Traffic and parking violations occurring near the school
- A shortage of public parking on Pacific Avenue
- Driver confusion at the John Street/14th Street loading area
- School area signs and markings are outdated and/or missing
- No current suggested routes to school plan for the school
- Insufficient visitor parking spaces in the school parking lots

To mitigate these issues, the Traffic Engineer recommended the following program of initial mitigation measures:

- Replace missing and non-standard traffic signs and street name signs.
- Concentrate traffic and parking enforcement around the school campus on a regular basis.
- Paint school crosswalks and markings on an annual basis.
- Change afternoon student loading zone hours from 2-3:15pm to 1-3:15pm on all loading zones except 17th Street.
- Lengthen existing student loading zone on the east side of Pacific Avenue south of the diagonal parking area.
- Paint "NO STUDENT LOADING" markings along the diagonal parking on the east side of Pacific Avenue.
- Enhance student loading zones on Pacific Avenue and 17th Street by painting a designated loading lane.
- Post signs to prohibit left turns into the Pacific School loading zone from John Street into the loading bay turnout.
- Add directional arrows for westbound 14th Street at the John Street loading zone.
- Prohibit parking on the north side of 14th Street between John Street and Poinsettia Avenue on school days only.
- Add a new student loading area on the west side of Poinsettia Avenue adjacent to the ball field by painting white curb and installing signs.
- Paint new school crosswalks at the stopped intersection of Poinsettia Avenue and 14th Street on the east and west legs.
- Encourage the school to provide a formal program to enlist volunteer and/or staff supervision to assist student loading/unloading at main loading zones.
- Encourage the school to implement a formal student car-pool and walking incentive program for both parents and students.
- Encourage the school to create a new on-campus student loading area along the east side of the school buildings between 17th Street and 14th Street in lieu of one or more on-street loading areas.
- Prepare Suggested Routes to School map for distribution to parents.
- Encourage the school to distribute traffic safety handouts regularly throughout the school year.

PPIC Meeting

On September 28, 2006, the PPIC discussed the findings and heard testimony from two area residents. The speakers described concerns related to limited parking on Pacific Avenue and

student pick-ups and drop-offs. The Commission was supportive of the Traffic Engineer's recommended plan, but felt additional analysis is needed in the following areas:

- Improved utilization of the school's parking lots
- Creation of a limited time parking zone on Pacific Avenue to accommodate visitors
- Feasibility of removing loading zones on Pacific Avenue and directing all pick-up and drop-off traffic to an on-campus loading area

The Commission voted (3-0, Donahue and Paralusz absent) to recommend approval of a program of 20 mitigation measures on a trial basis for six months.

City Council Review

On November 8, 2006, the City Council reviewed the PPIC's recommendations and heard additional public testimony. Three residents spoke of their concerns related to school traffic. The Council concluded that additional public input was needed and therefore continued the item and directed staff to hold a public workshop with representatives from the City and School and notification to the school parents and surrounding neighborhood.

Public Workshop

On January 30, 2007, the City and School held a public workshop at Pacific School. The meeting was attended by 7 residents, 2 school staff, 2 City staff and Councilmembers Fahey and Montgomery. The main issues of concern were as follows:

- A. Recommendation #10 – prohibiting parking on the north side of 14th Street between John Street and Poinsettia Avenue. Residents on 14th Street believe prohibiting parking on 14th Street would not provide any safety benefits and would adversely impact the parking situation in the area. It was agreed upon that the parking restriction will not be recommended at this time.
- B. Add a floating crossing guard to assist at the loading zone - Several residents suggested adding a floating crossing guard to assist with student pick-ups and drop-offs along Pacific Avenue. The City and School representatives agreed in concept to this suggestion.
- C. Add a passenger loading zone on the west side of Pacific Avenue just south of 14th Street. A resident suggested that a drop-off zone be established in this area. He explained a loading zone for southbound traffic would be less impacting to residents because there are no adjacent residential frontages. It was agreed that staff would evaluate adding a loading zone at this location.

