



Agenda Item #: 07/0619.12

# 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*  
Erik Zandvliet, City Traffic Engineer *EZ*

**DATE:** June 19, 2007

**SUBJECT:** Consideration of PPIC Recommendation to Approve Installation of Pedestrian Signal Indications in all directions and Deny the Request for Protected Left Turn Arrows at the intersection of Manhattan Beach Boulevard and Redondo Avenue.

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### RECOMMENDATION:

It is recommended that the City Council pass a motion to approve the Parking and Public Improvements Commission recommendation to:

1. Approve the installation of "countdown" pedestrian signal indications in all directions at the intersection of Manhattan Beach Boulevard and Redondo Avenue, and
2. Deny the request for fully protected left turn arrows at the same intersection.

### FISCAL IMPLICATION:

The recommended modifications can be accomplished through the existing Public Works Traffic Signal Maintenance budget.

### BACKGROUND:

In February 2007, Mr. Marc Reede, a local resident, submitted a petition to install fully protected left turn arrows in the eastbound and westbound directions on Manhattan Beach Boulevard and Redondo Avenue and prohibit U-turns at the same intersection. The petition states that vehicles in the westbound direction are speeding, and are being cut-off by drivers making the eastbound to northbound movement at an intersection with high student pedestrian crossing volumes. The petition is supported by the Manhattan Beach Middle School principal and is signed by 136 parents. On January 15, 2002, the City Council approved the installation of "protected-permissive" left turn arrows in the eastbound and westbound directions at the intersection as the result of a serious traffic collision and a request from several MBMS parents. Numerous other safety enhancements were more recently implemented near the intersection pursuant to some of Mr. Reede's other requests.

**DISCUSSION:**

As described in the attached report, the Traffic Engineer does not support the installation of fully protected left turn arrows at the intersection of Manhattan Beach Boulevard and Redondo Avenue at this time. The relatively low left turn volumes, good visibility, absence of collision history, and limited hours of benefit do not justify the associated increase in overall vehicle delay that would be caused by fully protected left turn arrows. During most of the day, drivers would have to wait unnecessarily for the next left turn cycle.

The Traffic Engineer has concluded that the existing protected-permissive left turn operation is appropriate for this location and existing volumes. He states that the potential pedestrian exposure at the intersection is mainly caused by pedestrians entering the crosswalks too late, which would be better addressed with the installation of "countdown pedestrian signal heads". These pedestrian signal indications display the amount of time remaining to cross as a way to assist pedestrians in gauging whether or not to enter the crosswalk, or to complete their crossing. It also helps crossing guards in regulating pedestrian flow.

***PPIC Review***

On May 24, 2007, the Parking and Public Improvements Commission reviewed the Traffic Engineer's report and heard testimony from four (4) residents including Mr. Reede. All of the speakers agreed that pedestrian crossing safety is a concern at this location and supported anything that would make the intersection safer for school children. The Commission agreed with the Traffic Engineer's findings and voted unanimously with the staff recommendation, with Commissioner Osterhout noting he would also have supported the petition request.

A City Council meeting notice was sent to the petitioners through Mr. Reede and to those who spoke at the Parking and Public Improvements Commission meeting.


**ALTERNATIVES:**


1. APPROVE the recommendation of the Parking and Public Improvements Commission.
2. REMOVE this item from the Consent Calendar and modify the recommendation or provide staff with direction.

Attachments: A. PPIC report dated 5/24/07, with attachments  
B. Excerpt from PPIC minutes of 5/24/07  
C. City Council meeting notice, 6/19/07

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

**TO:** Parking and Public Improvements Commission

**FROM:** Richard Thompson, Director of Community Development  
Rosemary Lackow, Senior Planner 

**BY:** Erik Zandvliet, Traffic Engineer 

**DATE:** May 24, 2007

**SUBJECT:** Petition Request for Protected Left Turn Arrows at the Intersection of  
Manhattan Beach Boulevard and Redondo Avenue

**RECOMMENDATION:**

That the Commission pass a motion to approve a staff recommendation to install "Pedestrian Countdown Signal" indications in all directions at the intersection of Manhattan Beach Boulevard at Redondo Avenue.

**BACKGROUND:**

In February 2007, Mr. Marc Reede, a resident on Curtis Street, submitted a petition requesting that the City install fully protected left turn arrows in the eastbound and westbound directions on Manhattan Beach Boulevard and Redondo Avenue and prohibit U-turns at the same intersection. The petition states that vehicles in the westbound direction are speeding, and are being cut-off by drivers making the eastbound to northbound movement at an intersection with high student pedestrian crossing volumes. The petition is supported by the Mr. John Jackson, Principal of Manhattan Beach Middle School, and is signed by 136 parents.

On January 15, 2002, the City Council approved the installation of "protected-permissive" left turn arrows in the eastbound and westbound directions at the intersection as the result of a serious traffic collision and a request from several MBMS parents. The project was funded and the traffic signal was modified in 2003 to provide protected left turn arrow phasing followed by a green "ball" to allow left turns to be made during normal gaps in traffic in the eastbound and westbound directions.

**DISCUSSION:**

Mr. Reede initially contacted the City over a year ago, expressing concerns about speeding and the operation of the traffic signal at Manhattan Beach Boulevard near Redondo Avenue. Mr. Reede suggested flashing warning signs, changing the pedestrian walk/don't walk times, and a red-light delay between green lights in opposing directions. Pursuant to his request, the City included this intersection in its analysis of the Northeast Area Neighborhood Traffic Management Program (NTMP).

In September 2006, the City Traffic Engineer and Police Department met with Mr. Reede at the intersection, and the following additional measures were implemented. These measures are consistent with the recommendations made in the Northeast Area NTMP as well as subsequent investigations and the site meeting with Mr. Reede.

1. Regular deployment of a radar speed awareness trailer on Manhattan Beach Boulevard near Redondo Avenue.
2. Increased speed enforcement on Manhattan Beach Boulevard during school hours.
3. "NO RIGHT TURN ON RED WHILE PEDESTRIANS ARE PRESENT" signs have been posted in the northbound and southbound directions.
4. One (1) second of "all red" timing has been inserted at the end of each direction's green phase to prevent vehicles and pedestrians from entering the intersection before vehicles in the other direction have passed through.
5. Yellow lines have been painted at each corner to assist the crossing guard indicate where pedestrians should wait before crossing.
6. A "WAIT BEHIND LINE" stencil has been added to the yellow pedestrian lines.
7. High visibility "School Ahead" signs have been posted in the eastbound and westbound directions.

## **EXISTING CONDITIONS**

Manhattan Beach Boulevard is an east-west major arterial street with two lanes in each direction separated by a raised center median and left turn lanes. Manhattan Beach Boulevard has a traffic volume of approximately 30,000 vehicles per day and a speed limit of 35 mph. Parking is permitted on Manhattan Beach Boulevard in the immediate vicinity of Redondo Avenue with some sections of "No Stopping Any Time" signs and/or red curb. Separate left-turn lanes and protected-permissive left-turn signal phasing are provided for eastbound and westbound traffic.

Redondo Avenue is a two-lane major local street that intersects Manhattan Beach Boulevard. Redondo Avenue has a traffic volume of approximately 8,000 vehicles per day and a posted speed limit of 25 mph. Parking is allowed on Redondo Avenue north of Manhattan Beach Boulevard except on the west side during certain hours to allow for southbound right turn traffic. Manhattan Beach Middle School contributes significant traffic volume through the intersection in the morning and afternoon pick-up/drop-off hours.

The intersection of Manhattan Beach Boulevard is located in a generally residential area, with Polliwog Park on the northwest corner and Manhattan Beach Middle School located north of the park. Manhattan Heights Tennis Courts are located on the southwest corner and a private pre-school is located on the southeast corner. The intersection is signed and marked with yellow school crosswalks. The intersection experiences a high number of student crossings during school arrival

and dismissal times. There is an adult school crossing guard assigned to this location. The intersection has good visibility in all directions.

The reported accident history was reviewed for a 3-year period from January 1, 2004 to December 31, 2006. This data was then used to determine if a recent 12-month period experienced five or more left-turn accidents on either street. The reported accident history for the period analyzed is shown as Table 1 at the end of this report.

Turning movement counts were collected on May 10, 2007 in all directions, during morning and evening peak hours between 7 to 9 a.m. and 2 to 6 p.m. on a normal school day. These hourly traffic volumes are used to determine the volume of left turning traffic as well as the amount of delay or difficulty in making the turning movements. The turning movement count data is shown as Table 2 at the end of this report.

## ANALYSIS

The guidelines provided in the California Manual of Traffic Control Devices and the data collected for this study were used to perform the protected left-turn phasing analysis of Manhattan Beach Boulevard and Redondo Avenue.

The California Department of Transportation (Caltrans) and the United States Department of Transportation (USDOT) provide guidelines to determine if protected left-turn phasing is warranted at signalized intersections. Protected left-turn phasing is recommended when one or more of the following conditions exist:

1. Accidents. Five or more left-turn accidents for a particular left-turn movement during a recent 12-month period.
2. Delay. Left-turn delay of one or more vehicles which were waiting at the beginning of the green interval and are still remaining in the left-turn lane after at least 80 percent of the total number of cycles for 1 hour.
3. Volume. At new intersections where only estimated volumes are available, the following criteria may be used: For a pre-timed signal or a background-cycle-controlled actuated signal, a left-turn volume of more than two vehicles per approach per cycle for a peak hour; or for a traffic-actuated signal, 50 or more left-turning vehicles per hour in one direction with the product of the turning and conflicting through traffic during the peak hour of 100,000 or more.
4. Miscellaneous. Other factors that might be considered include, but are not limited to: impaired sight distance due to horizontal or vertical road curvature, or where there are a large percentage of buses and trucks.

The Manual further states that "alternate means of handling left turn conflicts should be considered first" before the implementation of left turn phases.