The City Traffic Engineer has made an evaluation of a loading zone on the west side of Pacific Avenue. This measure is not recommended for the following reasons:

- A loading zone would require the removal of up to 10 parking spaces in the morning and again in the afternoon.
- This parking area is heavily used by residents of the homes along 14th Street, Villa Escuela (13th Street) and Arbo Lado Court.

- The adjacent homes have limited parking supply, and overnight parking is common along Pacific Avenue.
- A loading zone just south of 14th Street would routinely overflow across the intersection and school crosswalk on the north leg, causing gridlock and adversely impacting school area safety.
- Students would be required to cross a busy street to reach the school.
- Students may be inclined to cross Pacific Avenue midblock rather than walking farther to the crosswalks at the intersection in order to reach the loading zone.

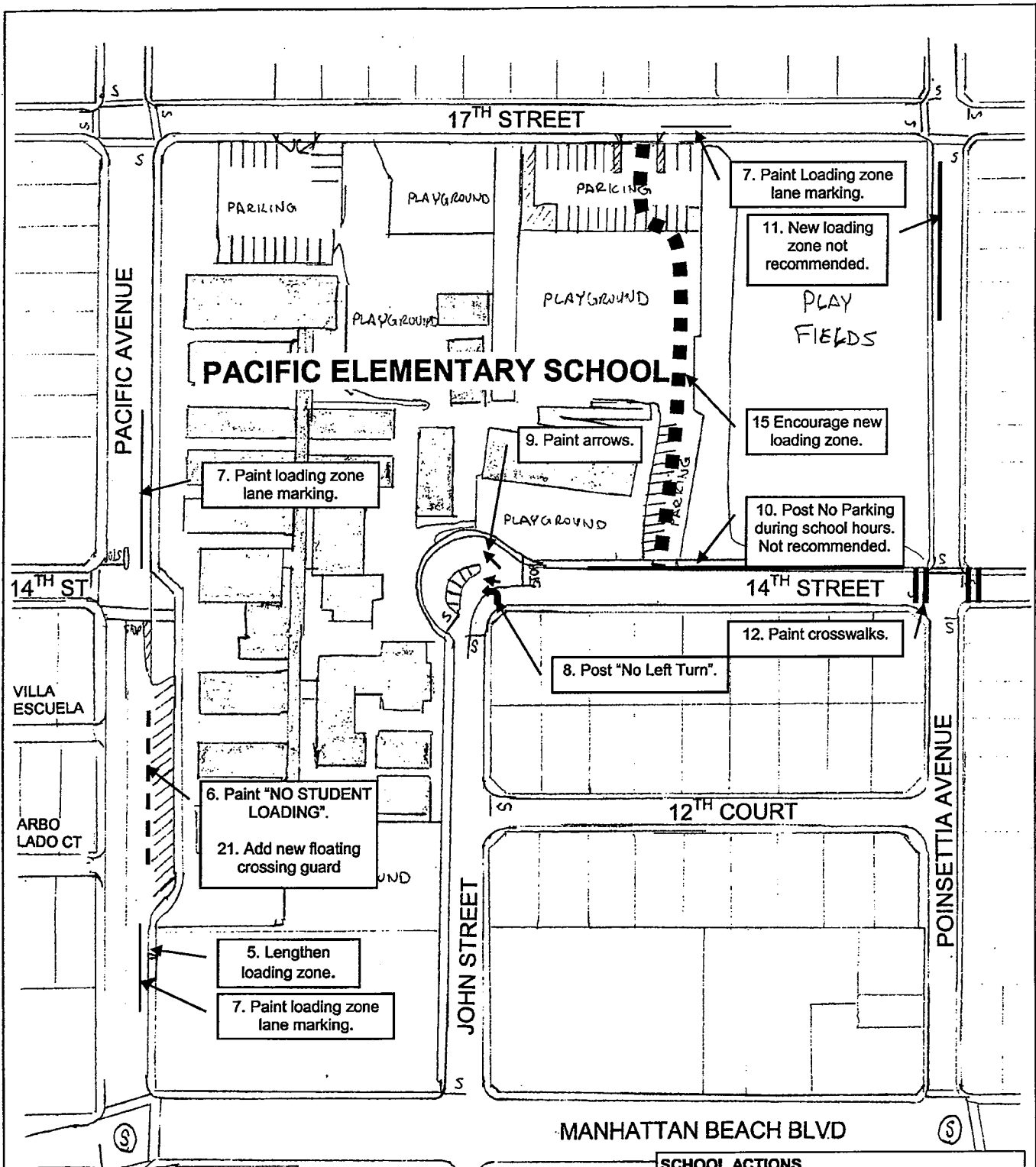
Once the Traffic and Parking Management Plan is approved, a follow-up evaluation would be conducted after implementation to determine if it has proven effective and/or needs to be modified. This evaluation will be presented to the PPIC at a future meeting, with notices sent to affected stakeholders.

Meeting notices for this meeting were sent to school and district representatives and to all properties surrounding the school campus.

ALTERNATIVES:

1. **APPROVE** the recommendations of the Parking and Public Improvements Commission as amended pursuant to the Public Workshop.
2. **PROVIDE** staff with direction.

- Attachments:
- A. Sketch of recommended measures (Revised 2/20/07)
 - B. Excerpt from City Council minutes of 11/8/06
 - C. City Council Report dated 11/8/06, with attachments
 - D. Meeting notice



GENERAL RECOMMENDATIONS

- 1. Replace school signs.
- 2. Regular traffic/parking enforcement.
- 3. Paint school crosswalks annually.
- 4. Change school loading zone hours.
- 16. Prepare Suggested Routes Map.

SCHOOL ACTIONS

- 13. Volunteer/staff loading assistance.
- 14. Student Car-Pool/Walking program.
- 15. New on-campus loading zone.
- 17. Distribute traffic safety handouts.



City of Manhattan Beach
Department of Community Development

**PACIFIC ELEMENTARY SCHOOL
TRAFFIC SAFETY RECOMMENDATIONS**

9/12/06

For the record, Mayor Pro Tem Aldinger amended his dissenting vote to vote in favor of removing the stop sign.

Management Analyst Osborne confirmed that signs notifying residents that the intersection has changed will be posted.

City Manager Dolan advised that a resolution related to this matter is before the Council this evening for consideration.

MOTION: Mayor Pro Tem Aldinger moved to adopt Resolution No. 6072 as written. The motion was seconded by Councilmember Ward and passed by the following roll call vote:

Ayes: Fahey, Ward, Aldinger and Mayor Tell.
Noes: Montgomery.
Abstain: None.
Absent: None.

RESOLUTION NO. 6072

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MANHATTAN BEACH, CALIFORNIA, AMENDING SECTIONS 20 (ONE WAY STREETS) AND 21 (THROUGH STREETS AND STOP INTERSECTIONS) OF RESOLUTION NO. 2715 (THE TRAFFIC RESOLUTION)

06/1108.15 Uphold the Parking and Public Improvements Commission Recommendation to Approve Initial Recommendations for the Pacific Elementary School Traffic and Parking Study

A member of the audience pulled this item from the Consent Calendar for Council discussion.

The following individuals spoke on this item:

- **Barbara Sills, 1600 Block of Poinsettia Avenue**
- **Mary Hornickel, 1400 Block of Pacific Avenue**
- **Tom Kelly, 1400 Block of Pacific Avenue**

The Council agreed that this item should be set for a public hearing as soon as possible and that a meeting about traffic difficulties in the vicinity of Pacific Elementary School, between interested parties, Council representatives and representatives from Pacific Elementary School and the School Board, should be held at Pacific Elementary School prior to the public hearing.

MOTION: Mayor Pro Tem Aldinger moved that the Parking and Public Improvements Commission's recommendation to approve initial recommendations for the Pacific Elementary School Traffic and Parking Study be set for a public hearing. The motion was seconded by Councilmember Montgomery and passed by the following unanimous roll call vote:

Ayes: Montgomery, Fahey, Ward, Aldinger and Mayor Tell.
Noes: None.
Abstain: None.
Absent: None.