## COLLISION GUIDELINE

This guideline requires a minimum of five or more collisions for a particular left-turn movement in a recent 12-month period. The recent three-year collision history between January 1, 2004 and December 31, 2006 does not identify five or more left-turn collisions in a particular direction during the study period that would be addressed with protected-only left turn signal phasing. Therefore, this guideline is not met in any direction. Table 1 summarizes the left-turn accident data for each direction.

## DELAY GUIDELINE

This guideline requires that 80 percent of the total number of cycles for any one hour must experience a left-turn delay to be justified. The existing conditions do not indicate a significant number of left turn vehicles being delayed at this intersection. During the four hour PM peak period between 2pm and 6pm, the highest percentage of delay during one peak hour was between 4:00 p.m. and 5:00 p.m. The delay guideline is one percent (1%) satisfied for eastbound direction and the delay guideline is five percent (5%) satisfied for the westbound direction during the peak hour. Therefore, this guideline is NOT met in either direction.

Field observation made at the intersection indicated good visibility in the eastbound and westbound left-turn pockets. It should be noted that the vast majority of drivers made left turns during the protected left turn arrow, however, the analysis also observed occasional drivers waiting for the clearance phase of the signal cycle before performing left-turn movements if they arrived after the protected portion of the left turn phase.

## VOLUME GUIDELINE

This guideline is met for new or proposed intersections if the product of the left-turning vehicles versus the opposing through and right turns in the AM or PM peak hour meets or exceeds 100,000, and there are 50 or more left turning vehicles per hour in one direction. Table 3 summarizes the results of the volume guideline analysis.

Between 8am and 9am school hours, the peak left turn volume in the eastbound direction is 117 vehicles per hour in the eastbound direction and 70 vehicles in the westbound direction. Between 2:30pm and 3:30pm, there are 48 vehicles per hour in the eastbound direction and 78 vehicles in westbound direction. At 4pm to 5pm, there are 30 vehicles per hour in the eastbound direction and 66 vehicles in westbound direction.

When comparing the actual traffic volume at this intersection with the estimated traffic guideline, the product of the westbound left-turn movement versus the eastbound conflicting movement was 127,540 during the 8am to 9am school peak hour, 73,320 during the 2:30pm to 3:30pm school peak hour and 69,664 in the 4pm to 5pm peak hour. Therefore, this guideline is met in the AM peak period for the westbound left-turn.

The product of the eastbound left-turn movement versus the westbound conflicting movement was 109,629 during the 8am to 9am school peak hour, 51,024 during the 2:30pm to 3:30pm school peak hour and 32,857 in the 4pm to 5pm peak hour. Therefore, this guideline is met in the AM peak period for the eastbound left-turn.

While the above analysis indicates that the volume guideline is met in the AM peak hour in the eastbound and westbound directions, the estimated volume guideline should only be used when actual delay information is not available, and where protected-permissive signal phasing has not yet been implemented. This intersection has protected-permissive signal phasing to address the peak volume periods. Further, based on the field observations of approximately 90 cycles per hour, neither left turn volume satisfies the criteria of having and average of "more than two vehicles per approach per cycle for the peak hour."

#### MISCELLANEOUS CONDITIONS GUIDELINE

The field observations noted that there are raised center medians on Manhattan Beach Boulevard at Redondo Avenue. These medians help separate opposing lanes of traffic that can help improve overall intersection safety. There is good visibility in the eastbound and westbound directions due to the downward slopes approaching the intersection. While there is a high volume of pedestrians during school times, the City employs a trained adult school crossing guard to assist students crossing the intersection.

One of the petition requests is to prohibit U-turns in the eastbound and westbound directions. Upon investigation, staff found that this movement is rare, but is important to some drivers wishing to reach locations on the opposite side of the street because the center median prohibits left turns between intersections. Also, the street is wide enough to complete U-turns safely, especially during the protected portion of the signal phase.

In his investigation, the City Traffic Engineer found that a large number of school pedestrians enter the crosswalk too late, or do not follow the pedestrian signal indications. This leads to a higher potential for vehicle-pedestrian conflicts, especially at the end of the green vehicle phase. The Traffic Engineer believes that installation of "countdown pedestrian heads" would greatly help improve the compliance of pedestrians and assist the crossing guard in regulating pedestrian flow. These devices replace standard pedestrian signals with Walk/Don't Walk indications with a timer displaying the remaining time left to cross. The Traffic Engineer also found that left turn phasing is not necessary during most of the day, and causes left turning drivers to wait excessively for the next signal cycle instead of making the left turn when appropriate gaps in traffic occur.

#### RECOMMENDATION:

Based on the findings of this study, eastbound and westbound protected-only left turn signal phasing is not recommended at this time. Staff recommends the installation of "Pedestrian Countdown Signal" indications in all directions at the intersection of Manhattan Beach Boulevard at Redondo Avenue to improve pedestrian crossing safety.