City Manager Dolan advised that this item will be presented for the Council's consideration subsequent to a meeting between representatives from the Council, Pacific Elementary School and the School Board and that neighborhood and Pacific Elementary School parents will be notified of the hearing.

Councilmembers Fahey and Montgomery volunteered to represent the Council at the meeting between interested parties, Pacific Elementary School and the School Board representatives.

06/1108.16 Uphold the Parking and Public Improvements Commission Recommendation to Deny a Request for a Street Light Addition at the 14th Place and Ocean Drive

A member of the audience pulled this item from the Consent Calendar for Council discussion.

The following individuals spoke on this item:

- Barbara Lee, 14th Place and Ocean Avenue
- Paul Lenz, 14th Place and Ocean Avenue
- Bob Holmes, 1300 Block of the Strand and Property Owner in the Subject Area
- Richard Berry, 1400 Block of the Strand

Associate Engineer Gil Gamboa advised that the majority of residents living near the subject location who spoke to this item at the Parking and Public Improvements Commission's meeting were concerned about the potential for glare resulting from the proposed light; that a shield over the light would not completely prevent against glare; and that a light at a ground height is not an option that would be provided by Southern California Edison.

City Manager Dolan confirmed that residents were notified of the Council's consideration of this item.

The Council noted the difficulty of overriding the Parking and Public Improvements Commission's recommendation. They extensively reviewed a map showing the addresses of those in favor and those opposed to the proposed light and discussed the safety concerns in the area due to darkness. The Council agreed that, should the proposed light be approved, glare should be minimized as much as possible while providing as much light as possible and that the light should be situated on the pole so as to minimize impact on surrounding residences as much as possible.

Barbara Lee returned to the podium to relate her willingness to agree with the proposed light due to her better understanding of safety issues in the area as a result of the discussion this evening. She asked that the light be shielded as much as possible to prevent against glare.

MOTION: Mayor Pro Tem Aldinger moved to approve the request for a new street light at the intersection of 14th Place and Ocean Drive. The motion was seconded by Councilmember Fahey and passed by the following unanimous roll call vote:

Ayes: Montgomery, Fahey, Ward, Aldinger and Mayor Tell.
Noes: None.
Abstain: None.
Absent: None.



Agenda Item #: 06/1108.15

Staff Report

City of Manhattan Beach

TO: Honorable Mayor Tell and Members of the City Council

THROUGH: Geoff Dolan, City Manager *GD*

FROM: Richard Thompson, Director of Community Development *RT*
Rob Osborne, Management Analyst *RO*

DATE: November 8, 2006

SUBJECT: Uphold the Parking and Public Improvements Commission Recommendation to Approve Initial Recommendations for the Pacific Elementary School Traffic and Parking Study

RECOMMENDATION:

It is recommended that the Council pass a motion to approve the Parking and Public Improvements Commission recommendation to implement the following traffic and parking management plan around the Pacific Elementary School campus for a six-month trial period:

1. Replace missing and non-standard traffic signs and street name signs.
2. Concentrate traffic and parking enforcement around the school campus on a regular basis.
3. Paint school crosswalks and markings on an annual basis.
4. Change afternoon student loading zone hours from 2-3:15pm to 1-3:15pm on all loading zones except 17th Street.
5. Lengthen existing student loading zone on the east side of Pacific Avenue south of the diagonal parking area.
6. Paint "NO STUDENT LOADING" markings along the diagonal parking on the east side of Pacific Avenue.
7. Enhance student loading zones on Pacific Avenue and 17th Street by painting a designated loading lane.
8. Post signs to prohibit left turns into the Pacific School loading zone from John Street into the loading bay turnout.
9. Add directional arrows for westbound 14th Street at the John Street loading zone.
10. Prohibit parking on the north side of 14th Street between John Street and Poinsettia Avenue on school days only.
11. Add a new student loading area on the west side of Poinsettia Avenue adjacent to the ball field by painting white curb and installing signs.
12. Paint new school crosswalks at the stopped intersection of Poinsettia Avenue and 14th Street on the east and west legs.