#### Attachments:

- Aerial Photo
- Diagram – MBB/Redondo Curb Ramp Markings
- Marc Reede Parent Petition
- Correspondence to Mr. Reede

**TABLE 1**

**CITY OF MANHATTAN BEACH**

**PROTECTED LEFT-TURN PHASING  
ACCIDENT GUIDELINE SUMMARY**

**Manhattan Beach Boulevard and Redondo Avenue  
January 1, 2004 to December 31, 2006**

<b>DATE</b>	<b>TIME</b>	<b>DIRECTION</b>	<b>TYPE</b>	<b>REASON</b>
6/28/06	10:05	WB TURN VS. WB THRU	SIDESWIPE	UNSAFE MOVEMENT
2/1/05	17:11	EB THRU VS. EB THRU	SIDESWIPE	UNSAFE PASSING
11/19/04	15:34	EB THRU VS WB LEFT*	BROADSIDE	UNSAFE TURN
10/26/04	11:12	EB LEFT VS. WB THRU*	BROADSIDE	UNSAFE TURN
10/12/04	18:03	NB THRU VS. EB THRU	BROADSIDE	ROW VIOLATION
6/5/04	21:15	EB THRU VS. FIXED OBJ.	BROADSIDE	DUI-HIT TREE
4/8/04	18:33	NB LEFT VS. EB THRU	BROADSIDE	UNSAFE TURN
3/20/04	11:52	EB THRU VS NB THRU	BROADSIDE	ROW VIOLATION

\* - Left turn violation

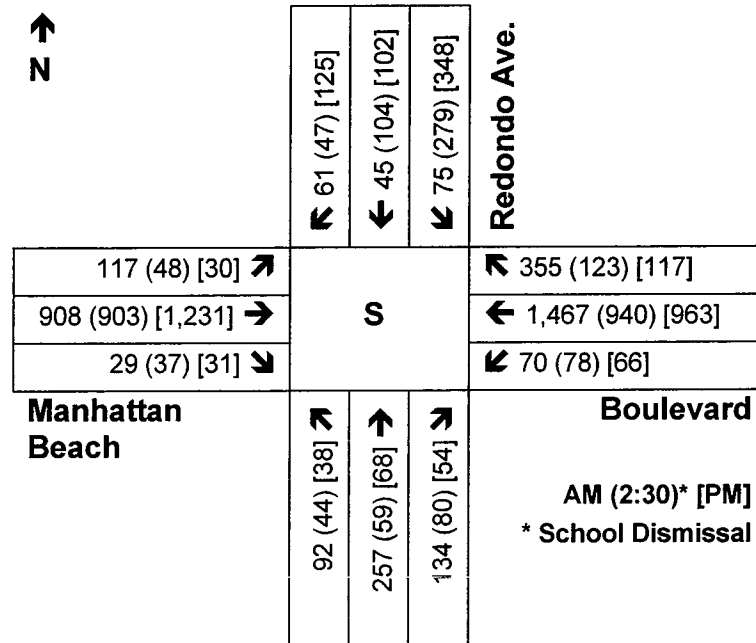


**TABLE 2**

**CITY OF MANHATTAN BEACH**

**PROTECTED LEFT-TURN PHASING  
VOLUME GUIDELINE SUMMARY**

**Manhattan Beach Boulevard and Redondo Avenue  
5/10/07**



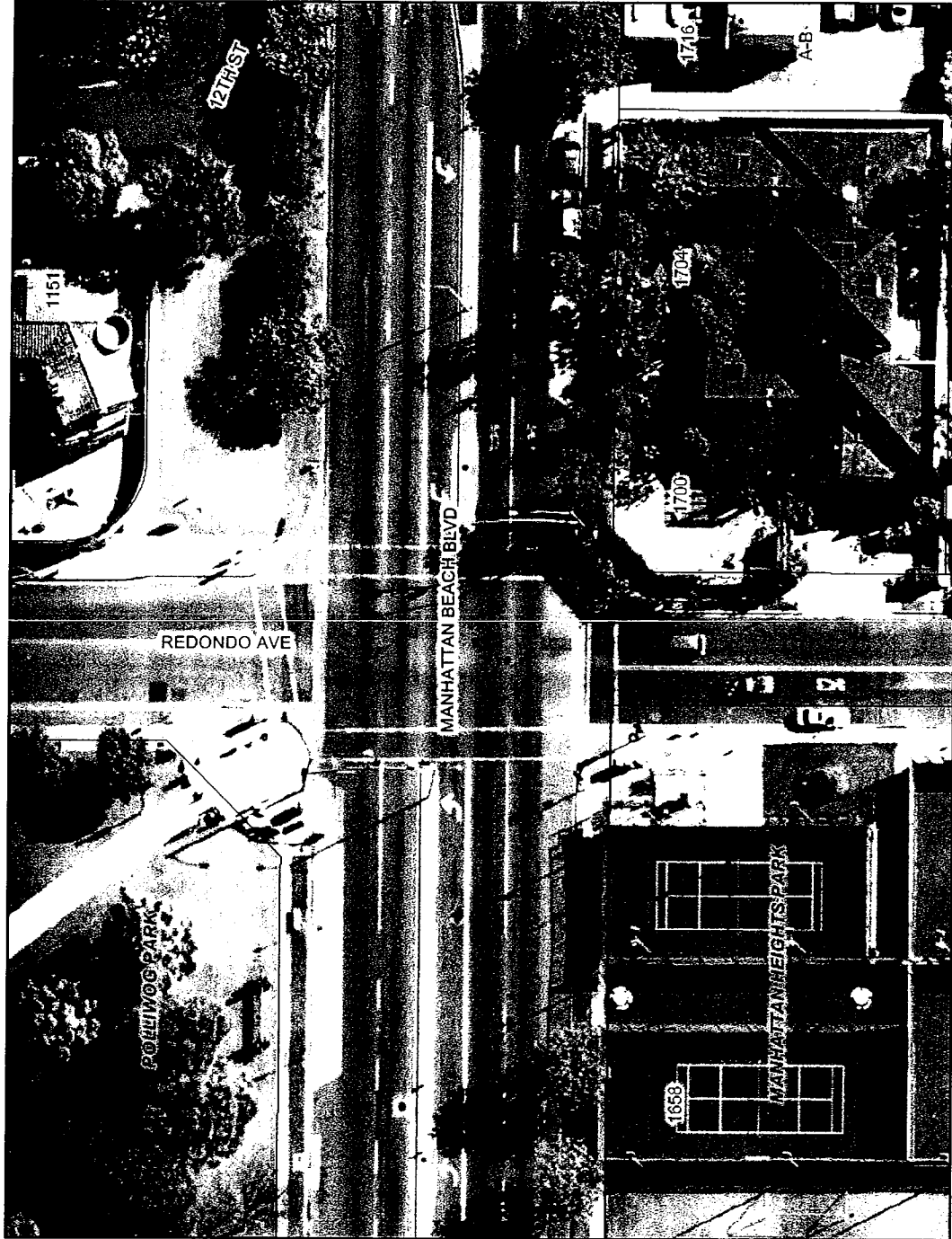
**CONFLICTING MOVEMENTS CALCULATION**

DIRECTION	7:30-8:30am	2:30 to 2:30 pm	4 to 5 pm
WESTBOUND LEFT	127,540	73,320	69,664
EASTBOUND LEFT	109,629	51,024	32,857



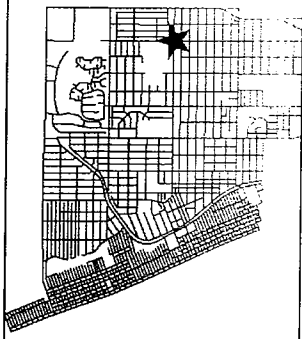
Meets guideline

# Manhattan Beach Blvd. at Redondo Ave.



0 60 120 180 ft.

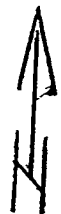
This map is a user-generated static output from the "MB GIS Info" intranet mapping site and is for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.



## Legend

- Addresses
- Parcels
- 2006 4in color Basemap
- BEACH
- BLOCK
- DEADEND
- PARK
- PIER
- PRIVATE STREET
- SCHOOL STREET
- WALK STREET

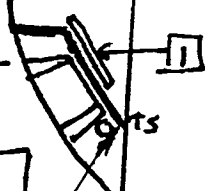
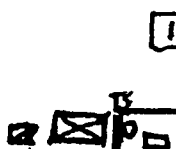
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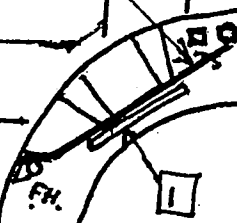
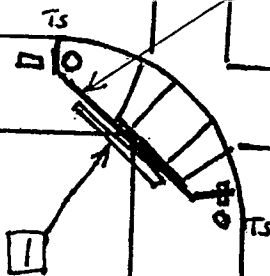


EXISTING 3" YELLOW LINE

MANHATTAN

BEACH BLVD.

EXISTING 3" YELLOW LINE



REDONDO

PAINT YELLOW "WAIT BEHIND LINE FOR WALK SIGNAL."



City of Manhattan Beach  
Department of Community Development

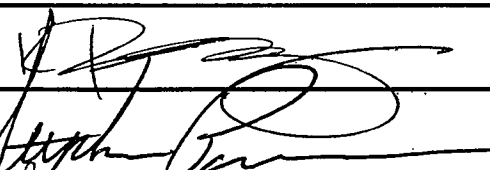
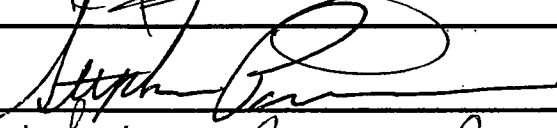
MANHATTAN BEACH BOULEVARD  
AT REDONDO AVENUE  
Curb Ramp Markings

# **MBMS SAFETY PETITION**

**The corner of Manhattan Beach Blvd. and Redondo Avenue is extremely dangerous to *hundreds* of MBMS students who cross at that corner daily. The City of Manhattan Beach Traffic Engineers do not see the danger to our children at this corner, and we must do something about it. Cars traveling Westbound on Manhattan Beach Blvd at high rates of speed are constantly being “cut-off” by drivers turning Northbound onto Redondo Ave. from Manhattan Beach Blvd. The NW corner of these two streets—where our kids stand to cross the street before and after school—is a TARGET, and YOU can help to make this safer for them. Your signature on this petition will help our city to understand the need for:**

- 1. A “protected-permissive” left-turn arrow (an arrow that turns RED after being GREEN) for cars traveling East and Westbound on Manhattan Beach Blvd., and**
- 2. A “NO U-TURN” sign for that same traffic pattern (since many drivers currently make U-Turns DIRECTLY INTO THE PATH of children walking in the crosswalk).**

Jill DeForest	374-4901
Steve DeForest	374-4915
Michelle Reh-Groze	545 7582
Otis Groze	545-7582
Todd Bedington	318-0181
Karen Roseman	545-8176
Marcia Wustler	546-2087
Debbie Horn	545-8832
John Wundel	310-374-6034
Penny Knofler	310 374 6034
The Bhakta Family ♥	(310) 937-9542
Jackie McGough	(310) 546-1507
Jim Higdon	310 545-9484
Elizabeth Paul	(310) 379-9638
Danae Mura	310 372-6606
Kim Lemore	(310) 937-4025
Linda Bair	310-545-5060
Sandra Luper	310 374-3754
Janice John	(310) 939-1931
Pat Miller	(310) 379-8976
Michelle	310) 546-8965

Debbie Busby	310.546.4235
Adreinne Schugel	310-798-0998
Rachel S. Thomas	310-722-1962
Nate Hubbard	310 545-4632
GARY KLOUS	310.545-3525
Kathleen Burns	310.546-6147
Jennifer A. Souder	310-545-4878 X4105
Catherine Shump	(310) 546-9424
Hans Vandenberg	310-545-2134
Rachel Vandenberg	310-545-2134
TARA BLAIR	310-406-0900
Karen Mohem	310-379-4122
Mary Anthony	310 376-1370
Luettli Jounell	310.545.8589
Quon	310-384323
	(310) 545-3083
	(310) 939-1610
Lisa Baisel	(310) 545-16205
Amy Goldberg	(310) 374-8488
Cindy Ellenberg	(310) 798-7121

Stephenie Olson	310-546-5583
Albert Olson	310-944 0698
Cheri Greenwood	310 798 7797
Mandi Brin	310-545 8583
Robin Acosta	(310) 219 1200
Ause Suha	310 937-8640
Rick Silver	310 937-8640
Pat Soode	310.318.2161
Art Grand	310 798 7797
Chris Wilson	310-545-6548
Leanne Hinkle	310-379-5736
Nichelle Erickson	310 545 3049
Elizabeth Bee	310-939-7749
Alison Guerrero	310 546-1662
Noguchi Family ♡	310 374-4041
Alex J. Kawamoto	(310) 379-6135
Ann Wehner	310-802-1123
Gloria Dulcorin	(310) 546-3337
Laurel M. Lottman	(310) 318-0977
Barb Ham	(310) 378-6100
Marie Lamb	310-379-8949

Jennifer Agliozzo	310-545-2250
Kanyan Ishakian	310-372-0920
Ly 2	310 374 - 4578
Janine Haddad	310 376-1897
Qin Yoh	310-540-7237
Paula Buege	310-798-6370
Ang Herwin	310-798-5270
Heather Donaldshen	310-606-0027
Hail Betts	310-318-1972
Christine Mirick	310 546-5333
Digitt Kratt	310 546 9090
Boey P. Juan	310-546-1303
Dee Zagazari	310 697 3142
Toli Ramezani / Kareem Mazha	310-798-1962
Heather Hoffman	310-545-3307
Ab Ellen	310-798-7121
Ally Woodell	310 753-0770
Don Curley	310 200-8331
Jodie Schlossberg	310-798-5927
Caroleen Dilligis	(310)372-7693
Mel Brueck	310-376-1907



Kirstin Frost

318-3730

~~Robert George~~

~~318-3730~~

Robert George

372-3782

~~Robert George~~

~~372-3782~~ 540-5225

Debra Walker

545-7818

Donna Duffy

415-2895

Richard Hernandez

546-7693

Sandy Sarnoff 1161 5th St. MB, CA. 90266

Robin Von Bergen 401 Anderson St MB CA 90266

Don Livornese 1436 5th St MA 90266

Ter. Oszeck 1038 9th Street MB 90266

Melinda Hawken 2314 Ocean Dr MB 90266

JAM Rosenfeld 625 9th St 90266

Jose Silver 404 8th St 90266

Cheryl Brandin 860 14th St 90266

Daniel Ramirez 808 Duncan Av 90266

3 1571 8th St 90266

Susan Simpson 224 4th St MB, CA 90266

905 Mar. Beh Blvd 90266

1520 9th St MB 90266

Juliet Smith 5116 Killee St 90808

Yvette Duke 1727 Voorhees MB 90266

Donna Gilroy 1633 1st Street, MB 90266

Kathy Basore 1146 3rd St MB 90266

Marla Hagedorn 701 Anderson St. MB 90266

Karen Powell

26 Melage Pl E. MB 90266

~~Edith, [unclear]~~

~~[unclear]~~  
Diane Dallas

207 Marhatt Ave, MB

~~OSmy~~

Phyllis Prescott

~~[unclear]~~

~~[unclear]~~

~~[unclear]~~  
Teresa Sack

1501 Magnolia Ave, MD

Karen Cott

Kevin Dempsey

3600 FLOUKNOY RD MB

Melissa Coffey

657 19<sup>TH</sup> ST, MD

Barbara Clark

1540 Nelson MB

Lisa Moyle

719 11<sup>TH</sup> ST. MB

Slowson.

1-Virginia E. Kelly 1623 8<sup>th</sup> Street M.B. 90266

~~Robert Kelly~~ 1311 10<sup>th</sup> St.

2-Lynne 1560 5<sup>th</sup> St Manhattan Beach CA 90266

3) Cindy Hoag 804 11<sup>th</sup> MB, Ca 90266

4) Lora Bala 606 9<sup>th</sup> MB CA 90266

5) ~~Ann~~ Rosenthal 625 9<sup>th</sup> St MB CA 90266

Wanna BURGESS 1623 Antares Ave MB CA

RV in Bldg 401 ANDERSON ST MB

C Munn Trow 825 N Dierker 90266 MB

J Goodrich 1740 Mathews man-Bch 90266

Lamis Burt 1521 8<sup>th</sup> St MB 90266

JEFF BROTHERS " " 90266

Beth Allen 1555 8<sup>th</sup> St. MB 90266

February 21, 2007

Rob Osborne  
City of Manhattan Beach

Left message  
3/22 to Mr. Reede  
informing of 4/26/07  
PPIC hearing date

Dear Mr. Osborne,

The attached petition has been signed by parents of Manhattan Beach Middle School students who are extremely concerned for the safety of their children. At issue is the corner of Redondo Avenue and Manhattan Beach Blvd., where our City has in recent months realized the dangers that speeding vehicles at this intersection pose to our children as they cross these streets. It is our stance that a young person's life may be saved at this intersection with the installation of a left-turn arrow that turns red (as is currently in place at the intersection of Redondo Avenue and Marine), as well as "No U-Turn" signs between specific before-and-after school hours.

Please let me know the next step in this important process.

Thank you,



Marc Reede  
1601 Curtis Avenue  
Manhattan Beach  
310-937-2388

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**CITY OF MANHATTAN BEACH**  
**PARKING AND PUBLIC IMPROVEMENTS COMMISSION**  
**MINUTES OF REGULAR MEETING**  
**May 24, 2007**  
**(DRAFT)**

A. The Regular Meeting of the Parking and Public Improvements Commission of the City of Manhattan Beach was held on May 24, 2007, at 6:35 p.m. in the City Council Chambers of the City Hall, 1400 Highland Avenue.

B. **ROLL CALL**

Members Present: Donahue, Paralusz, Acting Chairman Osterhout

Members Absent: None

Staff Present: Rosie Lackow, Senior Planner  
Kara Pompano, Recording Secretary  
Erik Zandvliet, Traffic Engineer

C. **AGENDA CHANGES**

None.

D. **APPROVAL OF MINUTES – April 26, 2007**

A motion was MADE and SECONDED (Paralusz/Donahue) to approve the minutes of April 26, 2007.

AYES: Donahue, Paralusz, Acting Chairman Osterhout

NOES: None

ABSENT: None

ABSTAIN: None

E. **CITY COUNCIL AGENDA**

Traffic Engineer Zandvliet reported that City Council did not concur with the Commissioner's recommendations and approved the request for stop signs at Peck Avenue at Curtis Street.

F. **AUDIENCE PARTICIPATION**

None.

G. **GENERAL**

B

1     **1.     Petition Request for Protected Left Turn Arrows at the Intersection of**  
2     **Manhattan Beach Boulevard and Redondo Avenue**

3  
4     Traffic Engineer Zandvliet presented Staff Report and recommendation to not install a  
5     fully protected left turn arrow configuration, and to install "Pedestrian Countdown  
6     Signal" indications in all directions at the intersection of Manhattan Beach Boulevard at  
7     Redondo Avenue.

8  
9                     **Audience Participation**

10  
11     **Marc Reede, 1601 Curtis Street**, addressed the Commission relative to their submitted  
12     petition requesting that the City install fully protected left turn arrows in the eastbound  
13     and westbound directions on Manhattan Beach Boulevard and Redondo Avenue and  
14     prohibits U-turns at the same intersection. He spoke about many close calls he has  
15     witnessed and talked of an accident which involved vehicles colliding on a sidewalk that  
16     held 50 children just minutes earlier. Mr. Reede explained that the vehicles in the  
17     westbound direction are speeding, and are being cut off by drivers making the eastbound  
18     to northbound movement at an intersection with high pedestrian crossing, pointing out  
19     that the reason for this request is solely based on the safety of the children.

20  
21     **John Weiner, 9<sup>th</sup> Street**, voiced his support for the requested measures, stating that a  
22     countdown signal may actually create more of a hazardous situation by motorists trying  
23     to beat the clock. He urged the Commission to support the petition measures as it  
24     provides an opportunity to increase safety and he doesn't see any "down side" to doing  
25     the turn protection.

26  
27     **Christopher Smith, 1550 Curtis Street**, relayed an experience he had driving through  
28     this intersection which involved children crossing through intersection right along with  
29     the vehicles. Sharing his concern for the safety of the children, he asked that the  
30     Commission support the petition.

31  
32     **Lloyd Kaplan, Manzanita Street**, stated his support of any measure that will make the  
33     intersection safer. He spoke on the number of young, inexperienced drivers who travel  
34     this area and whose perception of speed is not at the level of an experienced driver and  
35     can make this intersection even more dangerous.

36  
37                     **Discussion**

38  
39     Sharing that both of his children attended Manhattan Beach Middle School and that he is  
40     well aware of this intersection, Commissioner Donahue stated that he believes the most  
41     effective tool in dealing with this situation is educating children on being safe  
42     pedestrians. He shared that he is not sure if a red arrow would have prevented the  
43     referenced accident, and that the necessary guidelines for the requested measures have  
44     not been met. As such, he relayed his support for the staff recommendations.

1  
2 Commissioner Paralusz stated her agreement with Commissioner Donahue's comments,  
3 and that she believes the installation of the requested measures could actually create other  
4 problems. She indicated her support of staff's recommendations and the need for  
5 increased police enforcement.

6  
7 Acting Chairman Osterhout acknowledged his concern with the safety of the intersection  
8 especially with large SUV's, construction vehicles and young pedestrians. He stated that  
9 although he likes to abide by staff's recommendations, he is compelled by the issue of  
10 safety and would be in support of the resident's petition requests.

11  
12 **Action**

13  
14 A motion was MADE and SECONDED (Donahue/Paralusz) to approve staff's  
15 recommendations to only install "Pedestrian Countdown Signal" indications in all  
16 directions at the intersection of Manhattan Beach Boulevard at Redondo Avenue.

17  
18 AYES: Donahue, Paralusz, Acting Chairman Osterhout  
19 NOES: None  
20 ABSENT: None  
21 ABSTAIN: None

22  
23 **H. COMMISSION BUSINESS**

24  
25 Commissioner Paralusz mentioned a section of sidewalk on 1<sup>st</sup> Street and the west side of  
26 Meadows Avenue that is completely interrupted by a homeowner's landscaping.

27  
28 Traffic Engineer Zandvliet responded that staff will look into the matter of right of way  
29 and act accordingly.

30  
31 **I. ADJOURNMENT**

32  
33 The meeting was adjourned at 7:35 p.m.  
34  
35





City Hall

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Manhattan Beach, CA 90266-4795

Telephone (310) 802-5000

FAX (310) 802-5001

June 13, 2007

Mr. Marc Reede  
1625 21<sup>st</sup> Street  
Manhattan Beach, CA 90266

Re: Request for Signal Change at Manhattan Beach Blvd and Redondo Avenue

Dear Mr. Reede:

As you know, on May 24<sup>th</sup> the Parking and Public Improvements Commission (PPIC) considered a petition submitted by you requesting traffic signal changes and "No U-turn" restriction at the referenced location. A copy of the draft minutes for the PPIC meeting is attached for your reference.

This matter will be on the City Council agenda at their meeting of June 19<sup>th</sup> as a "Receive and File" item on the Consent calendar portion of the agenda. The recommended action will be to approve the PPIC recommendation, which was to deny the request to make have protected left turn arrows and not allow U-turns. The PPIC also recommended that pedestrian countdown signal indications be installed to enhance pedestrian safety. The council agenda and link to a Staff Report will be available online the Friday before the meeting at [www.cityymb.info](http://www.cityymb.info).

The issue will be on the portion of the agenda known as the "Consent Calendar", meaning that it will not automatically be discussed. If it is not requested to be discussed by either a member of the audience, a City staff person or a Councilmember, the recommended action will be approved without discussion. At a point at the beginning of the meeting the Mayor will ask the audience if they would like any items to be removed from the Consent Calendar. If you do not agree with the recommended action for this item, be sure to request that it be removed at that time. It will then be discussed during the portion of the agenda entitled "Items Removed from the Consent Calendar", toward the end of the meeting.

If you have any questions or would like any additional information, please call/email me at 802-5515; [rlackow@cityymb.info](mailto:rlackow@cityymb.info).

Sincerely,

Rosemary Lackow  
Senior Planner, Community Development Department

Attachment: draft PPIC minutes

Fire Department Address: 400 15<sup>th</sup> Street, Manhattan Beach, CA 90266 FAX (310) 802-5201  
Police Department Address: 420 15<sup>th</sup> Street, Manhattan Beach, CA 90266 FAX (310) 802-5101  
Public Works Department Address: 3621 Bell Avenue, Manhattan Beach, CA 90266 FAX (310) 802-5301

C

